

AMENDMENT NO. 274
TO THE OFFICIAL PLAN FOR
THE TOWN OF CALEDON PLANNING AREA

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. 2023-087

A By-law to adopt Amendment No. 274 to the Official Plan for the Town of Caledon.

WHEREAS the Council of the Corporation of the Town of Caledon, in accordance with the provisions of the Planning Act, R.S.O. 1990, as amended, HEREBY ENACTS AS FOLLOWS:

1. Amendment No. 274 to the Official Plan for the Town of Caledon Planning Area shall be and is hereby adopted.

Read three times and
finally passed in open
Council this 10th day of
October, 2023.

This photocopy is a true copy of the original
Document which has not been altered in any way.

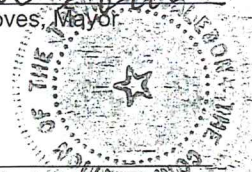
Dated at the Town of Caledon
this 23rd day of October, 2023.



Patrick Edward Trafford
Deputy Clerk
Town of Caledon


Annette Groves, Mayor


Patrick Trafford, Acting Town
Clerk



THE CONSTITUTIONAL STATEMENT

PART A - THE PREAMBLE - does not constitute part of this Amendment.

PART B - THE AMENDMENT - consisting of amendments to the Text and Schedules of the Official Plan for the Town of Caledon constitutes Amendment No. 274 to the Official Plan for the Town of Caledon.

AMENDMENT NO. 274

TO THE OFFICIAL PLAN OF THE TOWN OF CALEDON

PART A - THE PREAMBLE

Purpose of the Amendment:

The purpose of Official Plan Amendment No. 274 is to amend the maps of the Town of Caledon Official Plan to expand the Bolton Rural Service Centre boundary to add the Humber Station Employment Area and replace the Prime Agricultural Area' designation within this area with a 'New Employment Area' designation and provide the policy framework for the development of a secondary plan with more detailed policies and land use designations to guide development on the subject lands, and a 'Highway 413 Transportation Corridor' designation to ensure protection for the future Highway 413.

Location:

The lands subject to this Amendment, are bounded by Humber Station Road, Healey Road, Mayfield Road and the current Bolton Rural Service Centre boundary midway between Coleraine Drive and Humber Station Road, as indicated on the attached Schedule "A".

Basis:

Region of Peel Council passed By-law 20-2022 to adopt the new Region of Peel Official Plan on April 28, 2022. The new Region of Peel Official Plan incorporates the lands bounded by Humber Station Road (west), Mayfield Road (south), Healey Road (north), to the approximate mid-concession block between Humber Station Road and Coleraine Drive into the Regional Urban Boundary and designates the lands as 'Employment Area' subject to more detailed land use policies and designations in the Town of Caledon Official Plan.

The Minister of Municipal Affairs and Housing approved the new Region of Peel Official Plan, with modifications, on November 4, 2022, and the new Region of Peel Official Plan is now in effect.

In conformity with the Peel Official Plan, the Draft Town of Caledon Official Plan (August 30, 2023) proposes to add the Subject Lands to the Urban Area and designate them "New Employment Area" and "Highway 413 Transportation Corridor", accompanied by policies associated with the "New Employment Area" designation which will require a secondary plan be prepared to guide development of the Subject Lands in accordance with the detailed policy framework of the Draft Caledon Official Plan.

A Statutory Public Meeting to receive comments from the public on the latest Draft Town of Caledon Official Plan, which includes the Subject Lands, was held on September 19, 2023. This amendment advances the Draft Official Plan policies and mapping, for the Humber Station Employment Area only ahead of the Draft Official Plan.

PART B - THE AMENDMENT

This part of the document, entitled "Part B - The Amendment", and consisting of the following Text, Tables, Figures and Schedules constitutes Amendment No. 274 to the Official Plan of the Town of Caledon.

