
PLANNING JUSTIFICATION REPORT AND COMMUNITY DESIGN PLAN ANALYSIS

**APPLICATION TO AMEND THE
ZONING BY-LAW**

AND

PROPOSED DRAFT PLAN OF SUBDIVISION

Caledon 410 Developments Ltd.
Parts of Lot 19, Concession 1, W.H.S.

November 2017

GSAI File # 265-018

**Planning Justification Report and Community Design Plan Analysis
Proposed Draft Plan of Subdivision and Zoning By-law Amendment
Parts of Lot 19, Concession 1, W.H.S.
Town of Caledon**

1.0 INTRODUCTION

Glen Schnarr & Associates Inc. has been retained by Caledon 410 Developments Ltd. to assist in obtaining the necessary planning approvals to allow for the development of a residential, commercial, transit hub, institutional, and open space plan of subdivision on lands located west of Hurontario Street and north of Collingwood Avenue (Brampton) in the Town of Caledon.

The purpose of this report is to outline the nature of the proposed development and to evaluate the proposal in the context of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the Town of Caledon Official Plan, the Mayfield West Phase 2 Secondary Plan, the Mayfield West Phase 2 Community Design Plan and the Town of Caledon Zoning By-law 2006-50.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The subject lands are legally known as Parts of Lot 19, Concession 1, W.H.S. and are located on the west side of Hurontario Street and north of Collingwood Avenue (City of Brampton) as shown on *Figure 1 – Aerial Location Plan*. The lands have an area of 38.14 hectares (94.25 acres) and are currently used for agricultural purposes. The subject lands feature woodlots and sparse vegetation.

The lands to the north and west are currently utilized for agricultural purposes. Lands to the south are within the City of Brampton and feature an existing low density residential subdivision. Lands to the east form a portion of Mayfield West Phase 1 and include the Hurontario Street/Highway 410 interchange.

3.0 DEVELOPMENT PROPOSAL

Caledon 410 Developments Ltd. or “the applicant” is proposing to develop the subject lands for a plan of subdivision consisting of residential, commercial, transit hub, institutional and open space uses. As shown on *Figure 2 - Draft Plan of Subdivision*, dated November 14, 2017, the proposed development is comprised of the following:

- 193, 11.6 metre single detached lots;
- 4, wide-shallow single detached lots;
- 39, 6.1 metre townhouse lots;
- 255, 6.1 metre townhouse (rear lane) lots;
- 18, 7.62 metre townhouse (back to back) lots;
- 1 commercial block;
- 1 transit hub block;

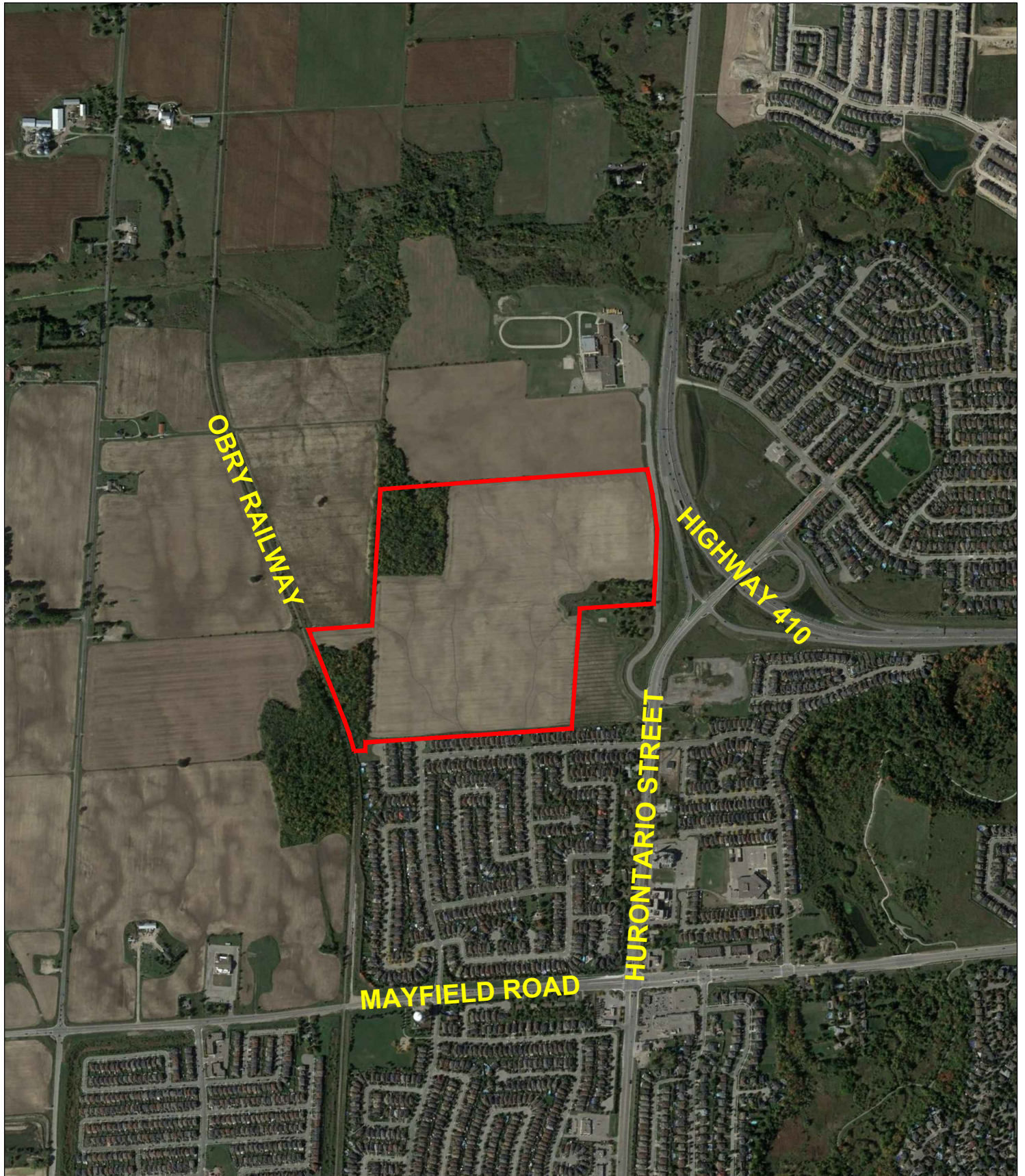


FIGURE 1
LOCATION PLAN

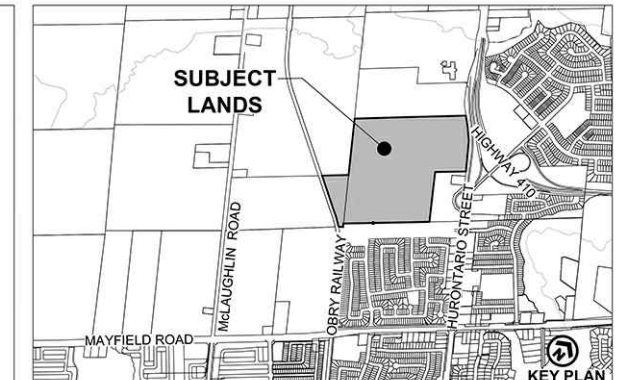
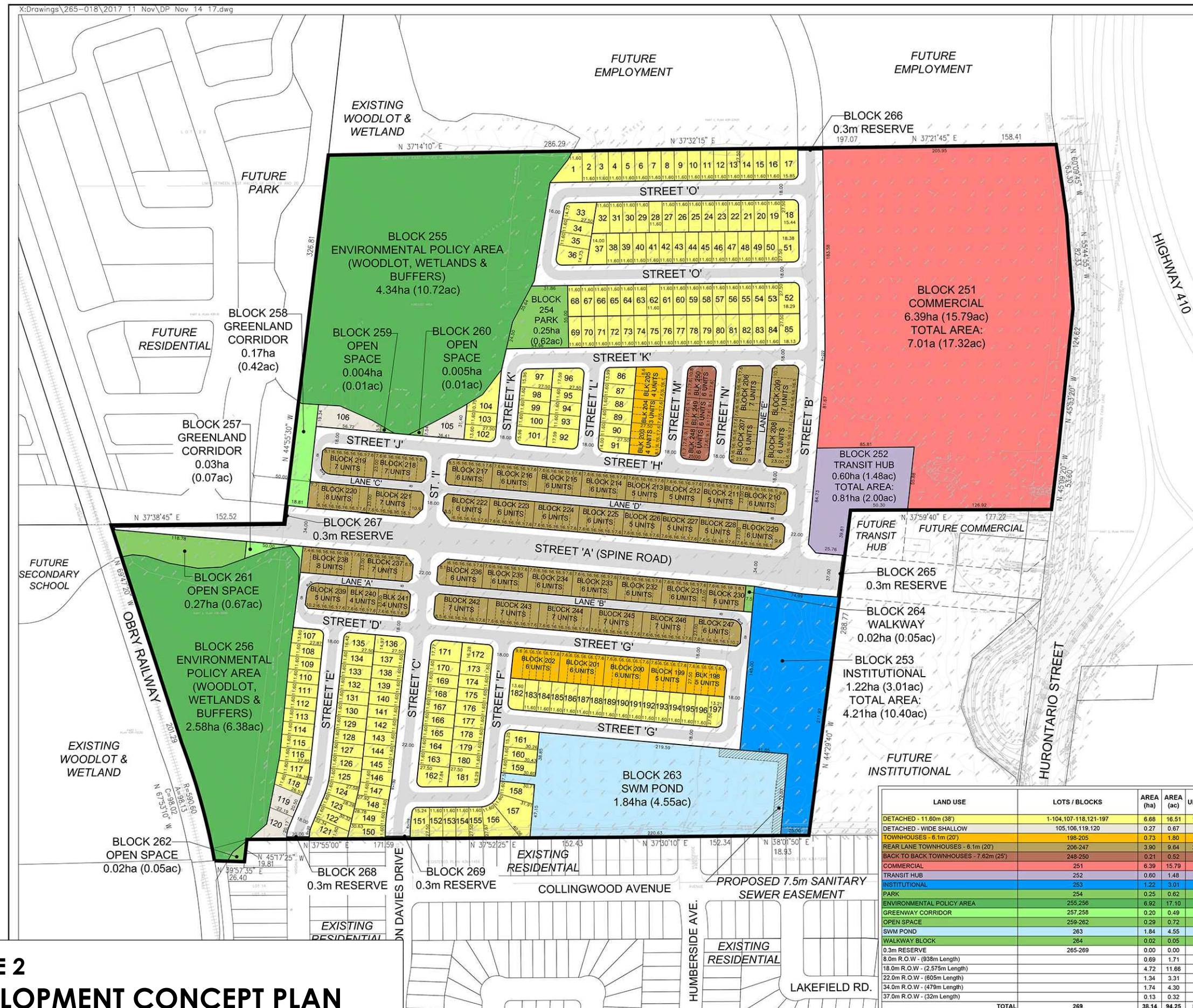
— Subject Property



