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# PLANNING JUSTIFICATION REPORT

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TOWN OF CALEDON  
PLANNING  
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## PROPOSED OFFICIAL PLAN AMENDMENT PARTS OF LOT 1, CONCESSIONS 2 AND 3, E.H.S. SNELL'S HOLLOW SECONDARY PLAN TOWN OF CALEDON

Prepared for: Snell's Hollow Developers Group

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GSAI File #1240-001

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**Planning Justification Report  
Proposed Official Plan Amendment  
Snell's Hollow Secondary Plan, Town of Caledon**

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**1.0 INTRODUCTION**

Glen Schnarr & Associates Inc. (GSAI) has been retained by the Snell's Hollow Developers Group to assist in obtaining an Official Plan Amendment for the Snell's Hollow planning area in the Town of Caledon. The lands subject to the proposed amendment are described as Parts of Lot 18, Concession 2 and 3 EHS (Chinguacousy). The lands are bounded by Mayfield Road to the south, Kennedy Road to the west, and Highway 410 to the north and east and encompass an area of approximately 60 hectares (150 acres) with a net developable area of approximately 34 hectares (84 acres).

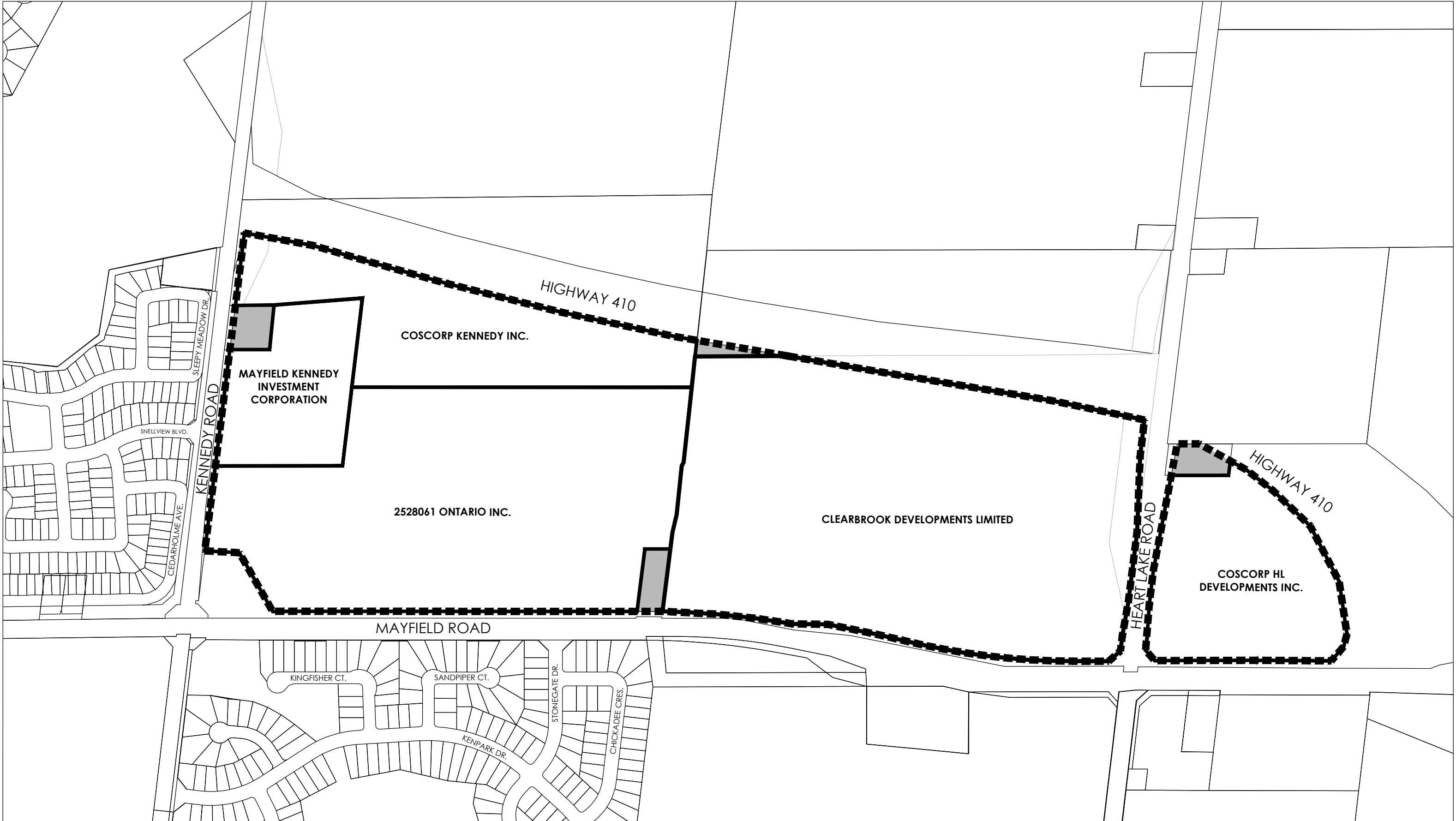
The purpose of this report is to outline the nature of the proposed amendment and to evaluate the proposal in the context of the policies of the Provincial Policy Statement, A Place to Grow: Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the Town of Caledon Official Plan.

**2.0 SNELL'S HOLLOW DEVELOPERS GROUP**

The Snell's Hollow Developers Group is comprised of the following landowners:




1. Mayfield Kennedy Investment Corporation;
2. Coscorp Kennedy Inc. and Coscorp HL Developments Inc.;
3. 2528061 Ontario Inc.; and
4. Clearbrook Developments Limited.

Collectively, the participating owners represent approximately 98% of the developable area. A Participating Landowners Map is shown on Figure 1.



**FIGURE 1**  
**PARTICIPATING LANDOWNER MAP**  
SNELLS HOLLOW, TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

-  SUBJECT LANDS
-  PARTICIPATING LANDOWNERS
-  NON-PARTICIPATING LANDOWNERS



Scale NTS  
(11 x 17)  
NOVEMBER 4, 2020





### 3.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The subject lands are legally described as Parts of Lot 18, Concession 2 and 3 EHS (Chinguacousy) and are bounded by Mayfield Road to the south, Kennedy Road to the west, and Highway 410 to the north and east. The lands encompass an area of approximately 60 hectares (150 acres) and has a net developable area of approximately 34 hectares (84 acres).

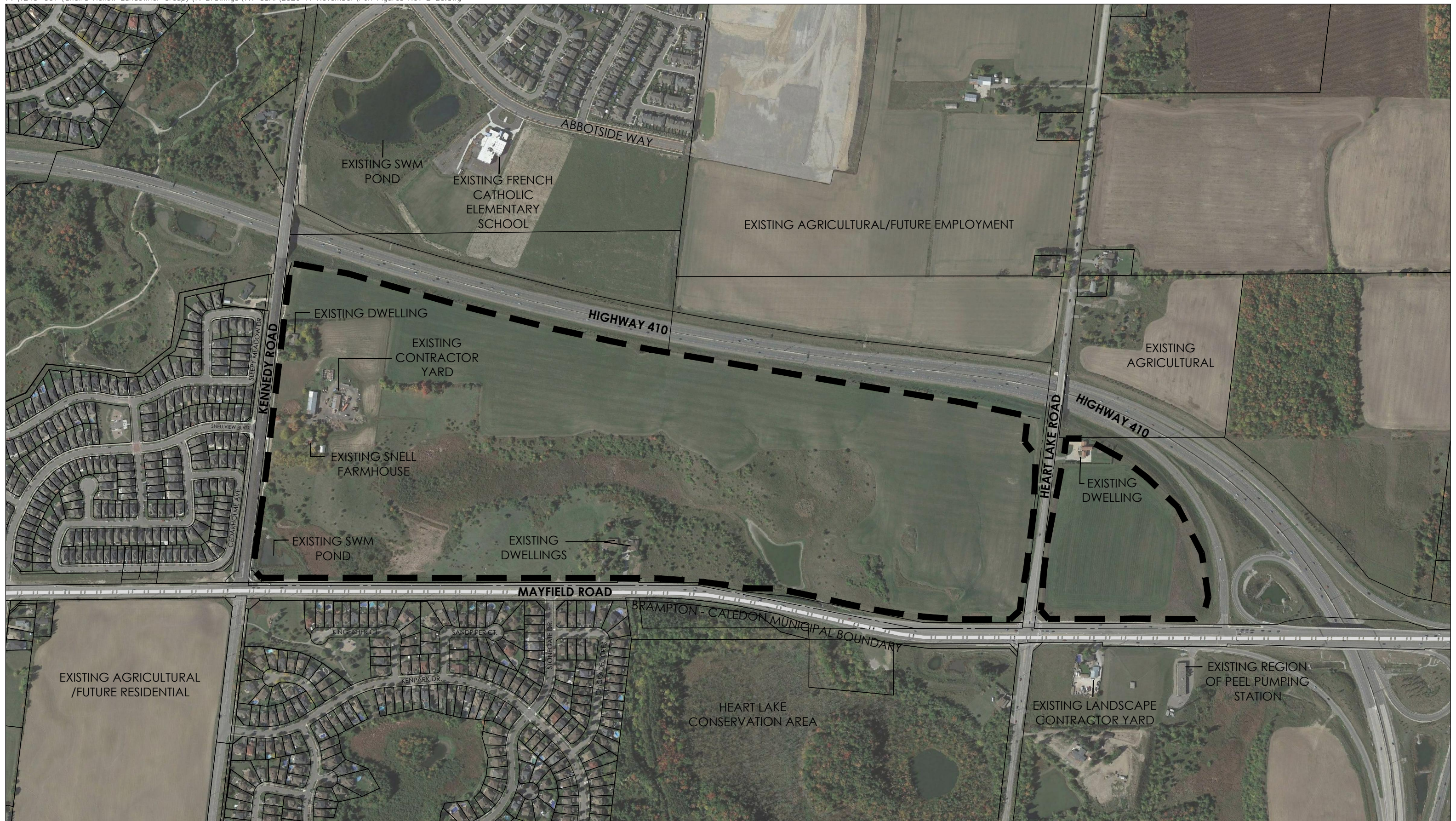
As shown on Figure 2 (*Aerial Photo*), the subject lands are primarily used for agricultural purposes and are occupied by 5 detached dwellings along the surrounding arterial road frontages. The existing dwelling located on Kennedy Road across from the Snellview Boulevard intersection is known as the Snell Farmhouse, constructed in the 1840's and is heritage-listed. A contractor yard containing several buildings surround the heritage-listed building to the north. A public stormwater management pond is located at the southwest corner of the subject lands.

The lands between Kennedy Road and Heart Lake Road are relatively hilly and contain an existing valley system and wetland. The wetland drains to the south by way of an existing culvert under Mayfield Road. The lands east of Heart Lake Road are relatively flat and drain to the southeast.

The existing surrounding land uses include:

- |        |   |
|--------|---|
| North: | Highway 410, with a stormwater management pond, existing French Catholic Elementary School, vacant lands intended for future employment uses and agricultural uses beyond;  |
| East:  | Highway 410 interchange and agricultural uses beyond;   |
| South: | Mayfield Road and City of Brampton municipal boundary, low-density residential uses comprising detached dwellings with reverse frontage condition on Mayfield Road, Heart Lake Conservation Area, Landscape Contractor yard and Region of Peel pumping station; |
| West:  | Low-density residential uses comprising detached dwellings and agricultural uses to the southwest intended for future low-density residential uses.   |





**FIGURE 2**  
**AERIAL CONTEXT MAP**

SNELLS HOLLOW, TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL

**LEGEND**



SUBJECT LANDS



BRAMPTON - CALEDON MUNICIPAL BOUNDARY



Scale NTS  
(11 x 17)  
NOVEMBER 4, 2020





## 4.0 PROPOSED DEVELOPMENT

The Snell's Hollow Developers Group is proposing an amendment to the Town of Caledon Official Plan to allow the subject lands to be developed for a range of residential, commercial, and open space uses and internal public road network generally as shown on Figure 3 (*Development Concept Plan*).

### Residential Land Uses

The proposed development comprises a mix of low-, medium- and high-density housing forms. As shown on Figure 3, the location for the proposed low-density residential housing is shown in yellow and include detached, semi-detached and townhouses dwellings and is generally located internal to the plan area. Proposed low-density housing will have 2 to 3-storey building heights and will be developed on individual lots with direct frontage and access to the internal collector and local roads. Each dwelling will have a one or two-car private garage and driveway and accommodate required vehicular parking on the lot. Private outdoor amenity space would be provided by way of a rear yard for each lot.