Details of the Amendment

The Town of Caledon Official Plan is amended as follows and in accordance with the boundaries shown on Schedule A to this Amendment:

1. Schedule 'A', Town of Caledon Land Use Plan of the Town of Caledon Official Plan is amended to revise the boundary of the Bolton Rural Service Centre to include the limits of the Humber Station Employment Area, bounded by Humber Station Road, Healey Road, Mayfield Road and the mid-concession between Humber Station Road and Coleraine Drive as shown on Schedule "A" attached hereto.
2. Schedule 'A1', Town of Caledon Town Structure of the Town of Caledon Official Plan is amended to revise the boundary of the Bolton Rural Service Centre to include the limits of the Humber Station Employment Area, as shown on Schedule "B" attached hereto.
3. Schedule 'C' Bolton Land Use Plan is amended for the revised Humber Station Employment Area to replace the "Prime Agricultural Area" designation with a "New Employment Area" and a "Highway 413 Transportation Corridor" designation, as shown on Schedule "C" attached hereto.
4. The Town of Caledon Official Plan is amended to add Sections 5.5.8 to 5.5.13 as follows:

5.5.8 Humber Station New Employment Area

This section sets out policy direction for the New Employment Area designation applying to the lands located east of Humber Station Road, south of Healey Road, north of Mayfield Road.

This policy direction will direct development of detailed land use designations and policies, to be applied through the preparation and adoption of a Secondary Plan that is prepared in accordance with the policies of Sections 5.5.8 to 5.5.13 and all other relevant policies of this Plan. Where there is a conflict between the policies of Sections 5.5.8 to 5.5.13, and any other policies of this Plan, the former policies shall prevail.

The New Employment Area designation identifies lands that will be developed for employment uses in the future. Development will not be permitted on these lands until such time as a Secondary Plan is approved, in accordance with the Town's Growth Management and Phasing Plan. Through the approval of a Secondary Plan, land use designations will be applied to replace the New Employment Area designation.

5.5.8.1 Objectives

The planning objective for the New Employment Area designation is as follows:

- a) To designate lands that will be developed for employment uses in the future. The lands will be redesignated to detailed land use designations only through the development of a Secondary Plan.

5.5.8.2 Permitted Uses in New Employment Area prior to Secondary Plan Preparation

- a) The following uses may be permitted within the New Employment Area designation prior to the preparation of the required Secondary Plan:
 - i. uses that existed at the time that this Plan was adopted;
 - ii. minor expansions to uses existing at the time this Plan was adopted; and
 - iii. new agricultural uses subject to Minimum Distance Separation II policies, as identified by the Province.

5.5.8.3 Planning Designations

- a) Within the New Employment Area, the Planning Designations may include:
 - i. Prestige Employment Area
 - ii. General Employment Area
 - iii. Knowledge and Innovation Employment Area
- b) Notwithstanding the requirement for full municipal sewage and water services, lands designated as a New Employment Area may be permitted to develop for interim dry industrial uses that do not require extension of municipal services or any significant new infrastructure, subject to approval of a temporary use by-law, and provided the use is planned on an interim basis such that it will not preclude the long-term development and servicing of the lands for more intensive planned permanent employment uses. Development proposals for such employment uses will demonstrate that:
 - i. the land use will not prevent the comprehensive development of the area and will not require the construction of new permanent buildings or structures;
 - ii. the compatibility of the land use with existing and future surrounding land uses;
 - iii. access to the lands is appropriate for the proposed land use;
 - iv. the owner execute an agreement recognizing the temporary nature of the approvals;
 - v. landscaping, screening and quality urban design are implemented on site;
 - vi. servicing options have been evaluated and the evaluation has confirmed that extension of full municipal services is not required or

immediately available to service the proposed development;

- vii. the preferred servicing option is acceptable to the Region and Town, and will be financially feasible and sustainable for both;
- viii. when full municipal services are extended and made available, the development, at no cost to the Region or Town, will connect to the municipal water and wastewater servicing system on terms acceptable to the Region and Town;
- ix. the objectives, targets, criteria, and recommendations of the Region of Peel's Scoped Subwatershed Study including identification of a natural heritage system and stormwater management requirements have been addressed; and,
- x. environmental and agricultural impact assessments, and other land use compatibility evaluations have been completed and will be addressed in accordance with the policies of the Region of Peel Official Plan and this Plan.

