

AMENDMENT NO. 292
TO THE 1978 OFFICIAL PLAN FOR
THE TOWN OF CALEDON PLANNING AREA

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. 2026-

A By-law to adopt Amendment No. 292 to the
1978 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 1978 Official Plan;

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

General

1. Amendment No. 292 to the 1978 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 , 2026.

Annette Groves, Mayor

Kevin Klingenberg, 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. 292 of the 1978 Town of
Caledon Official Plan.

AMENDMENT NO. 292

OF THE 1978 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 1978 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 adds Section 7.18 to include the lands as Phase 2 of the Snell's Hollow Secondary Plan and re-designate the lands with new land use designations and policies to allow for a mixed-use community including, residential, mixed-use, 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 1978 Town of Caledon Official Plan to allow for the release of the Residential Policy Area A lands for development.

The 1978 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 1978 Town of Caledon Official Plan is required in order to release the lands for development and shall determine detailed land use designations and other required 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, mixed-use, open space policy area, and environmental policy area.

The applications have been circulated to internal departments and external agencies and a public meeting pursuant to the Planning Act was held on May 10, 2022. Planning staff has reviewed this application and is of the opinion that the proposed amendment is consistent with the Provincial Planning Statement and conforms to the policies of the Region of Peel Official Plan and the objectives of the Town of Caledon 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. 292 of the 1978 Town of Caledon Official Plan.

Details of the Amendment:

The 1978 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 adding reference to Schedule B-1A “Snell's Hollow Phase 2 Secondary Plan Area – Land Use Plan”.
2. By adding Schedule B-1A, the lands and associated land use designations shown outlined on Schedule B to this amendment.
3. 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-1A, Snell's Hollow Phase 2 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.”

4. By deleting Section 5.10.4.3.3.1 and renumbering the remaining subsections.

5. By adding Section 7.18 (Snell's Hollow Phase 2 Secondary Plan) as set out in Attachment 1

Implementation and Interpretation

The implementation and interpretation of this Amendment shall be in accordance with the policies of the 1978 Town of Caledon Official Plan.

Attachment 1

To the 1978 Town of Caledon Official Plan

Snell's Hollow Phase 2 Secondary Plan Text

17.8 SNELL’S HOLLOW PHASE 2 SECONDARY PLAN

17.8.1 Introduction

The following text and map identified as Schedule B-1A Land Use Plan attached hereto constitute the Snell’s Hollow Phase 2 Secondary Plan.

17.8.2 Structural Concept

The structural concept for the Snell’s Hollow Phase 2 Secondary Plan is to provide for a residential neighbourhood consisting of a mix of low, medium, and high density housing east of Kennedy Road. Mixed uses are intended along the north side of Mayfield Road between Kennedy Road and Heart Lake Road.

One significant environmental feature affects the Secondary Plan which is a 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.

The local road network will include the existing Town arterial roads (Kennedy Road and Heart Lake Road) and a high capacity Regional 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-1A. 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.

17.8.3

Architectural Vision and Community Design

In recognition of the location of the Snell's Hollow Phase 2 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 the Draft Approval of a Plan of Subdivision 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.

17.8.3.1 The following urban design factors will be used to determine the acceptability of development proposals within the Plan Area:

- i. The extent to which the proposal fits within any Council-approved Comprehensive Town-Wide Design Guidelines, and applicable Secondary Plan Design Guidelines.
- ii. The extent to which development is compatible in-built form and architectural form and forms a cohesive and unified cluster of buildings which are compatible with each other.
- iii. The street facades of publicly accessible buildings will be designed to encourage and facilitate public accessibility through extensive use of building and store front entrances and display windows.
- iv. Building elevations visible from public areas shall incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, monotonous façades.
- v. Built form along arterial and collector roads within the Plan Area will be thoughtfully designed to offer a range of configurations, allowing a seamless integration with low-rise or taller buildings within the same block. The creation of a dynamic streetscape is encouraged as it adds visual interest, avoiding the monotony often associated with uniform massing.
- vi. Direct driveway access from individual detached, semi-detached, and townhouse dwellings to arterial roads are not permitted.
- vii. Residential development adjacent to arterial roads shall be encouraged to occur in such a manner that acoustical fencing and reverse frontages are not required. Preference will be given to developments which use dual frontage, rear-lane housing, flankage lots, service roads, berms and landscaping adjacent to these roads. Window streets are generally not recommended.
- viii. Buildings located in visually prominent locations in the community such as at neighbourhood gateways, corner lots, park and open space adjacent lots, community edge lots, window lots, elbow lots and view terminus lots will be considered as priority lots and will be subject to more detailed design to emphasize the quality and character of the community. The Design Guidelines shall identify

the design treatment for such priority lots, including a priority lot plan and will indicate the implementation process associated with these Guidelines.

