

TOWN OF CALEDON  
PLANNING  
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Nov.30,2021



# PLANNING JUSTIFICATION REPORT

## APPLICATION FOR DRAFT PLAN OF SUBDIVISION

Mayfield Station Developments Inc.

2068 Mayfield Road, Town of Caledon  
Part Lot 20, Concession 2 WHS

November 2021  
GSAI File # 400-004C

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## 1.0 INTRODUCTION

Glen Schnarr & Associates Inc. has been retained by Mayfield Station Developments Inc. to assist in obtaining the necessary planning approvals to allow for the development of 551 residential units on the subject lands with access from Mayfield Road, Chinguacousy Road and future internal roadways. The proposed residential dwellings include 261 single-detached dwellings, 128 semi-detached dwellings, 49 standard townhouse dwellings and 113 rear-lane townhouse dwellings. In addition to these residential dwellings, a mixed-use block is proposed at the southwest corner of the subject lands. The subject lands are located at the northeast corner of the intersection of Chinguacousy Road and Mayfield Road in the Town of Caledon and are municipally known as 2068 Mayfield Road. A Pre-consultation Meeting was held on June 3, 2021 to discuss the proposed development concept and application process with Town staff.

The lands are subject to Region of Peel Official Plan Amendment No. 34 (ROPA 34), that was approved by Regional Council on September 10, 2020 and facilitates the expansion of the Mayfield West settlement area boundary to include the Mayfield West Phase 2 Stage 2 (MW2-S2) lands. To implement ROPA 34, a local Official Plan Amendment has been proposed by the Town of Caledon (LOPA 255) which amends the existing MW2 Secondary Plan and re-designates the subject lands from “Prime Agricultural Area” to “Mixed-Use Area”, “Low Density Residential” and “Medium Density Residential”. The by-law to approve LOPA 255 was passed by Council on the October 26, 2021 Council Meeting.

On July 10, 2020, the Province of Ontario issued a Municipal Zoning Order (MZO) which established new zoning for the MW2-S2 lands in accordance with ROPA 34 and LOPA 255. The MZO zoned the southwest portion of the subject lands for *Mixed Use* development, the portions of the subject land fronting Mayfield Road and Chinguacousy Road for *Medium Density Residential* and the remainder of the subject property for *Low Density Residential*. These zones permit a range of detached, semi-detached and townhouse dwellings as well as a range of mixed-use permissions, including commercial/retail uses and mid-rise apartment uses.

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, Growth Plan, Greenbelt Plan, the Region of Peel Official Plan, the Town of Caledon Official Plan, Mayfield West Phase 2 Secondary Plan, Mayfield West Phase 2 Community Design Plan and the Minister Zoning Order.

## 2.0 SITE AND SURROUNDINGS

The lands are municipally addressed as 2068 Mayfield Road and are legally described as Part Lot 18, Concession 2 WHS. The total area of the property is 25.48 hectares (62.96 acres). The subject lands are currently vacant and used for agricultural purposes. *Figure 1 – Aerial Context* illustrates the location of the subject lands and existing condition of the site and surroundings.

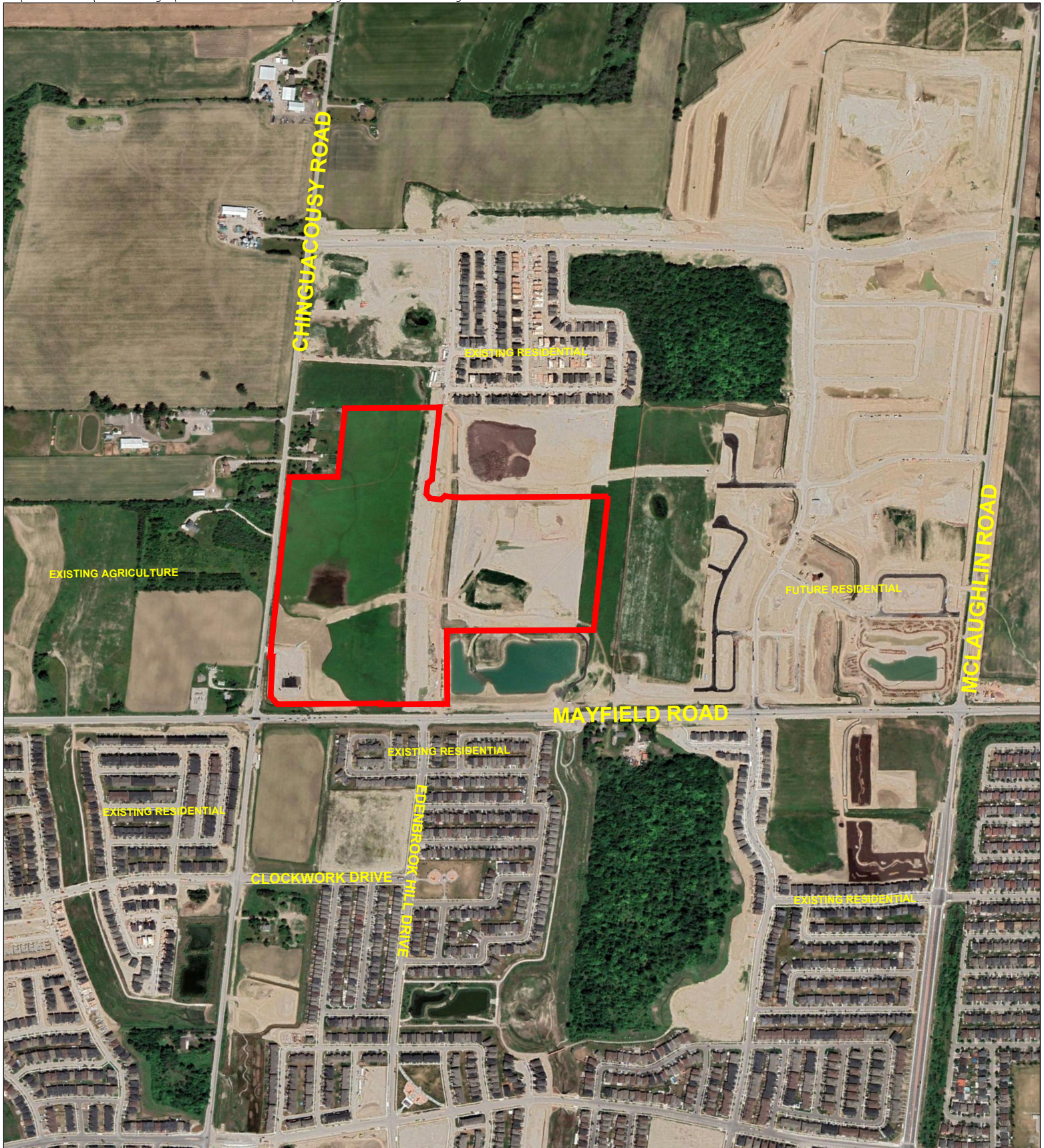
The surrounding area is characterized by existing agricultural and natural heritage system lands to the west of the subject lands and proposed future development which includes a mix of uses to the east and north. These range from low density to medium density residential uses as well as institutional uses, such as schools, and open space uses. To the south are existing residential lands located within the municipality of Brampton along with lands being built for open space/NHS purposes, a new public elementary school and mixed-use lands intended for medium density residential and convenience retail development. This neighbourhood consists of a mixed of single-detached and townhouse residential dwellings. Upon full build out of the area north of Mayfield Road, above and beyond the residential uses, the nearby surrounding neighbourhood will include NHS trail connections, a future public park, a public elementary and secondary school and commercial uses that will serve residents of the proposed development. *Figure 2 – Draft Plan of Subdivision* illustrates the planned mix of uses for the Mayfield West community.

## **3.0 PROPOSED DEVELOPMENT**

### **3.1 Development Concept**

As shown in *Figure 2 – Draft Plan of Subdivision*, the proposed development consists of a mix of residential and open space uses and internal road network. A total of 551 residential units are proposed consisting of one-hundred sixty-seven (167) 11 metre (36 feet) single-detached dwellings, seventeen (17) 11.60 metre (38 feet) single-detached dwellings, seventy-seven (77) 12.80 metre (42 feet) single-detached dwellings, one-hundred twenty-eight (128) 7.62 metre (25 feet) semi-detached dwellings, one-hundred thirteen (113) 6.10 metre (20 feet) rear lane townhouse dwellings and forty-nine (49) 6.10 metre (20 feet) townhouse dwellings. Additionally, there is a 2.58 hectare (6.38 acre) mixed-use block located at the southwest corner of the subject lands.

One (1) road connection is proposed along the southerly portion of the subject lands to Mayfield Road (Neil Promenade) and two (2) road connections are proposed along the westerly portion of the subject lands to Chinguacousy Road (Tweedhill Avenue and Street 'A'). Lanes 'A' and 'B' and Streets 'B' through 'I' are proposed to provide connections to the rest of the development. Proposed right-of-ways will accommodate a well connected network of public sidewalks that will seamlessly connect to adjacent lands under development. A Walkway Block 0.02 hectares (0.05 acres) in size is also proposed along Mayfield Road.