Scale: N.T.S.
November 29, 2017



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DRAFT PLAN OF SUBDIVISION
FILE # 21T-___C
FIELDGATE DEVELOPMENTS
(CALEDON 410 DEVELOPMENTS LTD.)

PART OF LOT 19, CONCESSION 1,
 WEST OF HURONTARIO STREET
 (GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
 MAYFIELD WEST PHASE 2
 TOWN OF CALEDON
 REGIONAL MUNICIPALITY OF PEEL

OWNERS CERTIFICATE
 I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF CALEDON FOR APPROVAL.

SIGNED: DATE: Sept. 26, 2017
 JACK EISENBERGER, ASD
 CALEDON 410 DEVELOPMENTS LTD.

SURVEYORS CERTIFICATE
 I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED: DATE: Oct. 2, 2017
 THOMAS SALB, OLS
 J. D. BARNES LIMITED
 401 WHEELABRATOR WAY, SUITE A
 MILTON, ON, L9T 3C1
 PHONE: 905-875-9955
 EMAIL: tsalb@jdbarnes.com

ADDITIONAL INFORMATION
 (UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A,B,C,D,E,F,G, & J ARE SHOWN ON THE DRAFT AND KEY PLANS.

H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
 I) SANDY LOAM AND CLAY LOAM
 K) SANITARY AND STORM SEWERS TO BE PROVIDED

Notes

- Local to local radii - 5.0m
- Pavement illustration is diagrammatic
- Spine Road & Hurontario Street intersection alignment based on Scheme 2 June 23, 1992 Highway 410/10 Interchange Multi-Agency Agreement

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS
DETACHED - 11.60m (38')	1-104,107-118,121-197	6.68	16.51	193
DETACHED - WIDE SHALLOW	105,106,119,120	0.27	0.67	4
TOWNHOUSES - 6.1m (20')	198-205	0.73	1.80	39
REAR LANE TOWNHOUSES - 6.1m (20')	206-247	3.90	9.64	255
BACK TO BACK TOWNHOUSES - 7.62m (25')	248-250	0.21	0.52	18
COMMERCIAL	251	6.39	15.79	
TRANSIT HUB	252	0.60	1.48	
INSTITUTIONAL	253	1.22	3.01	
PARK	254	0.25	0.62	
ENVIRONMENTAL POLICY AREA	255,256	6.92	17.10	
GREENWAY CORRIDOR	257,259	0.20	0.49	
OPEN SPACE	259,262	0.29	0.72	
SWM POND	263	1.84	4.55	
WALKWAY BLOCK	264	0.02	0.05	
0.3m RESERVE	265-269	0.00	0.00	
8.0m R.O.W. - (833m Length)		0.69	1.71	
18.0m R.O.W. - (2,575m Length)		4.72	11.68	
22.0m R.O.W. - (605m Length)		1.34	3.31	
34.0m R.O.W. - (479m Length)		1.74	4.30	
37.0m R.O.W. - (32m Length)		0.13	0.32	
TOTAL	269	38.14	94.25	509

FIGURE 2
DEVELOPMENT CONCEPT PLAN

- 1 institutional block;
- 1 park block;
- 2 environmental policy area blocks;
- 2 greenway corridor blocks;
- 4 open space blocks;
- 1 stormwater management pond block;
- 1 walkway block;
- 5 0.3m reserve blocks; and,
- an internal road network.

The residential development component has an overall density of approximately 43 units per net residential hectare. The two major access points to the proposed subdivision will be from a future connection to Hurontario Street, through the construction of the Spine Road in the east end (Street 'A') and the proposed subdivision to the west connecting to the subject lands through the Spine Road (Street 'A') in the west.

The 11.6 metre and wide-shallow single detached lots shall allow for the development of conventional detached dwellings including a two car garage and driveway. The 6.1 metre townhouse lots shall allow for the development of conventional townhouse dwellings including a one car garage and driveway. The 6.1 metre rear lane townhouse lots form a consistent and attractive streetscape while providing parking access from a rear lane. The 7.62 metre back to back townhouse lots located along Street 'M' and Street 'N' provide parking in a one car garage and drive way while contributing to the variety of dwellings and increased density proposed for the subject lands. The proposed commercial block, transit hub block and institutional block are consistent with the land use designations of the Mayfield West Phase 2 Secondary Plan and benefit from the potential for shared facilities and frontage on a future Hurontario Street reconfiguration for improved exposure while access will be provided from the Spine Road (Street 'A'). The two proposed environmental policy area blocks, one located east of the OBRY Railway corridor and the other towards the northwest corner of the subject lands are consistent with the Mayfield West Phase 2 Community Design Plan and provide an appropriate interface between the active railway corridor and residential uses to the east and serve to maintain, protect and enhance the existing woodlot and wetlands contained therein. Furthermore, the proposed park block, greenland corridor blocks and open space blocks are consistent with the objectives the Mayfield West Phase 2 Community Design Plan and provide linkage opportunities between natural heritage elements contained within the environmental policy blocks and the proposed residential development within and to the west of the subject lands. The proposed stormwater management pond provides stormwater management for the subject lands and additional lands to the west, while high-quality naturalized landscaping treatments surrounding the pond serve to uphold the Community Design Guideline guiding principles of Low Impact Development to form a hydrologically functioning landscape and community focal point.

4.0 LAND USE POLICIES

4.1 Provincial Policy Statement, 2014

The Provincial Policy Statement (PPS) 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 future development and land use patterns. Sections 1.1.1 and 1.1.3 states:

- 1.1.1 Healthy, liveable and safe communities are sustained by:*
- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
 - b) accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long term needs;*
 - e) promoting cost-effective development standards to minimize land consumption and servicing costs.*
 - g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs;*
- 1.1.3.1 Settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted;*
- 1.1.3.2 Land use patterns within settlement areas shall be based on:*
- a) densities and a mix of land uses which:*
 - 1. efficiently use land and resources;*
 - 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion*
 - 4. support active transportation;*
 - 5. are transit-supportive, where transit is planned, exists or may be developed*
- 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix*

of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The proposed draft plan of subdivision conforms to Sections 1.1.1 and 1.1.3 as it is located within the Mayfield West settlement area and contributes to the range of residential, commercial, institutional and open space land uses in Mayfield West Phase 2 Secondary Plan area (MW2SP). Furthermore, the provision of a pedestrian and trail network in conjunction with the proposed transit hub block provides a variety of non-automobile reliant transportation options. The proposed subdivision is a component of the MW2SP area which is a logical extension to the developed areas of the City of Brampton to the south and the existing development of Mayfield West Phase 1 to the east. The proposed development has an efficient land use pattern where existing services can efficiently be extended.

Section 1.6 provides policies relating to infrastructure and public service facilities:

- 1.6.7.2 *Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible;*
- 1.6.7.4 *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation;*
- 1.6.7.5 *Transportation and land use considerations shall be integrated at all stages of the planning process.*

The proposed development conforms to Section 1.6 as it will be serviced using planned infrastructure as part of the MW2SP and the Mayfield West Phase 2 Community-wide Functional Servicing Report. The proposed development is situated within the MW2SP area which has been designed to integrate a mix of residential, mixed use, institutional, commercial and open space land uses, public transit facilities and pedestrian, cyclist and recreational trail systems. As such, the proposed development supports and promotes various modes of active and vehicle transportation.

4.2 Growth Plan for the Greater Golden Horseshoe, 2017

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) is intended to be a framework for implementing strong, prosperous and complete communities through managing growth and development in the region to 2041. The Growth Plan policies relevant to the proposed development include Policy 2.2.1, which states:

- 2.2.1 *Managing Growth*
 - 2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a. *the vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and waste water;*
 - iii. *can support the achievement of complete communities;*
 - c. *within settlement areas, growth will be focused in:*
 - i. *delineated built-up areas;*
 - ii. *strategic growth areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. *areas with existing or planned public services facilities;*
 - d. *development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
4. *Applying the policies of this Plan will support the achievement of complete communities that:*
- c. *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
 - d. *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*

- iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
- e. *ensure that development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;*

The proposed development promotes the policies of the Growth Plan as it is located in the Mayfield West settlement area which provides municipal water and wastewater systems and contributes to the mix of land uses proposed within the MW2SP area. The proposed development will contribute to the range of housing types thereby increasing the diversity of built-form options from what currently exists to the south of the subject lands in the exclusively single detached neighbourhood. The proposed development is transit, pedestrian and cyclist supportive as it will contain trail networks, sidewalks and connect to the planned public transit service accommodated on arterial and collector roads and serve the proposed Transit Hub block as per the MW2SP. The proposed development contributes to a complete community by adding to the range of housing options, offering walkable and active transportation access to community amenities, and benefitting the streetscape through consistency with the high quality built-form and site design detailed in the Mayfield West Community Design Plan.

