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In Memoriam, Founding Partner:

Glen Schnarr

June 13, 2025

GSAI File: 792-016B

Business, Planning and Development
The Corporation of the Town of Caledon
6311 Old Church Road
Caledon, ON L7C 1J6

Attention: Harsh Padhya
Senior Development Planner

**Re: Proposed Amendment to Approved Draft Plan of Subdivision
Zoning By-law Amendment to Remove the Holding Symbol
Argo Kennedy Ltd. & Argo Northfields Corporation
0 and 3431 Old School Road and 12891 Hurontario Street
Town File No.: 21T-24008C**

Dear Mr. Padhya,

Glen Schnarr & Associates Inc. (“GSAI”) is the planning consultant for Argo Kennedy Ltd. & Argo Northfields Corporation, owner of the lands known as 0 and 3431 Old School Road and 12891 Hurontario Street in the Town of Caledon (the “subject lands”). On behalf of our client, we are pleased to submit the enclosed application to amend the approved Draft Plan of Subdivision (21T-24008C) and Zoning By-law Amendment to remove the holding symbol for your review.

For background, on March 14, 2025, the Ontario Land Tribunal (“OLT”) approved an Official Plan Amendment to establish the Mayfield West Phase 3, Stage 1 Secondary Plan (OLT-23-000520), and a Zoning By-law Amendment and Draft Plan of Subdivision Application to facilitate development within the Mayfield West Phase 3, Stage 1 Secondary Plan Area on the subject lands (OLT-23-000520 and OLT-23-001291).

Under the Approved Draft Plan of Subdivision, a “Future Development Block” is located at the northwestern portion of the subject lands within the former Highway 413 Focused Analysis Area and Northwest GTA Transmission Corridor Narrowed Area of Interest (“FAA/NAI”). Under the approved Zoning By-law Amendment, the area of the former FAA/NAI within the subject lands is zoned as Mixed Density Residential Zone – Exception 719 – Holding Provision 52 (RMD-719-H52).

Pursuant to Section 7.16.11.1 of the Mayfield West Phase 3 Stage 1 Secondary Plan (the “Secondary Plan”), the owners propose to lift the Holding provision from the subject lands now having received confirmation from the Ministry of Municipal Affairs and Housing (“MMAH”)

that the FAA/NAI no longer applies to the site (please refer to **Appendix A** of this letter). As such, the enclosed applications propose the removal of the Holding provision, as well as revisions to the proposed lot mix to respond to market demand. The proposed revisions result in a net increase of 62 lots, yielding a total of 718 residential lots for the Proposed Draft Plan of Subdivision, including the area of the FAA/NAI. No revisions are proposed to the Natural Heritage System, Parklands, Fire Station Block or Stormwater Management Ponds.

For reference, the below table compares the unit mix for the Approved Draft Plan of Subdivision dated November 22nd, 2024 and Proposed Draft Plan of Subdivision dated June 6th, 2025:

	Approved Draft Plan (November 22, 2024)	Proposed Draft Plan (June 6, 2025)
Lot / Unit Type	Number of Units	Number of Units
Single Detached Dwellings	403	429
Street Townhouse Dwellings	0	4
Rear Lane/Dual Frontage Townhouse Dwellings	166	172
Back-to-Back Townhouse Dwellings	86	112
Relocated Heritage House	1	1
Total	656	718

For a detailed breakdown of the unit mix for the Approved Draft Plan of Subdivision and Proposed Draft Plan of Subdivision, please refer to **Appendix B** of this letter.

Table 7.16 of the Secondary Plan sets out to achieve a population of 4,130 people and 460 population-related jobs. The Proposed Draft Plan of Subdivision will help achieve these targets, as it is estimated to generate a population 2,515 people and 241 population-related jobs. The Proposed Draft Plan of Subdivision generates an increase of 212 additional people, and 20 additional jobs compared to the Approved Draft Plan of Subdivision. The shortfall in the overall population and population-related job estimates is expected to be addressed by the adjacent development located at 12909 Kennedy Road. Based on a net area of 36.57 hectares, the Proposed Draft Plan of Subdivision has an approximate density of 75 people and jobs per hectare.

Section 7.16.7 of the Secondary Plan establishes a minimum density target of 30 units per net hectare (“upha”) for Low Density Residential lands and 50 upha for Mixed/High Medium Density Residential Area lands respectively. The Proposed Draft Plan of Subdivision exceeds these minimum requirements, as it provides 41.83 upha for the lands designated as Low Density Residential, and 49.67 upha for the lands designated as Mixed/High Medium Density Residential Area.