5.5.9 New Employment Area Secondary Plans

- 5.5.9.1 An official plan amendment to implement a new secondary plan will be prepared in accordance with the relevant policies as provided below.
- 5.5.9.2 The secondary plan will be based on the following studies prepared to the satisfaction of the Town in accordance with all applicable terms of reference:
 - a) a subwatershed study, prepared in accordance with Town approved terms of reference, which at a minimum includes:
 - i. a characterization of existing environmental conditions;
 - ii. the establishment of environmental targets to maintain restore and enhance existing conditions;
 - iii. an assessment of the cumulative environmental impacts from existing and planned development, with consideration of climate impacts;
 - iv. the consideration of land use, development, and infrastructure alternatives to avoid or minimize impacts;
 - v. the identification of management strategies and actions to meet environmental targets and objectives including identification of water resource and Natural Environment System features and areas requiring protection, improvement, restoration and enhancement;

- vi. confirmation of the boundaries and appropriate buffers for protection, restoration and enhancement of the Natural Environment System; and,
 - vii. recommendations regarding monitoring and adaptive environmental management;
- b) an agricultural impact assessment, if the secondary plan area abuts or is adjacent to existing agricultural uses, which provides recommendations on how to avoid, minimize and/or mitigate adverse impacts;
- c) a mobility and transportation study that provides details about the anticipated impact of the proposed secondary plan on the existing multimodal transportation system and recommends:
- i. a more defined external and internal multimodal transportation network, including a transit network, that meets the requirements of the Region of Peel Official Plan and Transportation Master Plan, this Plan and the Town Transportation Master Plan and Active Transportation Master Plan, and all applicable guidelines and standards;
 - ii. transportation infrastructure improvements, and missing links for all modes of transportation, beyond those identified in the Region of Peel and Town Transportation Master Plans and construction programs to ensure the efficient provision of a Caledon-wide multimodal transportation system that includes sustainable transportation and transit infrastructure and services, including the alignment of east-west and north-south collector road connections, higher order transit corridor, and the conceptual alignment of other higher order transit corridors along with sufficient east west road and goods movement capacity;
 - iii. development phasing based on the proposed, planned and scheduled transportation infrastructure improvements;
 - iv. high level transit-supportive measures and parking policies to support the achievement of the Town's modal split targets and reduced single-occupant-vehicle trips; and,
- d) energy and emissions and climate adaptation studies to:
- i. assess the feasibility, planning and implementation requirements of deploying low carbon and renewable energy systems across the built environment, including opportunities for district energy, fuel switching from gas and

other fossil fuels, and renewable and distributed energy systems;

- ii. identify measures to reduce greenhouse gas emissions associated with transportation as well as opportunities to support zero emissions vehicles and associated infrastructure; and,
 - iii. assess the potential risk and vulnerability to property, infrastructure, public health, natural heritage, and water resource systems due to changing climate conditions; and,
 - iv. establish a strategy and policy direction to improve community and environmental resiliency;
- e) a development staging and sequencing plan to:
- i. establish a logical progression of growth as an integrated extension of existing communities based on identifiable boundaries and having regard for physical and natural features and barriers;
 - ii. schedule and finance all of the infrastructure (hard and soft) needed to support growth in conformity with the planned urban structure for the community;
 - iii. extend roads and servicing infrastructure in accordance with approved master plans and in a cost-effective and financially sustainable manner while ensuring that the costs of extending infrastructure can be supported through expected development charge revenues within a reasonable period;
 - iv. construct early centralized stormwater management facilities and associated infrastructure to ensure no undue grading and servicing constraints on future developments, minimize the number of facilities, protect the natural environment and ensure no negative impacts to public and private property;
 - v. stage growth within convenient walking distance of transit corridors (where they exist or are planned) to generate sufficient transit ridership;
 - vi. provide appropriate transitions to allow agriculture and related uses to continue for as long as practical;
- f) a cultural heritage impact assessment;
- g) a fiscal impact study; and,
- h) a parks plan for the secondary plan area.

- 5.5.9.3 An official plan amendment for a secondary plan will be supported by a series of urban design, landscape and transportation planning guidelines that will inform the preparation and consideration of implementing development applications.
- 5.5.9.4 The secondary plan should include the following:
- a) a description of the long-term vision for the area and a series of guiding principles that are intended to achieve the vision;
 - b) a description of the main structural elements of the secondary plan area and how those structural elements are based on the guiding principles;
 - c) a description of how much growth is planned in the secondary plan area in the form of population, housing units and employment as applicable;
 - d) the minimum densities to be achieved in the secondary plan area;
 - e) the housing targets for each form of residential development, if applicable, and an assessment of the contribution to the Town's overall housing targets;
 - f) the identification of areas for key community infrastructure to be implemented early in the planning approval process, including lands for public health, education, recreation, parks and open space, cultural and community facilities, public safety and affordable housing early;
 - g) policies that ensure the efficient provision of a Caledon-wide multimodal transportation system that includes sustainable transportation and transit *infrastructure* and services, including the alignment of an east-west higher order transit corridor, the conceptual alignment of other higher order transit corridors along with sufficient east west road and goods movement capacity;
 - h) policies that provide for the orderly transition from agriculture and related uses that enable the agricultural use to continue for as long as practical and mitigate and/or minimize adverse impacts;
 - i) details on the land use designations that are to be applied, including the vision, goals and objectives, permitted uses and development policies that apply to each;
 - j) policies on how the Natural Environment System within the secondary plan area is to be protected and potentially enhanced;
 - k) policies that identify how low carbon and renewable energy should be incorporated into the secondary