4.3 Region of Peel Official Plan

The Region of Peel Official Plan (ROP) provides guidance to the lower-tier municipalities in the preparation and implementation of their local Official Plans. The subject lands are located within the “Rural Service Centre” and “Mayfield West Phase 2 Settlement Area” designations on the ROP Schedule D. Policies relevant to the proposed development include:

- 5.4.2.2 *Direct growth within the Rural System generally to the three Rural Service Centres and the Palgrave Estate Residential Community, as shown on Schedule D, and to other rural settlements as designated in the applicable area municipal official plans, the Niagara Escarpment Plan and the Greenbelt Plan;*
- 5.4.3.1.1 *To promote safe and secure communities and improvement in the quality of life through proper design and effective use of the built environment;*
- 5.4.3.2.1 *Designate three Rural Service Centres, as shown on Schedule D, as locations for growth outside of Peel's Urban System, providing a range and mix of residential, commercial, recreational and institutional land uses and community services to those living and working in the Rural System;*
- 5.4.3.2.6 *Consider Mayfield West, Bolton and Caledon East to be the only three Rural Service Centres in the Town of Caledon;*

- 5.4.3.2.8.1 *The Region of Peel is committed to creating healthy communities. A healthy community includes, but is not limited to, pedestrian-friendly and transit-supportive infrastructure that enables and encourages physical activity through active transportation...;*

The proposed development conforms to the ROP as it provides for opportunities to accommodate growth and contributes to the efficient mix of land uses, natural environment protection and community services in the Rural System. The proposed development is pedestrian and cyclist friendly as it is to be integrated into the proposed public sidewalk and trail network and is transit-supportive as it contains planned municipal transit facilities including the proposed transit hub block. Therefore, the proposed development conforms to the policies of the ROP and as such an amendment to the plan is not required.

4.4 Town of Caledon Official Plan, Office Consolidation, November 2016 and Mayfield West Phase 2 Secondary Plan (OPA 222, OMB Decision Issued May 25, 2017)

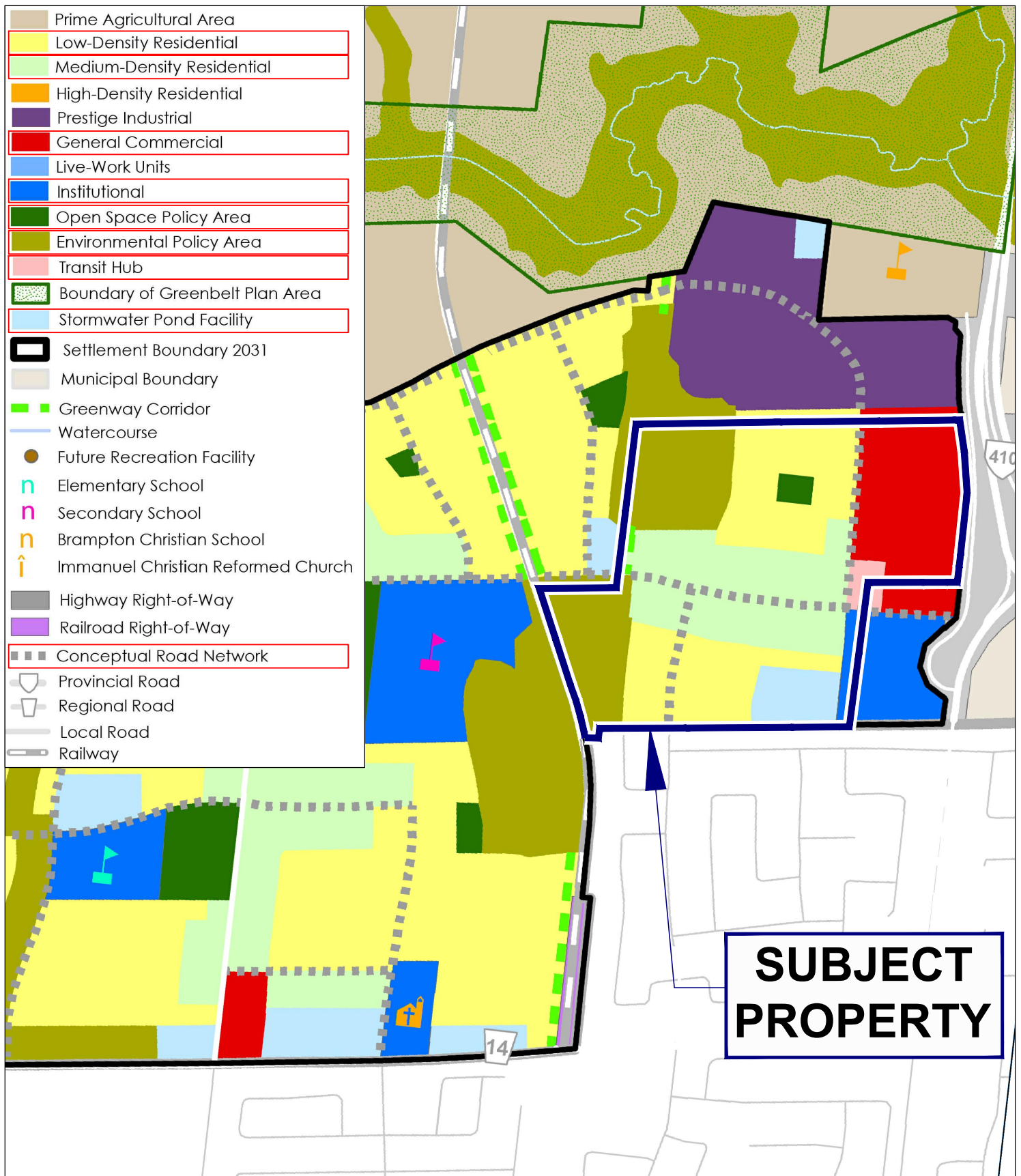
The Town of Caledon Official Plan (LOP) sets out the goals, objectives and policies to guide land use and development in the Town of Caledon. The subject lands are located within the Mayfield West Study Area on the LOP Schedule B. Further, the subject lands are located within the MW2SP area of the LOP and as shown on *Figure 3 – Mayfield West Phase 2 Secondary Plan Land Use*, the subject lands are designated *Low-Density Residential, Medium-Density Residential, General Commercial, Institutional, Open Space Policy Area, Environmental Policy Area and Stormwater Pond Facility*. The location of the aforementioned land use designations and associated permitted uses on the proposed draft plan are generally consistent with the designations shown on the MW2SP land use schedule.

The residential components of the proposed development are subject to Section 7.12.7.1.1, which states:

- 7.14.5.1.2 *Residential development in the Plan Area shall be undertaken in accordance with Section 5.10 of this Plan and the following specific policies. Where there is a conflict between the policies in Section 5.10 and Section 7.14.5, the policies in Section 7.14.5 and policies to be developed under Section 7.14.4.3.6 shall prevail.*

Section 5.10 of the LOP requires that:

- 5.10.3.5 *Development of settlements will occur in an orderly manner that makes efficient use of services, and discourages scattered or fragmented land development.*
- 5.10.3.10 *The land uses and the design of any proposed development will be compatible with, or enhance, the community character of the settlement, and development will be compatible with the land use patterns, densities, road systems, parks and open space system, and streetscape(s) of the community.*



**FIGURE 3
MAYFIELD WEST PHASE 2 SECONDARY PLAN
LAND USE PLAN**

— Subject Property



Scale: N.T.S.
November 29, 2017



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The residential components of the proposed development are consistent with Section 5.10 of the LOP as they are located within the Mayfield West settlement area, provide a logical and compatible progression of land development and permit an efficient use of services.

The Low Density Residential designation policies relevant to the proposed development include Section 7.14.5.2, which states:

7.14.5.2.1 Lands designated Low Density Residential in the Plan Area shall be developed predominantly for single detached and semi-detached housing.

Street townhouses and rear-lane townhouses shall be permitted in the Low Density designation provided that matters of vehicular access, parking, and land use compatibility are properly addressed.

7.14.5.2.2 Townhouses in the Low Density designation shall be a maximum height of three storeys.

The Medium Density Residential designation policies relevant to the proposed development include Section 7.14.5.3, which states:

7.14.5.3.1 Lands designated Medium Density Residential in the Plan Area shall be developed for townhouses, rear-lane townhouses, stacked townhouses, and back-to-back townhouses.

7.14.5.3.2 Townhouses in the Medium Density designation shall be a maximum height of four storeys.

7.14.5.3.3 Where back-to-back townhouses are proposed in the Plan Area, the applicant shall demonstrate that adequate amenity space in the form of private or public open space is provided, in order that the occupants have access to proximate open space.”

The proposed subdivision conforms to the *Low Density* and *Medium Density* designations as the proposed development form consists of single detached and townhouse uses, both of which are permitted and are generally in the locations as designated on the MW2SP land use schedule. As per Section 7.14.5.1.2, the policies developed under Section 7.14.4.3.6 (Development Staging & Sequencing Plan) shall prevail. The population available for the subject development is allocated by the Development Staging & Sequencing Plan (DSSP) and upholds the intent of the LOP as per Section 7.14.4.3.6, which states:

7.14.4.3.6 The community-wide DSSP shall provide a breakdown of the anticipated range and mix of residential homes, net density (calculated in accordance with Section 7.14.5.1.3), and the associated population yield for each of the residential designations in the Plan Area described in Section 7.14.5.