Based on the above analysis, it is our opinion that the Proposed Draft Plan of Subdivision conforms to the policies under the Secondary Plan.

In support of the application, we have enclosed the following materials in digital format:

- OLT-Approved Draft Plan of Subdivision as prepared by Glen Schnarr & Associates Inc., dated November 22, 2024;
- Proposed Draft Plan of Subdivision as prepared by Glen Schnarr & Associates Inc., dated June 6, 2025; and
- Proposed Zoning By-law Amendment as prepared by Glen Schnarr & Associates Inc.
- Zoning By-law Amendment Application form as prepared by Glen Schnarr & Associates Inc., dated June 11, 2025.

We trust the enclosed materials satisfy the requirements for a complete application for Draft Plan Amendment and Zoning By-law Amendment to remove the Holding symbol. We look forward to your review and circulation of the submission. Please do not hesitate to contact us if you require anything further or wish to clarify anything contained in this application.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.

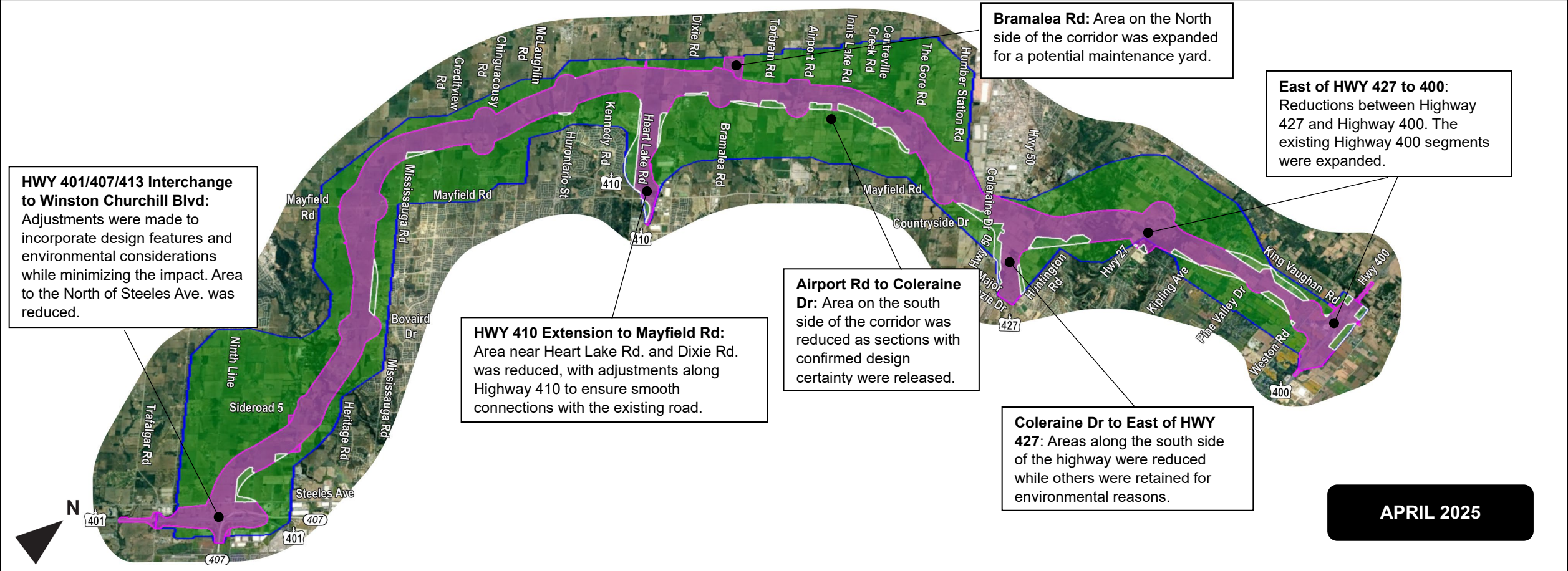


Sebastian Alzamora, MCIP, RPP
Planner
Encl.

