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Town of Caledon
6311 Old Church Road
Caledon, ON L7C 1J6

Attention: Lesley Gill Woods, Senior Planner

Dear Ms. Gill Woods:

**RE: Application for Draft Plan of Subdivision - Green Development Standards Brief
Mayfield Golf Course Inc. & Tullamore Industrial Ltd.
12552 and 12580 Torbram Road, Town of Caledon**

1.0 Purpose

The purpose of this report is to demonstrate how the Proposed Development aligns with the intent of Caledon's Green Development Standards. The Subject Site is located north of Mayfield Road on the west side of Torbram Road and is comprised of three parcels that total 91.2 hectares (225 acres). The majority of the Subject Site encompasses the former Mayfield Golf Course. The Subject Site has a frontage of approximately 600 metres along Torbram Road and currently consists of a former golf course, agricultural and rural residential land uses. The Subject Site is envisioned to develop as part of an overall comprehensive development of the block generally bounded by Torbram Road, Mayfield Road, Old School Road and west of Bramalea Road. The Draft Plan proposes a mix of residential units consisting of single detached and townhouse units, four medium-density blocks, an elementary school block, a commercial block, park blocks, stormwater management blocks and natural heritage system blocks.

2.0 Sustainability Overview

On May 21, 2024, the Caledon Town Council adopted the Caledon Green Development Standards ("GDS") which provides a set of metrics and requirements for development projects which are broken down by theme and development type. The purpose of the GDS is to encourage new development to help meet climate objectives. The GDS has been integrated into the planning approvals process and is supported by the Planning Act, the Provincial Policy Statement, the Municipal Act, the Growth Plan for the Greater Golden Horseshoe, Ontario Building Code (OBC), and Regional Policy Statements.

The GDS is organized into three (3) themes including Community Design and Mobility, Green Infrastructure, and Buildings and Energy. Each theme is measured based on a set of metrics intended to align proposed development with interventions and planning considerations that support meeting the climate objectives. The proposed development will support the Town of

Caledon in achieving its sustainability goals by meeting the required targets in the GDS where possible. Generally, the proposed development addresses the GDS by providing a built form that provides effective community design and mobility, integration of green infrastructure wherever possible, and acknowledges the impacts of the lifecycle of buildings to minimize impacts.

3.0 Growth Development Metrics

3.1 Theme 1: Community Design and Mobility

The first theme presented within Caledon's new Green Development Standards is 'Community Design and Mobility'. This theme is intended to ensure that new communities are developed and constructed to be safe while integrating connected routes that support active travel and transit, including space for people to connect, rest, and recreate. The focus of this theme is to increase the diversity of building and land use types as well as to promote more compact forms of development so that people are able to use transit modes other than private vehicles. To accomplish the intention of this theme, the following metrics are utilised to evaluate the proposed development:

- Housing diversity
- Connection to Parks and Open Space
- Light Pollution Reduction
- Pedestrian Amenities
- Public Spaces
- Walkability
- Cycling Amenities
- Mixed Use Neighborhoods
- Electric Vehicle Charging

The proposed development supports Caledon's vision of proper community design and mobility by utilising a diverse range of housing including a mix of residential units consisting of single detached and townhouse units, and four medium-density blocks. A total of 442 residential units are currently proposed, of which 241 are single detached dwelling units, and 201 are townhouse dwelling units. The residents of these homes will have access to several parks that total 11.11 hectares in area, providing readily available connection to open and public spaces. These parks are primarily located along the existing NHS features to encourage people to visit and appreciate the existing NHS from an appropriate distance without disturbing the sensitive natural heritage features. Trails are currently intended to be located within the proposed parks and green spaces adjacent to the NHS to encourage active transportation between parks and open spaces. The specific form of these parks and open spaces and the amenities they contain will be determined at a future stage, but they will be designed to strengthen community placemaking. The proposed development will provide visual and physical connections where possible between open spaces to encourage walkability and active use. Lighting along pedestrian paths will be designed to provide continuous and effective pedestrian scale lighting that is dark sky compliant (or equal), integrating photovoltaic cells to limit illumination when there is adequate daylight, however, specific details for lighting will be determined at later stage in the design process.

The proposed street network on the Subject Site will provide a modified grid-like pattern to foster a well-connected neighbourhood with pedestrian amenities where possible. There is a total of 15 public streets with widths of 18 metres and 22 metres and three laneways with widths of 8 metres which will provide access throughout the proposed development. Existing active transportation infrastructure in the area includes a mixed-use path on the south side of Mayfield Road, and signed bicycle routes along Old School Road and Torbram Road north of Old School Road. In addition to the existing infrastructure, the future planned active transportation network is outlined in each of the Peel LRTP and the Caledon TMP propose cycling routes along the length of Mayfield Road, Airport Road, Dixie Road, King Street, Old School Road, and Torbram Road north of Old School Road. Where possible these proposed active transportation networks will be expanded within the proposed development to support active transportation including walking and cycling. To support this, the area is intended to be a complete community capable of supporting densities that are pedestrian, cycling, and transit friendly. The proposed development will contain a mix of uses including a commercial block, institutional uses (fire hall and school), in addition to recreational uses and a variety of residential uses. This is intended to create a distinct neighbourhood centre that mixes compatible uses including residential, parks, retail, and community services.

The road network and layout of the current Draft Plan allows for the flexibility to plan these parcels in the future when they are eventually developed. More specific details regarding cycling amenities to support active transportation will be determined at a later stage.