The subject lands comprise the majority of Development Zone 9 of the DSSP and are detailed in Section 4.1.9 of the DSSP. Table 7.1.1 of the DSSP allocates a total of 1,424 persons to the proposed development. Despite the density policies for Low and Medium density uses in the LOP, the DSSP allocates population and density to various areas of the MW2SP. Utilizing the Town of Caledon population per unit rate for detached and townhouse units of 3.21 and 2.97 persons respectively, the Draft Plan of Subdivision accommodates 633 persons in detached units and 927 persons in townhouse units for a total of 1,560 persons. Therefore, with an additional 136 persons proposed by the Draft Plan of Subdivision above that allocated by the DSSP the proposal is generally consistent with the DSSP and conforms to the Low and Medium density designation policies of the LOP.

Section 7.14.6 contains policies related to the Transit Hub and Institutional (Region of Peel Lands) designations and include:

7.14.6.1.1 A Transit Hub shall be developed adjacent to the regional scale commercial centre located adjacent to and west of Hurontario Street.

The Draft Plan of Subdivision is consistent with MW2SP in consideration of the inclusion of the proposed Transit Hub. As per the Financial Agreement, the lands for the Transit Hub shall be 0.81 hectares and the Plan of Subdivision allows for a 0.81 hectare Transit Hub Block when consideration is given to those Region of Peel lands beyond the boundary of the subject application.

7.14.6.1.4 The lands designated "Institutional" and located immediately adjacent to and west of Hurontario Street are intended to be owned by the Region of Peel to be developed for a Peel Regional Police facility and/or other municipal purposes. The institutional lands are planned to be comprised of a single parcel of approximately 4 hectares (10 acres) to remain intact, and be exclusive of any land requirements for the spine road.

The Draft Plan of Subdivision is consistent with MW2SP in consideration of the inclusion of the proposed Institutional block. As per the MW2SP, the lands for the Institutional block shall be 4.0 hectares and the Plan of Subdivision allows for a 4.21 hectare Institutional Block when consideration is given to those Region of Peel lands beyond the boundary of the subject application. The proposed servicing easement crossing the southern edge of the Institutional block results in the additional 0.21 hectares of area above that referenced by policy 7.14.6.1.4.

Section 7.14.7.2 contains policies related to the Rail Noise Policies (Orangeville-Brampton Railway Corridor) and include:

7.14.7.2.1 Noise sensitive areas and vibration sensitive areas will be considered as those areas lying within 300 metres and 75 metres respectively of the OBRY right-of-way having a development component that includes sensitive land uses such as outdoor passive recreation area or a residential component such as residential homes. An environmental noise and vibration impact assessment shall be required for any application for draft plan of subdivision

within the noise and vibration sensitive areas, as well as for any development within this area with any required peer reviews to be undertaken in accordance with Section 6.2.1.6.3.

Submitted in support of the subject application, Valcoustics Canada Ltd. prepared both an Environmental Noise Feasibility Study and a Railway Vibration Study (both dated November 28, 2017). Concerning the Environmental Noise Feasibility Study, findings presented indicate that through the provision of air conditioning units, brick veneer on dwellings and an appropriate sound barrier a suitable acoustical environment can be provided for the occupants of the proposed development. Concerning the Railway Vibration Study, the measured ground-borne vibration velocities fall below the criterion to require mitigation measures.

The Open Space Policy Area designation is addressed through policies contained in Section 7.14.9 of the MW2SP and 5.8 of the LOP, which states:

- 7.14.9.2 Development of municipal park sites in the Plan Area shall be in accordance with Section 5.8 of this Plan and the following specific policies. Where there is a conflict between the policies of Section 5.8 and Section 7.14.9, the policies in Section 7.14.9 shall prevail;*
- 5.8.2.1 To develop and maintain in system of parks and publicly accessible open spaces which provide for a diversity of recreational and leisure opportunities for a range of age and interest groups;*
- 7.14.9.3 The location of the community parks in the Plan Area reflect the role of community parks in supporting and complementing the Goal of the Plan Area, as described in Section 7.14.3.1, and the opportunity to explore joint use initiatives with adjacent land uses (e.g. elementary and secondary schools).*
- 7.14.9.9 Municipal park sites in the Plan Area will be designed to connect to and enhance the Natural Heritage System in the Plan Area as a compatible adjacent land use.*

The proposed Park block is located adjacent to the proposed Environmental Policy Area block and upholds the policies of the MW2SP and is generally consistent with the MW2SP Land Use Plan. Identified as a Neighbourhood Park by the Community Design Plan Amendment dated July 20, 2017, the proposed Park block upholds the intent by providing active and passive recreation opportunities within reasonable walking distance of the majority of residents.

Section 7.14.14 contains policies related to the Commercial designation and include:

- 7.14.14.2 The majority of commercial lands are planned to be located adjacent to and west of Hurontario Street.*

- 7.14.14.3 *Commercial development adjacent to and west of Hurontario Street is planned to accommodate approximately 1,142 population-related jobs through the development of retail, office and associated accessory uses. The site shall be approximately 8 hectares in size to accommodate a minimum of 45,000m² of gross commercial floor area. The floor area may be reduced without amendment to this Plan provided the Town is satisfied that the forecasted jobs can still be provided.*

The proposed location of the Commercial block located adjacent to and west of Hurontario Street is consistent with the MW2SP Land Use Plan. While the proposed size of the Commercial block as it forms part of the subject lands represents 6.39 hectares, a future land exchange will provide additional area to the block totalling 7.01 hectares and is therefore generally consistent with the MW2SP.

The Environmental Policy Area designation policies relevant to the proposed development include Section 7.14.16, which states:

- 7.14.16.1.1 *This section establishes specific policies with respect to the Natural Heritage System in the Plan Area. The Natural Heritage System is comprised of the following two (2) components:*

- a) *Environmental Policy Area (EPA); and*
- b) *Greenway Corridors.*

Together, the EPA and Greenway Corridors provide for a functional and connected natural heritage system that protects and enhances key natural heritage features and areas in and adjacent to the Plan Area reflecting the design principle of achieving net ecological gain;

- 7.14.16.1.4 *Permitted uses and activities in the Natural Heritage System shall be limited to fish, wildlife and conservation management; limited essential infrastructure including road and municipal services crossings, stormwater management facilities and low impact development measures; natural heritage feature or area restoration and enhancement works; channel relocation and lowering; wetland and/or woodland restoration and enhancement works; passive recreational facilities and uses such as pathways or trails for walking, cycling and hiking, interpretative displays and signage; and site alteration to accommodate the above uses;*
- 7.14.16.1.6 *The pedestrian and cyclist linkages shall be identified in the community-wide EIR as described in Section 7.14.4.6 and site-specific EIR as described in Section 7.14.4.7.*
- 7.14.16.2.2 *The Greenway Corridors in the Plan Area, as shown on Schedule B-2 to this Plan, connect key natural heritage features and areas in and adjacent*

to the Plan Area. The design of the Greenway Corridors will include restoration and/or enhancement, including the planting of trees and shrubs, to provide wildlife habitat; opportunities for stormwater management measures, where appropriate; and pathways or trails for walking, cycling and hiking.

7.14.16.2.3 *Minor adjustments to the location and configuration of the Natural Heritage System in the Plan Area may be considered to reflect the differences in scale and level of detail available through the preparation of the community-wide EIR as described in Section 7.14.4.6 and site-specific EIR as described in Section 7.14.4.7. Adjustments to the location and configuration of the Natural Heritage System in the Plan Area shall be permitted without requiring an amendment to this Plan provided that:*

- a) The Goal of the Plan Area, as described in Section 7.14.3.1, is maintained;*
- b) The intent of the overall Natural Heritage System strategy for the Plan Area, as recommended in the MW2 EIS & MP, is maintained; and*
- c) The adjustment shall not adversely impact the ecological or hydrologic functions or result in any significant increase or decrease in size of the Natural Heritage System in the Plan Area.”*

The Environmental Policy Area blocks of the proposed development which correlate with the Environmental Policy Area designation together with the Greenway Corridor blocks comprise the Natural Heritage System (NHS) of the MW2SP area. The system of proposed blocks preserves the form and function of the existing ecology of the subject lands. Ensuring the preservation of the NHS, the Environmental Impact Report (EIR) prepared by Hensel Design indicates a variety of pedestrian and trail linkages between the natural and developed areas of the subject lands.

The Stormwater Pond Facility designation policies relevant to the proposed development include Section 7.14.17.3, which states:

“7.14.17.3.1 Stormwater management facilities in the Plan Area shall be developed in accordance with the MW2 EIS & MP and in consultation with the appropriate Conservation Authority and other government agencies, as applicable;

7.14.17.3.3 *The Town will consider and assess alternatives for stormwater quantity and quality control and sustainable best management practices with regard to the following:*

- c) Minimize the number of management facilities without compromising the benefits of stormwater management;*

7.14.17.3.7 *Conventional stormwater management facilities shall be designed in compliance with the Town's Stormwater Management Design Guidelines, and applicable provincial and Conservation Authority guidelines. In considering the implementation of low impact development techniques and measures in the Plan Area, reference should be made to the CVC/TRCA Low Impact Development Stormwater Management Planning and Design Guide."*

The proposed Stormwater Management Pond changes are supported by the community-wide FSR and EIR prepared and submitted by Urbantech and Hensel Design. The proposed location of the Stormwater Pond Facility is consistent with the natural low points in terrain to maintain the existing drainage patterns of the subject lands and surrounding area.

As the proposed development conforms to the intent of the policies of the Town of Caledon Official Plan and Mayfield West Phase 2 Secondary Plan, in particular the Goals of Section 7.14.3.1, an Official Plan Amendment is not required.