17.8.4 **Land Uses**

17.8.4.1 **General Policies**

- 17.8.4.1.1 The pattern of land use and the general transportation network for the Plan Area are identified on Schedule B-1A. Minor alterations to Schedule B-1A 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.

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

- a) Low Density Residential;
- b) Medium Density Residential;
- c) Medium-High Density Residential;
- d) Mixed Use;
- 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-1A including:

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

- 17.8.4.1.3 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. For the purposes of calculating net density, an accessory apartment or accessory dwelling unit will not be considered dwelling units.
- 17.8.4.1.4 The policies of Section 5.10 SETTLEMENTS shall apply. Where there is conflict between those policies and the policies of this Secondary Plan, the Snell's Hollow Secondary Plan & Mayfield West Secondary Plan, the policies of this Secondary Plan shall prevail.
- 17.8.4.1.5 Public Uses shall be permitted in all land use designations in accordance with Section 5.15 PUBLIC USES.
- 17.8.4.1.6 With regard to residential development adjacent to Mayfield and Kennedy Roads, dual 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.
- 17.8.4.1.7 Development shall be primarily by plan of subdivision.
- 17.8.4.2 Low Density Residential
- 17.8.4.2.1 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) and multiplex dwellings 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.
- 17.8.4.2.2 Development in the Low Density Residential designation shall have a density of approximately 30 units per net hectare (12 units per net acre) consistent with policy 5.10.3.27.8(b).

17.8.4.3 Medium Density Residential

17.8.4.3.1 Lands designated Medium Density Residential in the Plan Area shall be developed predominantly for townhouses including but not limited to street townhouses, dual-frontage townhouses, rear-lane townhouses, back-to-back townhouses, stacked townhouses and multiplex dwellings. Limited Low Density Residential Housing forms may be permitted in the Medium Density Residential designation to provide appropriate transition and/or interface to adjacent Low Density Residential uses, where practical.

17.8.4.3.2 Development in the Medium Density Residential designation shall have a density of approximately 90 units per net hectare (36 units per net acre) and consistent with policy 5.10.3.27.8(b).

17.8.4.4 Medium-High Density Residential

17.8.4.4.1 Lands designated Medium-High Density Residential in the Plan Area shall be developed for townhouses with a minimum height of 3 storeys (including but not limited to rear-lane, back-to-back and stacked townhouses), multiplex dwellings and/or apartments.

17.8.4.4.2 Development in the Medium-High Density Residential designation shall have a 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 policy 5.10.3.27.8(b).

17.8.4.4.3 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.

17.8.4.4.4 Apartment buildings in the Medium-High Density Residential designation shall have a maximum building height of 12 storeys.

17.8.4.5 Mixed Use

17.8.4.5.1 Development on lands designated Mixed Use in the Plan Area shall permit commercial uses, multiplex dwellings, stacked townhouses, apartments, mixed-use buildings, Retirement Homes, and long-term care facilities.

- 17.8.4.5.2 Stand-alone commercial uses shall be developed in accordance with Section 5.4 of this Plan.
- 17.8.4.5.3 A minimum height of one storey may be permitted where buildings provide strong architectural presence through design features such as enhanced massing, high-quality materials, or prominent corner treatments, achieving visual prominence along the streetscape, to the satisfaction of the Town
- 17.8.4.5.4 Drive-through facilities shall be permitted in accordance with Section 5.4.3.17 of this Plan.
- 17.8.4.5.5 The list of permitted commercial uses shall be specified in a site-specific Zoning By-law.
- 17.8.4.5.6 All commercial sites will be planned and designed as a pedestrian and cyclist-friendly and transit-oriented component of the Plan Area. Development of the commercial sites will be planned and designed to minimize walking distances to transit routes and provide safe, attractive, and direct pedestrian/cyclist connections to transit stops.
- 17.8.4.5.7 Buildings containing commercial uses will provide their primary building entrance on major roads, where possible. Where buildings are located on a corner lot or where a building is visible from major roads, side building elevations visible from a second street will be upgraded and appear to front on to the second street.
- 17.8.4.5.8 Development in the Mixed Use designation shall have a maximum building height of 12 storeys.
- 17.8.4.6 Affordable Housing
- 17.8.4.6.1 Affordable housing, including subsidized non-market housing units, is encouraged to be integrated within neighbourhoods and combined in developments that also provide market housing to provide opportunities for a range of housing tenures and prices.
- 17.8.4.6.2 New affordable housing and purpose-built rental housing should incorporate barrier-free, universal or flex design features in both common and living areas.