# FIGURE 1

## AERIAL CONTEXT PLAN

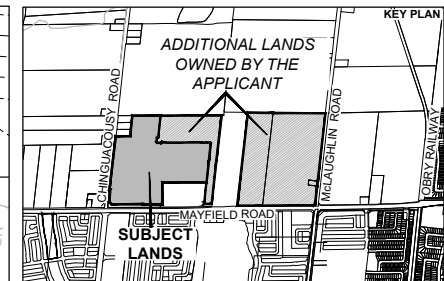
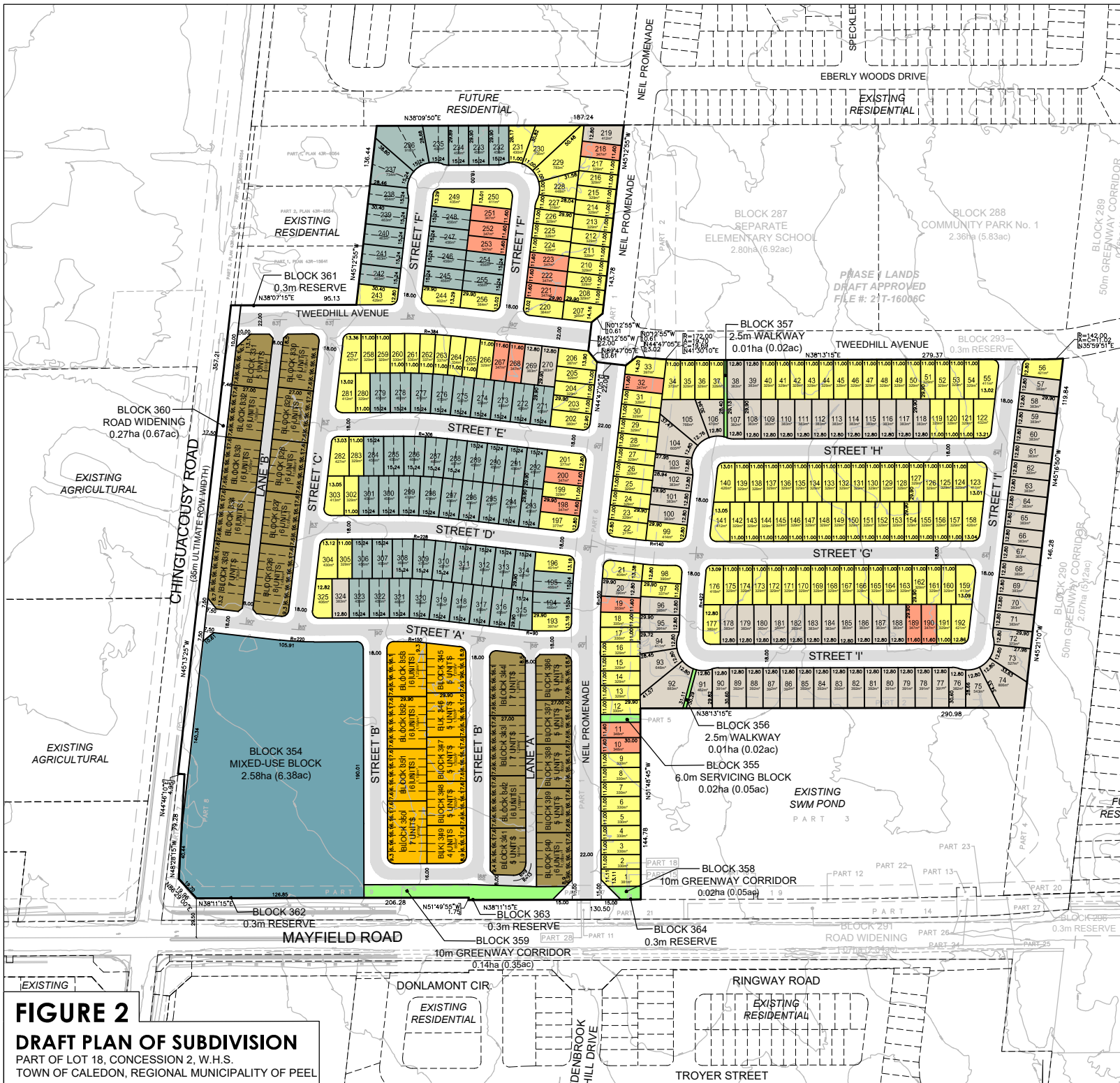
PART OF LOT 18, CONCESSION 2, W.H.S.  
TOWN OF CALEDON  
REGIONAL MUNICIPALITY OF PEEL

### LEGEND

 Subject Property



Scale: N.T.S.  
October 29, 2021



**DRAFT PLAN OF SUBDIVISION**  
**MAYFIELD STATION DEVELOPMENTS INC.**  
 FILE #  
 PART OF LOT 18, CONCESSION 2, W.H.S.  
 (GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY, COUNTY OF PEEL)  
 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: MR. STEVEN SILVERBERG, A.S.O. DATE: SEPT. 21, 2021  
 MAYFIELD STATION DEVELOPMENTS INC.

**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: C.P.S.O. DATE: SEPT. 22, 2021  
 PAUL EDWARDS, O.L.S.  
 RADY-PENTEX & EDWARDS SURVEYING LTD.  
 643 CHRISLEA ROAD, SUITE 7  
 WOODBRIDGE ON, L4L 8A3  
 PHONE: (416) 635-0000

**ADDITIONAL INFORMATION**  
 (UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A,B,C,D,E,F,G,J & L 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

**LAND USE SCHEDULE**

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (sq)	DENSITY (UPI/ha)
DETACHED - 11.00m (38)	1-325	5.86	14,525	167
DETACHED - 11.80m (38)		0.50	1,425	17
DETACHED - 12.80m (42)		3.19	7,888	77
SEMI-DETACHED - 7.62m (25)		3.02	7,446	128
REAR LANE TOWNHOUSE - 6.10m (20)	326-344	2.08	5,059	113
TOWNHOUSE - 6.10m (20)	345-353	0.99	2,425	49
MIXED-USE BLOCK	354	2.58	6,339	
SERVICING BLOCK	355	0.02	0.05	
WALKWAY BLOCK	356,357	0.02	0.05	
GREENWAY CORRIDOR	358,359	0.17	4.42	
ROAD WIDENING	360	0.27	0.67	
0.3m RESERVE	361-364	0.01	0.02	
6.0m LANEWAY R.O.W. (LENGTH: 415m)		0.34	0.84	
16.0m-18.0m LOCAL R.O.W. (LENGTH: 2,636m)		4.82	11,911	
22.0m COLLECTOR R.O.W. (LENGTH: 674m)		1.51	3,732	
<b>TOTAL</b>	<b>364</b>	<b>25.43</b>	<b>62,266</b>	<b>551</b>

**NOTES**  
 - LANEWAY TO LOCAL / COLLECTOR DAYLIGHT TRIANGLE - 3.0m x 3.0m  
 - LOCAL TO LOCAL DAYLIGHT RADII - 5.0m  
 - ALL OTHER DAYLIGHT TRIANGLES ARE DENOTED ON PLAN  
 - PAVEMENT ILLUSTRATION IS DIAGRAMMATIC

### 3.2 Proposed Draft Plan of Subdivision

To facilitate the proposed development, approval of a Draft Plan of Subdivision is required.

The Draft Plan of Subdivision shown in *Figure 2- Draft Plan of Subdivision* has been filed in order to implement the proposed configuration of uses within the proposed development. *Table 1* below provides a land use summary of the Draft Plan of Subdivision components.

*Table 1. Draft Plan of Subdivision Land Use Breakdown*

Land Use	Lots/Blocks	Area (ha)	Area (ac)	Units	Density (UPHA)
Detached – 11.0m (36’)	1-325	5.89	14.55	167	28.35
Detached – 11.60m (38’)		0.59	1.46	17	28.81
Detached – 12.80m (42’)		3.19	7.88	77	24.14
Semi-Detached – 7.62m (25’)		3.02	7.46	128	42.38
Rear Lane Townhouse – 6.10m (20’)	326-344	2.06	5.09	113	54.85
Townhouse – 6.10m (20’)	345-353	0.99	2.45	49	49.49
Mixed-Use Block	354	0.99	6.38		
Servicing Block	355	0.02	0.05		
Walkway Block	356, 357	0.02	0.05		
Greenway Corridor	358, 359	0.17	0.42		
Road Widening	360	0.27	0.67		
0.3m Reserve	361-364	0.01	0.02		
8.0m Laneway ROW		0.34	0.84		
16.0m-18.0m Local ROW		4.82	11.91		
22.0m Collector ROW		1.51	3.73		
<b>TOTAL</b>	<b>364</b>	<b>25.48</b>	<b>62.96</b>	<b>551</b>	<b>35.01</b>

## 4.0 CURRENT LAND USE POLICY ANALYSIS

### 4.1 Provincial Policy Statement

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

Section 1.1 of the PPS outlines policies associated with managing and directing land use patterns as well as growth in settlement areas and rural areas. Applicable polices include the following:

*“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 affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

*1.1.3.1 Settlement areas shall be the focus of growth and development;*

*1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) 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;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed;*

*1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.”*

The subject lands will be part of the settlement area, as per ROPA 34 and LOPA 255, and therefore are an appropriate location for growth and the proposed mix of land uses. As Mayfield Road is classified as a Regional Road and Chinguacousy is classified as municipal Collector Road, the proposed development also represents an appropriate built form and density that will support the cost effective and efficient use of land, infrastructure and public services. The proposed mix of single-detached, semi-detached, rear-lane townhouses, townhouses and a mixed-use block will contribute to an appropriate range of housing options which will support long term housing needs.



The Town of Caledon's Transportation Master Plan (2017) contemplates the expansion of improving transit service into the Mayfield West community by providing transit service along Chinguacousy Road. Currently, Brampton Transit bus routes do not extend to the subject site, but bus route 26 operates along Robert Parkinson Drive up to Mayfield Road, route 4A and 25 operate along Wanless Drive and route 24 operates along Van Kirk Drive up to Mayfield Road.