- c. A. Wisson, Argo Kennedy Ltd. & Argo Northfields Corporation
L. Rey, Argo Kennedy Ltd. & Argo Northfields Corporation
J. Afonso, GSAI

APPENDIX A

MTO has finalized the proposed changes to the Highway 413 Focused Analysis Area (FAA). Currently in preliminary design, Highway 413 is a proposed 400-series corridor including protected lands for a future transitway and other features to support people and goods movement within the Greater Golden Horseshoe. Prior to finalizing, the refined FAA was posted for public consultation to the Environmental Registry of Ontario. This finalized version reflects refinements based on stakeholder input, environmental data, and design advancements. There is potential for further refinements to the proposed route as the Highway 413 project continues to progress. *Note: The Ministry of Energy and Mines made refinements to the Narrowed Area of Interest (NAI), to support the planning of the Northwest Greater Toronto Area Transmission Corridor. The FAA and NAI overlap each other, except where each is protecting additional lands specific to its planned particular use.*



Purple Area

The **Focused Analysis Area (purple)** outlines the zone around Highway 413, identifying properties that remain of interest as the project advances. The highway, including any ancillary uses or adjustments made to the route during the preliminary design phase, may directly impact these properties.

More Information



For further details on the Focused Analysis Area (FAA), visit the interactive map on the website using at www.highway413.ca or contact the project team via email at project_team@highway413.ca or phone at 1-877-522-6916. Pour plus d'informations sur le projet de zone d'analyse focalisée (FAA) 2025, visitez le site web à l'aide de la carte interactive à l'adresse www.highway413.ca ou, contactez l'équipe du projet par courrier électronique à l'adresse project_team@highway413.ca ou par téléphone 289-835-2484 (Yannick Garnier).

Areas Outlined in White

As of this posting, **areas outlined in white on the map** are no longer part of the FAA. Applications can proceed through municipal development processes, and MTO will continue to review development applications in the study area, but it is anticipated that applications in the **white outlined** areas will not be directly impacted by Highway 413.

Green Area (outlined in blue) – 413 Study Area

The geographical zone in **(green)**, within the **(blue)** lined boundary is where various alternatives for the Highway 413 transportation corridor were considered.

WEBSITE		www.Highway413.ca
EMAIL		project_team@highway413.com
TOLL-FREE		1-877-522-6916

APPENDIX B

Detailed Breakdown of Lot Unit Mix – Approved Draft Plan of Subdivision (November 22, 2024) and Proposed Draft Plan of Subdivision (June 6, 2025):

Approved Draft Plan (November 22, 2024)	
Lot / Unit Type	No. of Units
15.24 m Single Detached (50')	128
14.02 m Single Detached (46')	3
14.02 m Single Detached (46') (18.8 m Depth)	43
14.32 m Single Detached (47')	0
13.72 m Single Detached (45') (18.8 m Depth)	0
13.40 m Single Detached (44')	0
13.20 m Single Detached (43') (18.8 m Depth)	0
12.8 m Single Detached (42')	42
12.8 m Single Detached (42') (18.8 m Depth)	89
11.6 m Single Detached (38')	0
11.0 m Single Detached (36')	98
10.60 m Single Detached (35')	0
10.36 m Single Detached (34')	0
Relocated Heritage House	1
7.3 m Street Townhouses (24')	0
6.1 m Rear Lane Townhouses (20') (23.0 m Depth)	17
6.1 m Rear Lane Townhouses (20') (24.5 m Depth)	46
6.1 m Rear Lane Townhouses (20') (18.5 m Depth)	59
6.0 m Rear Lane Townhouses (20') (24.5 m Depth)	0
6.4 m Back-to-Back Townhouses (21')	44
5.6 m Back-to-Back Townhouses (18')	86
6.05 m Rear Lane Townhouses (20') (18.5 m Depth)	0
Total	656

Proposed Draft Plan (June 6, 2025)	
Lot / Unit Type	No. of Units
15.24 m Single Detached (50')	91
14.02 m Single Detached (46')	0
14.02 m Single Detached (46') (18.8 m Depth)	0
14.32 m Single Detached (47')	4
13.72 m Single Detached (45') (18.8 m Depth)	74
13.40 m Single Detached (44')	2
13.20 m Single Detached (43') (18.8 m Depth)	44
12.8 m Single Detached (42')	43
12.8 m Single Detached (42') (18.8 m Depth)	0
11.6 m Single Detached (38')	11
11.0 m Single Detached (36')	84
10.60 m Single Detached (35')	2
10.36 m Single Detached (34')	74
Relocated Heritage House	1
7.3 m Street Townhouses (24')	4
6.1 m Rear Lane Townhouses (20') (23.0 m Depth)	17
6.1 m Rear Lane Townhouses (20') (24.5 m Depth)	31
6.1 m Rear Lane Townhouses (20') (18.5 m Depth)	33
6.0 m Rear Lane Townhouses (20') (24.5 m Depth)	43
6.4 m Back-to-Back Townhouses (21')	44
5.6 m Back-to-Back Townhouses (18')	68
6.05 m Rear Lane Townhouses (20') (18.5 m Depth)	48
Total	718