plan area, and how future populations can be protected from climate risk;

- l) policies that identify what technical studies will be required to support the preparation and consideration of implementing development applications;
- m) policies that identify how much parkland is required and where and how these parkland areas will be developed;
- n) policies that provide direction regarding the *conservation* of cultural heritage resources;
- o) policies that provide guidance on the continuation and/or transitioning of existing land uses and the development path for small land holdings; and,
- p) a phasing plan that sets out how each component of the secondary plan area will be phased in a logical manner.

5.5.10 Prestige Employment Designation

Land designated Prestige Employment are to be planned and developed for prestige industrial and office development, frequently in larger scale buildings located on large properties. Industrial buildings will generally be single storey and may be in single use or multiple unit buildings. It is the intent of this Plan that prestige employment areas provide prime business locations that help attract new business and support the retention of existing businesses in Caledon.

The range of uses provided for is limited to prestige employment-type uses, and the development standards and criteria in this designation are intended to support consistent, high quality building and site design. The intended uses and larger scale development benefit from access to both major roads and transit routes. Accessory uses and ancillary uses will be strictly controlled and limited to those that support the primary office and industrial uses.

5.5.10.1 Objectives

The planning objectives for the Prestige Employment Area designation are as follows:

- a) provide accommodation in prime locations attractive to existing and future businesses seeking a setting with a specific range of compatible land uses characterized by high quality site development and building forms;
- b) restrict accessory uses and ancillary uses to those that directly support the industrial uses of this designation;
- c) restrict the introduction of new sensitive land uses to minimize impacts on the viability of permitted uses; and
- d) Encourage building and site design achieves climate change mitigation and adaptation objectives.

5.5.10.2 Permitted Uses

- a) The following uses may be permitted within Prestige Employment designation:
 - i. manufacturing, processing and warehousing with no accessory outside storage of goods or materials;
 - ii. business offices in stand-alone office buildings or as an accessory use to other permitted uses;
 - iii. hotels which may include restaurants and banquet halls;
 - iv. trade and convention centres which may include restaurants and banquet halls;
 - v. commercial trade schools;
 - vi. ancillary uses such as retail, service, restaurant, sports and fitness recreation uses, financial institutions and child care centres within the ground floor of a multi-storey office building; and
 - vii. ancillary uses such as retail, service, restaurant, sports and fitness recreation uses and financial institutions within a multi-unit industrial building provided the combined floor area of these uses does not exceed 25% of the gross floor area of the industrial building.
- b) Outdoor storage, large-scale warehousing, goods movement and logistics will not be permitted.

5.5.10.3 Discretionary Uses

- a) The following discretionary uses may be permitted within the Prestige Employment designation:
 - i. ancillary uses such as retail, service, restaurant, sports and fitness recreation uses and financial institutions within a multi-unit industrial building provided the combined floor area of these uses which will exceed 25% of the gross floor area of the industrial building;
 - ii. banquet halls that are not associated with a hotel or trade and convention centre;
 - iii. manufacturing, processing and warehousing with accessory outdoor storage; and,
 - iv. motor vehicle service stations.

5.5.10.4 Development Policies

- a) The design of the site and the building will contribute to a safe, comfortable and attractive pedestrian environment that is linked to a system of pedestrian

routes providing direct connections to existing or planned transit services.

- b) Buildings will be located close to the street edge in attractively landscaped settings.
- c) Truck and trailer parking associated with a permitted use will not be permitted in the front yard.
- d) New multi-storey buildings will be sited to achieve a continuous and consistent relationship to adjoining public streets.
- e) Buildings with the greatest density and height should be directed to locations along arterial roads and transit services.
- f) Building heights adjacent to residential areas will be reduced for compatibility purposes.