The proposed development will contribute to a greater overall density and potential ridership base in the broader community and therefore may support future decision making and potential transit investments. The proposed internal network of sidewalks will connect to future public sidewalks on Chinguacousy Road and the adjacent development to the north and east. This will support a safe and convenient pedestrian network and will facilitate access to nearby amenities and institutions, such as the Separate Elementary School and Community Park located just north of the subject lands. The proposed development supports public health and safety through the provision of active transportation networks/options and by supporting pedestrian safety.

In addition to the policies of Section 1.1.3 for settlement areas, the policies of Section 1.1.4 regarding rural areas in municipalities also apply as the Mayfield West community is identified as a Rural Service Centre in the Rural System of the Region of Peel. Applicable policies of Section 1.1.4 include the following:

*“1.1.4.1 Healthy, integrated and viable rural areas should be supported by:*  
*a) building upon rural character, and leveraging rural amenities and assets;*  
*c) accommodating an appropriate range and mix of housing in rural settlement areas;*  
*e) using rural infrastructure and public service facilities efficiently;*  
*h) conserving biodiversity and considering the ecological benefits provided by nature; and*

*1.1.4.2 In rural areas, rural settlement areas shall be the focus of growth and development and their vitality and regeneration shall be promoted.*

*1.1.4.3 When directing development in rural settlement areas in accordance with policy 1.1.3, planning authorities shall give consideration to rural characteristics, the scale of development and the provision of appropriate service levels.”*

Similar to the policies of Section 1.1.1 and 1.1.3, the above rural area policies look to direct growth to rural settlement areas, to accommodate an appropriate range and mix of housing options and to protect natural features and their functions. As noted previously, the subject lands are an appropriate location for growth and development as it is located within an area to be included in the Mayfield West settlement area. In consideration of the rural setting, the proposed mix of the mixed-use block, single detached, semi-detached and townhouse units are an appropriate scale of development and provide a mix of housing options that are compatible with the rural characteristics of the immediate surrounding area.

The proposed development and supporting Draft Plan of Subdivision are therefore consistent with the above policies of Section 1.1.

The above review of the PPS demonstrates that the proposed development and associated Draft Plan of Subdivision are consistent with the intent and applicable policies of the PPS.

#### **4.2 Growth Plan for the Greater Golden Horseshoe (2020)**

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) came into effect on May 16, 2019 and amended the 2017 Growth Plan. A further amendment to the Growth Plan was approved by the Minister on August 28, 2020. Under the *Planning Act*, all planning decisions with respect to land use shall conform to the Growth Plan. The Growth Plan is intended to be a framework for implementing the Province's vision for supporting strong prosperous communities through managing growth in the region through to 2041. The Growth Plan (2020) provides policy direction that aims to facilitate the wise consumption of land through compact built form and intensification as well as the achievement of complete communities.

Section 2.2.1 and 2.2.7 of the Growth Plan provides policy direction for Managing Growth and Designated Greenfield Areas, respectively.

*“2.2.1.2. 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:
  - ii. have existing or planned municipal water and wastewater systems; and*
  - iii. can support the achievement of complete communities;**
- b) growth will be limited in settlement areas that:
  - i. are rural settlements;*
  - iii. are in the Greenbelt Area;**

*2.2.1.4. Applying the policies of this Plan will support the achievement of complete communities that:*

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*

*g) integrate green infrastructure and appropriate low impact development.*

*2.2.7.1 New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:*

- a) supports the achievement of complete communities;*
- b) supports active transportation; and*
- c) encourages the integration and sustained viability of transit services.*

*2.2.7.2 The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:*

*a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;”*

The proposed development is located within a settlement area and will have access to planned municipal and wastewater systems. The proposed development offers a range of housing types including single-detached, semi-detached and townhouse options as well as a mixed-use block. There are nearby open space and natural heritage feature blocks within the adjacent planned communities and, together, all these are components of a complete community. Future residents will have access to a mix of land uses including public parks, schools and commercial uses within the broader Mayfield West community. As such, the proposed development represents an appropriate form of greenfield intensification in an area positioned by the Growth Plan as desirable for growth.

In addition, the above policies identify a cumulative minimum density target of 50 residents and jobs combined per hectare for designated greenfield areas across the Region of Peel. The proposed development achieves a density of approximately 35.01 people per hectare and contributes to the achievement of an overall density of over 70 people and jobs per hectare for the broader MW2 Secondary Plan.

There is currently no transit service that runs directly adjacent to the subject lands on Chinguacousy Road or Mayfield Road, however, the Town of Caledon’s Transportation Master Plan (2017) considers the feasibility to expand and improve transit service to the Mayfield West community in the future. The proposed development will contribute to the overall increase in population for the Mayfield West community and will contribute to the ridership base which will support decision making surrounding transit investments in the future. The proposed development will encourage the use of active transportation by accommodating a safe and convenient network of sidewalks and walkways that will facilitate access to Chinguacousy Road and nearby amenities including the planned public park located in the adjacent subdivision to the north. Further, active transportation is supported through the proposed Region Cycling Route along Mayfield Road and proposed Separated On-Road Cycling Route proposed along Chinguacousy Road, as per the Town of Caledon’s Transportation Master Plan (2017).

As demonstrated in this section, the proposed development and supporting Draft Plan of Subdivision conform to the applicable policies of the Growth Plan.

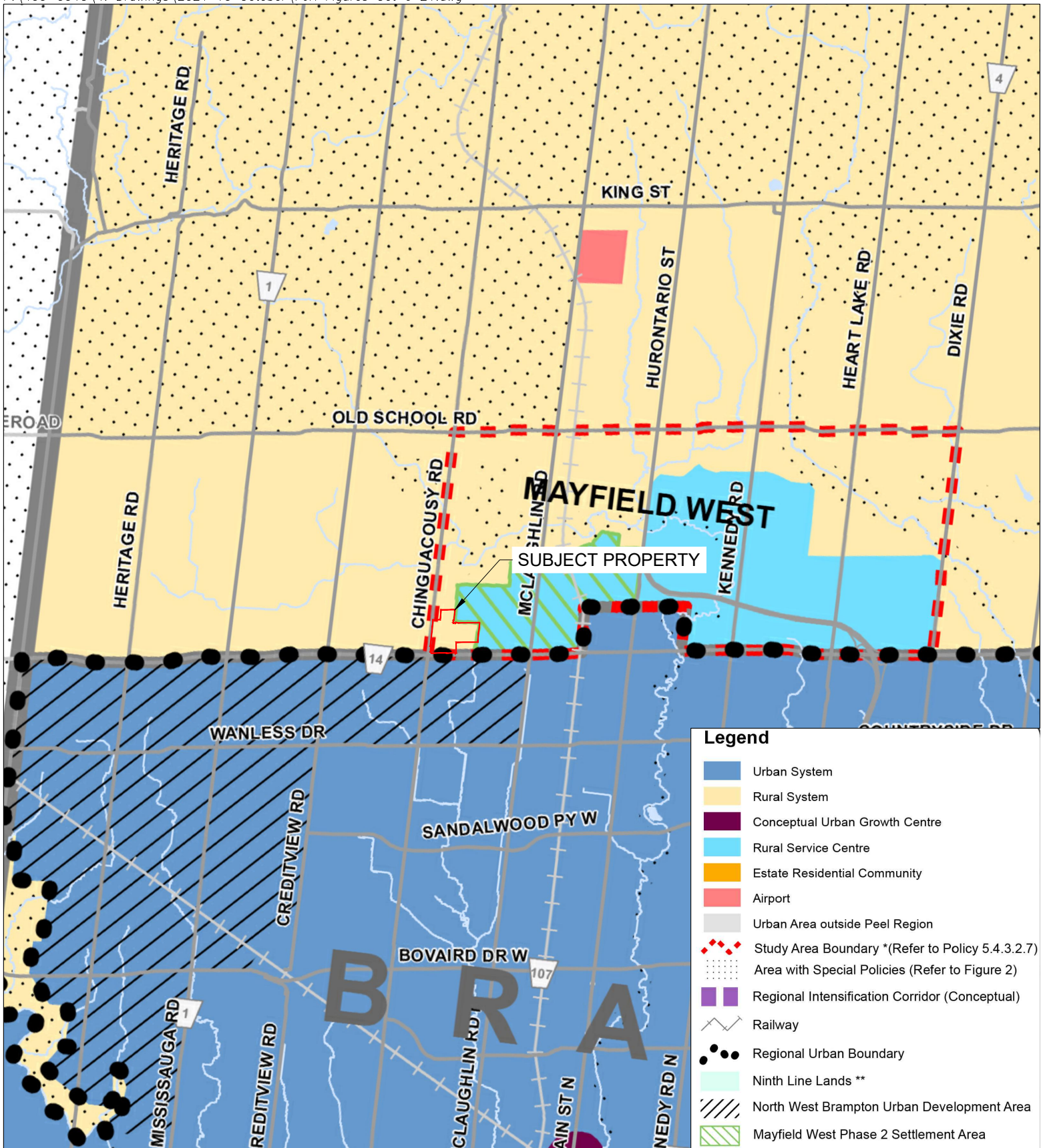
### **4.3 Region of Peel Official Plan (Office Consolidation, Dec. 2018) and ROPA 34**

The Regional Official Plan (the “ROP”) is the primary long-range strategic land use policy document for the Region of Peel. It is a broad land use policy document, which provides Regional Council with a long-term policy framework for guiding growth and development in Peel Region, while having specific regard for protection of the natural environment, managing renewable and non-renewable resources, and outlining a regional structure that manages such growth. It also serves as a bridge between provincial and local municipal policy and provides guidance to the area municipalities in the preparation and implementation of their Official Plans.