4.5 Mayfield West Phase 2 Community Design Plan

The Mayfield West Phase 2 Community Design Plan (CDP) provides urban design guidelines that support the broader planning objectives of the ROP and LOP. The CDP details the physical design of the Mayfield West Phase 2 community including special character areas, streetscapes, landscaping and built form guidelines. The CDP ensures the development of Mayfield West Phase 2 will progress in a manner that addresses the community design vision of a unique, innovative and successful community. Attributes of the community design vision relevant to the proposed development include:

- *A comprehensive, integrated pedestrian and cycling network that will achieve walkable, cycle friendly and active neighbourhoods;*
- *A diversity of residential dwelling types;*
- *Planning for a comprehensive transit network with local and regional connections, including a transit hub;*
- *Compact streets with a primary emphasis on pedestrian comfort;*
- *Neighbourhood and community parks with innovative programming and potential shared facilities with adjoining schools.*

The proposed development will offer a variety of dwelling types including detached and townhouses that will contribute to a compact built form supportive of an integrated pedestrian and trail network providing ample connections between the NHS and road network. The proposed location of the Park provides a logical extension of NHS lands which contributes additional passive recreation opportunities. Planned public transit service for the subject lands includes two accessible transit stops and the proposed Mayfield West Phase 2 transit hub providing regional connections.

CDP Section 4.4.1 – Hurontario Commercial Mixed-Use Centre

Section 4.4.1 of the CDP identifies the Hurontario Commercial Mixed-Use Centre as a block which will provide the opportunity to integrate a variety of commercial uses and create a neighbourhood friendly and walkable frontage along Hurontario Street, the Spine Road and Street 'B'. the proposed Draft Plan of Subdivision appropriately locates the Commercial block to be consistent with the MW2SP Land Use Plan which will in turn contribute to the achievement of the intent of the CDP. Additional detailed design elements identified by the CDP shall be proposed through a future Site Plan process which does not form part of this application.

CDP Section 4.6 – Existing Residential Transition (Brampton)

The portion of the subject lands south of the Spine Road and east of Hurontario Street is identified by the CDP as an area worthy of special consideration. As per the CDP, key characteristics of the proposed development that will interface with existing single detached residential homes in the City of Brampton shall consider:

- *Continue the single-detached lotting northward as an extension of existing residential development, transitioning to medium-density residential in the form of laneway townhouses immediately south of the Spine Road;*
- *Locate the stormwater management pond facility to serve as a transition and buffer between the existing single-detached dwellings to the south (within Brampton) and the proposed medium density townhouses along the north side of the pond;*
- *Locate the stormwater facility lookout so as to offer easy access to the trails and lookout/ seating amenity for both new and existing residential development;*

The proposed development extends the existing single detached dwellings from Brampton northward into the subject lands and transitions to medium density townhomes farther north which frame the Spine Road. The proposed stormwater management facility serves to buffer those existing single detached dwellings from the proposed Institutional block and higher density residential land uses closer to the Spine Road. The final layout of the stormwater management facility shall be determined at the detailed design stage but shall include an appropriate lookout and attractive landscaping, thereby contributing to the surrounding area and creating a community focal point.

CDP Section 5.2 – Natural Heritage System (NHS)

The NHS is identified by Section 5.2 of the CDP as an essential component of the community's character and the Region's ecological function. Within the context of the MW2SP, the NHS is intended to incorporate the existing ecological elements of the system and create corridors between the Greenbelt in the north and the Mount Pleasant Community in the south. The CDP identifies the key components of the NHS related to the proposed development as:

- *Natural heritage features such as fragmented woodlots and wetlands;*
- *Sufficient buffers protecting natural features;*
- *Restoration and enhancement of natural corridors and wetlands;*
- *Watercourse corridor protection of Etobicoke Creek tributaries;*
- *Green corridors which contribute to natural habitats, stormwater management and trail linkages.*

The proposed development contains a variety of Environmental Policy Area, Greenland Corridor and Open Space blocks contributing to the NHS which contains existing natural features and generous buffers to protect them. Stretching nearly uninterrupted from the existing woodlot in the north of the subject lands to the existing woodlot adjacent to the City of Brampton boundary, the NHS blocks provide numerous opportunities and connections for visual and physical access from adjacent roads. Interface between the proposed development and the NHS blocks shall be optimized by the planning of native species and erosion protection measures.

CDP Section 5.3 – Stormwater Management Facilities

The proposed development includes one stormwater management (SWM) pond located at the southeast corner of the subject lands. Serving as water quality and control systems and as a complement to the parks and open space system, stormwater management (SWM) ponds are subject to CDP guidelines contained in Section 5.3 such as:

- *Appropriate planting shall be used along the slopes of ponds to help achieve a natural pond appearance;*
- *The zone between the street and stormwater management facility shall be designed as a transition from an urban streetscape to a naturalized area;*
- *Each facility shall have significant street frontage to maximize visibility within the community, unless situated within the Greenbelt Plan Area;*
- *Stormwater management ponds, as well as the channel, shall integrate lookout features at prominent locations, providing views into and across the feature;*
- *Public walking/cycling trails shall encircle ponds and extend along stormwater channels where possible, except where immediately adjacent to a sidewalk or multi-use path.*

The location of the proposed SWM pond is consistent with the technical demands of the SWM system as identified by the Mayfield West Comprehensive Environmental Impact Study (EIS) and Management Plan prepared by AMEC. Given the location of the proposed SWM pond adjacent to Street 'G', design considerations including naturalized landscaping, integrated sidewalk

connections with the surrounding area and lookout features will be applied to ensure the SWM pond functions from both an engineering and community focal point standard.

CDP Section 5.4 – Trail and Cycling Network

Section 5.4 of the CDP requires that a comprehensive, integrated trail and cycling network be implemented within the MW2SP area. Envisioned as access to community focal points, open spaces and transit for both recreational and commuter purposes the trail network shall be integrated into the existing Town of Caledon, City of Brampton and Region of Peel systems of bike lanes, multiuse trails and greenway trails. Trail and cycling network guidelines applicable to the proposed development include the following:

- *The trail network shall be integrated into the Town-wide path system and linked with trails established in the City of Brampton to the south;*
- *On-street bike lanes shall be integrated into the collector and arterial road system, including the Spine Road;*
- *Trail gateways shall be strategically located at access points to the Natural Heritage System;*

The proposed development shall include a trail and cycling network that connects with the proposed network of Mayfield West Phase 2. Additionally, naturalized trails along the NHS blocks and shall connect to Spine Road sidewalks (bike lanes are not contemplated by the CDP on this section of the Spine Road) implementing the signage, crossing infrastructure and trail cross-sections detailed in the CDP.

CDP Section 5.6.3 – Neighbourhood Parks

Identified as one of four park typologies by Section 5.6 of the CDP, the Neighbourhood Park located within the proposed development and is intended to serve as a neighbourhood hub and focus. Adjacent to the proposed Environmental Policy Area block, the design of the Neighbourhood Park offers opportunities to enhance the efficient use of land. The CDP identifies the major components of a Community Park to be a central common green space which offers a place for residents to interact, children to play and social events to occur. Guidelines for the development of Neighbourhood Parks include:

- *Neighbourhood Parks shall be predominantly soft landscaped to allow for a variety of active and passive uses, including programmed and unstructured uses;*
- *As a focal point within the neighbourhood, the parks shall be sited with frontages on a minimum of two public streets or lanes to promote views and access;*

- *Playgrounds and/or shade structures (including play structures, swings, etc.) shall be designed as a major focal element of the Neighbourhood Park;*
- *Hard and soft landscape elements and features shall be designed as a major focal element of the Neighbourhood Park.*

The location and configuration of the proposed park is consistent with the MW2SP Land Use Plan. The combination of the proposed Neighbourhood Parks with the adjacent proposed Environmental Policy Area block will serve as a neighbourhood hub. Additionally, the design of the parks shall be consistent with figures of the CDP which will feature Neighbourhood Park elements such as a playground area, trail integration and a shade structure/seating area.

CDP Section 5.8 – Views and Viewsheds

Viewshed opportunities exist within the proposed development through the components of NHS blocks, Greenway Corridor blocks and the SWM pond block. Section 5.8 of the CDP states that public access to these viewsheds is an integral piece of a complete community and should be integrated into proposed development according to guidelines including:

- *Streets have been oriented to maximize views towards NHS features, including the use of single-loaded roads and window streets;*
- *Emphasis has been placed on providing access points to natural features by locating pedestrian amenities (trailheads, multi-use trail network) along potential view corridors;*
- *Publicly accessible open spaces (such as parks, swm ponds, etc.) have been situated adjacent to natural features, where appropriate, to maintain visual exposure and access for the broader community.*

Where Streets ‘D’, ‘J’, ‘K’ and ‘O’ interface with the NHS blocks long views are provided for pedestrians, cyclists and motorists. Additionally, long frontages are proposed for NHS blocks along the Spine Road significantly increasing their exposure to the surrounding area. Locating the proposed SWM pond between proposed development on the subject lands and existing development to the south provides ample separation to extend viewsheds across the proposed pond to achieve short views as per Figure 5.8 of the CDP.