- 17.8.4.6.3 Additional residential units (ARUs) and multiplexes will be permitted in designations that permit residential uses, in accordance with the Zoning By-law. Builders and Developers are encouraged, where feasible, to provide rough-ins for ARUs to provide it as an option for purchasers as part of pre-construction sales.
- 17.8.4.6.4 To increase the Town's housing supply and provide for more affordable housing options, multiplexes and non-market housing may be permitted within any designation that permits residential uses within the Secondary Plan Area.
- 17.8.4.6.5 Reduction of parking requirements for ARUs may be considered if the proposed unit is deemed, to have close access to transit.
- 17.8.4.7 Open Space Policy Area
- 17.8.4.7.1 The Open Space Policy Area designations in the Plan Area as shown on Schedule B-1A shall permit buffers, walkways, and parkland within the areas east of Kennedy Road.
- 17.8.4.7.2 The lands designated Open Space Policy Area extending along the southerly limit of the Highway 410 right-of-way represents a 14-metre open space buffer between the Highway 410 right-of-way and the Plan Area. 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.
- 17.8.5 Parks
- 17.8.5.1 The Landowners Group shall enter into a Master Parks Agreement prepared with the Town and will be calculated on a collective basis for the subject lands, pursuant to s.51.1 of the Planning Act, the Town Parkland Conveyance Bylaw, and in the context of the Town's Recreation and Parks Master Plan.
- 17.8.5.2 The location and size of parks shall ensure that the maximum number of residents have recreation opportunities within walking distance throughout the Secondary Plan Area. Where appropriate, parks should be planned to be next to environmental areas/trails to create points of interest that encourage active transportation within the community.

- 17.8.5.3 Generally, Neighbourhood Parks will be between 0.65 and 1.95 hectares, configured to provide a range of outdoor recreation facilities. It is encouraged that Neighbourhood Parks have frontage along a minimum of two public streets.
- 17.8.5.4 Two (2) neighbourhood parks are identified on Schedule B-1A to this Plan.
- 17.8.5.5 Minor adjustments to the location and size of the new park will be permitted without requiring an amendment to this Plan, provided that:
- a) The overall objectives of the Secondary Plan (complete, walkable community) are maintained;
 - b) There is an appropriate distribution to serve the residential areas of the Secondary Plan Area; and
 - c) The alteration in size or location does not significantly reduce the functionality of the park block and the amount of land proposed for municipal parks in the Secondary Plan Area based on legislated requirements.
- 17.8.5.6 Municipal park sites in the Plan Area will be designed to connect to, enhance and work in conjunction with the Environmental Policy Area in the Plan Area as a compatible adjacent land use.
- 17.8.5.7 The illumination of municipal parks, including parking areas and lighted playing fields, will be directed away from the Environmental Policy Area and adjacent developments, to minimize disturbance to wildlife and people, to the greatest extent possible, while providing sufficient safety lighting in the parks and trail systems throughout the Plan Area to encourage active transportation throughout the entire community.
- 17.8.5.2 Environmental Policy Area
- 17.8.5.2.1 All lands designated Environmental Policy Area on Schedule B-1A are subject to the provisions of Section 5.7 and the Performance Measures contained in Section 3.2.5.
- 17.8.5.2.2 Prior to approval of the first draft plan of subdivision, draft plan of condominium or site plan approval, the Final Comprehensive Environmental Impact Study and Management Plan will be completed to the satisfaction of the Town and the Toronto and Region Conservation Authority. The individual development applications in that area shall

implement the recommendations of the Final Comprehensive Environmental Impact Study and Management Plan.