The subject lands are part of Regional Official Plan Amendment No. 34 (ROPA 34) which will facilitate the expansion of the Mayfield West Phase 2 settlement area boundary and the Mayfield West Rural Service Centre. As shown in *Figure 3 – ROPA 34 Schedule D – Regional Structure*, the subject lands are located in a “Rural Service Centre” in the “Rural System”. ROPA 34 concurrently includes the subject lands into the Designated Greenfield Area.

The general objectives for the Rural System are to promote healthy rural communities that meets the evolving needs of existing and future residents, achieve sustainable development and accommodate growth in accordance with the Growth Plan. Rural Service Centres serve as the primary location for growth within the Rural System that is planned to occur in a phased manner with access to full municipal water and sewer services. Section 5.4 of the ROP provides the following applicable policies and objectives for lands in the Rural System and Rural Service Centres:

- “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;*
- 5.4.2.6 Ensure development proposals within the Rural System are consistent with the objectives and policies in this Plan and the applicable policies in the area municipal official plans, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Growth 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, employment, commercial, recreational and institutional land uses and community services to those living and working in the Rural System;*



**Legend**

- Urban System
- Rural System
- Conceptual Urban Growth Centre
- Rural Service Centre
- Estate Residential Community
- Airport
- Urban Area outside Peel Region
- Study Area Boundary \*(Refer to Policy 5.4.3.2.7)
- Area with Special Policies (Refer to Figure 2)
- Regional Intensification Corridor (Conceptual)
- Railway
- Regional Urban Boundary
- Ninth Line Lands \*\*
- North West Brampton Urban Development Area
- Mayfield West Phase 2 Settlement Area

**FIGURE 3**  
**REGION OF PEEL OFFICIAL PLAN**  
**SCHEDULE 'D' REGIONAL**  
**STRUCTURE PLAN**

PART OF LOT 18, CONCESSION 2, W.H.S.  
 TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

- Subject Property



Scale: N.T.S.  
 October 29, 2021

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;*

5.4.3.2.7 *The boundary shown as a red dashed line on Schedule D and designated in the legend “Study Area Boundary” is the area within which additional growth for Mayfield West and Bolton beyond the 2031 population target is anticipated to occur. Any settlement boundary expansion for the Mayfield West or Bolton Rural Service Centres will be designated on the basis of a municipal comprehensive review and will require an amendment to this plan.”*

The subject lands are located within the Mayfield West settlement area and Rural Service Centre and will be serviced by planned municipal servicing in accordance with the planning of the broader Mayfield West Secondary Plan area. As such, the site is an appropriate location for growth in the Rural System.

As identified through ROPA 34 and LOPA 255, the subject lands are to be designated a mix of residential and mixed-use land uses. The MZO issued by the Province on July 13, 2020 established zoning that aligns with this land use direction. The proposed development reflects the land use direction of ROPA 34, LOPA 255 and the MZO (July 2020) through the proposed land uses and is therefore consistent with the ROP and other applicable provincial and local municipal policies.

Section 5.4.3.2.8 of the ROP and ROPA 34 provide the following policies for the Mayfield West Phase 2 Settlement Area:

*“5.4.3.2.8.1 GTA West Preliminary Route Planning Study Area*

*Regional Council directs the Town of Caledon, in consultation with and to the satisfaction of the Province and the Region, to include in its official plan and in the Mayfield West Phase 2 Secondary Plan, policies that will:*

- a) identify through mapping, any portion of the GTA West Preliminary Route Planning Study Area (the Study Area) that extends into the Mayfield West Phase 2 Settlement Area.*
- b) Ensure that development applications for lands within the Study Area will not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor. These policies may include provisions for the phased release of lands within the Study Area if such release does not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor.*

*5.4.3.2.8.2.1 Provincial Minimum Distance Separation Calculated Setback: Regional Council directs the Town of Caledon, in consultation with and to the satisfaction of the Province and the Region, to include in its official plan and in the Mayfield West Phase 2 Secondary Plan, policies that will:*

- a) *Identify through mapping and Provincial Minimum Distance Separation (MDS) I calculated setback (the Setback Area) that extends into the Mayfield West Phase 2 Settlement Area*
- b) *Prohibit development in the Setback Area. If and when the livestock and manure storage facilities that are creating the Setback Area are removed, thus eliminating the Setback Area, development can proceed in accordance with the Mayfield West Phase 2 Secondary Plan.*
- c) *Recognize that lands within the Setback Area will be considered a Type A Land Use for the purpose of applying Provincial MDS II Formula.*

#### *5.4.3.2.8.2.2 Land and Forecasted Growth Allocated beyond 2031*

*Notwithstanding the policies in this Plan referencing a 2031 boundary for the Mayfield West Rural Service Centre, specifically Section 5.4.3.2.2 and Section 7.10.2.12, approximately 105 ha of land and approximately 7,000 people and 500 jobs will be planned for in the Mayfield West Phase 2 Settlement Area within the 2031 Mayfield West Rural Service Centre. This growth allocation must be fully accounted for in the land needs assessment undertaken in accordance with Growth Plan requirements associated with the next municipal comprehensive review.”*

On August 7, 2020, the Ministry of Transportation (MTO) released the Final Preferred Route, Interchange Locations and the 2020 Focused Analysis Area (FAA) for the ongoing GTA West Transportation Corridor EA Study. The subject lands are partially located within the Route Planning Study Area but are situated outside of the Final Preferred Route. As such, the proposed development will not restrict or preclude the planning or implementation of the GTA West Transportation Corridor.

As described in greater detail in the following section of this Report, the proposed development contributes to the forecasted total of residents for the MW2-S2 lands in the Town of Caledon Official Plan. This aligns with the Town of Caledon’s planned population outlined in the Planning Justification Report dated June 24, 2020 prepared in support of LOPA 255 which calls for a population of 7,602 people for the MW2-S2 lands.

The proposed development and Draft Plan of Subdivision therefore conform to the applicable policies of Section 5.4.3.2.8 of the ROP and ROPA 34 regarding the Mayfield West Phase 2 Settlement Area.

Section 5.5 of the ROP provides growth management policies which seek to contribute to sustainable land development and the achievement of complete communities within the Region of Peel. The general objectives of the growth management framework include optimizing the use of land and infrastructure, to establish and achieve intensification targets for greenfield areas and support planning for healthy, complete and transit-supportive communities.

Section 5.5.4 contains policy direction specific for “Designated Greenfield Areas”:

*“5.5.4.2.1 Plan to achieve a minimum greenfield density target of 50 people and jobs combined per hectare by 2031, to be measured over Peel’s designated greenfield area excluding major environmental features as defined by the Growth Plan.*

*5.5.4.2.2 Development within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities:*

*Town of Caledon: 42 residents and jobs combined per hectare*

*5.5.4.2.3 Not support the expansion of the 2031 Urban Boundary or the Rural Service Centres or any other settlement area unless a municipal comprehensive review as set out in Section 7.10.2.12 demonstrates the ability to meet the density and intensification targets established in this Plan.*

*5.5.4.2.6 Direct the area municipalities to incorporate official plan policies to plan for complete communities within designated greenfield areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling”*

The above policies identify a minimum density target of 42 residents and jobs combined per hectare for development in designated greenfield areas in the Town of Caledon in order to support the achievement of the Region’s growth target. The proposed development achieves a density of approximately 35.01 people per hectare which is appropriate for its location at the limits of the designated greenfield area in the Mayfield West community and will continue to contribute to the overall achievement of 42 residents and jobs per hectare when combined with other areas within MW2 S2..

As indicated previously, a settlement area boundary expansion for the MW2-S2 lands has been determined to be appropriate to meet applicable density and intensification targets as demonstrated by the now complete ROPA 34 and ongoing LOPA 255 processes. In alignment with this direction, the MZO issued by the Province in July 2020 established complimentary zoning to reflect this expansion. These processes have established land use direction for the subject lands including residential and mixed use policy area uses which will compliment the broader vision of the Mayfield West Secondary Plan area as a complete community. The proposed development reflects this land use direction and therefore supports the planned vision for a complete community. The proposed development and supporting Draft Plan of Subdivision further refines a road and pedestrian network including sidewalks and connectivity to Mayfield Road, Chinguacousy Road and the adjacent subdivision to the north and east. As such the proposed development will facilitate convenient and safe opportunities for active modes of transportation.

In consideration of the discussion in this Section, the proposed development conforms with the applicable policies of the ROP as well as ROPA 34.



#### 4.4 Town of Caledon Official Plan, Mayfield West Secondary Plan & LOPA 255

The Town of Caledon Official Plan (LOP) provides guidance for the physical development of the lower-tier municipality to ensure that growth will occur efficiently and result in strong, balanced, sustainable and complete communities. The subject lands are located within the Mayfield West Phase 2 Stage 2 lands (MW2-S2) which are subject to a settlement area boundary expansion implemented by ROPA 34 and LOPA 255. The by-law to approve LOPA 255 was passed by Council on the October 26, 2021 Council Meeting. This approval brings the subject lands into the Mayfield West Phase 2 Secondary Plan (Secondary Plan) area and assigns the following land use designation: “Low-Density Residential”, “Medium Density Residential” and “Mixed-Use Area”, as shown on *Figure 4 – LOPA 255 Schedule D – Mayfield West Phase 2 Secondary Plan: Land Use Plan*. The amended policies of the Secondary Plan are addressed in this section.