CDP Section 6.0 – Streetscape Guidelines

Section 6 of the CDP provides guidelines for streetscape design for each of the road types comprising the street hierarchy, street lighting, community gateways and street tree planting. The proposed development is subject to streetscape design guidelines including:

- *Provide safe and accessible pedestrian connections. Vehicular access shall ensure that these pedestrian connections are not compromised;*

- *Direct pedestrian connections to bus transit stops shall be provided to encourage the use of public transit;*
- *Due to significant traffic volumes anticipated between Hurontario Street and the west limit of the commercial block, bike lanes will not be provided along the Spine Road east of Collector Road F. Rather, a bike route shall be provided on the local street that runs parallel to the Spine Road, immediately south, between Collector Road F and the Police Lands. The wayfinding strategy shall appropriately identify this change in routes.*
- *Typical collector roadway cross-sections include one lane in each direction, 1.5m sidewalks on both sides, 1.5m bike lanes or pavement widening in each direction;*
- *The local road network shall facilitate logical, direct, permeable and safe neighbourhood connections through a modified-grid configuration;*
- *Select light poles and luminaries that are appropriate to the site and function to avoid underlit or excessively lit areas and light pollution;*
- *The use of native, non-invasive tree species is required for streets and areas adjacent to natural open spaces, including NHS features, buffers and stormwater management ponds.*

The proposed draft plan is generally consistent with Figure 6.1 of the CDP concerning the hierarchy of the Spine, collector and local roads with 34m, 22m and 18m right-of-way widths respectively and 8m lane widths. The Spine Road shall be designed in a manner consistent with Options 1, 2 or 3 represented by Figures 6.4.4a, 6.4.4b and 6.4.4c respectively. Collector roads, local roads and laneways shall be designed in a manner consistent with Figures 6.6, 6.7 and 6.9 of the CDP ensuring safe pedestrian connections and trail system access. Figure 6.11f of the CDP identifies a major community gateway at the eastern terminus of the Spine Road. The proposed development is consistent with Figure 6.12 of the CDP to plant native species along roadways adjacent to open space areas. Detailed landscape design will be carried out through the detailed design process.

CDP Section 6.13 – Transit Supportive/Active Transportation Infrastructure

The CDP identifies the Transit Hub as a key component of the community building strategy and an important tool for encouraging transit connections. The prominent location of the Transit Hub and its capacity to provide local, regional and provincial transit access with the planned extension of Metrolinx services within the 2041 planning horizon inform the applicable CDP guidelines:

- *Locate the transit hub within a convenient radius of major community destinations, including the Urban Village Centre, the Community Park and Recreation Facility, the secondary school, the employment lands and the commercial mixed-use centre at Hurontario Street;*

- *The transit hub building shall be prominently located along the street and designed as a visually attractive community amenity, with interesting and durable architectural detailing, materials and finishes;*
- *Provide an attractive and barrier-free pedestrian environment with consideration for safety and user amenities, including such elements as weather protection, lighting, sheltered waiting areas, seating and waste/recycling receptacles;*

Proposed to be located on the northeast corner of the intersection of the Spine Road and Street 'B', the Transit Hub block shall provide convenient access to the proposed Commercial block and the Hurontario Street/Highway 410 transportation corridor. The detail design of the proposed Transit Hub block shall be consistent with design elements recommended by the CDP and shall be finalized through a municipal Site Plan process which does not form part of this application.

CDP Section 8.0 – Built Form Guidelines

The CDP addresses the built form characteristics of the MW2SP area and in particular the Gothic revival architectural style. Identified as the most prominent architectural style throughout the Town of Caledon's historic villages, Gothic Revival dwellings and lots are subject to the following guidelines:

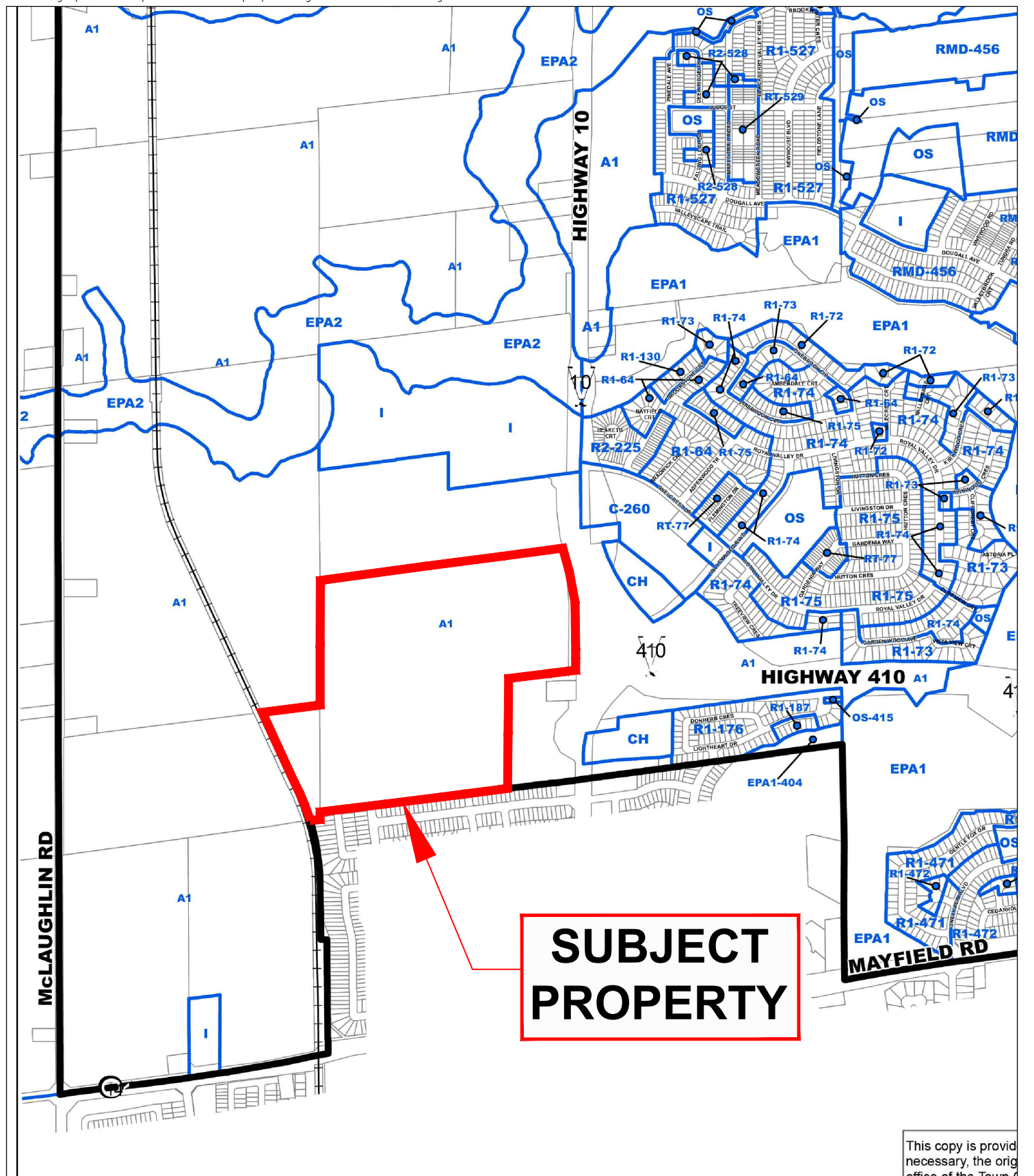
- *An authentic Gothic Revival architectural building design shall be assigned to designated focal lots to ensure this defining architectural style is strategically located within those areas of the community that have a high degree of public visibility;*
- *Focal lots specific to the allocation of a Gothic Revival architectural style shall include all corner lots on collector and arterial roads and those sections of window roads adjacent to arterial roads, including single detached, semi-detached and townhouse building forms.*

Integrating several features of the Gothic Revival architectural style, strategic lots shall be generally consistent with Figure 8.2.1f of the CDP notwithstanding some minor changes to the street and block layout.

4.6 Town of Caledon Zoning By-Law 2006-50

As shown on *Figure 4 – Zoning Map*, the subject lands are zoned Agricultural (A1) which permits agricultural and agriculturally-related uses. As the proposed development does not conform to the existing zoning provisions, an amendment to the Zoning By-law is required.

To permit the development of the proposed plan of subdivision, MW2SP Proposed Community Zoning By-law Standards have been developed and are appended as Appendix I of this report in addition to a draft Zoning By-law to address the proposed Commercial block. A complete draft Zoning By-law will follow the submission of this report.



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FIGURE 4 CALEDON ZONING BY-LAW

— Subject Property



Scale: N.T.S.
November 28, 2017



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5.0 CONCLUSION

It is our opinion that the proposed Draft Plan of Subdivision and Zoning By-law Amendment are justified and represent good planning for the following reasons:

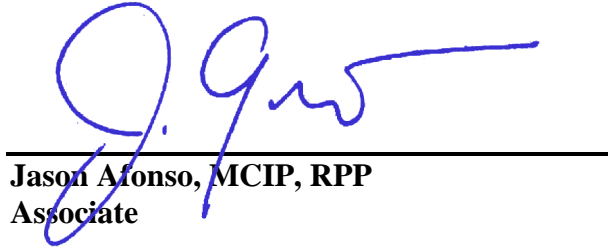
1. The proposal conforms to and promotes the policies of the Provincial Policy Statement, the Growth Plan, the Region of Peel Official Plan, the Town of Caledon Official Plan, the Mayfield West Phase 2 Secondary Plan and the Mayfield West Phase 2 Community Design Plan;
2. The proposed development conforms to the permitted dwelling types of the *Low-Density Residential* and *Medium-Density Residential* designations;
3. The proposed development is consistent with the population assigned to the development by the Draft DSSP;
4. The proposed subdivision conforms to the community-wide Environmental Implementation Report which promotes the protection of NHS features through appropriate buffering and restoration;
5. The Neighbourhood Park block provides a focal point and recreational resource opportunities for the neighbourhood, while remaining accessible to pedestrians and cyclists;
6. The proposed development is transit-supportive as it contains lands for a proposed Transit Hub and forms part of the Mayfield West Phase 2 Secondary Plan Area which has been designed to accommodate transit routes and facilities;
7. The proposed development features a Commercial block which will contribute to the provision of employment and economic opportunity within the Mayfield West Phase 2 Secondary Plan Area and beyond;
8. The proposed subdivision is accessible for various modes of transportation through its connections to adjacent streets, the provision of public sidewalks and trailway and cycling networks; and,
9. The proposed development upholds the Community Design Plan principles related to the special character area, Natural Heritage System, stormwater management pond, trailway and cycling network, neighbourhood park, Commercial block, Transit Hub, viewsheds, streetscaping and the built form.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.