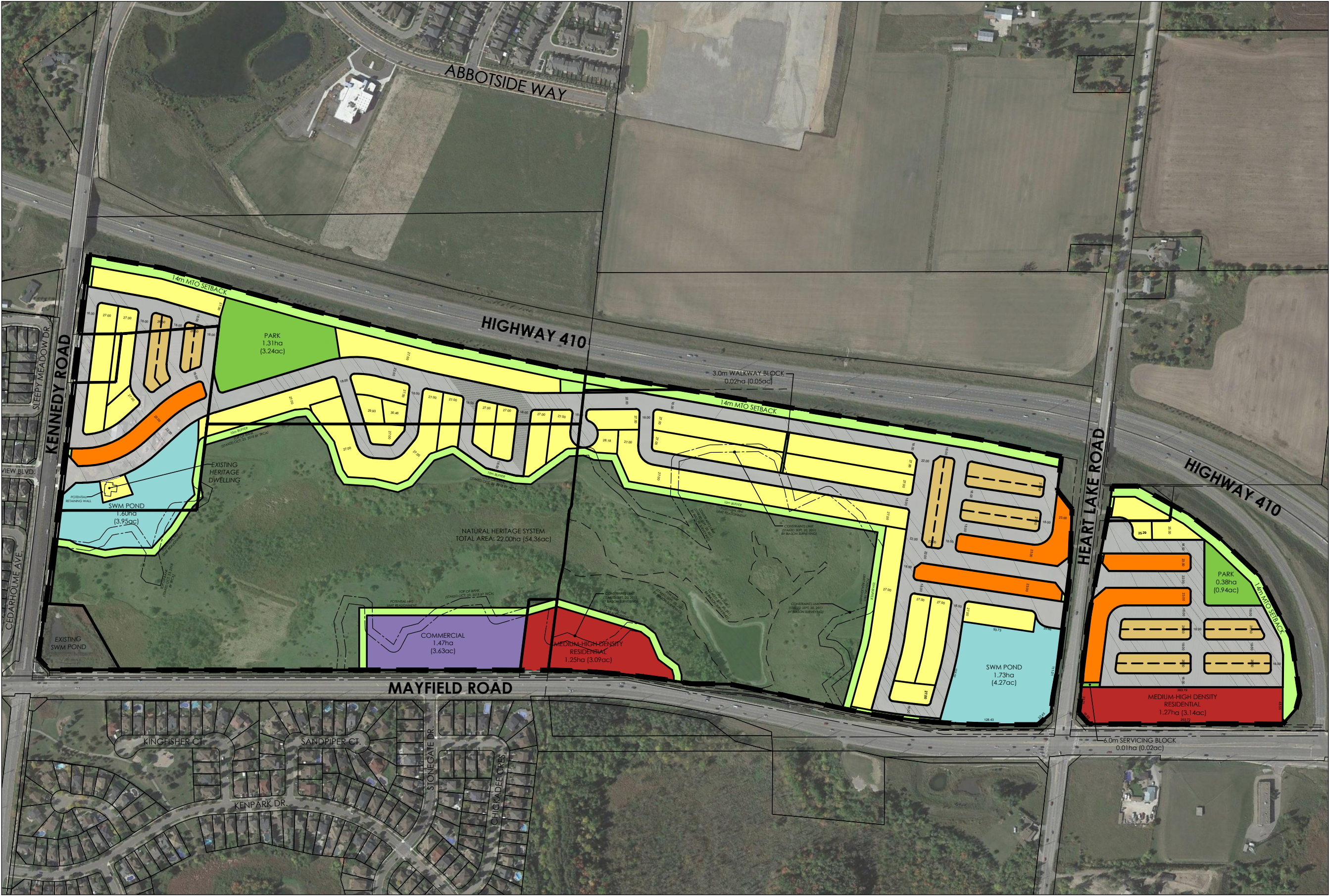
Proposed medium-density residential housing includes 3-storey dual-frontage and back-to-back townhouse dwellings and are shown in orange and brown, respectively. The proposed medium-density housing is generally located on the periphery of the plan area, near the entrances to the community. The medium-density housing will also be developed on individual lots. The proposed dual-frontage townhouses will have frontage on the arterial and/or collector roads with driveway access at the rear by way of the internal local roads. The proposed back-to-back townhouses will have direct frontage and access to the internal local roads. Each dwelling will have at least a one-car private garage and driveway and accommodate required vehicular parking on the lot. Private outdoor amenity space would be provided by way of a 2<sup>nd</sup> or 3<sup>rd</sup>-storey balcony or terrace.

Two blocks for medium-high density residential housing is shown in red and are intended to allow for stacked townhouses and/or apartment dwellings up to 8 storeys. The westerly block is approximately 1.25 hectares (3.09 acres) with frontage and vehicular access on Mayfield Road. The easterly high-density residential block is approximately 1.27 hectares (3.14 acres) with frontage on Mayfield Road. Access to the easterly block would be provided by way of the internal local roads. Both blocks would be subject to a future Site Plan Approval process for the design of the proposed development within the blocks and are expected to provide for adequate vehicular parking and amenity space within each block.

It is proposed that the existing heritage-listed Snell Farmhouse will be retained in situ on a custom detached residential lot with driveway access to the east-west collector road. Further details on the preservation of the existing building is provided by way of the Heritage Impact Assessment prepared under separate cover.

Based on average lot sizes, the following densities are expected within the proposed development:





LEGEND

- SUBJECT LANDS
- SECONDARY PLAN AREA
- DETACHED / SEMI-DETACHED / ST. TOWNHOUSES
- DUAL-FRONTAGE TOWNHOUSES
- BACK-TO-BACK TOWNHOUSES
- MEDIUM-HIGH DENSITY RESIDENTIAL
- COMMERCIAL
- SWM POND
- OPEN SPACE / BUFFERS
- NATURAL HERITAGE SYSTEM

UNIT ESTIMATES

- DETACHED / SEMI-DETACHED / ST. TOWNHOUSES:  
10.39ha x 35 UPHA = 364 UNITS
- DUAL-FRONTAGE TOWNHOUSES:  
2.18ha x 55 UPHA = 120 UNITS
- BACK-TO-BACK TOWNHOUSES:  
2.25ha x 100 UPHA = 225 UNITS
- MEDIUM-HIGH DENSITY RESIDENTIAL  
2.52ha x 150 UPHA = 378 UNITS

APPROXIMATE TOTAL UNITS: 1,061

POPULATION ESTIMATES

LAND USE	TOTAL NUMBER OF UNITS	PERSONS PER UNIT*	POPULATION
LOW DENSITY (DETACHED, SEMI-DETACHED & ST. TOWNHOUSES)	364	3.43	1249
MEDIUM DENSITY (TOWNHOUSES)	345	2.92	1007
MEDIUM-HIGH DENSITY (TOWNHOUSES, APARTMENTS)	378	2.23	843
TOTALS	1,087		3,099

\* PERSONS PER UNIT RATE PROVIDED BY REGION OF PEEL

JOB ESTIMATES

LAND USE	NUMBER OF JOBS
COMMERCIAL (63 JOBS / ha)	93
WORK FROM HOME & NO FIXED EMPLOYMENT (4% OF TOTAL POPULATION)	124
TOTALS	217

PARKLAND DEDICATION

LAND USE	REQUIRED PARKLAND (ha)
RESIDENTIAL AREAS (5% NDA) - 33.46 X 5%	1.67
COMMERCIAL AREAS (2% NDA) - 1.47 X 2%	0.03
TOTALS	1.70

PEOPLE & JOBS DENSITY

TOTAL PEOPLE & JOBS	TOTAL AREA (ha)	TOTAL PEOPLE & JOBS PER HECTARE
3316	39.09	84.83

FIGURE 3  
DEVELOPMENT CONCEPT PLAN  
SNELLS HOLLOW, TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL



Scale NTS  
(11 x 17)  
JANUARY 11, 2021





- Low-Density Residential  
(includes a mix of detached, semis, and townhouse forms): 35 units per net hectare
- Dual-Frontage Townhouses: 55 units per net hectare
- Back-to-Back Townhouses: 100 units per net hectare
- Medium-High Density Residential: 150 units per net hectare

Using the net area for each land use as shown on the Concept Plan and the approximate Region of Peel persons-per-unit rate for the 2031 planning horizon year, the total number of units and population is calculated as follows:

Residential Land Use	Net Area (ha)	Net Density (uph)	No. of Units	Persons-per-unit	Population
Low-Density	10.39	35	364	3.43	1249
Dual-Frontage Townhouses	2.18	55	120	2.92	350
Back-to-Back Townhouses	2.25	100	225	2.92	657
Medium-High Density	2.52	150	378	2.23	843
<b>TOTAL</b>	<b>17.34</b>	<b>---</b>	<b>1,087</b>	<b>---</b>	<b>3,099</b>

As shown above, the proposed development is expected to comprise approximately 1,087 dwelling units and yield a population of approximately 3,099. Using an average rate of 4 per cent of the population, the proposed residential development is expected to create approximately 124 work-at-home jobs.

#### Commercial Land Uses

A 1.47-hectare (3.63-acre) commercial block is proposed on Mayfield Road, north of the existing Stonegate Drive intersection. The commercial block is intended to allow for a broad range of retail and service commercial land uses including but not limited to:

- Clinic;
- Convenience Store;
- Day Nursery;
- Drive-through service facility;
- Dry Cleaning outlet;
- Financial Institution;
- Fitness Centre;
- Grocery Store;
- Motor Vehicle Gas Bar and/or Service Centre;
- Personal Service Shop;
- Restaurant;
- Retail Store;
- Sales, Service and Repair Shop; and
- Training Facility.

Access to the commercial block would be provided from Mayfield Road at the existing Stonegate Drive intersection. The block would be subject to a future Site Plan Approval process for the design of the proposed commercial development and is expected to provide for

adequate off-street vehicular parking. Using an average rate of 63 jobs per hectare, the proposed commercial development is expected to generate approximately 93 jobs.

### Open Space Uses

Proposed open space uses within the plan include parks, stormwater management ponds, the existing Natural Heritage System and buffers.

Two public parks are proposed within the plan: a 1.31-hectare (3.24-acre) park within the westerly portion of the plan and a 0.38-hectare (0.94-acre) park within the easterly portion of the plan. Programming for each park is detailed in the Urban Design Brief provided under separate cover.

Two stormwater management pond facilities are also proposed within the plan: a 1.6-hectare (3.95-acre) pond block within the westerly portion of the plan and a 1.73-hectare (4.27-acre) pond block within the easterly portion of the plan.

The existing Natural Heritage System (NHS) which comprises an existing valley and wetland is approximately 22.0 hectares (54.36 acres) in size and is intended to be retained. Refinements to the edges of the NHS are proposed in order to regularize the limits of the NHS feature and to allow for a more efficient development pattern for the surrounding table land.

A 10-metre environmental buffer is generally proposed around the NHS. A 14-metre buffer is also proposed along the Highway 410 corridor as required to provide for the minimum 14-metre MTO setback. Additional arterial road buffers are also provided where noise abatement features (ie. earthen berms) may be required for residential land uses.

### Road Network and Pedestrian Circulation

Vehicular Access to the proposed development is provided by way of a collector road connection to Kennedy Road (at the existing Snellview Boulevard intersection) and to Heart Lake Road (on both sides), generally at the mid-point between the existing Mayfield Road intersection and the Highway 410 underpass. Driveway connections to Mayfield Road are proposed for the Commercial and High-Density uses between Kennedy and Heart Lake Roads.

A right-of-way width of 22 metres is proposed for collector roads through the community and 18 metres for local roads. Where such roads run adjacent to open space uses, a reduced 18-metre and 16-metre right-of way standard is proposed, respectively, where the standard boulevard width is not necessary. This is a practice typically acceptable to the Town of Caledon.

The collector and local road standard will generally allow for sidewalks to be constructed on both sides of the roadway, where necessary. The public sidewalk system will provide access and connection to the existing sidewalks on Kennedy Road and future sidewalks and/or multi-use trails on Mayfield Road and Heart Lake Road. The proposed 10-metre environmental



buffer along the edges of the NHS will also provide opportunity for multi-use trails within the plan.

### People and Job Density

Based on a net area of 39.09 hectares (as per Growth Plan), a population of 3,099, and total job count of 217 (124 work-at-home jobs and 93 commercial land use jobs), the proposed development has a density of approximately 84.83 people and jobs per hectare.

## **5.0 LAND USE POLICIES**

### **5.1 Provincial Policy Statement, 2020**

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

Section 1 of the PPS outlines policies associated with building strong healthy communities. Section 1.1.1 promotes efficient development patterns; accommodation of appropriate affordable and market-based range and mix of housing and other land uses; and avoiding development and land use patterns that which may cause environmental or public health and safety concerns.

Section 1.1.3 of the PPS addresses settlement areas. This section states that settlement areas shall be the focus for growth and development and that land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources; efficiently use infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; and support active transportation, among other objectives.

Section 1.5 of the PPS contains policies related to public spaces, recreation, parks, trails and open space. This section states that healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity. This section also promotes planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

**The proposed development is consistent with Section 1 of the PPS as it provides for an efficient development pattern within an existing settlement area and accommodates a market-based range and mix of housing and affordability levels. The proposed development makes efficient use of existing and planned servicing and transportation infrastructure. The proposed development avoids environmental and public health and**

**safety concerns as it is situated on tableland and buffered from hazardous slopes and floodplain. The proposed development pattern provides for safe streets, spaces and facilities and is connected with public sidewalks. The proposed development provides for publicly-accessible parkland, open space, and linkages.**

Section 2 of the PPS outlines policies associated with the wise use and management of resources. Policies within Section 2 relevant to this proposal include those under Section 2.1 – *Natural Heritage*, Section 2.2 – *Water*, and Section 2.6 – *Cultural Heritage and Archaeology*.

Section 2.1 states that natural features and areas shall be protected for the long term and that development and site alteration on lands adjacent to the natural heritage features shall not be permitted unless the ecological function of the adjacent lands have been evaluated and it has been demonstrated that there will be no negative impacts on the features or their ecological functions.

Section 2.2 states that planning authorities shall protect, improve or restore the quality and quantity of water by maintaining linkages and related functions among ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas.

Section 2.6 states that significant built heritage resources shall be conserved and that planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.

**The proposed development is consistent with Section 2 of the PPS as the identified natural heritage system will be protected from development and the related impacts. As addressed in the related Comprehensive Environmental Impact Study and Management Plan (under separate cover), the quality and quantity of ground and surface water and hydrologic function will be protected. The existing built heritage resource will be conserved and matters of archaeological concerns addressed through related Archaeological Assessments.**

Section 3 of the PPS outlines policies associated with protecting public health and safety. The primary objective of this Section is to direct development away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.

**The proposed development is consistent with Section 3 of the PPS as development and site alteration within the plan area are proposed outside of hazard areas.**

## 5.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe

A Place to Grow (*Growth Plan*) is the Province's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. Section 3 of the *Planning Act* requires that decisions affecting planning matters "shall conform" with the provincial plans that are in effect on the date the decision is made.

Section 2.2 of the Growth Plan provides "where and how to grow" policies. Section 2.2.1 states that the vast majority of growth will be directed to settlement areas that have a delineated built boundary, existing or planned municipal water and wastewater systems and can support the achievement of complete communities.

**The proposed development conforms to Section 2.2.1 of the Growth Plan as the subject lands are located within a settlement area with a delineated built boundary and which has an existing municipal water and wastewater system. The proposed mix and range of uses provides for a sustainable development pattern which supports the achievement of complete communities.**

The subject lands are located within the Designated Greenfield Area of the Growth Plan. Section 2.2.7 of the Growth Plan states that new development taking place in Designated Greenfield Areas will be planned, designated, zoned and designed in a manner that supports the achievement of complete communities; supports active transportation; and encourages the integration and sustained viability of transit services. The minimum required Designated Greenfield Area density target in Peel Region is 50 residents and jobs combined per hectare.