As per Section 3.7 of the Official Plan, the Town will be planning for higher density residential and mixed-use neighbourhoods, intensification in appropriate locations and a wide range of housing types. The proposed development conforms to the sustainable development pattern goals of the Town as it proposes a residential and mixed-use development along two major roads. The location is appropriate for the allocation of greater people and jobs as it is already well serviced by the Town and Region.

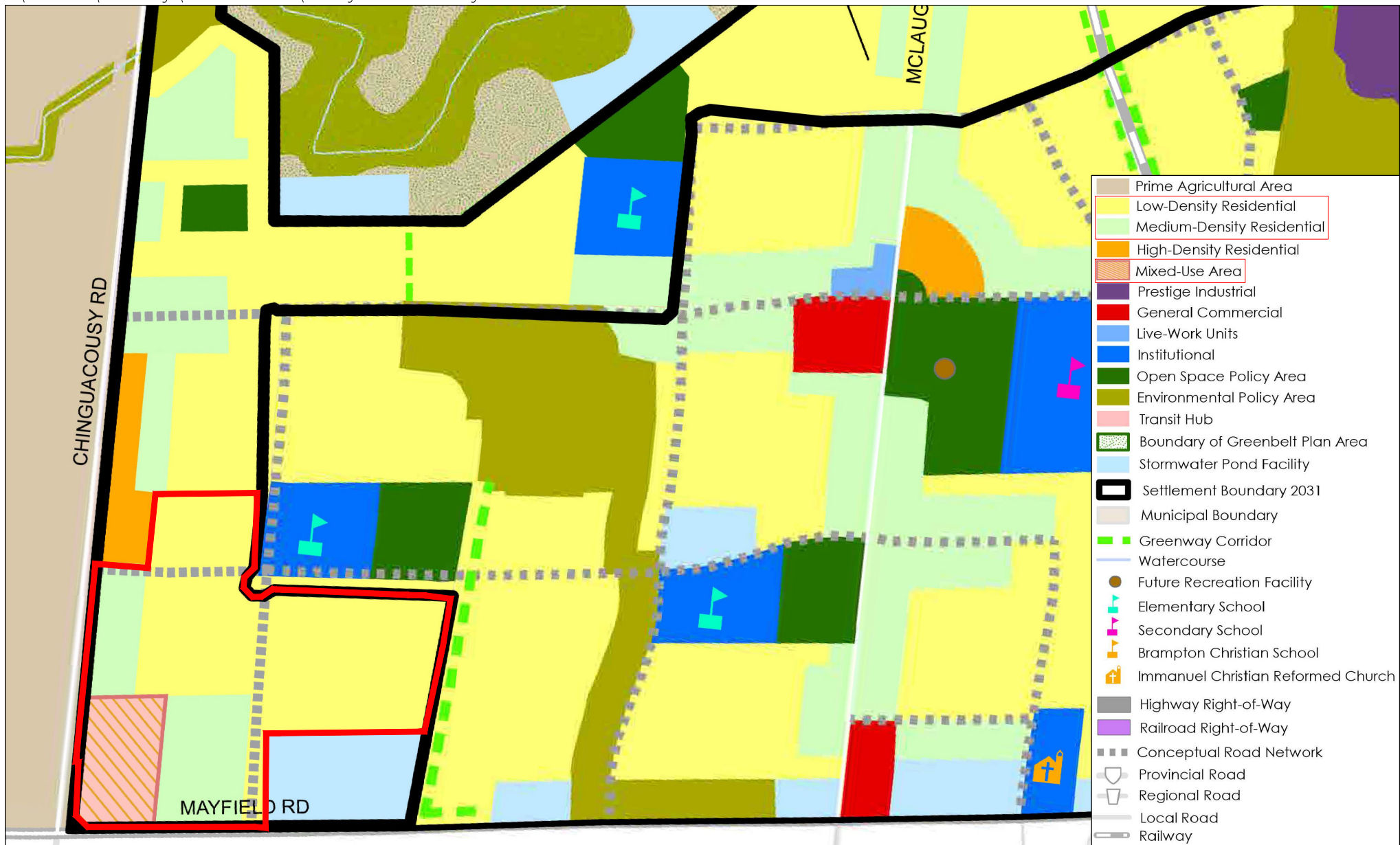
Section 4.2.1.2 puts forth objective for Growth Management and Intensification in the Town of Caledon. The following objectives are to be achieved by the proposed development:

*“4.2.1.2.1 To achieve compact and efficient urban forms, optimize the use of existing infrastructure and services, revitalize and/or enhance developed areas, increase the availability and diversity of housing and business opportunities and create mixed-use, transit-supportive, pedestrian-friendly urban environments through intensification.”*

The development proposal contemplates the creation of a mix-use community at the intersection of Mayfield Road and Chinguacousy Road. The increased densities will bring more residents and jobs to the Mayfield West community. The mixed-use block design and layout is still to be determined, but it will aid in the achievement of a transit-supportive, pedestrian friendly urban environment through providing higher densities.

The proposed development is subject to Section 7.14.5.1.2, 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.”*



# FIGURE 4

## MAYFIELD WEST PHASE 2 SECONDARY PLAN: LAND USES

PART OF LOT 18, CONCESSION 2, W.H.S.  
TOWN OF CALEDON  
REGIONAL MUNICIPALITY OF PEEL

### LEGEND

 Subject Property



Scale: N.T.S.  
October 29, 2021

Section 5.10 of the LOP provides the following applicable policies:

- “5.10.3.2 Development of settlements will take place within the following hierarchy:  
a) Rural Service Centres - compact, well-integrated, rural towns that provide the widest range of goods and services to residents within the centres, and residents in a larger geographic area of the Town;*
- 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.*
- 5.10.3.6 Provision of appropriate services, including transportation and municipal water and sanitary sewer infrastructure, fire and police protection, and health services, must be made when releasing land for 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.”*

The proposed development represents a logical and compatible progression of land development, an efficient use of services (some of which have been completed by other Landowners part of the Landowner Group) and, along with adjacent developments will complete the Mayfield West Phase 2 community. As per ROPA 34, the subject lands are located within the Mayfield West Rural Service Centre and will be serviced by planned municipal water and sanitary infrastructure. The proposed site design including road and pedestrian network, streetscape, unit mix and built form will contribute to a desirable community character in line with vision for the broader Mayfield West community. The proposal offers an appropriate form of residential intensification for its rural location as it proposes a medium density and mixed-use development along the street frontages and low density housing within. All forms of housing will support the efficient use of municipal infrastructure and other public services. As such, the proposed development conforms to the above policies of Section 5.10 of the LOP.

Section 7.14.4 of the LOP provides the following applicable draft amended Secondary Plan policies for the Mayfield West Secondary Plan:

- “7.14.4.1.3 The total number of residential homes permitted in the Plan Area shall achieve the planned population of 10,348 residents on the Stage 1 lands and 7,602 on the Stage 2 lands.”*

In addition to Policy 7.14.4.1.3 above, the Planning Justification Report dated June 24, 2020 prepared for the Town of Caledon in support of LOPA 255 provides a summary of planned population and residential units for the MW2-S2 lands, provided in *Table 2* below. In comparison, *Table 3* summarizes low and medium density residential units proposed by landowners in the MW2-S2 area, including the proposed development.

Table 2. Planned Population & Residential Units for MW2-S2, LOPA 255 Planning Justification Report dated June 24, 2020

	Low Density	Medium Density	High Density	Total
Area (ha)	44.31	11	2.40	57.71
Proposed Density (uph)	30.81	58.64	145	40.86
Total Number of Units	1,365	645	348	2,358
Population	4,752	1,916	752	7,420

Table 3. MW2 – S2 Landowner Group Estimated Population & Residential Units

	Low Density (Singles & Semis)	Medium Density (Townhouses)	High Density (Apartments)	MW2-S2-Wide
FP Mayfield West (Caledon) Inc.	78	127		
Cook	24	24		
Mayfield Developments Inc.	347	157	168	
Gupta, Roccavilla, Da Cruz			180	
Mayfield Station Developments Inc.	389	162		
Caledon Development #2 LP and Caledon Development #2 General	316	77		
Shanontown Developments Inc., Valente	220	80		
<b>TOTAL UNITS</b>	1,374	627	348	2,349
<b>ESTIMATED POPULATION</b>	4,787	1,863	752	7,402

As identified in Table 3, the MW2-S2 lands are anticipated to achieve a total of 2,349 residential units with an estimated population of 7,402. This table was originally part of the Scoped Development Staging and Sequencing Plan for Mayfield West Phase 2 Stage 2, but has since been updated to reflect the current proposed Draft Plan of Subdivision for Mayfield Station Developments Inc. The proposed development will therefore contribute to the achievement of 7,602 population and 2,400 residential unit target established in the proposed amended Secondary Plan policies for the MW2-S2 lands.

Section 7.14.5 of the LOPA 255 Secondary Plan Amendment provides policy direction for specific land uses. The subject lands are designated for Low Density Residential which permits single detached and semi-detached units, Medium Density Residential which permits all forms of townhouses with a maximum height of 4 storeys as well as a Mixed-Use Residential which permits

a wide range of retail and service activities, including accommodation, apparel, clinic, convenience, department store, furniture, grocery, hardware, office, personal service, pharmacy, professional/office commercial services, restaurant and other similar uses. Mid-rise apartment buildings may also be permitted to a maximum of 8-storeys. *Figure 4 – LOPA 255 Schedule D – Mayfield West Phase 2 Secondary Plan: Land Use Plan* illustrates these land use designations and how they connect to adjacent lands within the Secondary Plan area.