**Jonathan Henderson
Planner**



**Jason Alonso, MCIP, RPP
Associate**

APPENDIX I

LOT AND BUILDING REGULATIONS

Housing Form		Lot Frontage (minimum)	Front Yard Depth (minimum)	Rear Yard Depth (minimum)	Interior Side Yard Width (minimum)	Exterior Side Yard Width (minimum)	Building Height (maximum)	Outdoor Amenity Area (minimum)	
RMD – SPECIAL	DETACHED	Conventional	Interior Lot: 9.1 m Corner Lot: 10.3 m	3.0 m to Building Wall 5.5 m to Garage Door	Where the Lot Depth is ≥ 30.0 m: 7.0m Where the Lot Depth is < 30.0 m: 6.5m	Where a Main Building is ≥12.8 m in width: 1.2 m Where a Main Building is <12.8 m in width: 0.6 m on one side + 1.2 m on the other side	2.4 m to Building Wall 5.5 m to Garage Door	12.5 m	N/A
		Dual-Frontage			3.0 m to Building Wall 5.5 m to Garage Door				
		Rear-Lane	Interior Lot: 7.8 m Corner Lot: 9.6 m	3.0 m	0.5 m to a Building with an attached garage 12.5 m to Main Building with no attached garage				2.4 m
	SEMI-DETACHED	Conventional	Interior Lot: 6.85 m Corner Lot: 8.05 m	3.0 m to Building Wall 5.5 m to Garage Door	Where the Lot Depth is ≥ 30.0 m: 7.0m Where the Lot Depth is < 30.0 m: 6.5m	0.9 m + 0.0 m to an attached dwelling	2.4 m to Building Wall 5.5 m to Garage Door	12.5 m	N/A
		Dual-Frontage			3.0 m to Building Wall 5.5 m to Garage Door				
		Rear-Lane		3.0 m	0.5 m to a Building with an attached garage 12.5 m to Main Building with no attached garage				2.4 m
	TOWNHOUSES	Conventional	Interior Lot: 5.5 m End Unit: 7.0 m Corner Lot: 7.9 m	3.0 m to Building Wall 5.5 m to Garage Door	Where the Lot Depth is ≥ 30.0 m: 7.0m Where the Lot Depth is < 30.0 m: 6.5m	Interior Unit: 0.0m End Unit: 1.5 m + 0.0 m to an attached dwelling	2.4 m to Building Wall 5.5 m to Garage Door	12.5 m	N/A
		Dual-Frontage			3.0 m to Building Wall 5.5 m to Garage Door				
		Rear-Lane			3.0 m				0.5 m to a Building with an attached garage 12.5 m to Main Building with no attached garage
		Back-to-Back		3.0 m to Building Wall 5.5 m to Garage Door	0.0 m				
	RM- SPECIAL	STACKED TOWNHOUSES	N/A	4.5 m from a Front Building Wall to a Private or Public Road or Lane or a lot line abutting another zone 12.0 m from a Front Building Wall to another Front Building Wall	3.0 m from a Rear Building Wall to a Private or Public Road or Lane 5.5 m to a Garage Door from a Private or Public Road or Lane 7.0 m from a Rear Building Wall to a lot line abutting another zone	4.5 m from a Side Building Wall to a Private or Public Road or Lane or a lot line abutting another zone 6.0 m from a Side Building Wall to another Side Building Wall 3.0 m from a Side Building Wall to a Lot Line abutting the same zone	4.5 m from a Side Building Wall to a Private or Public Road or Lane	16.0 m	7.0 m ² per unit (Private)

ENCROACHMENTS FOR ALL BUILDINGS IN R1 AND RT SPECIAL ZONES (Maximums)

Housing Form	Bay, Box or Bow Windows with or without Foundations	Covered or Uncovered Porch or Balcony, Canopy, or Portico	Covered or Uncovered Steps or Stairs, Ramp, or Barrier-Free Access Feature not associated with a Deck	Deck		Chimneys or Vents	Eaves, Sills, Cornices, Parapets, Pilasters, or other similar Ornamental Structures
				≥ 0.75 m in height	< 0.75 m in height		
RMD & RM – SPECIAL	Conventional	1.0 m into a required Front, Exterior Side or Rear Yard	2.0 m into a required Front Yard 2.5 m into a required Rear Yard 1.5 m into a required Exterior Side Yard 0.6 m into a required Interior Side Yard provided a minimum of 0.6 metres is maintained to an Interior Side lot line	2.7 m into a required Front or Rear Yard 2.1 m into a required Exterior Side Yard	3.0 m into a required Rear Yard inclusive of stairs, ramp or barrier-free access feature. Stairs, ramp or barrier-free access feature may encroach an additional 1.0 m into a Rear Yard where a rear lot line abuts an OS, EPA1 or EPA2 zone.	4.5 m into a required Rear Yard inclusive of stairs, ramp or barrier-free access feature	0.6 metres into any required Yard or beyond a Building Wall, Bay, Box or Bow Window, or Covered or Uncovered Porch or Balcony provided a minimum setback of 0.6 m is maintained to a lot line and a minimum 0.2 metres is maintained between eaves and an interior side lot line or rear lane.
	Dual-Frontage	1.0 m into a required Front, Exterior Side or Rear Yard	2.0 m into a required Front or Rear Yard 1.5 m into a required Exterior Side Yard 0.6 m into a required Interior Side Yard provided a minimum of 0.6 metres is maintained to an Interior Side lot line	2.7 m into a required Front or Rear Yard 2.1 m into a required Exterior Side Yard	N/A	N/A	
	Rear-Lane	1.0 m into a required Front or Exterior Side Yard 0.6 m into a required Rear Yard where a Main Building has no attached garage	2.0 m into a required Front Yard 2.5 m into a required Rear Yard where a Main Building has no attached garage 1.5 m into a required Exterior Side Yard 0.6 m into a required Interior Side Yard provided a minimum of 0.6 metres is maintained to an Interior Side lot line	2.7 m into a required Front Yard, 2.5 m into a required Rear Yard where a Main Building has no attached garage, and 2.1 m into a required Exterior Side Yard	Where a Main Building has no attached garage, 3.0 m into a required Rear Yard inclusive of stairs, ramp or barrier-free access feature	Where a Main Building has no attached garage, 4.5 m into a required Rear Yard inclusive of stairs, ramp or barrier-free access feature	
	Back-to-Back	1.0 m into a required Front, Exterior Side or Rear Yard	2.0 m into a required Front Yard 1.5 m into a required Exterior Side Yard 0.6 m into a required Interior Side Yard provided a minimum of 0.6 metres is maintained to an Interior Side lot line	2.7 m into a required Front Yard 2.1 m into a required Exterior Side Yard	N/A	N/A	
	Stacked Townhouse	1.0 m beyond a Front, Side or Rear Building Wall	2.0 m beyond a Front or Side Building Wall facing a Private or Public Road or Lane 0.6 m beyond a Side Building Wall not facing a Private or Public Road or Lane 4.5 m beyond a Rear Building Wall not facing a Private or Public Road or Lane	3.5 m beyond a Front or Side Building Wall facing a Private or Public Road or Lane 4.5 m beyond a Rear Building Wall not facing a Private or Public Road or Lane	N/A	N/A	

PROPOSED DEFINITIONS

- **Conventional Dwelling:** For the purpose of this zone, a Conventional Dwelling means a building with driveway access to a street adjacent to the Front Lot Line
- **Dual-Frontage Dwelling:** For the purpose of this zone, a Dual-Frontage Dwelling means a building with driveway access to a street adjacent to the rear lot line that is not a lane.
- **Rear-Lane Dwelling:** For the purpose of this zone, a Rear-Lane Dwelling means a building with driveway access to a lane adjacent to the rear lot line.
- **Stacked Townhouse Dwelling:** For the purpose of this zone, a Stacked Townhouse Dwelling means a building divided vertically and horizontally into 6 or more separate dwelling units. Each such dwelling unit shall have an independent entrance directly from outside the building.
- **Front Lot Line:** For the purpose of this zone, the front lot line on a lot containing a Dual-Frontage or a Rear-lane dwelling shall be that lot line opposite of the lot line providing driveway access.
- **Building Height:** For the purpose of this zone, Building Height shall be calculated using the vertical distance measured from the average elevation of the established grade at the front of such building to the median level between the eaves and ridge on a gable, gambrel or hip roof.

- **Established Grade:** For the purpose of this zone, Established Grade with reference to a building, shall be calculated using the average elevation of the finished surface of the ground where it meets the exterior of the front of such building.
- **Porch:** For the purposes of this zone, porch shall mean a platform with or without foundation or cold cellar, extending from an exterior wall of a building and having at least 50% of the sides of the vertical planes forming the perimeter unobstructed in any manner except by railings and stairs with access to grade.