**The proposed development conforms to Section 2.2.7 of the Growth Plan as it supports the achievement of complete communities by providing for a mix of housing and land uses; supports active transportation by providing multi-modal connectivity through sidewalks and trails; and provides opportunity for transit integration. The proposed development has a density of approximately 84.83 residents and jobs per hectare and contributes to the achievement of the minimum required density target in the Region.**

Section 3 of the Growth Plan provides policies for infrastructure to support growth. Section 3 states that the transportation system within the Greater Golden Horseshoe will be planned and managed to offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services. Water and Wastewater systems will serve growth in a manner that supports achievement of the minimum intensification and density targets. Proposals for large-scale developments will be supported by a stormwater management plan that is informed by a subwatershed plan.

**The proposed development conforms to Section 3 of the Growth Plan as the proposed transportation system offers multimodal access (pedestrian, cyclist, vehicular) to a range broad range of land uses. The proposed development utilizes existing municipal services within the area which will service the development of land which exceeds the minimum density target. The stormwater management plan is informed by extensive**

**subwatershed and environmental assessment as detailed by the Functional Servicing Report prepared under separate cover.**

Section 4 of the Growth Plan provides policies for protecting what is valuable. This includes water resource systems, natural heritage systems, key hydrologic features and areas, key natural features, and cultural heritage resources. Lands within 120 metres of key hydrologic and key natural heritage features require a natural heritage and hydrologic evaluation in order to establish an appropriate vegetation protection zone. A 30-metre protection zone is required from the outside boundary of key natural heritage feature or key hydrologic feature.

**The proposed development conforms to Section 4 of the Growth Plan as the existing water resource system, natural heritage system and key hydrologic features and area, key natural features and cultural heritage resources are planned to be protected. A natural heritage a hydrologic evaluation is included within the Comprehensive Environmental Impact Study and Management Plan and establishes appropriate development setbacks and buffers to the key environmental features. A minimum 30-metre development setback is proposed and maintained to the existing wetland within the Plan area which represents a key hydrologic feature.**

### **5.3 Region of Peel Official Plan**

The Region of Peel Official Plan outlines strategies to guide growth and development within the Region. The subject lands are located within the Mayfield West “Rural Service Centre” area and “Designated Greenfield Area” in Schedule D and D4 of the Regional Official Plan, respectively.

#### Rural Service Centres

Section 5.4.3 (Rural Service Centres) of the Regional Official Plan states that Rural Service Centres serve as the primary foci for growth within the Rural System. It is the objective of Rural Service Centres to promote safe and secure communities and improvement in the quality of life through proper design and effective use of the built environment. It is also an objective to foster a distinct character and village atmosphere, specifically for the Mayfield West area.

Section 5.4.3.2.3 of the Regional Official Plan states that

*“It is the policy of Regional Council to direct the Town, in consideration of the proposed Mayfield West Community Development Plan and its progress, to prepare: a secondary plan, prior to releasing the lands for residential development, and outlining the detailed land uses for lands within the Mayfield West Rural Service Centre, north of Mayfield Road, south of the Hwy 410 extension, and east of Kennedy Road.”*

**The proposed development encompasses the lands described in Section 5.4.3.2.3 (Snell’s Hollow planning area). The proposed local Official Plan Amendment associated with**

**the development proposal implements the policy of Section 5.4.3.2.3 as it would implement Secondary Plan policies for the Snell's Hollow planning area prior to subsequent development approvals. The proposed development also meets the objective of creating a safe and secure community and improvement in the quality of life through proper design and effective use of the built environment. The creation of distinct character and village atmosphere for the community is detailed in the Urban Design Brief, prepared under separate cover.**

#### Designated Greenfield Area

The Region of Peel Official Plan contains growth management policies for areas identified as Designated Greenfield Areas. Section 5.5.2 (General Policies) of the Regional Official Plan states that it is the policy of Regional Council to development compact, transit-supportive communities in designated greenfield areas. Further, Section 5.5.4.1 contains a list of objectives for designated greenfield, as follows:

- *To plan and designate greenfields to contribute to complete communities;*
- *To achieve compact urban forms within the designated greenfield area that support walking, cycling and the early integration and sustained viability of transit services;*
- *To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods;*
- *To optimize the use of designated greenfield area;*
- *To enhance the natural environment and resources; and*
- *To manage greenfield growth to support Peel's economy.*

**The proposed development achieves the designated greenfield area objectives as the proposal comprises a diverse and compatible mix of land uses and compact form which supports walking, cycling and allows for the integration of future transit service. The development of the subject lands optimizes the use of the land as a complete community and accommodates greenfield growth to support the Region's economy. The proposed protection of the existing natural heritage system also serves to enhance the natural environment and resources.**

Section 5.5.4.2 of the Regional Official Plan also contains policies for designated greenfield areas. Section 5.5.4.2.2 states that it is the policy of Regional Council that development within the designated greenfield area shall be designed to meet or exceed 42 residents and jobs combined per hectare within the Town of Caledon.

**Based on the Preliminary Development Concept Plan, the proposal conforms to Section 5.5.4.2.2 as the proposed development achieves a density of approximately 84.8 residents and jobs per hectare which exceeds the minimum 42 residents and jobs combined per**

**hectare required by the Official Plan. The density of the proposed development contributes to the achievement of the minimum 42 residents and jobs per hectare when measured Town-wide.**

Further, as confirmed with Region of Peel staff at our meeting on September 8, 2020, population and job allocation is not required to allow for the development of the subject lands as the lands are already located within the settlement area.

**In our opinion, the proposed development conforms to the Region of Peel Official Plan and an amendment to the Regional Official Plan is not required.**

#### 5.4 Town of Caledon Official Plan

The Town of Caledon Official Plan is a statement of principles, goals, objectives and policies intended to guide future land use, physical development and change, and the effects on the social, economic, and natural environment within the Town of Caledon.

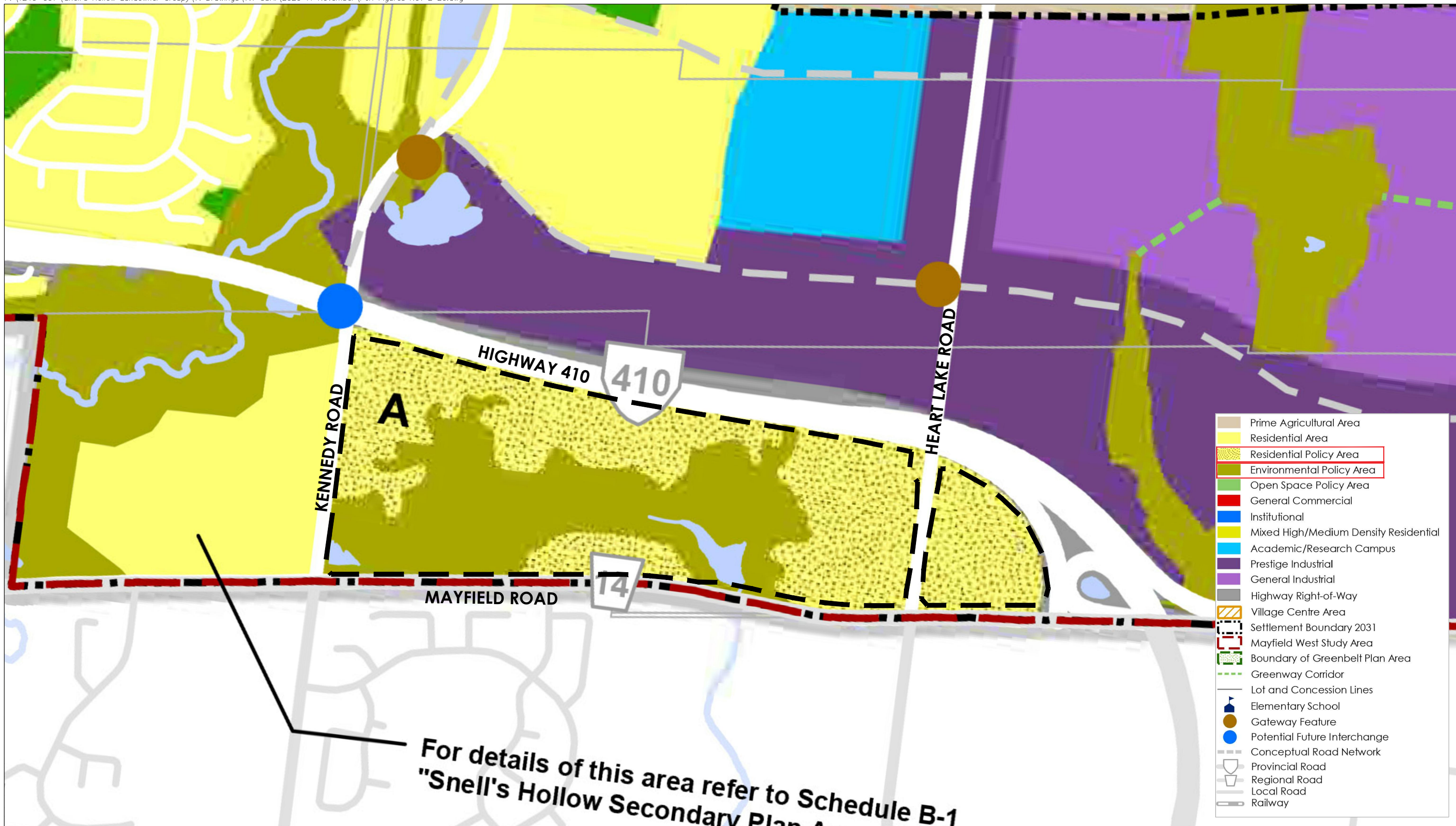
As shown on Figure 4 (*Excerpt of Schedule B, Mayfield West Land Use Plan*), the subject lands are located within the Mayfield West Secondary Plan and designated “Residential Policy Area A” and “Environmental Policy Area” in the Town of Caledon Official Plan.

##### Policy Areas

Section 5.10.3.27 (*Policy Areas*) of the Town of Caledon Official Plan contains policies relating to Policy Areas. We provide the following matrix to address each of the Policy Area policies below:

Policy No.	Policy	Response
5.10.3.27.1	Policy Areas may be established within settlement areas, to designate areas which are proposed for development during the Plan Period, but which may be subject to specific constraints including timing, servicing and other factors.	<b>Acknowledged. The subject lands are designated “Residential Policy Area A” and as such, is subject to the Policy Area policies.</b>
5.10.3.27.2	Residential and Industrial Policy Areas are identified in Schedule B, Mayfield West Land Use Plan; Schedule C, Bolton Land Use Plan; and Figure 15, Victoria. Residential Policy Areas are identified in Schedule D, Caledon East Land Use Plan.	<b>Acknowledged. Residential Policy Area A is identified on Schedule B (Mayfield West Land Use Plan).</b>





5.10.3.27.3	Policy Areas will be used to manage the release of land for development consistent with the Principles, Strategic Directions Goals and Objectives, Population and Employment Forecasts, and Population Allocations of this Plan.	<p><b>Acknowledged. As confirmed with the Region of Peel, population allocation is not required to allow for the development of the subject lands given that they are already within the settlement area.</b></p> <p><b>Population and employment forecasts represent a projection of potential growth for planning purposes and are not intended to be used as a development cap.</b></p>
5.10.3.27.4	<p>Release of the Policy Areas for development shall be phased within individual settlements, in accordance with the following:</p> <p>a) The population allocations for the settlement;</p>	<p><b>Population allocation is generally not required for lands already within a settlement area. Notwithstanding, the future population to be accommodated within the subject lands are / will be accounted for in Peel 2041+ Municipal Comprehensive Review.</b></p>
	<p>b) The progress towards achieving the employment forecasts for the Town;</p>	<p><b>It is understood that the Town/Region has not achieved its employment targets to 2021. The proposed development would contribute to population-related employment through new work-at-home and retail jobs by way of the proposed dwellings and commercial land use.</b></p>
	<p>c) An orderly development of the Policy Areas in a manner that optimizes efficient provision of services and avoids fragmented development;</p>	<p><b>The Policy Area is serviced with adequate existing transportation infrastructure and existing municipal water service along the surrounding arterials roads. Existing sanitary sewer services are available on Kennedy Road and by way of an extension of the existing sanitary sewer on Heart Lake Road, south of Mayfield Road.</b></p> <p><b>Given the availability of services surrounding the Policy Area, the proposed development will efficiently optimize existing services should phasing occur from the east or from the west.</b></p>

	<p>d) The availability of services such as water and sewer, roads, fire and police protection, schools, and other community services such as recreation facilities; and,</p>	<p><b>As provided in the supporting Functional Servicing Report prepared in support of the Official Plan Amendment, adequate water and sanitary services are available to support the proposed development.</b></p> <p><b>As provided in the Transportation Impact Study prepared in support of the Official Plan Amendment, sufficient transportation infrastructure exists to support the development of the Policy Area with intersection improvements.</b></p> <p><b>As provided in the Fiscal Impact Study prepared in support of the Official Plan Amendment, adequate fire protection and community services are available to support the proposed development.</b></p> <p><b>School boards are required to accommodate new pupils coincidental with development.</b></p>
	<p>e) The phasing policies of Section 6.2:</p> <p><u><b>6.2.1.7 Phasing</b></u></p> <p><u><b>6.2.1.7.1</b></u> <i>The Town may phase the release of lands for development purposes in order to:</i></p> <p>a) <i>Optimize the costs and benefits of development sequencing alternatives from a municipal and public perspective;</i></p> <p>b) <i>Safeguard and enhance the financial health of the municipality; and,</i></p> <p>c) <i>Avoid creating levels of demand for essential services that will reduce service levels below acceptable standards relative to the existing and committed capacities of such services.</i></p>	<p><b>Acknowledged. The Policy Area is adequately serviced with existing public infrastructure and services to accommodate the development of the Policy Area without further expansion to services at the cost of the municipality.</b></p> <p><b>A Fiscal Impact Study has also been prepared in support of the proposed Official Plan Amendment.</b></p>