The Draft Plan of Subdivision conforms with the amended *Schedule D - Mayfield West Phase 2 Land Use Plan* subject to LOPA 255 as it generally aligns with the envisioned location and configuration of land uses. Single detached units are generally located in the Low-Density Residential area and traditional townhouses and rear-lane (dual frontage) townhouses are generally located within the Medium Density Residential area. The Mixed-Use Block, Block 354, is located at the intersection of Mayfield Road and Chinguacousy Road but the lot configurations are to be determined at a later stage of development.

On August 7, 2020, the Ministry of Transportation (MTO) released the Final Preferred Route, Interchange Locations and the 2020 Focused Analysis Area (FAA) for the ongoing GTA West Transportation Corridor EA Study process to proceed to the preliminary design stage. A portion of the GTA West Route Planning Study Area extends into the LOPA 255 Secondary Plan area. MTO has confirmed a reduced interest in properties located outside of the Final Preferred Route/Focused Analysis Area and as such, development applications can proceed through the municipal approval process. MTO will continue to review applications for properties located within the Route Planning Study Area, but it is anticipated that application outside of the Final Preferred Route/Focused Analysis Area will not be impacted by the GTA West Transportation Corridor.

Section 7.14.19 of the Secondary Plan provide policies regarding the GTA West Transportation Corridor.

*“7.14.19.1 The GTA West Transportation Corridor Planning and Environmental Assessment Study (the GTA West EA) is being undertaken by the Ontario Ministry of Transportation (MTO). A portion of the GTA West EA Preliminary Route Planning Study Area and Focus Analysis Area extends into the Plan Area. These lands are identified on Figure 19 in this Plan.*

*7.14.19.2 The following policies apply to all development applications and approvals in the Plan Area where they are located in the Preliminary Route Planning Study Area or Focus Analysis Area, hereinafter referred to as the ‘Identified Area’.*

*7.14.19.3 The review of development applications for lands in the Identified Area shall occur as follows:*

- a) The application is deemed premature if MTO has not provided a formal notice that the lands subject to the application have been released from the Identified Area.*

- b) *If the application is deemed premature, the applicant shall be notified by the Town and the application will be held in abeyance until such time as MTO has released the lands from the Identified Area.*
- c) *If there is any doubt as to whether the lands have been or should be released from the Identified Area, the Town shall seek a confirmation from MTO.”*

As illustrated on *Figure 5 – GTA West Corridor Study Area*, the subject lands are located within the Route Planning Study Area but are situated entirely outside of the Focused Analysis Areas well as the Final Preferred Route identified in MTO’s Preferred Route Announcement (August 2020). As mentioned above, the MTO will continue to review all development applications in the study area, but it is anticipated that applications in these areas, such as the subject lands, will not be impacted by the GTA West multimodal transportation corridor. The proposed development and Draft Plan of Subdivision application therefore are not premature in the context of the GTA West Study and conform to the Secondary Plan policies of Section 7.14.19.

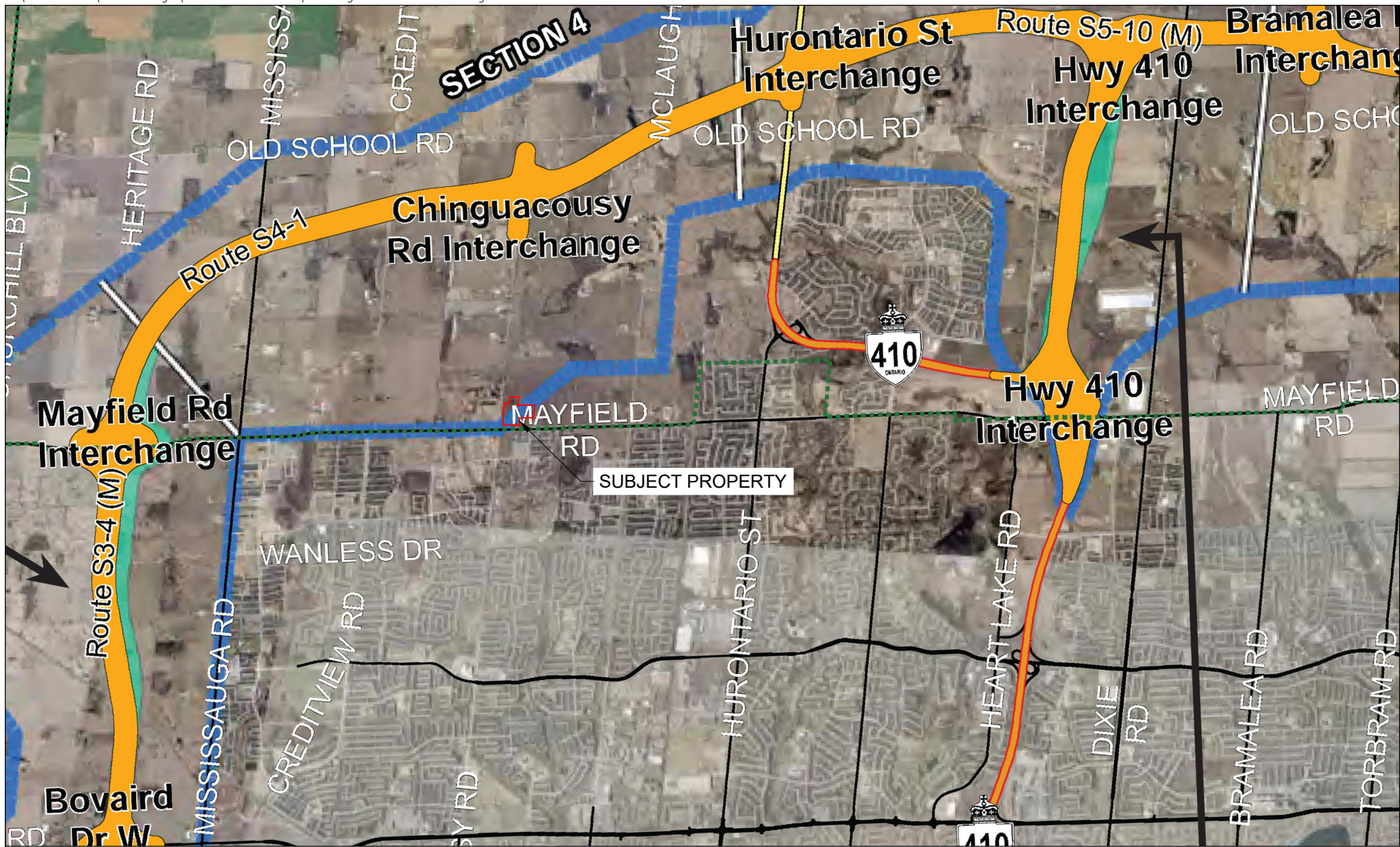
As the proposed development conforms to the intent of the policies of the Town of Caledon Official Plan and Mayfield West Phase 2 Secondary Plan (as per LOPA 255), an Official Plan Amendment is not required.

#### **4.5 Mayfield West Phase 2 Community Design Plan, September 2019 Update**

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 that 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;*
- *A ‘green’ buffer land use strategy along the Mayfield Road interface;*
- *Introduce a variety of public use facilities and amenities, including schools, potential retail/office/service space, and parks and open spaces, and ensure these features are integrated into the street fabric of the neighbourhood;*
- *Compact streets with a primary emphasis on pedestrian comfort”*

The proposed development will offer a variety of dwelling types including single detached, semi-detached, traditional townhouses and rear lane (dual frontage) townhouses that will contribute the diversity of residential dwelling types in the community. Furthermore, the mixed-use block will integrate a variety of community uses within the development. A ‘green’ buffer is provided for along the Mayfield Road frontage. The proposed network of roadways, sidewalks and connections will contribute to a compact and integrated pedestrian and cyclist trail network providing ample connections between the nearby parks, NHS and road network.



**FIGURE 5**  
**GTA WEST CORRIDOR STUDY**  
**PLAN: LAND USES**

PART OF LOT 18, CONCESSION 2, W.H.S.  
 TOWN OF CALEDON  
 REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

 Subject Property



Scale: N.T.S.  
 October 6, 2021

The proposed development achieves a compatible land use interface between the residential and mixed uses proposed within the Draft Plan of Subdivision area as well as the neighbouring NHS and park blocks.

#### CDP Section 4.4 Special Character Areas

Section 4.4 of the CDP outlines Special Character Areas within the Mayfield West Phase 2 area. Mayfield/Chinguacousy Mixed-Use Area has been identified as one of these character areas. This mixed-use area located at the intersection of Chinguacousy Road and Mayfield Road provides the opportunity to combine commercial uses with higher-density residential. Section 4.4 directs development to:

- Create a commercial block with potential for mixed uses, including retail, office and service, as viable, to serve as a gateway for the community from Chinguacousy Road and Mayfield Road. It will complement the planned commercial development on the south of Mayfield Road, establishing a larger commercial centre at this intersection;
- The commercial area shall be designed to integrate the stormwater management pond potentially located at the intersection of Chinguacousy Road and Mayfield Road, if applicable;
- Commercial and residential built form shall be prominent at this gateway location, with at least two-storey massing preferred;

The built form for the mixed-use block will be determined at a later stage of development, but the intention is to create a vibrant, pedestrian-oriented gateway which provides a mix of uses for the larger Mayfield West Phase 2 area community. Consideration for stormwater management will be integrated into the ultimate design of the mixed-use block in accordance with the technical civil studies prepared for the broader MW2 area. At this preliminary stage in the design process for the mixed-use block, the Draft Plan of Subdivision will support the achievement of the CDP vision for this block.