- 17.8.5.2.3 In general, buffer areas shall be left in their natural state or planted with native species in order to protect adjacent natural features. Grading, trails and swales may be permitted within buffers, subject to the Town's review and approval. These lands will be zoned to prevent development and ensure the lands remain primarily in a natural state.
- 17.8.5.2.4 A trail to run through the Environmental Policy Area north of Mayfield Road is shown conceptually on Schedule B-1A. 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 Toronto and Region Conservation Authority 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.
- 17.8.5.2.5 The natural heritage system components in the Environmental Policy Area that are not owned by the Town or Toronto and Region Conservation Authority shall be gratuitously conveyed, free and clear of encumbrances, to the Town.
- 17.8.5.2.6 The individual development applications shall include detailed Restoration Plans for the lands designated Environmental Policy Area, to the satisfaction of the Town and TRCA. The Final Comprehensive Environmental Impact Study and Management Plan shall provide high-level commitments for the Restoration Plans.
- 17.8.5.3 Stormwater Management Facility
- 17.8.5.3.1 Stormwater Management Facilities in the Plan Area shall be developed in accordance with the approved Final Comprehensive Environmental Impact Study and Management Plan and the Final Functional Servicing Report, and in consultation with the Toronto and Region Conservation Authority and other government agencies, as applicable.

- 17.8.5.3.2 All stormwater management works and infrastructure within the Secondary Plan Area shall be planned, designed, implemented, and operated in accordance with the Town's Consolidated Linear Infrastructure Environmental Compliance Approval (CLI-ECA), as amended, to the satisfaction of the Town and all applicable regulatory agencies.
- 17.8.5.3.3 Stormwater management facility locations shown on Schedule B-1A are conceptual until such time as the proponent demonstrates, through appropriate studies, the feasibility of relocating the cultural heritage resource within the Plan Area. Where this cannot be achieved to the satisfaction of the Town, the Town may require modifications to the stormwater management approach, including relocation or redesign of facilities.
- 17.8.5.3.4 Policies in this section that apply to permanent stormwater management facilities, will also apply to interim stormwater management facilities. Interim stormwater management facilities may be established to the satisfaction of the respective Conservation Authority and the Town, as necessary.
- 17.8.5.3.5 The submission of the following plans and reports may be required, as determined by the Town, as part of plan of subdivision, and site plan applications. All reports shall be prepared in accordance with the Final CEISMP and Final FSR, including:
- a. Stormwater Management Report and Plan
 - b. Erosion and sediment control plan
 - c. Servicing plans
 - d. Grading plans
 - e. Geotechnical reports; and
 - f. Hydrogeologic reports; and
 - g. Other technical reports as deemed necessary.

17.8.5.4 Infrastructure

17.8.5.4.1 Functional Servicing Report

- 17.8.5.4.1.1 Prior to submission of the first plan of subdivision, plan of condominium, or site plan application, the Plan Area landowners will prepare and submit to the Town a Final FSR that will be prepared in consultation with the Region of Peel and Toronto and Region Conservation Authority and be approved by the Town, Region of Peel and agency partners. The Final FSR shall

provide greater detail than the Initial FSR prepared by David Schaeffer Engineering Ltd. (April 2025) and shall include the following information, as applicable:

- a. confirmation of network and routing design for water and wastewater servicing for the Plan Area and lands external to the Plan Area
- b. consider and integrate the management recommendations of feature based water balance and the enhanced corridor, as applicable;
- c. Site grading plans;
- d. Stormwater management plan that addresses the recommendations of the CEISMP and conforms to the Town's Consolidated Linear Infrastructure Environmental Compliance Approval. This section will also address such matters as water quantity, water quality, erosion and water balance. Additionally, sustainable best management practices for erosion and siltation control will be required for all phases of development, as appropriate.
- e. Clean Water Pipe, if required
- f. Interim pond conditions
- g. Overall site water balance strategy

17.8.5.4.2 Cultural Heritage Resources

17.8.5.4.2.1 Conservation of cultural heritage resources in the Plan Area will be consistent with the provisions of Section 3.3 of the Town's Official Plan and the following specific policies. Where there is conflict between the policies of the Official Plan and this Secondary Plan, the policies of this section will prevail.