	<p><u>6.2.1.7.2</u>  Criteria have been established for collective use as the basis for selecting those individual properties, subdivisions, or groups of properties or subdivisions, which ought to be given priority with respect to all stages of the development approval process, including Official Plan amendments, Secondary Plan or Community Plan studies, and subdivision and rezoning applications. Development proposals most in compliance with the following criteria will be favoured:</p> <p>a) <i>Financial</i></p> <p>Improving the overall tax base on a net basis, or avoiding decreasing service standards and the imposition of undue increases in taxation;</p>	<p>As per the Fiscal Impact Study, the proposed development generates an estimated \$2.5 million in annual property tax revenue upon full built-out and is serviced with existing facilities.</p>
	<p>b) <i>Support to Existing Infrastructure</i></p> <p>Infilling or rounding out of existing communities, making use of existing underutilized facilities, and expediting the completion of partially completed facilities;</p>	<p>The development of the Policy Area generally represents a round-out of the southerly portion of the Mayfield West Study Area and makes use of existing underutilized infrastructure.</p>
	<p>c) <i>Piped Sewer and Water Services</i></p> <p>The availability and efficiency of piped services from a Town and Region perspective;</p>	<p>As per the Functional Servicing Report, the development of the Policy Area makes use of existing piped water and waste water services in the immediate area.</p>
	<p>d) <i>Transportation Services</i></p> <p>The ready and economical provision of roadway facilities;</p>	<p>As per the Traffic Impact Study prepared in support of the Official Plan Amendment, the existing surrounding road infrastructure can accommodate the development of the Policy Area within minor improvements.</p>
	<p>e) <i>Parkland and Community Services</i></p> <p>The satisfaction of Town and Regional requirements for parkland or community services;</p>	<p>The Policy Area is serviced by the existing Southfields Community Centre and existing parkland in nearby communities. Additional Community Parks are also proposed within the proposed development.</p>
	<p>f) <i>Consistency with Housing Needs</i></p> <p>Supporting the provision of a housing supply consistent with market demand and with the needs of those who live or work within the Town;</p>	<p>The proposed Concept Plan provides for a wide range of housing which responds to a wide ranging market demand.</p>

	<p>g) <i>Environmental Concerns</i></p> <p><i>The greatest freedom from noise, vibration, air, and water pollution and causing the least adverse impact on the natural environment;</i></p>	<p>As provided for in the Environmental Noise Study prepared in support of the proposed Official Plan Amendment, several mitigation measures are available to protect sensitive residential land uses from existing noise impacts (ie. road noise).</p> <p>The proposed development represents an efficient development pattern which is sustainable and minimizes air pollution by providing opportunities for alternative modes of transportation.</p> <p>The proposed residential and commercial land uses do not cause adverse impacts to water resources.</p>
	<p>h) <i>School Related Concerns</i></p> <p><i>Maintaining or helping to achieve acceptable levels of school facilities;</i></p>	<p>The Policy Area is intended to be serviced with existing surrounding education facilities.</p>
	<p>i) <i>Agricultural Lands</i></p> <p><i>Having the least impact on agricultural land, being contiguous to existing development, and not encroaching on large units of undeveloped agricultural lands;</i></p>	<p>The Policy Area is contiguous to the built-out areas to the west and south, thereby representing a logical extension of urban development and minimal impact on the broader agricultural areas north of Highway 410.</p>
	<p>j) <i>Consistency with Official Plan Policies</i></p> <p><i>Consistency with relevant Official Plan policy, other than the preceding criteria; and,</i></p>	<p>In our opinion, the development of the Policy Area is consistent with the broader planning objectives of the Official Plan.</p>
	<p>k) <i>Application Date</i></p> <p><i>Among developments which are rated relatively evenly on all other criteria, the earliest application date will be favoured.</i></p>	<p>Acknowledged.</p>
5.10.3.27.5	<p>Policy Areas shall be subject to an amendment prior to the Policy Area Lands being released for development. The amendment will determine detailed land use designations, prior to zoning and other development approvals. Land use designations shall be consistent with appropriate policy provisions of this Plan.</p>	<p>Acknowledged. The subject development application represents an amendment to the Official Plan and includes proposed land uses designations required prior to implementing zoning changes and subdivision approvals.</p>
5.10.3.27.6	<p>Uses within Policy Area designations legally in existence as of the day prior to adoption of this policy shall be considered permitted uses until such time as the lands proceed to development, and these permitted uses may be reflected in the implementing Zoning By-law.</p> <p>In accordance with the requirements specific to</p>	<p>Acknowledged.</p> <p>The required supporting studies are included in the subject application.</p>



	each Policy Area, as detailed in Section 5.10.4, prior to the Town considering an amendment for the release of Policy Areas for development, either a Secondary Plan shall be prepared or the following studies/assessments will be completed in support of the proposal:	
5.10.3.27.7	a) An engineering study to address servicing, stormwater management, and, as appropriate, hydrogeology and geotechnical issues;	<b>A Functional Servicing Report prepared by Schaeffers Consulting Engineers has been provided in support of the proposal.</b>
	b) A transportation study;	<b>A Traffic Impact Study prepared by NexTrans Consulting Engineers has been provided in support of the proposal.</b>
	c) A residential housing distribution assessment including mix and types, or; industrial/commercial distribution assessment, including mix and types (as appropriate);	<b>A Housing Distribution Assessment and Commercial Distribution Assessment is included in the Planning Justification Report, as prepared by Glen Schnarr &amp; Associates Inc.</b>
	d) An environmental study and, as appropriate, a heritage resource study;	<b>A Comprehensive Environmental Impact Study and Management Plan prepared by RJ Burnside &amp; Associates Limited has been provided in support of the proposal.</b>  <b>A Heritage Impact Study prepared by MHBC Planning has been provided in support of the proposal.</b>
	e) An assessment of the impact of development on community services, and the Town's employment and housing objectives and policies;	<b>The Fiscal Impact Study prepared by Urban Metrics addresses the availability of the proposed development on community services.</b>
	f) A fiscal study to address the financial impact of development on the Town; and,	<b>A Fiscal Impact Study prepared by Urban Metrics has been provided in support of the proposal.</b>
	g) A community design assessment that addresses, for example, community linkage opportunities and streetscape design.  The above studies/assessments will also be utilized to formulate the appropriate form of development within the Policy Area, to ensure an integrated well planned development at the plan of subdivision/condominium approval stage.	<b>Urban Design Guidelines prepared by MHBC Planning has been provided in support of the proposal.</b>  <b>Acknowledged.</b>
5.10.3.27.8	Within Residential Policy Areas, the predominant use of land shall be for low, medium, and high density residential uses. This residential development shall be permitted in accordance with the following:	<b>In accordance with Section 5.10.3.27.8, the proposed development is comprised of predominantly low, medium, and high-density residential land uses.</b>  <b>a) Proposed Low Density Residential land</b>



	<p>a) Development will provide for a mix of housing types within the Rural Service Centres of Mayfield West and Bolton, based on the following housing types and net densities ranges; where net density is based on the land area proposed to be developed for residential uses, exclusive of public right-of-ways, parks, school sites, Environmental Policy Area, and Open Space Policy Area:</p> <p>Low: up to 30 units/net hectare (Detached / Multiples)</p> <p>Medium: 30-44 units/net hectare (Detached / Multiples)</p> <p>High: 45-87 units/net hectare (Multiples / Apartments)</p> <p>Development will provide for a mix of housing types within the Rural Service Centre of Caledon East, based on Low Density development consisting of detached and multiple housing at a net density of up to 16.6 units/net hectare, Medium Density development at a net density of 19-30 units/hectare and apartments permitted as part of mixed-use development.</p> <p>b) The following locational criteria will be applied to low, medium and high density housing development:</p> <p>i) Low Density Housing:</p> <ul style="list-style-type: none"> <li>generally located in the interior of neighbourhoods away from arterial roads;</li> <li>adequately serviced by neighbourhood parks;</li> <li>accessible to community facilities such as schools and recreational facilities.</li> </ul> <p>ii) Medium Density Housing:</p> <ul style="list-style-type: none"> <li>generally located on or in close proximity to collectors and arterial roads;</li> <li>used as a transition between low density and higher density areas;</li> <li>located close to or adjacent to parks, schools, open spaces, and</li> </ul>	<p>uses allowing for detached, semi-detached, and townhouse dwellings are planned at a density of approximately 35 units per net hectare and is generally in consistent with the maximum 30 units per net hectare permission in the Official Plan.</p> <p><b>Proposed Medium Density Residential land uses allowing for a range of townhouse dwelling types are planned at a density of approximately 80 units per net hectare. Recognizing that the proposed density is higher than the maximum 44 UPH permitted by the Official Plan, the proposed density is reflective of modernized lot sizes resulting from shallower front and rear yards and narrower lot widths. The higher density is also a result of back-to-back townhouse dwellings forms which were not previously contemplated within the Medium Density designation. In our opinion, the proposed density for the Medium Density Residential designation is appropriate and continues to implement the intended housing form.</b></p> <p><b>Proposed Medium-High Density Residential land uses allowing for stacked townhouses and apartments are planned at a density of approximately 150 units per net hectare. Recognizing that the proposed density is higher than the maximum 87 UPH permitted by the Official Plan, the proposed density is reflective of apartment dwelling types with current and modern site design. Smaller building setbacks and the provision of underground parking substantially increase lot coverage, thereby resulting in significantly higher density. Given that older site designs comprising larger building setbacks and large amounts of surface parking are generally discouraged, the proposed higher density allows for the implementation of apartment housing forms which meet the Town's current urban design objectives primarily promoting pedestrian-oriented design.</b></p> <p><b>In our opinion, the proposed density for the Medium-High Density Residential designation is appropriate and continues to implement the intended housing form.</b></p> <p><b>b) As described in Section 4.0 and as shown on Figure 3, proposed low-density housing is generally located in the interior of community with medium- and high- density uses on or in close proximity to collector or arterial roads. All housing is located within walking distance of parks and open spaces.</b></p>
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	commercial facilities.	
	<p>iii) High Density Housing:</p> <ul style="list-style-type: none"> <li>• located either on or in close proximity to arterial or collector roads;</li> <li>• located closer to commercial/institutional uses than lower density housing;</li> <li>• located close to or adjacent to parks and open spaces.</li> </ul>	

### Residential Policy Area A

Section 5.10.4.3.3 of the Town of Caledon Official Plan contains policies relating to “Policy Areas” within Mayfield West. Section 5.10.4.3.3.1 (*Residential Policy Area A*) states:

*“5.10.4.3.3.1 Residential Policy Area A shall require the preparation of a Secondary Plan. Development for this area must have regard for the Environmental Assessment Study outcomes related to the proposed extension of Highway 410.*

*Growth in this policy area will proceed in an orderly fashion from the westerly boundary of the Policy Area, and the internal road layout for this area will be designed to avoid, or minimize direct road access onto Mayfield Road. Development will have regard for existing and proposed land uses in the City of Brampton.*

It is intended through this development proposal that a Secondary Plan be implemented for Residential Policy Area A. In recognizing that the construction of the Highway 410 extension adjacent to the subject lands was completed several years ago, it is incumbent that the proposed development have regard for the Ministry of Transportation development review process instead of the outcome of the Highway 410 extension EA. It is expected that the MTO will receive circulation of the development application for comment and that the MTO will require a typical 14-metre development setback to the Highway 410 corridor. As such, this setback has been identified on the proposed Development Concept Plan.

Growth in this policy area is intended to proceed in an orderly fashion, however, it may be necessary to allow different areas of the plan to develop in a modified sequence depending on the location and availability of services and the timing for their construction, as necessary. Upon implementing the new Secondary Plan policies for the subject lands, it is proposed that the “Residential Policy Area A” designation and above policy be deleted to allow the new Secondary Plan to govern and guide the development of the subject lands.

As shown on the Development Concept Plan, the internal road layout avoids direct road access to Mayfield Road. With respect to existing and proposed land uses in the City of Brampton along Mayfield Road, residential land uses have a reverse-frontage configuration

and screened by way of an existing noise attenuation wall and berm. Proposed interfacing land uses will include the existing valley lands which will remain and the commercial land use block. Given the width of the Mayfield Road right-of-way which provides considerable spatial buffering and separation from the existing residential uses, the proposed commercial use is not expected to have adverse impacts on the existing residential land uses. The remainder of the Mayfield Road interface in Brampton is characterized by open space uses, public utility, and a private landscape contractor yard and are not adversely affected by the proposed residential uses on the north side.

### Environmental Policy Area

The Environmental Policy Area (EPA) designation includes all Natural Core Areas and Natural Corridors. In the context of the subject lands, the EPA designation recognizes the existing wetlands, valleylands and related vegetation. New development is generally prohibited within the EPA designation. Section 5.7.3.1.4 of the Official Plan allows minor refinements to the limits of the EPA designation subject to the availability of more detailed environmental information deriving from approved studies, or site investigations/inspections. Section 5.7.3.7 of the Official Plan states that development adjacent to EPA lands require the completion of an Environmental Impact Study (EIS) and Management Plan (MP) to the satisfaction of the Town and other relevant agencies.

The limit of the EPA lands within the Clearbrook Developments lands were originally staked with the Toronto and Region Conservation Authority (TRCA) on September 20, 2011. The remainder of the subject lands were staked with the Town and the TRCA on October 23, 2018. During the 2018 staking, the proponents of the proposed Official Plan Amendment questioned the location of the staked limit within portions of the Clearbrook Developments property on the north side of the valley as well as within the area of the proposed “Medium-High Density” development block. The proponents cited that the location of the stakes in those areas were either not reflective of the natural vegetated limit and/or that there was no identifiable top-of-bank as the topography of the area consisted of a gradual slope.

As agreed during the 2018 staking exercise between the proponents, the Town and the TRCA, the staked limit through these areas could be reassessed during the processing of the related development application. As shown on Figure 3 (*Development Concept Plan*), portions of the proposed development encroach beyond the top-of bank where the staked limit was (and continues to be) in question. While the TRCA has advised that land compensation for encroachments would be required at a 1:1 ratio, we propose a combination of land and vegetation enhancements to achieve a net ecological gain for the existing natural heritage feature. Further details on the ecological impact and gain and compensation measures are provided in the CEISMP and FSR report submitted in support of the application.