#### 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 Secondary Plan 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 and Draft Plan of Subdivision accommodate roadways and sidewalks that will connect with planned on- street bike lanes on Chinguacousy Road and Mayfield Road as well as planned trails, parks and NHS block in broader area. The proposed Draft Plan of Subdivision closely implements the envisioned block and street layout in the CDP as therefore conforms with the guidance for trail and cycling networks.

### 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:

#### *“General Guidelines*

- *Provide safe and accessible pedestrian connections. Vehicular access shall ensure that these pedestrian connections are not compromised;*
- *Sidewalks shall be located on both sides of arterial and collector roads, and shall have a minimum width of 1.5m, with wider sidewalks (2.0m) specified in locations where heavier pedestrian traffic is anticipated;*
- *Local streets may have sidewalks on both sides or a single side, depending on location, maintenance and operation requirements, and strategic connection opportunities;*

#### *Arterial Road Guidelines*

- *Between Mayfield Road and the north limit of the community, the character along Chinguacousy is predominantly agricultural along the west side, while uses along the east side are characterized by a mix of functions including stormwater management facilities, commercial uses, lane-accessed townhouses and single detached residential flankage conditions along a window street;*
- *The roadway cross-section is one lane in each direction with a 35.0m right-of- way width;*

#### *Collector Roads*

- *Typical 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.*
- *Widening is provided to accommodate a left turn lane and centre median at arterial intersections;*
- *Parking may be provided on one side according to parking needs as determined by adjacent land uses.*

#### *Local Road Guidelines*

- *If a single sidewalk is contemplated for a local road, it shall be located on the dwelling side of the street and/or where direct pedestrian connections are deemed more desirable;*

- *The local road network shall facilitate logical, direct, permeable and safe neighbourhood connections through a modified-grid configuration;*
- *As a standard, they have a 18.0m right-of-way with one lane in each direction, parking on one side according to parking needs as determined by adjacent land uses, and sidewalks on one or both sides.*

The proposed Draft Plan of Subdivision is generally consistent with the policies for arterial, collector and local roads. Chinguacousy Road is to have an ultimate ROW of 26m and Mayfield Road is to have an ultimate ROW of 50m, both are Existing Major Arterial Roads. Neil Promenade and Tweedhill Avenue are proposed Collector Roads with ROWs of 22m. The remaining roads, Streets “A” through “I” will have the required ROW of 18m. There are two lanes (Lane A and B) provided within the plan of subdivision which each have a ROW of 8m.

Proposed laneways are provided with a right-of-way width of 8m in accordance with the CDP. An appropriate mix of townhouse forms are located along Chinguacousy Road and Mayfield Road to contribute to the character of arterial roads to have a mix of functions

The proposed local street and laneway network achieves a grid pattern which facilitates logical, direct and safe neighbourhood connections including to Chinguacousy Road, Mayfield Road and the surrounding planned subdivisions. The CDP’s streetscape guidelines provides the general intent of streetscape provisions required including the provision of adequate lighting, so to avoid underlit or excessively lit areas and light pollution. Trees are also to be planted along streets which are native and non-invasive species. The submitted plan is still at an early stage of design and will align with these guidelines through the detailed design stage.

Furthermore, the CDP provides guiding policies for Community Gateways. The proposed plan has both a Major Community Gateway, located at the intersection of Chinguacousy Road and Mayfield Road, and Minor Community Gateways, located at Mayfield Road/Neil Promenade and Chinguacousy Road/Tweedhill Avenue. The proposed development is subject to gateway design guidelines including:

- *Community gateways shall serve to signify arrival into the community and reflect its unique character;*
- *Gateways located at intersections shall include built form with well-articulated facade treatment on the two sides oriented to the corner, in addition to enhanced landscaping such as special paving, signage, lighting, seating and/or coordinated fencing that frames the entry into the community and neighbourhood;*
- *Site planning, streetscaping, built form and landscaping shall be coordinated to create a unified gateway*

The plan of subdivision provides sufficient block sizes and locations and street locations to match the envisioned design and placement of the gateways. Although detailed design will come at a later stage, the gateway areas will feature high levels of architectural design as to signify the unique character of the community. Site plans and landscape plans will be coordinated to create a unified gateway.,

## CDP Section 8.0 – Built Form Guidelines

The CDP addresses the built form characteristics of the Secondary Plan area and in particular the Gothic Revival architectural style which is identified as the most prominent architectural style throughout the Town of Caledon’s historic villages. As such, the guidelines recommend that new development should adhere to architectural principles of the Gothic Revival style or others that are compatible with this style. The following guidance is provided regarding the achievement of a desired architectural style in the Secondary Plan area:

- *“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.”*
- *Given the large scale of the Mayfield West Phase 2 Community, it is recommended that a scoped range of relevant styles (Late Victorian, Georgian / Neo-Classical, Italianate, Edwardian, Craftsman and Tudor Revival be used to provide a distinct and cohesive heritage-inspired architectural character.”*

The proposed development and Draft Plan of Subdivision locate low density and medium density built form typologies in locations appropriate for the characteristics of the site. At the detailed design stage, detailed consideration for an appropriate site-wide architectural style as well as treatments for focal lots will be confirmed. It is the intent to achieve an architectural style that is compatible with the preferred Gothic Revival character.

The proposed development and Draft Plan of Subdivision will facilitate an appropriate site layout and design that generally aligns with the vision of the Mayfield West Phase 2 Community Design Plan. Further detail on how the proposal will align with the Community Design Plan, shall be confirmed through the detailed design stage and through the required Architectural Control process.

### **4.6 Town of Caledon Zoning By-law 2006-50**

On July 10, 2020 the Province issued a Minister’s Zoning Order (MZO) to establish zoning that reflects the Mayfield West settlement area boundary expansion and aligns with the land use direction of ROPA 34 and LOPA 255. As shown in *Figure 6 – Ministry Zoning Order Map 244*, the subject lands are zoned *Mixed Use, Low Density Residential and Medium Density Residential*.

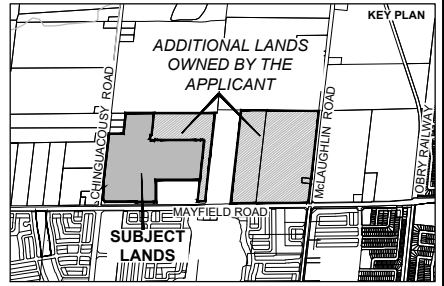
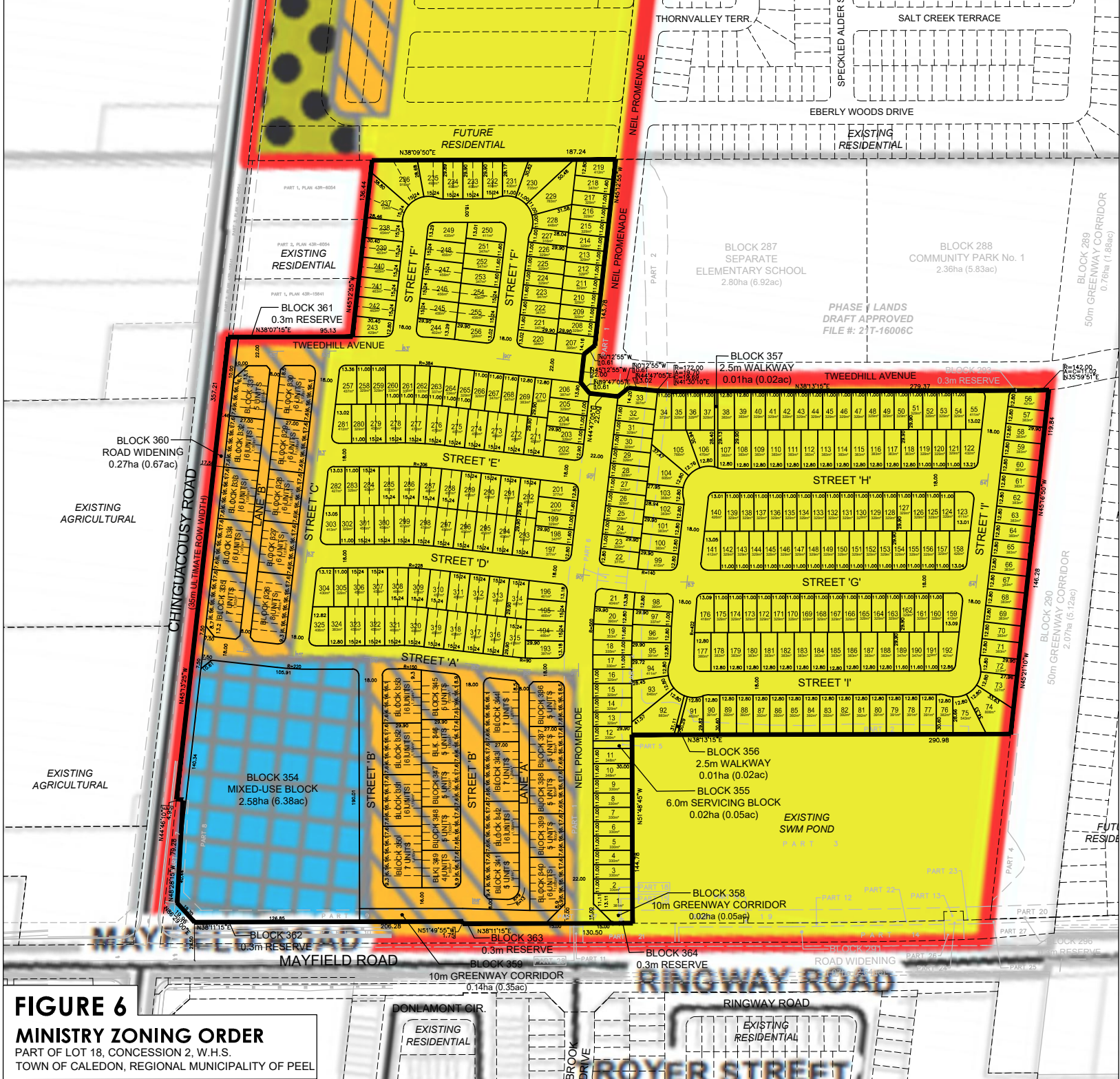
The proposed development and Draft Plan of Subdivision conform to the land use limits of the zoning of the subject lands. Table 4 describes the proposed uses within each applicable zone category on the subject lands.