5.5.11 General Employment Area Designation

General Employment areas are characterized by large properties developed with single and multiple unit buildings accommodating the industrial uses that are primary to the designation. The majority of buildings are single storey, reflecting the nature of operations undertaken by the businesses they house. Many of the properties are designed to accommodate truck movements and loading and may also include space for outdoor storage. Some buildings may include a second storey portion to accommodate the particular requirements of industrial or warehousing activities or accessory office space.

5.5.11.1 Objectives

The planning objectives for the General Employment Area designation are as follows:

- a) provide long-term and stable locations for manufacturing, processing and warehousing uses with good access to arterial roads, connections to 400 series highways, roadways suited to trucking and access to public transit;
- b) maintain a supply of land suited to development of single and multi-unit building forms on large and small properties accommodating businesses in the industrial sector;
- c) restrict the introduction of new *sensitive land uses* to minimize the impacts on the viability and continued operation of permitted industrial and warehouse uses;
- d) accommodate the expansion and modernization of existing buildings to maintain the attractiveness and competitive advantage of the lands for the intended uses; and
- e) restrict accessory uses and ancillary uses to those that directly support the primary uses of this designation.

5.5.11.2 Permitted Uses

- i. The following uses may be permitted within the General Employment Area designation:
- ii. manufacturing, processing and warehousing with accessory outdoor storage;
- b) equipment and motor vehicle repair garages;
- c) institutional uses such as industrial trade schools and training facilities if they are directly related to the function of the Employment Area and do not accommodate sensitive uses;
- d) business offices as an accessory use to other permitted uses; and,
- e) Large scale warehousing, goods movement and logistics uses will not be permitted.

5.5.11.3 Discretionary Uses

- a) The following discretionary uses may be permitted within the General Employment Area designation:
 - i. container storage;
 - ii. salvage and recycling operations;
 - iii. stand-alone gas stations serving the public;
 - iv. concrete batching plants and asphalt plants;
 - v. open storage uses, contractors yards and truck parking uses where less than 10% of the lot area is the site of buildings or structures; and,
 - vi. ancillary uses such as retail, service, restaurant, sports and fitness recreation uses and financial institutions within a multi-unit industrial building provided the combined floor area of these uses which will exceed 25% of the gross floor area of the industrial building.

5.5.11.4 Development Policies

- a) Maximum heights for open storage should be included in the implementing zoning.
- b) Salvage and recycling operations, concrete batching plants and asphalt plants, open storage uses, contractor's facilities are not to be located on a corner lot where one road is an arterial road, Regional Road or Provincial Highway.
- c) Truck and trailer parking associated with a permitted use will not be permitted in the front yard or exterior side yard.

- d) Outdoor storage associated with a permitted use will only be permitted in the interior and rear yards only.

5.5.12 Goods Movement District Designation

The Town recognizes the importance of the goods movement sector for e-commerce and other logistics requirements within the Town, Region and beyond. The Goods Movement District overlay allows for a coordinated approach to planning for goods movement, so that there are appropriate opportunities in strategic locations.

Through the preparation of the required secondary plans, a Goods Movement District designation may be applied as an overlay on top of the General Employment Area designation, which is to be informed by a Goods Movement Trucking Strategy prepared by the Town. The overlay is intended to accommodate large scale warehousing, goods movement and logistics uses including truck parking, container storage and other forms of outdoor storage.

5.5.12.1 Objectives

The planning objectives for the Goods Movement District designation are as follows:

- a) determine the location and extent of the district through the Trucking Strategy, to be completed by the Town;
- b) provide long-term and stable locations for large scale warehousing, goods movement and logistics uses;
- c) restrict the introduction of new sensitive land uses to minimize the impacts on the viability and continued operation of permitted uses; and
- d) restrict accessory uses and ancillary uses to those that directly support the primary uses of this designation.
- e) Provide significant buffers from sensitive uses, roads and uses outside of the overlay area.

5.5.12.2 Permitted Uses

- a) The following uses may be permitted within the Goods Movement District designation:
 - i. all uses permitted under the General Employment designation;
 - ii. large scale warehousing, goods movement and logistics uses;
 - iii. major office uses and employment-supportive uses; and,
 - iv. open storage, including the storage of containers and truck storage.

5.5.12.3 Development Policies

- a) Maximum heights for open storage should be included in the implementing zoning.