OTHER PROPOSED REGULATIONS

- **Minimum Lot Area:** Minimum Lot Area requirements shall not apply.
- **Minimum Dwelling Unit Setback to a Railway ROW:** 30.0m
- **Maximum Building Area:** Maximum Building Area requirements shall not apply.
- **Minimum Landscape Area:** Minimum Landscape Area requirements shall not apply.
- **Accessory Building Location:** For the purpose of this zone, Accessory Buildings not including detached garages shall be located a minimum of 0.6 m from any lot line.
- **Accessory Building Size:** For the purpose of this zone, Accessory Buildings not including detached garages shall have a total maximum building area of 10m².
- **Detached or Dual Garage:** For the purpose of this zone, a detached or dual garage with driveway access to a lane shall comply with the minimum side yard requirements of the lot, shall have a minimum setback of 0.5 m to a rear lot line, shall have a minimum **6.5-metre** setback to a main building and is not subject to a maximum building area.
- **Fence Location:** No fences shall be permitted within the interior side yards where there is 1.2 m or less between main buildings or detached garages on adjacent lots.
- **Sight Triangles:** For the purpose of this zone, Section 4.34 shall not apply.
- **Access Regulations:** For the purpose of this zone, Sections 4.3.3 and 4.3.4 shall not apply.
- **Air Conditioners and Heat Pumps:** For the purpose of this zone, no air conditioners or heat pumps may be located in the front yard or exterior side yard.
- **Minimum Surface Parking Space Size:** 2.75 metres in width and 5.5 metres in length.
- **Model Homes:** The number of permitted model homes shall not exceed 10% of the number of units on a draft-approved plan of subdivision, to a maximum of 10.
- **Minor Variances:** Two-year *Planning Act* prohibition on minor variance applications and approvals shall not apply.

OBJECTIVES NOT SPECIFICALLY MENTIONED:

- To permit pairing of 0.6-metre interior side yards for detached dwellings throughout the entire interior side yard.

REQUIRED CONFIRMATION:

- Permission for steps to encroach into the interior side yard as-of-right (ie. for access to a side entrance).

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. 2018-XXX

A by-law to amend Comprehensive Zoning By-law 2006-50, as amended, with respect to Part of Lot 19, Concession 1 WHS (Chinguacousy) designated as Parts 1 and 2 on Reference Plan 43R-36981 in the Town of Caledon, in the Regional Municipality of Peel.

WHEREAS Section 34 of the Planning Act, as amended, permits the councils of local municipalities to pass zoning by-laws for prohibiting the use of land or the erecting, locating or using of buildings or structures for or except for such purposes as may be set out in the by-law;

AND WHEREAS THE Council of The Corporation of the Town of Caledon considers it advisable to pass a zoning by-law to permit the use of Part of Lot 19, Concession 1 WHS (Chinguacousy) designated as Parts 1 and 2 on Reference Plan 43R-36981 in the Town of Caledon, in the Regional Municipality of Peel for Residential, Commercial, Institutional, Open Space and Environmental Protection purposes;

NOW THEREFORE the Council of The Corporation of the Town of Caledon enacts that By-law 2006-50, as amended, being the Comprehensive Zoning By-law for the Town of Caledon, shall be and is hereby amended as follows:

1. The following is added to Table 13.1

Zone Prefix	Exception Number	Permitted Uses	Special Standards		
C	BBB	<ul style="list-style-type: none"> - Business Office - Clinic - Convenience Store - Day Nursery - Drive-Through Service Facility - Dry Cleaning or Laundry Outlet - Financial Institution - Fitness Centre - Grocery Store - Hotel - Laundromat - Merchandise Service Shop - Outside Display or Sales Area, Accessory - Parking Lot, Commercial - Parking Lot, Municipal - Personal Service Shop - Place of Assembly - Place of Entertainment - Private Club - Public Transit Terminal - Restaurant - Retail Store - Retail Store, Accessory - Sales, Service and Repair Shop - Training Facility 	Lot Area (Minimum) 0.8ha Lot Frontage (Minimum) 0.0m Building Area (Maximum) N/A Yard, Front (Minimum) 4.5m Yard, Exterior Side (Minimum) 4.5m Yard, Interior Side (Minimum) 4.5m Yard, Rear (Minimum) 4.5m Building Height (Maximum) N/A Landscaping Area (Minimum) N/A Planting Strip Width (Minimum) 4.5m	Planting Strip Locations Planting Strips shall be required along any lot line abutting another zone category or lands or right-of-way under the jurisdiction of the Ontario Ministry of Transportation	Driveway Setback (minimum) 4.5m Parking Space Setback (minimum) 4.5m

Zone Prefix	Exception Number	Permitted Uses	Special Standards
		- Video Outlet / Rental Store	<p>Drive-Through Service Facilities No additional planting strips are required adjacent to a queuing lane.</p> <p>Accessory Outside Display or Sales Area An Accessory Seasonal Garden Centre may occupy required parking spaces up to a maximum area of 1600 m² within the period between April 1 and September 30.</p> <p>Public Transit Terminal The minimum yard requirement adjacent to a public street shall be 0.0 metres.</p>

- Schedule "A", Zone Map 7 is amended for Part of Lot 19, Concession 1 WHS (Chinguacousy) from Agricultural (A1) to Mixed Density Residential Exception AAA (RMD-AAA), General Commercial Exception BBB (C-BBB), Institutional (I), Open Space (OS), and Environmental Policy Area One (EPA1) in accordance with Schedule "A" attached hereto.

Read three times and finally passed in open Council on this 00 day of MONTH, 2018.

Allan Thompson, Mayor

Carey deGorter, Clerk


APPENDIX "A"

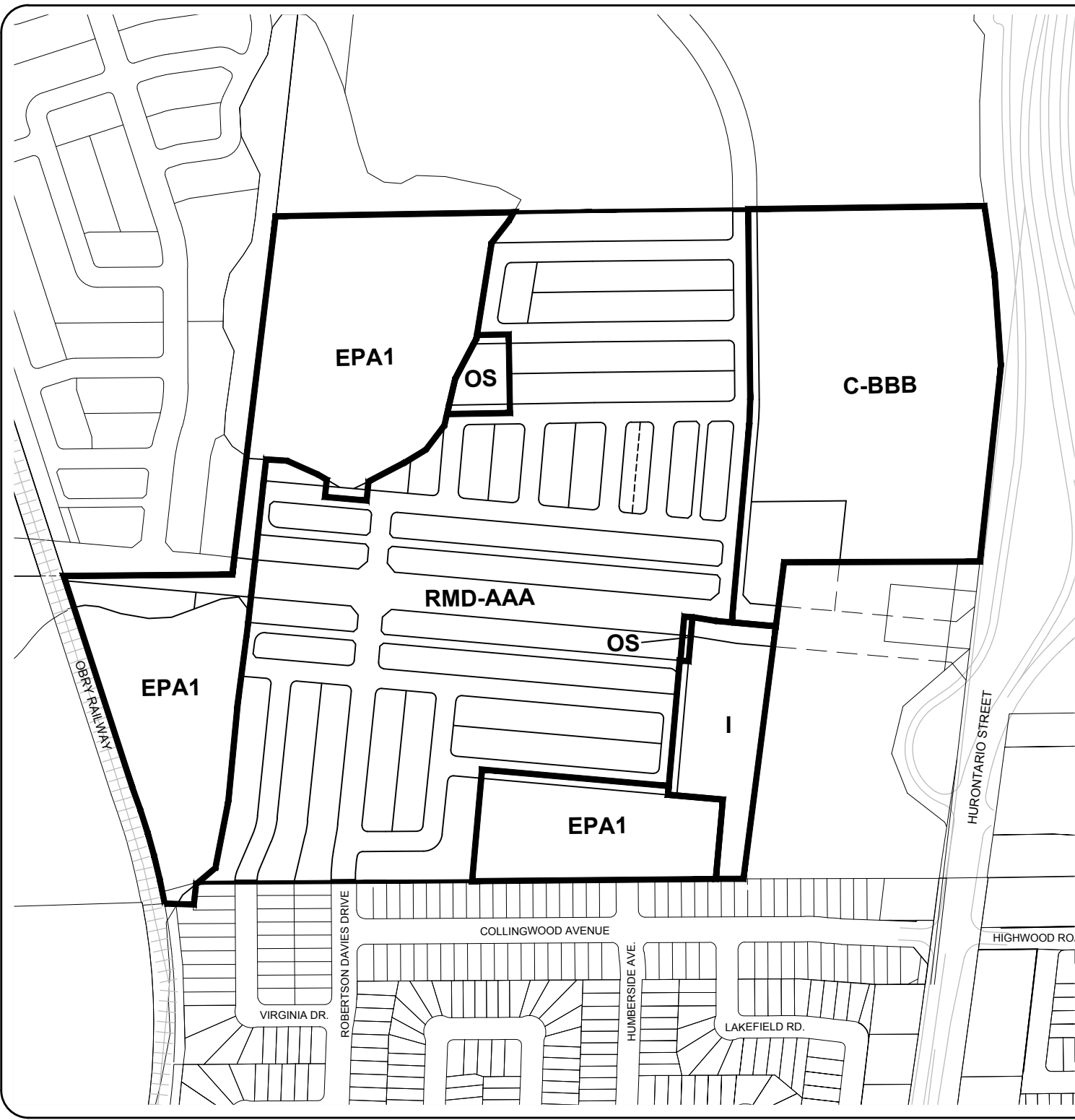
ZONING BY-LAW

No. 2018-XX

**FIELDGATE DEVELOPMENTS
(CALEDON 410 DEVELOPMENTS LTD.)**
 PART OF LOT 19, CONCESSION 1,
 WEST OF HURONTARIO STREET
 (GEOGRAPHIC TOWNSHIP OF
 CHINGUACOUSY)
 MAYFIELD WEST PHASE 2
 TOWN OF CALEDON
 REGIONAL MUNICIPALITY OF PEEL

LEGEND

 Subject Property to be Rezoned from Agricultural (A1) to Mixed Density Residential (RMD-AAA), General Commercial Zone (C-BBB), Institutional Zone (I), Open Space Zone (OS), and Environmental Policy Area Zone(EPA1)



DRAWN BY: GSAI	FILE NO:
CHECKED BY:	DATE: October 5, 2017
SCALE: N.T.S.	REVISED:

PLANNING & DEVELOPMENT DEPARTMENT