In our opinion, the proposed Official Plan Amendment conforms to the Environmental Policy Area designation policies of the Official Plan as (subject to further dialogue with the Town and TRCA) no development is intended within the EPA designation and minor refinements to the limits of the EA are proposed in accordance with the supporting Comprehensive EIS and MP.

## Rural Service Centres

The subject lands are located within the Mayfield West Rural Service Centre. Rural Service Centres are designated as the primary growth areas for the planning period (2031).

Section 5.10.4.3.2.1 states that the boundary of the Mayfield West Rural Service Centre represents the lands needed for the settlement for the 2031 timeframe. Given that the subject lands are located within the Mayfield West Rural Service Centre boundary, the development of the lands are required by the 2031 planning horizon.

## **5.5 Snell's Hollow Secondary Plan**

Notwithstanding that the "Residential Policy Area A" designation is currently identified within the Mayfield West Land Use Plan, Section 7.11.13.2 of the Snell's Hollow Secondary Plan states:

*"7.11.13.2 The lands comprising Residential Policy Area A as shown on Schedule B of the Official Plan will be dealt through and amendment to this Secondary Plan for Snell's Hollow."*

As such, in the context of the Snell's Hollow Secondary Plan policies, Section 7.11.2 outlines several goals for the Secondary Plan as follows:

- a) *Incorporate the use of gateway features and edge treatments to create a distinctive community that will act as a transition from the urban uses in Brampton and the countryside of Caledon;*

**As proposed in the supporting Urban Design Guidelines, gateway features and edge treatments are proposed in key locations to establish the community's identity and provide transition to Town's Rural Service Centre.**

- b) *Ensure a high standard of community design is provided that will promote social interaction, accessibility, and high aesthetic value;*

**Key components of the proposed community design which promotes social interaction, accessibility, and high aesthetic value are the neighbourhood parks, multi-modal transportation opportunities, and the rear-lane dwellings units at the entry to the community.**

- c) *Preserve and enhance natural environmental features and functions and minimize impact of development on the natural environment;*

**The existing Heart Lake complex within the subject lands will be preserved and protected from the adjacent development by way of minimum 10-metre buffers.**

- d) *Ensure levels of noise are minimized by implementing appropriate land use arrangements, built forms, and landscape treatments;*

**Appropriate noise mitigation measures will be implemented to protect proposed residential uses from surrounding road noise as determined through the supporting Environmental Noise Feasibility Study/**

- e) *Provide opportunities for a connected recreation and open space system comprised of neighbourhood parks and major open spaces linked to the rest of Caledon and Brampton by trails, local roads, walkways and bicycle paths;*

**The proposed neighbourhood parks will be connected to the public sidewalk system with connections to the Etobicoke Creek trail system located west of the subject lands.**

- f) *Provide a transportation network that facilitates efficient, safe and convenient access for pedestrians, cars, bicycles, and transit which minimizes adverse traffic impacts to the community;*

**All proposed roads within the community will accommodate sufficient pavement for cars and bicycles as well as public sidewalks for safe pedestrian use. A proposed collector road connection from Kennedy Road to Heart Lake Road provide efficient access from one end of the community to the other.**

- g) *Maximize the incorporation of energy and water conservation measures in development proposals; and,*

**The proposed development will be constructed based on the robust Ontario Building Code requirements for energy and water conservation in place at the time of building permit applications.**

- h) *Identify, evaluate, conserve and enhance significant cultural heritage resources. Incorporate built heritage resources and contextual landscape elements into the community design through careful consideration of road alignments and appropriate land uses.*

**As per the Heritage Impact Study submitted in support of the Official Plan Amendment, the existing Snell Farmhouse is proposed to be retained in situ. The proposed Collector Road through the community has been aligned to curve northward, away from the existing resource in order to accommodate the retention of the heritage resource. The resource is proposed to be surrounded by a stormwater management pond which will provide for a scenic setting for the property.**

Section 7.11.3 provides policies in relation to the structural concept of the community:

- *There are two significant environmental features that affect the Secondary Plan. One is the Etobicoke Creek, and the other is section of the Heart Lake Complex provincially significant wetland area which is located on the east side of Kennedy Road. Impacts of development upon the Heart Lake Complex will be considered in planning for the Secondary Plan;*
- *Development is to be provided on full municipal services;*
- *Development must have regard for:*
  - a) The progress of the Mayfield West Community Development Plan Study including the location, servicing and infrastructure requirements, and character, aesthetic qualities, and design of the future Mayfield West Rural Service Centre; and,*
  - b) Existing and proposed land uses in the City of Brampton; and*
- *Linkages between the residential development contemplated by the Secondary Plan, Residential Policy Area A, the future Mayfield West Rural Service Centre, Valleywood, the rest of Caledon and Brampton will be created through the use of pedestrian walkways, trails, and bicycle paths.*

**The proposed development conforms to the structural concept of the Snell's Hollow Secondary Plan as the Heart Lake Complex has been considered throughout the studies prepared in support of the proposed Amendment and development is intended to be serviced with full municipal services. The proposal has regard for the status of development within the broader Mayfield West Rural Service Centre and the existing and proposed land uses in the City of Brampton. Linkages to other areas within the Mayfield West Rural Service Centre and the City of Brampton are available by way of existing public sidewalks on Kennedy Road and the Etobicoke Creek trail system.**

Aside from meeting the goals of the Snell's Hollow Secondary Plan and the principles of the community structure, an amendment to the Official Plan is required in order to add the subject lands to the Snell's Hollow Secondary Plan boundary and to introduce and apply various new land use designations to allow for the proposed Development Concept Plan.

## **5.6 Proposed Official Plan Amendment**

Notwithstanding that the proposed development conforms to the broader Official Plan and Secondary Plan policies, an amendment to the Official Plan is required in order to remove the subject lands from the Mayfield West Secondary Plan and incorporate the lands into the Snell's Hollow Secondary Plan. Updates to various Secondary Plan policies and introducing new land use designations and policies is also required to implement the proposed development. Key amendments to the Official Plan and Secondary Plan are summarized as follows:



- Deleting the land use designations applicable to the subject lands on Schedule B (Mayfield West Land Use Plan) and referring to the area as Schedule B-1 (Snell's Hollow Secondary Plan Land Use Plan);
- Amending Schedule B-1 (Snell's Hollow Secondary Plan Land Use Plan) to include the subject lands and apply various land use designations;
- Deleting "Residential Policy Area A" policies from the parent Official Plan;
- Updated various section of the parent Official Plan to reference the proposed commercial uses and accommodation of growth within the lands shown on Schedule B-1;
- Updating the Structural Concept policies of the Snell's Hollow Secondary Plan to integrate the subject lands and the structural components of the proposed development concept plan;
- Updating the Architectural Vision and Community Design to reflect the Urban Design Guidelines prepared in support of the application;
- Introducing various new land use designation and policies to reflect the proposed mix of land uses, including:
  - Low Density Residential allowing for predominantly detached and semi-detached housing forms and limited townhouse housing forms with a maximum density of approximately 30 units per net hectare;
  - Medium Density Residential allowing for various townhouse housing forms with a maximum density of approximately 80 units per net hectare;
  - Medium-High Density Residential allowing for various townhouse housing forms and apartment dwellings up to a building height of 8 storeys with a density of approximately 150 units per hectare;
  - General Commercial;
  - Open Space Policy Area;
  - Environmental Policy Area; and
  - Stormwater Pond Facility.

A Draft Official Plan Amendment document is appended to this Report as Appendix A

## **5.7 Town of Caledon Zoning By-Law**

The subject lands are currently zoned A1 (Agricultural) and EPA2 (Environmental Protection Area 2) in the Town of Caledon Zoning By-law. The existing zoning generally allows for agricultural-related uses and environmental conservation, respectively. Legally existing uses are also permitted.

As the subject application is currently for an Official Plan Amendment only, future applications for an amendment to the Zoning By-Law will be required to implement the proposed Official Plan Amendment.

## **6.0 HOUSING DISTRIBUTION ANALYSIS**

Section 5.10.3.27.7 (c) of the Caledon Official Plan requires the completion of a residential housing distribution assessment including housing mix and types to support the release of the Policy Area for development.

Based on the Development Concept Plan shown on Figure 3, the locational distribution of low, medium and high-density housing is planned in accordance with Section 5.10.3.27.8 of the Official Plan wherein:

- i) The proposed low density housing is generally located in the interior of the community and away from arterial roads and adequately serviced by neighbourhood parks. The proposed low-density housing is also accessible to community facilities such as schools and parks by way of Kennedy Road which provides connection and access to the existing elementary schools within the Southfields community and to the Southfields Recreation Centre;
- ii) The proposed medium density housing is generally located on or near the proposed collector road(s) and the existing surrounding arterial roads. The proposed medium-density housing also provides a transition to the proposed medium-high density land uses proposed east of Heart Lake Road, on the north side of Mayfield Road. The proposed medium-density housing is located within walking distance of the proposed parks, open spaces, and the proposed commercial land use.
- iii) The proposed medium-high density housing is located on arterial roads, closer to commercial uses than lower density housing, and located close to or adjacent to parks and open spaces.

With respect to housing mix and type, the proposed development is planned to allow for the following housing types within the following designations:

- Low Density Residential to permit:
  - Single-detached;
  - Semi-detached; and
  - Townhouses (including street townhouses and dual-frontage townhouses)
- Medium Density Residential to permit townhouse dwelling types including:
  - Street Townhouses;
  - Dual-frontage Townhouses;
  - Rear-Lane Townhouses; and
  - Back-to-back Townhouses.
- Medium-High Density Housing to permit:
  - Stacked Townhouses; and
  - Apartments

Based on the proposed density of each land use shown on the Development Concept Plan (Figure 3) and the resultant number of units, the anticipated unit mix is as follows:

Residential Land Use	No. of Units	Unit Mix
<b>Low-Density</b> (Primarily Detached / Semi-detached)	364	33%
<b>Medium-Density</b> (Townhouses)	345	32%
<b>Medium-High Density</b> (Stacked Townhouses / Apartments)	378	35%
<b>TOTAL</b>	<b>1,087</b>	<b>100%</b>

The proposed unit mix within the subject lands is generally distributed evenly between low, medium, and high-density residential housing. When accounting for the approximate 280 detached dwellings existing within the Snell's Hollow Secondary Plan (west of Kennedy Road), the overall low-density housing unit count increases to 644 units and the total overall unit count increases to 1,367 units. On an overall basis, low-density housing within the Snell's Hollow Secondary Plan represent approximately 47% of the total unit count and medium- and high-density housing forms represent approximately 53%.

## 7.0 COMMERCIAL DISTRIBUTION ANALYSIS

Section 5.10.3.27.7 (c) of the Caledon Official Plan requires the completion of a commercial distribution assessment to support the release of the Policy Area for development, as applicable.

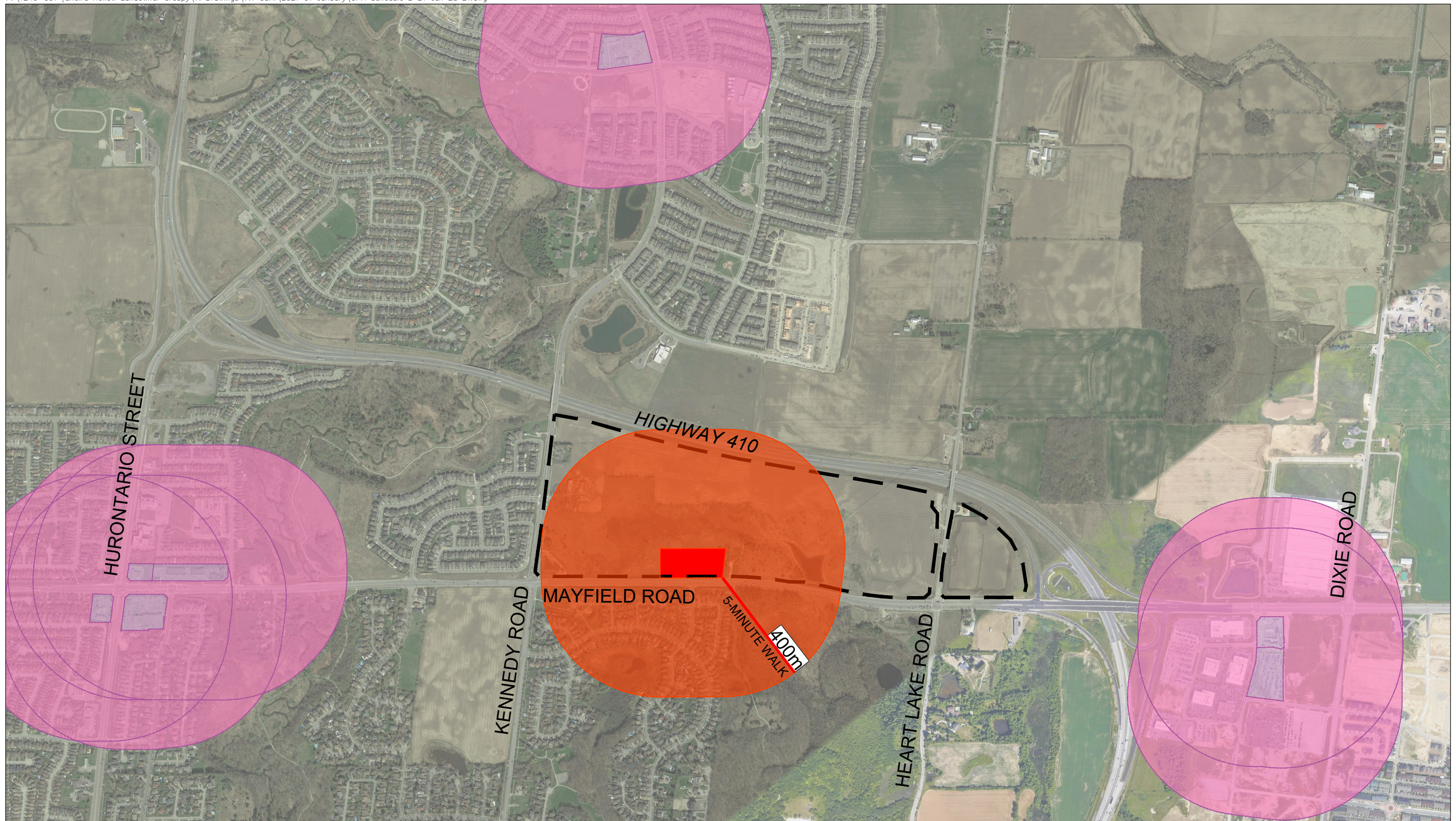
As per Section 4.0 of this Report, the commercial land use block proposed within the subject lands are intended to allow for a broad range of retail and service commercial land uses.