17.8.5.4.2.2 It is the intent of this Secondary Plan to conserve significant cultural heritage resources in the Plan Area through retention and integration into new development proposals in the form of their original use or an appropriate adaptive re-use.

17.8.5.4.2.3 As shown on Schedule B-1A there is one identified cultural heritage resource within the Plan Area, known as the Snell Farmhouse.

17.8.5.4.2.4 A Heritage Impact Assessment, prepared in accordance with Official Plan policies and the Town of Caledon's terms of reference for such studies, will be required as part of any proposed development application for lands that include the identified cultural heritage resource within the Plan Area.

- 17.8.5.4.2.5 Implementation of the recommendations of the HIA, including any mitigative measures, will occur through the approval of development applications, including draft plans of subdivision and/or site plans.
- 17.8.5.4.2.6 Cultural heritage resources determined to meet the criteria for designation set out in Ontario Regulation 9/06 should be designated under the Ontario Heritage Act for their cultural heritage value and interest.
- 17.8.5.4.2.7 Where a cultural heritage resource is to be retained, it shall be provided with a lot sized to ensure its heritage attributes can be conserved and to support its fulsome adaptive re-use, including space for future additions and landscaping.
- 17.8.5.4.2.8 Every effort will be made to conserve the contextual landscape of a retained cultural heritage resource, including orientation of buildings and structures, and viewsheds to and from the cultural heritage resource.
- 17.8.5.4.2.9 A Heritage Conservation Plan setting out the conservation, adaptive re-use and short to long term maintenance of a cultural heritage resource will be required as part of any development application wherein a cultural heritage resource is to be retained and integrated.
- 17.8.5.4.2.10 Additional conservation measures may be required to achieve placemaking and contribute to the community's identity, including but not limited to:
- i. acknowledgement of Indigenous presence on the land, past and present, using a variety of means including landscape design, public art, and architecture, following meaningful engagement with Indigenous communities;
 - ii. the installation of interpretive plaques, public art and other forms of commemoration;
 - iii. commemoration of historic persons, families and events associated with the Plan Area in the naming of buildings, streets, parks, trails, natural areas and other public places.
- 17.8.5.4.2.11 Archaeological assessment of all lands proposed for development in the Plan Area is required to be completed to the satisfaction of the Town of Caledon and the Ministry of Citizenship and Multiculturalism prior to any development approvals.

17.8.5.4.3 Gateway Features

17.8.5.4.3.1 As illustrated on Schedule B-1A, the area in the vicinity of the intersection of Mayfield Road and Heart Lake Road has been designated as 'Gateway Features'. The Town shall require developers to work with the Town to establish the Gateway Features at the intersection. The design of the gateways will be:

b) To the satisfaction of the Town of Caledon and 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.

17.8.6 Ecosystem Planning and Management

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

17.8.7 Noise and Light

17.8.7.1 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.

17.8.7.2 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.

17.8.7.3 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.

17.8.7.4 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.

17.8.7.5 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.

17.8.8 **Transportation**

17.8.8.1 The transportation system servicing the Secondary Plan area shown conceptually on Schedule B-1A 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.

17.8.8.2 The Official Plan designates Kennedy Road and Heart Lake Road as Town Arterial 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.

17.8.8.3 A minor collector road with a Right-of-Way of 26 metres will be provided to facilitate the safe and efficient movement of vehicles and pedestrians as generally shown on Schedule B-1A the Land Use Plan. A lesser right-of-way width may be considered provided adequate pavement width, parking facilities, active transportation infrastructure, low impact development practices needed to meet the Town's Consolidated Linear Infrastructure Approval and boulevard space is demonstrated to the satisfaction of the Town.

17.8.8.4 The collector road system shown conceptually on Schedule B-1A 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.

17.8.8.5 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.