- b) Salvage and recycling operations, concrete batching plants and asphalt plants, open storage uses, contractor's facilities are not to be located on a corner lot where one road is an arterial road, Regional Road or Provincial Highway;
- c) Truck and trailer parking associated with a permitted use in a Goods Movement District designation will be screened from surrounding roadways and lands in other land use designations with high quality landscaping, fencing, berming, etc.
- d) Maximum heights should be included within the implementing Zoning By-law;

5.5.13 Knowledge and Innovation Employment Area Designation

Land designated Knowledge and Innovation Employment Area are to be planned and developed for prestige industrial, office and institutional development that support the knowledge-based sector and where leading-edge anchor institutions and companies cluster to create synergies.

5.5.13.1 Objectives

The planning objectives for the Knowledge and Innovation Employment Area designation are as follows:

- a) Recognize and reserve strategic locations and assign them priority for the clustering of higher density prestige office development in business park settings with excellent access to arterial roads and transit services;
- b) Provide accommodation for businesses and higher order educational institutions seeking locations with other compatible land uses characterized by high quality site development and building forms;
- c) Restrict accessory uses and ancillary uses to those that directly support the industrial uses of this designation;
- d) Restrict the introduction of new sensitive land uses to minimize impacts on the viability of permitted uses; and
- e) Encourage building and site design that achieves climate change mitigation and adaptation objectives.

5.5.13.2 Permitted Uses

- a) The following uses will be permitted within the Knowledge and Innovation Employment designation:
 - i. business offices in stand-alone office buildings or as an *accessory use* to other permitted uses;
 - ii. hotels, which may include restaurants and banquet halls;

- iii. trade and convention centres, which may include restaurants and banquet halls;
- iv. research and development uses;
- v. institutional uses, such as post-secondary facilities, university and government research stations/facilities and research-based medical facilities;
- vi. ancillary uses such as retail, service, restaurant, sports and fitness recreation uses, financial institutions and child care centres within the ground floor of a multi-storey office building; and,
- vii. ancillary uses such as retail, service, restaurant, sports and fitness recreation uses and financial institutions within a multi-unit ground-oriented building provided the combined floor area of these uses does not exceed 25% of the gross floor area of the multi-unit building.
- b) Goods movement, logistics, manufacturing, warehousing, contractor's facilities and outdoor storage are not permitted.

5.5.13.3 Discretionary Uses

- a) The following discretionary uses may be permitted within the Knowledge and Innovation Employment designation:
 - i. ancillary uses such as retail, service, restaurant, sports and fitness recreation uses and financial institutions that are not within the ground floor of office buildings; and,
 - ii. manufacturing, processing and warehousing with no accessory outdoor storage.