Figure 5 (*Commercial Land Use Context Plan*) shows the proposed commercial land use block in the context of the nearest surrounding service and retail commercial lands uses within the area. As shown, a cluster of retail and service commercial uses exist in the vicinity of Hurontario Street and Mayfield Road as well as on the south side of Mayfield Road, west of Dixie Road. Retail commercial land uses also exist north of the subject lands on the west side of Kennedy Road, within the Southfields community. An 800-meter (10-minute walk) radius is also shown for each of the commercial land use sites. The 800-metre radius was selected a reasonable metric as it is consistent with the Region's Large-Scale Healthy Development standard for proximity of dwelling units to personal service and commercial retail space.

As shown, there are no existing commercial land uses within the immediate area of the subject lands. Existing retail and/or service commercial land uses within the area are also

beyond the convenient 10-minute walking distance from the proposed development. The proposed commercial block provides additional retail and service commercial opportunities in an area generally under-serviced by commercial land uses and increases the opportunity for existing and future residents in the area to access nearby retail and service commercial uses by foot.





**FIGURE 5**  
**COMMERCIAL LAND USE CONTEXT**  
**PLAN**  
SNELLS HOLLOW, TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

-  SUBJECT LANDS
-  EXISTING COMMERCIAL LAND USES
-  PROPOSED COMMERCIAL LAND USES
-  400m EXISTING COMMERCIAL LAND USE RADIUS (5-MINUTE WALK)
-  400m PROPOSED COMMERCIAL LAND USE RADIUS (5-MINUTE WALK)



Scale NTS  
(11 x 17)  
JANUARY 28, 2021





## **8.0 SUPPORTING STUDIES**

The required supporting studies as determined through the Development Application Review Team Meeting on January 16, 2020 have been prepared and are submitted in conjunction with the proposed Official Plan Amendment Application under separate cover. A summary of the findings of each report are as follows:

### **8.1 Stage 1-2 Archaeological Reports**

Stage 1-2 Archaeological Assessments have been prepared by ASI on an individual owner basis. In some instances, archaeological resources have been encountered on the subject lands and a Stage 3 assessment has been recommended. Notwithstanding the identified resources, it is appropriate to undertake the Stage 3 assessments as part of subsequent planning approval applications (and prior to site alterations) and to continue considering the proposed Official Plan Amendment based on the various other supporting studies and planning merit.

### **8.2 Cultural Heritage Survey Report**

The Cultural Heritage Survey Report prepared by MHBC evaluates the subject lands and the proposed development and determined that the only cultural heritage resource located on the subject lands is the existing farmhouse located at 12097 Kennedy Road. The original stone house, the rear addition and the “wings” (side additions), are significant cultural heritage resources that are recommended to be retained. The enclosed front porch as well as a small wood frame enclosure at the south elevation of the dwelling are not heritage attributes and their removal would not result in adverse impacts. The subject lands (including 12097 Kennedy Road) is not comprised of, and does not include a significant Cultural Heritage Landscape. The Plan of Subdivision includes the retention of the building in its current location and in its original use as a residential dwelling.

### **8.3 Comprehensive Environmental Impact Study and Management Plan**

As per the approved Terms of Reference prepared by the Town of Caledon in consultation with the TRCA, the proposed Official Plan Amendment requires a supportive 3-part Comprehensive Environmental Impact Study and Management Plan (CEISMP). To date, Part A (Baseline Conditions and Characterization) and Part B (Land Use Evaluation and Impact Assessment) of the CEISMP, as prepared by RJ Burnside & Associates Limited, have been prepared and submitted in support of the application. Part C will be initiated upon receiving agency comments on Parts A and B and will include details pertaining to the Long-Term Monitoring Plan (LMP) and Adaptive Management Plan (AMP). These Plans will ensure that the principle of adaptive management and an appropriate level of flexibility will be incorporated into the design.

Under Parts A and B, existing natural heritage constraints and features have been assessed in the context of applicable planning and policy considerations and the proposed development. The most significant constraint to the subject lands is the Heart Lake Provincially Significant Wetland and the associated unnamed tributary of Spring Creek that is contained within the

Significant Valleyland system traversing through the centre of the lands. The NHS has been identified as all of the features contained within this system, based on TRCA's staked TOB limits (2018).

Natural heritage constraint features present on the tableland include Candidate SAR bat habitat and a small wetland ecosite with limited ecological functionality that will require removal. The majority of significant features are found within the NHS and include Butternut, higher quality Candidate SAR bat habitat, Confirmed Turtle Wintering and Nesting Areas, Confirmed Terrestrial Crayfish habitat, Candidate Colonially Nesting Bird Breeding Habitat (Trees/Shrubs) for Green Heron, Confirmed Marsh Bird Breeding Habitat, additional Candidate Shrub/Early Successional Bird Breeding Habitat and Confirmed Special Concern and Rare Wildlife Species for Eastern Woodpecker, Monarch, Snapping Turtle, Midland Painted Turtle and Terrestrial Crayfish.

Ecological offsetting and compensation may be considered in consultation with TRCA for removal of natural features (ie. cash-in-lieu, off-site compensation) and are intended to be discussed further during the processing of the application.

An evaluation of potential environmental impacts and recommended mitigation measures has been completed in consideration of the proposed development activities. Overall, the proposed Concept Plan is in general agreement with applicable natural heritage legislation and policies, with additional refinement of the design and supporting mitigation measures anticipated during the development of the detailed design and through consultation with regulatory agencies.

#### **8.4 Functional Servicing Report and Stormwater Management Plan**

The supporting Functional Servicing Report (FSR) prepared by Schaeffers Consulting Engineers has been prepared to determine the availability of water and sanitary services for the subject lands as well as proposing an appropriate stormwater management plan to support the proposed development.

Based on the FSR, water servicing will be provided from the existing watermain infrastructure along the surrounding arterial roads and that all the water supply demands and fire flow requirements are satisfied. Sanitary services will be provided by connection to the existing sanitary sewer on Kennedy Road and by extension of the existing sanitary sewer on Heart Lake Road, south of Mayfield Road.

Stormwater management will be provided by way of two stormwater management ponds which will provide water quality and quantity controls or with on-site controls where connections to the SWM Pond facilities are not practical.

## **8.5 Transportation Impact Study**

The supporting Traffic Impact Study prepared by NexTrans demonstrates that the proposed development can be adequately accommodated by the existing transportation network with some intersection improvements. In particular, the intersection of Kennedy Road and the east-west Collector will require lane modifications and signalization upon full build-out; lane modification and signalization at the intersection of Mayfield Road and Stonegate (providing access to the commercial lands) and lane modifications on Heart Lake Road to accommodate the proposed new intersection north of Mayfield Road.

## **8.6 Environmental Noise Study**

The supporting Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd. considered road traffic, air traffic and stationary noise sources in the area of the subject lands. The sound levels on site have been determined and compared with the applicable Ministry of the Environment, Conservation and Parks (MECP), Region of Peel and Town of Caledon noise guideline limits to determine the need for noise mitigation. To meet noise guideline limits, development within the subject lands will require mandatory or provision for air conditioning, upgraded exterior wall construction, or sound barriers. Further detailed noise assessments will be undertaken as part of future design stages to confirm the specific noise mitigation requirements for each area or dwelling unit within the Plan.

## **8.7 Fiscal Impact Assessment**

The supporting Fiscal Impact Study prepared by Urban Metrics Inc. was prepared to identify the capital and ongoing operational impact to the Town arising from the proposed development. Based on the analysis, it is determined that through each year of construction and at full build out, the development would generate a positive net financial benefit to Town. Also, as the build-out of the development is anticipated to occur after the introduction of community services (including fire and recreation services) in Mayfield West, there are likely to be sufficient community services to support residents in the new community.

## **8.8 Healthy Development Assessment**

The Town of Caledon utilizes the Region of Peel Healthy Development Assessment standard for development applications. As the proposed development represents an amendment to the Secondary Plan, the Large-Scale evaluation table was used. As per the assessment submitted in support of the application, the proposed development achieves 43 out of 57 points representing a score of approximately 75% and achieving a Silver rating. As such, the proposal represents a relatively healthy development.



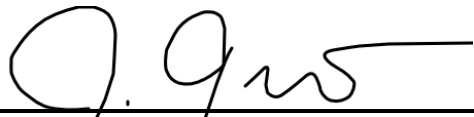
## **9.0 CONCLUSION**

Based on the planning rationale contained in this report and the various supporting studies, it is our opinion that the proposed Official Plan Amendment is justified and represents good planning for the following reasons:

1. The proposed Official Plan Amendment is consistent with and promotes the policies of the Provincial Policy Statement by directing growth to the settlement area with an efficient development pattern and accommodates a range and mix of housing and affordability levels. The proposed development makes efficient use of existing and planned services and transportation infrastructure, avoids environmental and public health and safety hazards.
2. The proposed Official Plan Amendment conforms to and promotes the policies of the Growth Plan as it provides for a sustainable development pattern which supports the achievement of complete communities and supports active transportation by providing multi-modal connectivity through sidewalks and trails, and provides opportunity for transit integration. The proposed development exceeds the minimum required density target in the Region and protects natural heritage features.
3. The proposed Official Plan Amendment conforms to and promotes the policies of the Region of Peel Official Plan as the proposed local Official Plan Amendment would implement required Secondary Plan policies for the Snell's Hollow planning area prior to subsequent development approvals. The proposed development achieves the designated greenfield area objectives as the proposal comprises a diverse and compatible mix of land uses and compact form which supports walking, cycling and allows for the integration of future transit service.
4. The proposed Official Plan Amendment conforms to the broader policies of the Town of Caledon Official Plan as it satisfies the requirements to release the Policy Area for development, avoids direct access to Mayfield Road, where possible, and has regard for existing surrounding lands uses.
5. The proposed development is located within the 2031 Rural Service Centre boundary which is intended to accommodate growth to the 2031 planning horizon. The proposed Official Plan amendment will facilitate the development of the subject lands to contribute to the Town's growth targets within the 2031 timeframe.
6. The proposed Official Plan Amendment conforms to and promotes the goals and structural concept of the existing Snell's Hollow Secondary Plan through the implementation of gateways features, appropriate buffers to natural heritage features, implementation of noise mitigation measures, and preservation of existing built heritage resources.

**Respectfully submitted,**

**GLEN SCHNARR & ASSOCIATES INC.**



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**Jason Afonso, MCIP RPP**  
**Senior Associate**

**APPENDIX I**

**DRAFT OFFICIAL PLAN AMENDMENT**

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

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. 2021-          

A By-law to adopt Amendment No.            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 deems it expedient to amend the Town of Caledon Official Plan;

NOW THEREFORE the Council of the Corporation of the Town of Caledon ENACTS AS FOLLOWS:

**General**

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

Enacted by the Town of Caledon Council this            day of                     , 2021.

\_\_\_\_\_  
Allan Thompson, Mayor

\_\_\_\_\_  
Laura Hall, Town Clerk

**THE CONSTITUTIONAL STATEMENT**

- PART A – THE PREAMBLE - does not constitute part of this amendment.
- PART B – THE AMENDMENT - consisting of the following text constitutes Amendment No. [redacted] of the Town of Caledon Official Plan.

## **AMENDMENT NO. [REDACTED]**

### **OF THE TOWN OF CALEDON OFFICIAL PLAN**

#### **PART A – THE PREAMBLE**

##### **Purpose of the Amendment:**

The purpose of this Amendment is to establish land use designations and policies for lands within Residential Policy Area A in the Town of Caledon Official Plan. The Amendment deletes Section 5.10.4.3.3.1 of the Official Plan relating to Residential Policy Area A and amends Section 7.11 Snell's Hollow Secondary Plan of the Town of Caledon Official Plan to include the lands as part of the Snells Hollow Secondary Plan and to re-designate the lands with new land use designations and policies to allow for a mixed-use community including, residential, commercial, and open space land uses.

##### **Location:**

The lands subject to this Amendment are legally described as Parts of Lot 18, Concession 2 and 3, East of Hurontario Street (Chinguacousy) and comprise an area of approximately 60 hectares (150 acres). The lands are bounded by Kennedy Road to the west, Highway 410 to the north and east, and Mayfield Road to the south, in the Mayfield West Rural Service Centre.

##### **Basis:**

The Snell's Hollow Developers Group has requested an amendment to the Town of Caledon Official Plan to allow for the release of the Residential Policy Area A lands for development.

The Town of Caledon Official Plan allows for the establishment of Policy Areas to designate areas within the existing settlement boundary which are proposed for development during the Plan Period, but which may be subject to specific constraints including timing, servicing and other factors. Policy Areas are used to manage the release of land for development consistent with the Principles, Strategic Directions, Goals and Objectives, Population and Employment Forecasts, and Population Allocations of the Official Plan.

The release of the Policy Areas for development must consider such factors as the availability of population allocation, municipal services, road infrastructure, fire and police protection, schools and other community services such as recreation facilities.

An amendment to the Town of Caledon Official Plan is required in order to release the lands for development and shall determine detailed land use designations prior to zoning and other development approvals.

The Snell's Hollow Developer's Group has submitted various technical studies in support of the Official Plan Amendment. The proposed Amendment redesignates the existing Residential Policy Area A designation to a mix of low, medium, and high-density residential, general commercial, open space policy area, environmental policy area, and stormwater management pond facility.

The applications have been circulated to internal departments and external agencies and a public meeting pursuant to the Planning Act was held on [REDACTED]. Planning staff has reviewed this application and is of the opinion that the proposed amendment is consistent with the Provincial Policy Statement and conforms to the policies of the Growth Plan, Region of Peel Official Plan and the objectives of the Official Plan.