- 17.8.8.6 Local roads shall be designed to accommodate sidewalks on both sides but may be implemented with a sidewalk on only one side, as determined at the Draft Plan of Subdivision stage.
- 17.8.8.7 Development for this area must have regard for provincial requirements respecting development adjacent to Highway 410.
- 17.8.8.8 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.
- 17.8.8.9 Right-of-way widths shall be sufficient to accommodate the full range of required elements, including vehicular lanes, active transportation facilities, utilities, stormwater infrastructure, and landscaped boulevards. Minor refinements to right-of-way widths may be permitted through detailed design, provided the overall function of the roadway classification is maintained, the streetscape objectives of this Plan are achieved, and the design is contained in a cross-section approved by the Town.
- 17.8.8.10 The Ministry of Transportation of Ontario (MTO) requires the submission of a full Traffic Impact Study (following MTO TIS guidelines and by a RAQS qualified consultant) to assess the future impact of future proposed development to identify if there are any warranted highway/road improvements prior to the approval of future Draft Plan of Subdivision Applications.

17.8.9 GREEN DEVELOPMENT & CLIMATE CHANGE

17.8.9.1 Energy & Climate Change Mitigation

- 17.8.9.1.1 Climate change will be mitigated through the reduction of greenhouse gas emissions from buildings, transportation and solid waste.
- 17.8.9.1.2 Development will be encouraged to approach energy efficiency and low-carbon development in a cost-effective manner through gains in energy efficiency in built form and by using low-carbon technologies such as heat pumps.
- 17.8.9.1.3 Within the Plan Area, a majority of the available roof area of new development will be encouraged to be dedicated to rooftop solar

technologies such as photovoltaic or solar thermal, and combined with Green Roofs.

- 17.8.9.1.4 Through site planning and building design, the Town will assess opportunities to conserve energy, reduce peak demand and provide resilience to power disruptions as part of new development. Local integrated energy solutions that incorporate renewable energy systems and energy storage are supported.
- 17.8.9.1.5 New development in the Plan Area will consider plans and building designs that maximize solar gains and that buildings be constructed in a manner that facilitates future solar installations (i.e., solar ready).
- 17.8.9.1.6 The Town will promote energy efficient, low carbon building design for residential and non-residential buildings, through Green Development Standards in new developments.
- 17.8.9.2 Water Efficiency
 - 17.8.9.2.1 New development in the Plan Area will consider the achievement of greater energy and water efficiency in all new buildings, beyond the minimum requirements in the Ontario Building Code.
 - 17.8.9.2.2 New development in the Plan Area will consider the installation of rainwater harvesting and recirculation/reuse systems on all new residential buildings for outdoor irrigation and outdoor water use.
- 17.8.9.3 Climate Adaptation
 - 17.8.9.3.1 New development in the Plan Area will be prepared for climate change through adaptation planning that reduces future impacts on public health, property, infrastructure and the natural environment.
 - 17.8.9.3.2 New development in the Plan Area will consider measures to improve climate resilience in the review of a development application, including the following:
 - a) Avoiding development and critical infrastructure in areas known to be vulnerable to the impacts of severe weather and natural hazards, such as steep slopes and floodplains, wherever possible to minimize potential long-term impacts to assets and populations;

- b) Reducing the urban heat island effect and providing opportunities for respite during extreme heat events, particularly for vulnerable populations that might be disproportionately impacted;
- c) Adapting storm drainage systems to manage an increase in annual precipitation and extreme precipitation events;
- d) Maintaining and enhancing natural systems that are adapted to future climate conditions such as droughts and strong winds; and
- e) Reducing reliance on increasingly constrained potable water resources;
- f) Improving low-carbon energy self-reliance during emergencies and power outages, especially for public amenities and services; and
- g) Improving the durability of public infrastructure to withstand more frequent or more severe climate change stressors.

17.8.9.4 **Green Development Standards**

- 17.8.9.4.1 All new development will implement metrics outlined in the Town's Green Development Standards, upon such time that the Town's Green Development Standards are in effect, to reduce greenhouse gas emissions and adapt to extreme weather. The Town will use the development approvals process and other implementation tools, such as Site Plan Control, to ensure that new residential, commercial, and institutional development include sustainable design features which, among other objectives, achieve a higher than Ontario Building Code energy performance

17.8.10 **Staging and Servicing**

- 17.8.10.1 All development in the Snell's Hollow Phase 2 Secondary Plan shall be serviced by municipal water, municipal sanitary, stormwater management facilities and storm sewers, municipal roads, hydro, and other utilities.
- 17.8.10.2 The design of these services shall comply with Town and Regional standards as well as those of the respective public and private utility providers and other government agencies.
- 17.8.10.3 Public utilities, such as hydro and gas, and telecommunications *infrastructure* are permitted in any land use designation in the Secondary Plan provided they are appropriately integrated and all necessary approvals from the relevant authorities are obtained.