5.5.13.4 Development Policies

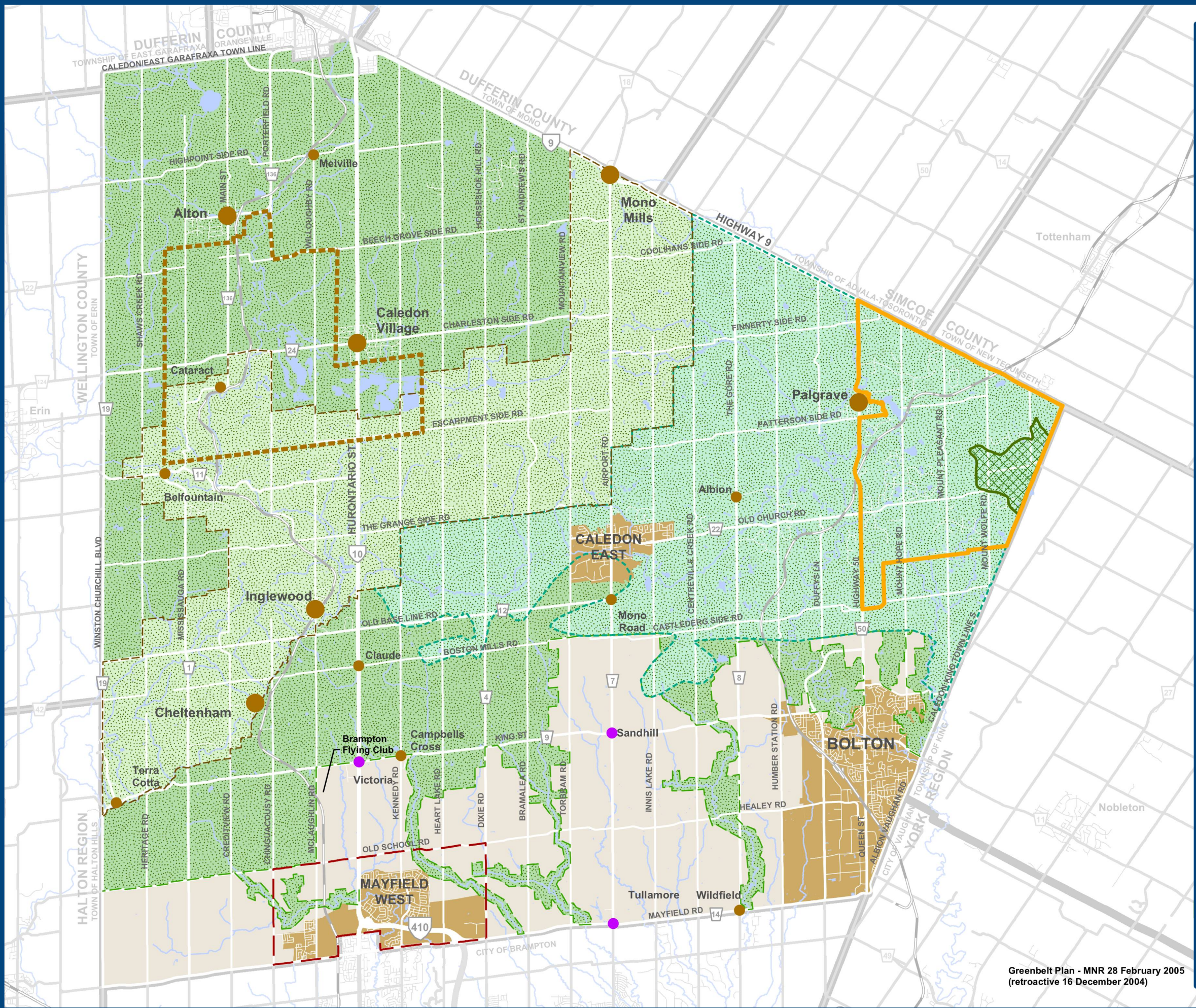
- a) The design of the site and the building will contribute to a safe, comfortable and attractive pedestrian environment that is linked to a system of pedestrian routes providing direct connections to existing or planned transit services.
- b) Buildings will be located close to the street edge in attractively landscaped settings.
- c) New multi-storey buildings will be sited to achieve a continuous and consistent relationship to adjoining public streets.
- d) Public squares, urban parks and other social spaces should be incorporated into the site design of new uses located in areas of high pedestrian activity, near transit stations and at focal points.

- e) Where appropriate, transit stops and stations should be integrated into the site design of large uses.
- f) Buildings with the greatest density and height should be directed to locations along arterial roads and transit services.
- g) Building heights adjacent to residential areas will be reduced for compatibility purposes.

	General Agricultural Area
	Prime Agricultural Area
	Rural Lands
	Extractive Industrial Area
	Waste Management Area
	Open Space Policy Area
	Environmental Policy Area
	Estate Residential Area
	Retirement Community Area
	Settlement Area
	Mayfield West Study Area Boundary
	Boundary of Greenbelt Plan Area
	Oak Ridges Moraine Conservation Plan Area
	Niagara Escarpment Plan Area
	Provincial Road
	Regional Road
	Local Road
	Railway
	Caledon Trailway

Base Data Source: Town of Caledon

[illegible]





Schedule A1

TOWN OF CALEDON

TOWN STRUCTURE

Greenbelt Designations

-  Greenbelt Plan Area
-  Greenbelt Plan Protected Countryside Designation
-  Niagara Escarpment Plan Area
-  Oak Ridges Moraine Conservation Plan Area

-  Agricultural and Rural Area of the Growth Plan
-  Mayfield West Study Area Boundary
-  Coulterville Special Study Area
-  Palgrave Estate Residential Community
-  Lake Simcoe Protection Plan Area

-  Rural Service Centre
-  Village
-  Hamlet
-  Industrial/Commercial Centre

-  Provincial Road
-  Regional Road
-  Local Road
-  Railway

Base Data Source: Town of Caledon



Greenbelt Plan - MNR 28 February 2005
(retroactive 16 December 2004)