## PART B – THE AMENDMENT

This part of the document entitled “Part B – The Amendment”, and consisting of the following text constitutes Amendment No. [REDACTED] of the Town of Caledon Official Plan.

### Details of the Amendment:

The Town of Caledon Official Plan is amended as follows:

1. By deleting from Schedule B, the land use designations of the lands shown outlined on Schedule A to this amendment and modifying the existing reference to the “Snell’s Hollow Secondary Plan Area – Land Use Plan” to reference all lands shown outlined.
2. By adding to Schedule B-1, the lands and associated land use designations shown outlined on Schedule B to this amendment.
3. By amending Section 5.4.3.5 to include “Schedule B-1” in the list of schedules.
4. By amending Section 5.4.4.2 as follows:

“General Commercial uses shall be permitted on lands designated General Commercial on Schedule B, subject to the provisions of Section 7.12.9.2, on Schedule B-A, subject to the provisions of Section 7.11.5.5, on Schedule B-2, subject to the provisions of Section 7.14.14 on Schedule C subject to the provisions of Section 5.10.4.5.3, on Schedule C-1 subject to the provisions of Section 7.3, and on Schedule D subject to the provisions of Sections 7.7.7, and 7.7.8.2.”

5. By amending Section 5.10.3.1 as follows:

“Development within settlements will take place only within the designated boundaries shown on Schedule A, Land Use Plan; Schedule B, Mayfield West Land Use Plan; Schedule B-1, Snell’s Hollow Secondary Plan Land Use Plan; Schedule B-2, Mayfield West Phase 2 Secondary Plan Land Use Plan; Schedule C, Bolton Land Use Plan; Schedule D, Caledon East Land Use Plan; Schedule E, Caledon Village Land Use Plan; Schedule M, Inglewood Village and Area Land Use Plan, Schedule N, Tullamore Land Use Plan; Schedule R – Victoria Business Park Land Use Plan; Schedule T – Sandhill Land Use Plan, and within the limits of the settlements as shown on Figures 2 to 17 inclusive, and development shall occur within these settlements in accordance with the land use designations applicable, provided that such uses are identified in the implementing zoning by-law.”

6. By deleting Section 5.10.4.3.3.1 and renumbering the remaining subsections.
7. By deleting and replacing Section 7.11 (Snell’s Hollow Secondary Plan) with the following:

***\*See enclosed redlined Snell’s Hollow Secondary Plan***

### Implementation and Interpretation

The implementation and interpretation of this Amendment shall be in accordance with the policies of the Town of Caledon Official Plan.



## **7.11 SNELL'S HOLLOW SECONDARY PLAN**

### **7.11.1 Introduction**

The following text and map identified as Schedule B-1 Land Use Plan attached hereto constitute the Snell's Hollow Secondary Plan.

### **7.11.2 Goals**

In general, the Snell's Hollow Secondary Plan promotes high quality residential development in a comprehensive manner through the provision of appropriate policies respecting land use, environmental management, municipal servicing, transportation and other planning policy related policies. The Secondary Plan allows for predominantly urban use of Snell's Hollow area in a manner that complements the countryside image of the Town.

The goals of the Snell's Hollow Secondary Plan are:

- a) Incorporate the use of gateway features and edge treatments to create a distinctive community that will act as a transition from the urban uses in Brampton and the countryside of Caledon;
- b) Ensure a high standard of community design is provided that will promote social interaction, accessibility, and high aesthetic value;
- c) Preserve and enhance natural environmental features and functions and minimize impact of development on the natural environment;
- d) Ensure levels of noise are minimized by implementing appropriate land use arrangements, built forms, and landscape treatments;
- e) Provide opportunities for a connected recreation and open space system comprised of neighbourhood parks and major open spaces linked to the rest of Caledon and Brampton by trails, local roads, walkways and bicycle paths;
- f) Provide a transportation network that facilitates efficient, safe and convenient access for pedestrians, cars, bicycles, and transit which minimizes adverse traffic impacts to the community;
- g) Maximize the incorporation of energy and water conservation measures in development proposals; and,
- h) Identify, evaluate, conserve and enhance significant cultural heritage resources. Incorporate built heritage resources and contextual

landscape elements into the community design through careful consideration of road alignments and appropriate land uses.

### 7.11.3 **Structural Concept**

The structural concept for the Secondary Plan is to provide for a residential neighbourhood consisting of low density housing on the west side of Kennedy Road and a mix of low, medium, and high density housing east of Kennedy Road. General Commercial uses are intended along the north side of the Mayfield Road between Kennedy Road and Heart Lake Road.

Two significant environmental features affect the Secondary Plan. One is the Etobicoke Creek, and the other is a section of the Heart Lake Complex provincially significant wetland area which is located on the east side of Kennedy Road.

The Etobicoke Creek environmental feature will be preserved in its natural state and is designated as Environmental Policy Area. An open space buffer will be provided adjacent to this environmental feature.

Impacts of development upon the Heart Lake Complex will be considered in planning for the Secondary Plan.

Development is to be provided on full municipal services.

Development must have regard for:

- a) The progress of the Mayfield West Community Development Plan Study including the location, servicing and infrastructure requirements, and character, aesthetic qualities, and design of the future Mayfield West Rural Service Centre; and,
- b) Existing and proposed land uses in the City of Brampton.

The local road network will include the existing collector roads (Kennedy Road and Heart Lake Road) and a high capacity arterial road (Mayfield Road). Kennedy Road and Heart Lake Road will be widened between Mayfield Road and Highway 410 to an ultimate 36 metre Right-of-Way width. New collector roads will be required to service the planned development in the Secondary Plan. The collector roads are conceptually illustrated on Schedule B-1. The ultimate alignment of new collector roads will be determined through the plan of subdivision application process.

Linkages between the residential development contemplated by the Secondary Plan, Southfields, Valleywood, and the rest of Caledon and

Brampton will be created through the use of pedestrian walkways, trails, and bicycle paths.

#### 7.11.4 **Architectural Vision and Community Design**

In recognition of the location of the Snell's Hollow Secondary Plan at the entrance to the Town of Caledon and, at the gateway to the Southfields Community, the streetscape and community design and architecture of the area shall be of a consistently high quality.

A combination of streetscaping, gateway features and architecture will be used to create a distinct edge along the north side of Mayfield Road and at Mayfield Road's intersection with Kennedy Road and Heart Lake Road. Through the plan of subdivision application process, a plan will be provided for the Mayfield Road frontage and include streetscaping and gateway elements in the design. The plan must have regard for any design work that may exist in association with the Mayfield West Community Development Plan Study and the Region of Peel widening of Mayfield Road.

Urban design and architectural guidelines will be required and approved by Council prior to circulation of the plan of subdivision. The Guidelines must have regard for the evolving quality and aesthetic characteristics and requirements of the Mayfield West Rural Service Centre.

Consideration shall be given to the location of utilities within the public rights of way as well as on private property. Utilities shall be clustered or grouped where possible to minimize visual impact. Utilities shall be placed in such a manner so as to not visually detract from the streetscape. Utility providers will be encouraged to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters, etc., where feasible.

State of the art energy and water conservation measures will be incorporated in the development of the Snell's Hollow Secondary Plan Area, to the maximum extent feasible.

#### 7.11.5 **Land Uses**

##### 7.11.5.1 **General Policies**

- 7.11.5.1.1 The pattern of land use and the general transportation network for the Plan Area are identified on Schedule B-1. Minor alterations to Schedule B-1 may occur without amendment to this Secondary Plan within the context of plan of subdivision or site plan approval applications provided such minor alterations are in conformity with Sections 6.6.2 and 6.6.4 and provided the

general intent of this Secondary Plan is maintained, to the satisfaction of the Town.

In determining what constitutes a minor alteration, regard shall be had to, among other things, the preservation of natural vegetation or other environmentally significant features, preservation of heritage resources, stormwater management requirements, detailed land use relationships, and provided the overall road pattern and principles of connectivity and appropriate traffic distributions are maintained.

7.11.5.1.2 The following land use designations are applied within the Plan Area, as shown on Schedule B-1:

- a) Low Density Residential;
- b) Medium Density Residential;
- c) Medium-High Density Residential;
- d) General Commercial;
- e) Open Space Policy Area;
- f) Environmental Policy Area; and
- g) Stormwater Pond Facility

In addition to the land use designations, specific land uses are identified symbolically on Schedule B-1 including:

- a) Cultural Heritage Resource; and
- b) Gateway Feature;

7.11.5.1.3 For the purpose of residential development, the calculation of net density shall be based on the land area proposed to be developed, exclusive of public rights-of-way, Open Space Policy Areas, Environmental Policy Areas, and stormwater management blocks.

7.11.5.1.4 The policies of Section 5.10 SETTLEMENTS shall apply. Where there is conflict between those policies and the policies of this Secondary Plan, the policies of the Secondary shall prevail.

7.11.5.1.5 Public Uses shall be permitted in all land use designations.

7.11.5.1.6 With regard to residential development adjacent to Mayfield and Kennedy Roads, reverse frontages and sound walls are strongly discouraged. In exceptional situations where reverse frontages or lot flankages are necessary, efforts shall be made to maintain the appearance of frontage through such measures as building orientation, architectural design, site layout and landscaping.

7.11.5.2 Low Density Residential

- 7.11.5.2.1 Lands designated Low Density Residential in the Plan Area shall be developed predominantly for single detached and semi-detached housing. Townhouse housing forms (including but not limited to street townhouses, dual-frontage, rear-lane, and back-to-back townhouses) shall be permitted in the Low Density Residential designation provided that land use compatibility is properly addressed at the plan of subdivision and/or rezoning stage.
- 7.11.5.2.2 Development in the Low Density Residential designation shall have a maximum density of approximately 30 units per net hectare (12 units per net acre) consistent with Official Plan policy 5.10.3.27.8.
- 7.11.5.3 Medium Density Residential
- 7.11.5.3.1 Lands designated Medium Density Residential in the Plan Area shall be developed for Townhouse housing forms including but not limited to street townhouses, dual-frontage, rear-lane, and back-to-back townhouses.
- 7.11.5.3.1 Development in the Medium Density Residential designation shall have a maximum density of approximately 80 units per net hectare (32 units per net acre) and consistent with Official Plan policy 5.10.3.27.8(b).
- 7.11.5.4 Medium-High Density Residential
- 7.11.5.4.1 Lands designated Medium-High Density Residential in the Plan Area shall be developed for Townhouse housing forms (including but not limited to street townhouses, dual-frontage, rear-lane, and back-to-back townhouses) and/or apartments.
- 7.11.5.4.2 Development in the Medium-High Density Residential designation shall generally have a maximum density of approximately 150 units per net hectare (60 units per net acre) and consistent with the locational criteria policies for Medium and High Density housing in accordance with Official Plan policy 5.10.3.27.8(b).
- 7.11.5.4.3 Consideration for greater density may be given without amendment to this Plan provided that matters of building height, massing and compatibility with adjacent land uses are addressed through the rezoning and/or Site Plan Approval stage.
- 7.11.5.4.4 Apartment buildings in the Medium-High Density Residential designation shall have a maximum building height of 8 storeys.
- 7.11.5.5 General Commercial

- 7.11.5.5.1 Development on lands designated General Commercial in the Plan Area shall be in accordance with Section 5.4 of this Plan.
- 7.11.5.5.2 Drive-through facilities shall be permitted in accordance with Section 5.4.3.17 of this Plan.
- 7.11.5.6 Open Space Policy Area
- 7.11.5.6.1 The Open Space Policy Area designations in the Plan Area as shown on Schedule B-1 shall permit parkland and buffers.
- 7.11.5.6.2 The lands designated Open Space Policy Area extending along the southerly limit of the Highway 410 right-of-way represents a 14-metre separation buffer between the Highway 410 right-of-way and residential land uses. If determined that such buffer is not required by the MTO, such lands may be developed for land uses permitted by the adjacent land use designation without amendment to this Plan.
- 7.11.5.6.3 The lands designated Open Space Policy Area west of Kennedy Road recognizes existing Snell Park which allows for limited recreational uses in accordance with Section 5.8 of this Plan.
- 7.11.5.6.4 The lands designated Open Space Policy Area east of Kennedy Road and west of Heart Lake Road shall be developed for public parkland in accordance with Section 5.8 of the Plan and shall have an area of approximately 1.3 hectares.
- 7.11.5.6.4 The lands designated Open Space Policy Area east of of Heart Lake Road shall be developed for public parkland in accordance with Section 5.8 of the Plan and shall have an area of approximately 0.38 hectares.
- 7.11.5.7 Environmental Policy Area
- 7.11.5.7.1 All lands designated Environmental Policy Area on Schedule B-1 are subject to the provisions of Section 5.7 and the Performance Measures contained in Section 3.2.5.
- 7.11.5.7.2 An open space buffer shall be required to provide a transition between the Etobicoke Creek environmental feature and adjacent development. The location, extent and size of buffer areas will be defined through the processing of individual development applications and shall generally be a minimum of 10 metres in width from the environmental feature.
- 7.11.5.7.3 No development or site alterations shall be permitted within the buffer areas and the areas shall be left in their natural state or planted with native species in order to protect adjacent natural features.