- 17.8.10.4 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.
- 17.8.10.5 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.
- 17.8.10.6 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.
- 17.8.10.7 The Town recognizes that broadband fibre-optic cable service is the new essential utility to promote and build intelligent communities. Complementing this service is the deployment and adoption of a high speed community-based internet service that is available to all residents and businesses. When developing their lands, developers in the Secondary Plan will work with service providers to facilitate the inclusion of fibre-optic cable running along each local road and to each building (e.g., industrial, commercial, institutional, and/or residential) for residents and businesses in the Secondary Plan to access high-speed internet services.
- 17.8.10.8 New public and private infrastructure shall be subject to the environmental policies of the Official Plan.
- 17.8.10.9 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.
- 17.8.10.10 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.
- 17.8.10.11 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 of Peel.

17.8.10.12 Developments will be phased to ensure the most efficient and economical use of existing and proposed servicing infrastructure to the satisfaction of the Region of Peel.

17.8.10.13 Any phasing shall take place in accordance with the policies set out in the Official Plan section 6.2.1.7.

17.8.11 **Cost-Sharing**

17.8.11.1 As appropriate, a cost-sharing agreement may 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.

17.8.11.2 A Plan Area landowners' Cost Sharing Agreement may be established to ensure the costs associated with the development of the Plan Area are fairly and equitably distributed among all participating landowners. Where such Agreement is established, the Town shall require the Plan Area landowners' Cost Sharing Group trustee provide the Town with confirmation, in writing, that the proponent of a development application is in good standing with the Plan Area landowners' Cost Sharing Group prior to:

- a) Issuance of Draft Plan Approval;
- b) Registration of a Plan of Subdivision; and
- c) Approval of a Site Plan Application where the lands (or portion of the lands) subject to such Application were not subject of a registered plan of subdivision.

17.8.12 **Land Acquisition and Dedication**

17.8.12.1 The Town or the Region of Peel may acquire and hold any lands required to implement any feature or facility in the Plan Area. This may include the acquisition of lands required to implement roads, infrastructure and/or community facilities, where the lands required to move this Plan forward are not available to the relevant development proponent. Acquisition may occur through purchase from affected landowners or expropriation, as may be required.

17.8.12.2 The Town will require an environmental site assessment and/or a Record of Site Condition (RSC) prior to the conveyance of any lands for municipal roads, stormwater management facilities, parkland, and open space to the

Town, TRCA or Region. The environmental clearance will be the responsibility of the property owner and based on the appropriate level of site assessment as established by the Province.

17.8.13 **Implementation**

17.8.13.1 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.

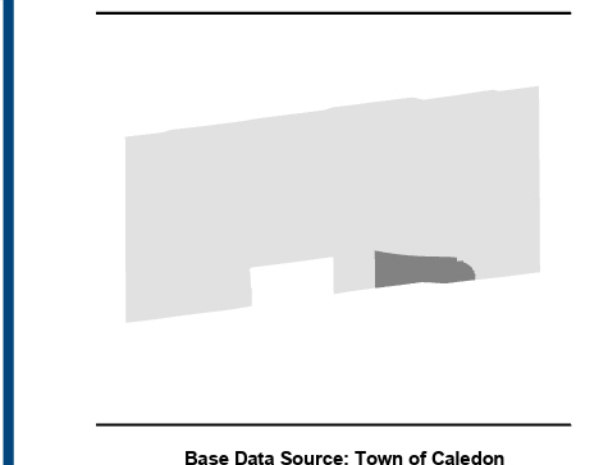


Schedule B-1A

(A Subschedule to Schedule "B")

SNELL'S HOLLOW PHASE 2 SECONDARY PLAN

- Low Density Residential
- Medium Density Residential
- Medium-High Density Residential
- Mixed Use
- Stormwater Management Facility
- Environmental Policy Area
- Open Space Policy Area
- Highway Right-of-way
- Secondary Plan Boundary
- Gateway Feature
- Conceptual Stormwater Management Facility
- Cultural Heritage Resource
- Provincial Freeway
- Regional Road
- Local Road
- Conceptual Trail



Base Data Source: Town of Caledon