3.2 Theme 2: Green Infrastructure

The second theme presented within Caledon's GDS is the green infrastructure theme which supports the health of residents as well as the urban and surrounding natural areas of Caledon. This theme is intended to maximise the quality and amount of green space within the Town, along with tree canopy and other green infrastructure that improve the resilience of the Town. The purpose of the theme is to recognize the link between vegetation cover and stormwater to provides opportunities for green features to support a variety of the Town's objectives including shading, stormwater retention, and filtration. To achieve the intention and purpose of the theme, the following metrics are used:

- On site green infrastructure
- Soil volume requirements
- Plant species
- Cool paving
- Stormwater quantity and quality
- Natural heritage conservation
- Bird friendly design

The proposed development will maximize the amount and quality of green space and tree canopy where possible to address not only urban heat island effect but to also provide cleaner air and shade for local residents and to support biodiversity and enhance habitat for local wildlife. The current draft plan provided for this application proposes 11.11 hectares of parks which have been primarily located adjacent to the existing NHS features, with the objective of maximizing the extent of interconnected greenspace. The natural heritage features within the NHS are proposed to be preserved and enhanced through the provision of integrated

buffers that will ultimately result in an increase to the area within the NHS. The proposed planting strategy for parks, open spaces and streetscapes will be focussed on enhancing the sustainability of the NHS through the integration of native tree species that are indigenous to the Caledon landscape. Species will be selected that will support pollinators and provide food sources for birds and wildlife. Adequate soil volumes will be provided to optimize the sustainability of proposed plantings. Disruption to the continuity of the NHS has been minimized with only two roads proposed to cross the NHS to connect the neighbourhoods. The two road crossings are proposed in areas that are already disturbed by the presence of the golf course cart path crossings. Lost features will be compensated through restoration and enhancement initiatives that will be identified in future stages of the planning and design process. Further, general mitigation measures have been proposed to ensure that any potential adverse impacts to the natural system do not occur, including species sensitive timing windows and ESC measures. The remainder of the proposed road network is located away from NHS. The NHS is intended to be protected and to serve as a visual and environmental feature within the community that will contribute to the quality of life of future residents.

Regarding stormwater quantity and quality, 4 stormwater management facilities have been proposed within the Subject Property which are intended to maintain the existing hydrology of downstream watercourses via quantity control while minimizing erosion and improving water quality of stormwater runoff. Further, several Low Impact Development (LID) initiatives have been identified in the Natural Heritage Evaluation, prepared by Beacon Environmental Limited, to further improve stormwater quality, including directing roof leaders to grassed areas, providing increased topsoil depth, and integrating rear yard at surface infiltration techniques. The proposed development will LIDs where possible to improve resiliency and provide healthier spaces. It is currently too early to determine the final locations, types, and quantities of proposed LID initiatives, further details will be determined at a later stage.

3.3 Theme 3: Buildings and Energy

The third theme of Caledon's GDS is to minimize the impact of Caledon Buildings on the environment throughout the stages of their life cycle. Approximately one fifth of GHG emissions in Caledon are accounted for by building operations. The objective of the theme is to support zero-carbon, energy efficient and resilient buildings and renewable energy systems. Buildings within Caledon are intended to be built to better withstand the impact of climate change while incorporating renewable energy or be design so that renewable technologies can be integrated once they become more accessible. To achieve the intention of this theme, the following metrics are used to evaluate potential developments:

- Reducing operational GHG emissions
- Building Resiliency
- Solar Ready
- Renewable Energy Generation
- Embodied Carbon
- Water Efficient Irrigation
- Construction / deconstruction
- Owner education

The proposed development will strive to reduce operational GHG emissions and improve building resiliency through interventions such as low carbon heating systems which will be confirmed and determined at the detailed design stage. . . Additionally, the residential dwellings will be constructed to align with rigorous industry standards and local best practices, including providing future homeowner with the option of.

- Provisions for the installation of future PV solar panels (electrical conduits)
- Provisions for the installation of future electric vehicle chargers (electrical conduits)
- Optional rain barrels for recycling rainwater
- LED or other energy efficient lighting;
- Use of low emissivity windows, eco-paint (low VOCs), insulated/airtight building systems
- High-tech “smart” thermostats and accompanying HVAC systems (i.e. HRV/ERV)
- Optional tank-less water heaters
- Encourage Energy Star Appliances
- High efficiency furnaces and mechanical systems

Multi unit residential building and commercial buildings will be designed with the objective of attaining respective GHG intensity targets. All buildings within the proposed development will be designed where to possible to integrate solar readiness to ensure the proposed development is capable of supporting renewable energy generation in the future. Water efficient irrigation systems will be utilized and where possible, recycled rainwater will be used for irrigation purposes. Interventions where possible for sustainable construction and deconstruction methods will be utilized. Further details will be determined at the detailed design stage. To properly and effectively educate the future homeowners, residents, and occupants of the proposed development, efforts will be made to provide sufficient knowledge and understanding of the purpose and relevant maintenance requirements required for green and LID features on the site. This will include lot-level infiltration features (e.g. rear yard infiltration trenches, permeable pavement driveways, etc.)

4.0 Conclusion

This report demonstrates the owner's commitment to sustainability and the contribution of this proposed development to meeting the Town's GDS with the purpose of supporting climate goals. The proposed development is intended to provide a high quality of community design and mobility, integration of green infrastructure wherever possible, and acknowledge the impacts of the lifecycle of buildings to minimize impacts. For the reasons stated above, the proposed development aligns and supports the 3 themes presented under the GDS and will support the climate goals of the Town of Caledon.

Should you have any questions or require further information, please do not hesitate to contact the undersigned.

Yours very truly,
Malone Given Parsons Ltd.



Matthew Cory, MCIP, RPP, PLE, PMP
Principal