- 7.11.5.7.4 A trail to run through the Environmental Policy Area north of Mayfield Road along the Etobicoke Creek is shown conceptually on Schedule B-1. The trail shall be developed by community groups in accordance with Section 5.7.3.4 of the Official Plan and to the satisfaction of the TRCA and the Town in consultation with the City of Brampton. Exact siting of the trail shall minimize grading requirements and be finalized prior to final approval. In the design of the trail, proponents shall address pedestrian access, stormwater management requirements, woodlot and habitat preservation, proximity to top-of-bank appropriate buffers from special features and setbacks from residential areas.
- 7.11.5.8 Stormwater Pond Facility
- 7.11.5.8.1 Stormwater Pond Facilities in the Plan Area shall be developed in accordance with the approved Snell's Hollow Comprehensive Environmental Impact Study and Management Plan and in consultation with the Toronto and Region Conservation Authority and other government agencies, as applicable.
- 7.11.5.9 Cultural Heritage Resources
- 7.11.5.9.1 Cultural Heritage Resources as identified by the Cultural Heritage Survey undertaken by Unterman McPhail Associates and formalized in their "Cultural Heritage Resource Assessment Report" (June 2004) shall be conserved in accordance with the provisions of the Official Plan.
- 7.11.5.9.2 The Secondary Plan includes areas of high potential for archaeological resources. In accordance with the policies of the Official Plan, no pre-approval site grading, servicing or other soil disturbance shall take place prior to the Town and/or appropriate Provincial Ministry confirming that all archaeological resource concerns have met licencing and resource conservation requirements.
- 7.11.5.9.3 Where possible, cultural heritage landscape elements, such as mature tree lines, shall be retained in the context of any widening of Kennedy Road between Mayfield Road and the Highway 410 alignment.
- 7.11.5.9.4 Consideration shall be given to perpetuating the names of the former 19th and 20th century land owners (i.e. Samuel and Elias Snell, and members of the McKechrine/McEachern family and others) within proposed subdivisions in the naming of streets, parks and trails and natural areas.
- 7.11.5.10 Gateway Features

7.11.5.10.1 As illustrated on Schedule B-1, the area in the vicinity of the intersections of Kennedy Road and Heart Lake Road with Mayfield Road have been designated as 'Gateways'. The Town shall require developers to work with the Town to establish the Gateway and neighbourhood gateway features at these intersections. The design of the gateways will be:

- a) To the satisfaction of the Town of Caledon in consultation with the Region of Peel and entirely at the expense of the developers within the Secondary Plan; and
- b) Determined through the plan of subdivision application process.

#### 7.11.6 **Ecosystem Planning and Management**

7.11.6.1 All lands on Schedule B-1 are subject to the Ecosystem Planning and Management provisions of Section 3.2.

#### 7.11.7 **Noise and Light**

7.11.7.1 New residential development shall meet noise level guidelines and policies of the Ministry of the Environment and Climate Change and Ministry of Municipal Affairs and Housing, and criteria of the Region of Peel and the Town of Caledon relating to noise pollution in residential developments.

7.11.7.2 In accordance with the requirements of the Town, a detailed Noise Impact and Mitigation Study will be provided through the plan of subdivision application process.

7.11.7.3 Notice requirements will be required to all future residential owners indicating the proximity of Highway 410 and that Mayfield Road will be expanded in the near future to a 50 metre Right-of-Way and it is anticipated that the area will be subject to noise and light impacts associated with these facilities.

7.11.7.4 The Town shall require development proponents to evaluate lighting impacts associated with the future Highway 410 to determine appropriate mitigation measures using information available from the Province on road elevation and lighting standards.

7.11.7.5 Appropriate landscape buffers and/or berms, planting or screening may be required between residential areas and Highway 410, Kennedy Road and Mayfield Road upon completion and approval of noise and light analyses, in accordance with requirements of the Town and the Ministry of the Environment and Climate Change.



7.11.8      **Transportation**

- 7.11.8.1      The transportation system servicing the Secondary Plan area shown conceptually on Schedule B-1 shall be developed in accordance with Section 5.9 of the Official Plan. New development shall be serviced by municipal roads and temporary access will not be permitted.
- 7.11.8.2      The Official Plan designates Kennedy Road Heart Lake Road as Collector Roads. Developers of land within the Secondary Plan shall provide a widening to the Town to provide for a 36 metre Right-of-Way on Kennedy Road and Heart Lake Road between Mayfield Road and Highway 410. Developers shall provide for the urbanization and widening of Heart Lake Road in accordance with Town requirements, with proportionate reimbursement as other benefiting properties are developed.
- 7.11.8.3      A minor collector road with a Right-of-Way of 22 metres will be provided to facilitate the safe and efficient movement of vehicles and pedestrians as generally shown on Schedule B-1 the Land Use Plan. A lesser right-of-way width may be considered provided adequate pavement width and boulevard space is demonstrated to the satisfaction of the Town.
- 7.11.8.5      The collector road system shown conceptually on Schedule B-1 may be adjusted in order to accommodate noise mitigation measures associated with Highway 410 and for the preservation of cultural heritage resources on the east side of Kennedy Road and such adjustment shall not require an amendment to the Official Plan.
- 7.11.8.6      Consistent with the objectives of Section 5.9.2 of the Official Plan, a pedestrian and bicycle pathway shall be encouraged within the park system, local road network and along Mayfield Road to link open space areas within and outside of the Secondary Plan. Pedestrian and bicycle pathways shall be encouraged along Kennedy Road in accordance with Subsection 7.11.10.2 of the Secondary Plan.
- 7.11.8.7      Development for this area must have regard for provincial requirements respecting development adjacent to Highway 410.
- 7.11.8.8      Roads will be designed and built to accommodate the access and operations requirements of Town and fire and emergency services, service vehicles and snow plowing.

7.11.9      **Staging and Servicing**

- 7.11.9.1      All development in the Snell's Hollow Secondary Plan shall be serviced by municipal water, municipal sanitary and storm sewers, municipal roads, hydro, and other utilities.

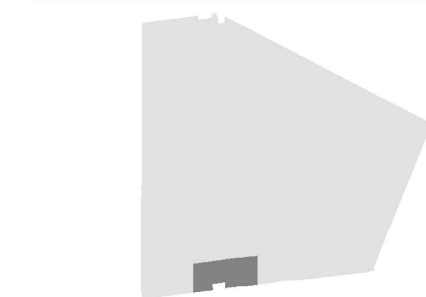
- 7.11.9.2 The design of these services shall comply with Town standards as well as those of the respective public and private utility providers and other government agencies.
- 7.11.9.3 Stormwater Management Plans and reports shall comply with the most recent Ministry of the Environment and Climate Change Stormwater Management Planning and Design Manual.
- 7.11.9.4 The Stormwater Management Plan prepared by Marshall Macklin and Monaghan for the area west of Kennedy Road directs the drainage of the Secondary Plan to be diverted away from the Heart Lake Complex wetlands to a stormwater management pond adjacent to Etobicoke Creek. In the event that an agreement cannot be reached between the Town, City of Brampton and the TRCA to locate and implement the pond in this location, the Stormwater Management Plan will be revised to determine where within the tablelands of the Low Density Residential designation the stormwater management pond(s) will be located.
- 7.11.9.5 Prior to draft approval of draft plan of subdivision, a developer will be required to provide any outstanding or further hydrogeological assessments or reports as required by the Town in consultation with the TRCA. In the event that a future assessment or report indicates the need for additional stormwater management facilities, the Stormwater Management Plan will be revised to determine where within the tablelands of the Low Density Residential designation the stormwater management facilities will be located.
- 7.11.9.6 Utilities and telecommunication infrastructure within the Secondary Plan shall be located within an initial common trench, wherever possible, to avoid unnecessary over digging and disruption of municipal rights of way.
- 7.11.9.7 Prior to approval of development within the Secondary Plan area, utilities and telecommunications providers are to confirm if services can be provided to support the proposed development; and, shall determine appropriate locations for large utility equipment or utility cluster sites.
- 7.11.9.8 Lands required to be used for large utility structures shall be shown as a block(s) on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the Town and utility provider.
- 7.11.9.9 New public and private infrastructure shall be subject to the environmental policies of the Official Plan.

- 7.11.9.10 No final approval will be given to any parcel of land within the Snell's Hollow Secondary Plan until such time as stormwater, piped water and sanitary sewer facilities necessary to serve the proposed development are available.
- 7.11.9.11 In extending services to develop specific parcels, the developer shall provide the opportunity for adjacent existing unserved or partially served development to connect to the municipal system.
- 7.11.9.12 Prior to the approval of any development, all servicing studies as required by the Town and Region shall be prepared to the satisfaction of the Town and Region.
- 7.11.9.13 Developments will be phased to ensure the most efficient and economical use of existing and proposed servicing infrastructure.
- 7.11.9.14 Any phasing shall take place in accordance with the policies set out in the Official Plan section 6.2.1.7.
- 7.11.10 **Cost-Sharing**
- 7.11.10.1 As appropriate, a cost-sharing agreement shall be instituted whereby the portion of the costs of major roads, trunk utilities and other public and/or community facilities servicing the whole area which may be chargeable to private development will be shared by all benefiting development, appropriately pro-rated among the owners affected. The program will be implemented through the Development Charges Act, front-ending agreements and/or other cost-sharing agreements. This provision is to allow for the equitable and ordered development of the planning area by sharing the burden of community use loads on all benefiting owners.
- 7.11.11 **Implementation**
- 7.11.11.1 The provisions of Section 6.0 of the Town of Caledon Official Plan regarding implementation and administration shall apply with regard to this Secondary Plan.



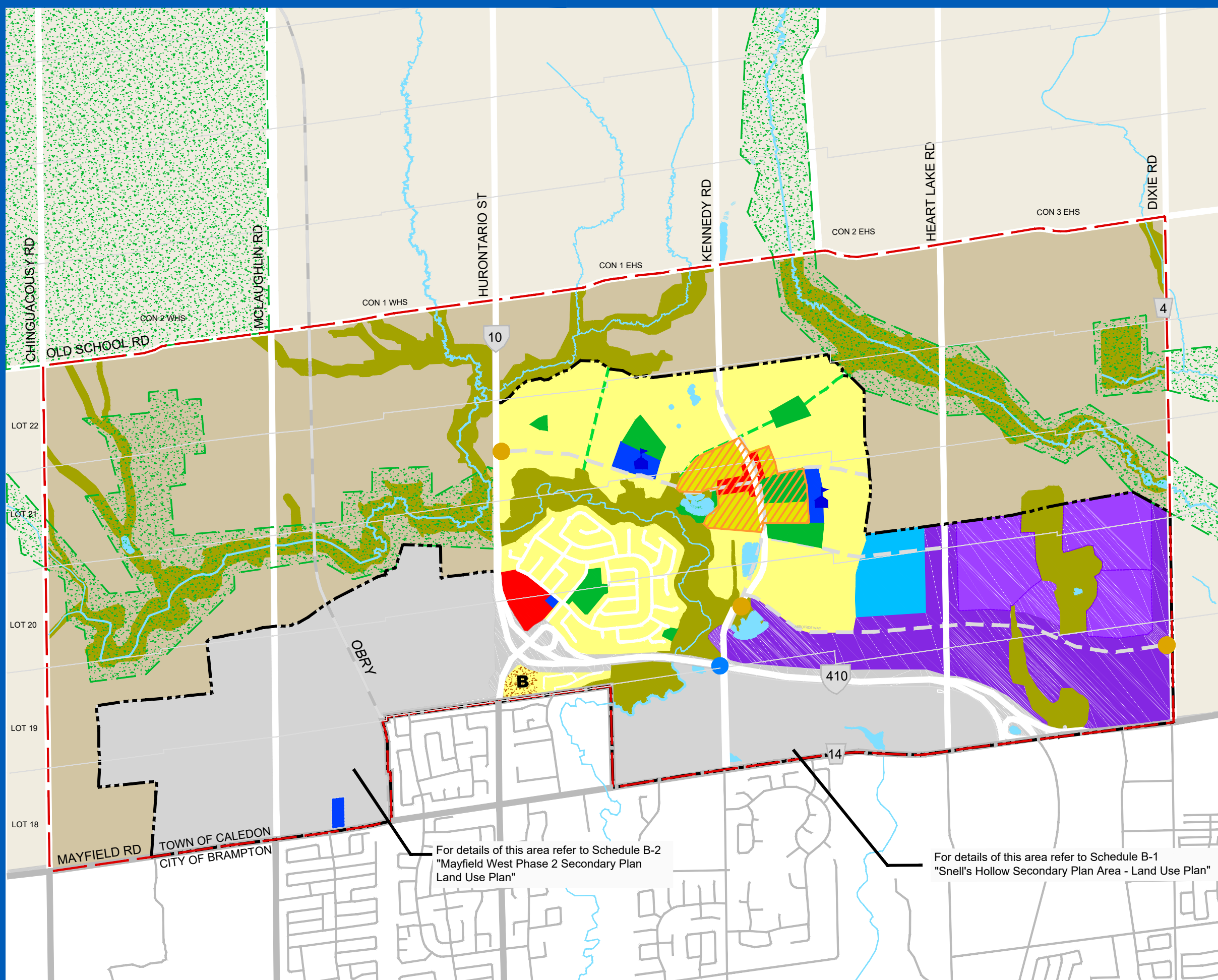
# Schedule B MAYFIELD WEST LAND USE PLAN

- Prime Agricultural Area
- Residential Area
- Residential Policy Area
- Environmental Policy Area
- Open Space Policy Area
- General Commercial
- Institutional
- Mixed High/Medium Density Residential
- Academic/Research Campus
- Prestige Industrial
- General Industrial
- Highway Right-of-Way
- Village Centre Area
- Settlement Boundary 2031
- Mayfield West Study Area
- Boundary of Greenbelt Plan Area
- Greenway Corridor
- Lot and Concession Lines
- Elementary School
- Gateway Feature
- Potential Future Interchange
- Conceptual Road Network
- Provincial Road
- Regional Road
- Local Road
- Railway



Base Data Source: Town of Caledon

0 0.5 1 2 3 4 5 km



For details of this area refer to Schedule B-2  
"Mayfield West Phase 2 Secondary Plan  
Land Use Plan"

For details of this area refer to Schedule B-1  
"Snell's Hollow Secondary Plan Area - Land Use Plan"



To be re-designated from "Residential Policy Area A" and "Environmental Policy Area" to "Low Density Residential", "Medium Density Residential", "Medium-High Density Residential", "General Commercial", "Open Space Policy Area", and "Environmental Policy Area".



# Schedule B-1

(A Subschedule to Schedule "B")

## SNELL'S HOLLOW SECONDARY PLAN

- SECONDARY PLAN BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MEDIUM-HIGH DENSITY RESIDENTIAL
- GENERAL COMMERCIAL
- OPEN SPACE POLICY AREA
- ENVIRONMENTAL POLICY AREA
- STORMWATER POND FACILITY
- GATEWAY FEATURE
- CULTURAL HERITAGE RESOURCE
- PROVINCIAL FREEWAY
- REGIONAL ROAD
- CONCEPTUAL ROAD NETWORK
- COLLECTOR ROAD
- LOCAL ROAD
- TRAIL



Base Data Source: Town of Caledon