Table 4 Established Zoning and Proposed Land Use Comparison

Applicable Zoning	Permitted Uses (not exhaustive)	Proposed Use (Draft Plan)
Mixed Use	Accommodation Apparel Clinic Department store Pharmacy Grocery Office Restaurant Mid-rise apartment buildings	To be determined
Low Density Residential	Detached Dwelling Semi-detached Dwelling Dual Frontage Townhouse Rear Lane Townhouse SWM Facility Townhouse	Detached Dwellings Semi-Detached Dwellings
Medium Density Residential	Townhouse Dual Frontage Townhouse Rear Lane Townhouse Back-to-back Townhouse Stacked Townhouse	Townhouses Rear Lane Townhouses

The proposed single-detached, semi-detached, townhouse and rear lane townhouse dwellings meet the zoning provisions established by the MZO (Ontario Regulation 362/20) for lot frontage. Similarly, the mixed-use block will meet the applicable zoning provisions also.

The MZO provides for as-of-right development permissions. As the proposed land uses established in the Draft Plan of Subdivision conform to the zoning direction of the MZO, the approval of the Draft Plan will implement the approved zoning.



**MZO OVERLAY PLAN**  
**MAYFIELD STATION DEVELOPMENTS INC.**  
 PART OF LOT 18, CONCESSION 2, W.H.S.  
 (GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY, COUNTY OF PEEL)  
 TOWN OF CALEDON  
 REGIONAL MUNICIPALITY OF PEEL

- LEGEND**
- Lands Subject to Zoning Order
  - Low Density Residential Zone
  - Medium Density Residential Zone
  - Mixed Use Zone
  - Multiple Residential Zone
  - Lot & Concession
  - Roads
  - Assessment Parcel

**FIGURE 6**  
**MINISTRY ZONING ORDER**  
 PART OF LOT 18, CONCESSION 2, W.H.S.  
 TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL

## **5.0 SUPPORTING STUDIES**

### Arborist Letter and Tree Impact and Preservation Plan, dated October 18, 2021

An Arborist Report was prepared by Strybos Barron King Ltd. to determine the species, composition, character and health of existing trees and assess opportunities for preservation in relation to the proposed subdivision development.

There are no bylaw sized trees located on the subject site. There are two vegetation groupings (exempted from the bylaw requirements) that are located within the Municipal Right of Way of Chinguacousy and Mayfield Road. These groupings are required for removal to accommodate development works. The adjacent residential property to the north of the project site has several trees within 6m of the property line. All trees located on the neighbouring property are to be preserved and protected in accordance with the Town of Caledon preservation guidelines and details.

### Preliminary Environmental Noise Report, dated November 23, 2021

A Preliminary Environmental Noise Report was prepared by Jade Acoustics to investigate the potential impact of noise on the proposed development. It was found that, with appropriate mitigative measures, all residential lots and blocks (units) in the development are predicted to meet the noise guidelines. Where minor excesses exist or mitigation is required, future occupants will be advised through the use of warning clauses.

Certain units with exposure to roadways require acoustic barriers up to 3.5m high. Units in the vicinity of Mayfield Road, Chinguacousy Road, Neil Promenade and/or Tweedhill Avenue require either central air conditioning or forced air heating systems sized to accommodate central air conditioning at a later date if noise becomes a concern.

The Assessment predicted that for all residential units, standard Ontario Building Code construction practices will be acoustically acceptable for the exterior wall and window construction. Detailed information regarding noise sources associated with the mixed-use block will come at a later time when the information is available.

With the implementation of the recommended noise abatement measures, the Assessment concluded that sound levels are acceptable and will meet Town of Caledon and Ministry of Environment, Conservation and Parks standards.

### Stage 1 & 2 Archaeological Assessment, dated March January 20, 2014

A Stage 1 & Stage 2 Archaeological Assessment was prepared by Archaeoworks Inc. to identify and assess potential archaeological features on the subject lands.

The Stage 1 assessment identified high potential for the recovery of Aboriginal and historic Euro-Canadian archaeological remains within undisturbed portions of the study area limits based on proximity to watercourses, and the presence of historical structures depicted in historic maps.

Due to these findings, a Stage 2 AA was recommended. During the Stage 2 investigations, one historic Euro-Canadian site, and one mixed-component site were encountered.

The Stage 1 & 2 Archaeological Assessment was entered into the Ontario Public Register of Archaeological Reports on March 7, 2017 by the Ministry of Heritage, Sport, Tourism and Culture Industries.

Stage 3 & 4 Archaeological Study, dated December 2016/September 2017

Further archaeological works were undertaken by This Land Archaeology Inc. as high potential for the recovery of Aboriginal and historic Euro-Canadian archaeological resources were identified.

The Stage 3 assessment in tandem with the archival research resulted in recommendations that the site represents an occupation beginning in the 1830's and spanning into the 20th century. As such, the site was considered to hold further Cultural Heritage Value or Interest, with Stage 4 mitigation warranted.

Stage 4 excavation of the H1 Site (AkGx-78) resulted in the collection of 3,561 artifacts; Block excavation contributed 2,503 artifacts to the assemblage; and the one feature found and investigated, which resulted in the collection of 1,058 artifacts. A total of 1,400 square meters was subject to mechanical stripping.

The site has been fully excavated, removed and recorded in accordance with the 2011 *Standards and Guidelines* for Consultant Archaeologists. As such this site has no further Cultural Heritage Value or Interest. There are no further concerns with this site; no further archaeological work is required. The Stage 4 Archaeological Assessment was entered into the Ontario Public Register of Archaeological Reports on October 10, 2017 by the Ministry of Heritage, Sport, Tourism and Culture Industries.

Functional Servicing and Stormwater Management Report Letter of Conformance, dated October 4, 2021

Together with the Town of Caledon, Region of Peel and CVC/TRCA Staff it was agreed that a comprehensive Functional Servicing Study (FSR-Stage 2) coordinated with an Environmental Implementation Report (EIR- Stage 2) would be acceptable to support the Draft Plan applications within the Stage 2 lands. As such, this letter of conformance was prepared by David Schaeffer Engineering Ltd. to satisfy the requirement for standalone functional servicing and stormwater management reports as identified by the FSR-Stage 2 and EIR-Stage 2 reports.

The letter of conformance confirmed that MSDI Stage 2 draft plan is in conformance with the intent and general guidance in the FSR – Stage 2 for grading, stormwater management, sanitary servicing, and water distribution. Further, the plan is in conformance with the intent and general guidance provided by the EIR–Stage 2.

Phase Two Environmental Site Assessment, dated May 3, 2017

A Phase Two Environmental Site Assessment (ESA) was prepared by Fisher Environmental Ltd. to assess the potential of soil contamination on the subject lands. Fisher Environmental Ltd. conducted a Phase One ESA at the Site, the report dated April 3, 2017. Based on the records review, documentation of interviews, five Areas of Potential Environmental Concern (APEEC) were identified and a Phase Two ESA was completed to determine the quality of the soil as it related to the identified APEEC.

The Phase Two ESA determined that all tested soil samples meet the Table 1 Standards, and further, confirmed that there are no contaminants exceeding the applicable standards. As such, it was determined that no further soil investigation is required, and the property is suitable for the proposed development.

Transportation Impact Study, dated October 2021

A Transportation Impact Study (TIS) was prepared by LEA Consulting Ltd. to reassess the transportation demands on the network that Paradigm Transportation Solutions Limited completed in their Mayfield West Phase 2 Stage 2 Transportation Assessment in 2018 (TMP), as a result in changes to the proposed development. Overall, the Updated Draft Plan would result in 111 less residential units and 900 ft<sup>2</sup> more of shopping centre space when compared to the 2018 TMP. It is anticipated that the overall trip generation for the development will be lower than what was previously assessed in the 2018 TMP. meaning that the overall traffic analysis is more conservative. As such, the analysis in the 2018 TMP is still applicable for the 2031 and 2041 horizons.

With the future widening of Mayfield Road and intersection improvements planned at Mayfield Road at Chinguacousy Road, any capacity constraints are anticipated to be alleviated. The proposed on- and off-street parking spaces provided within the subject site will be sufficient to serve the expected demand.

LEA is currently undertaking analysis for an updated phasing plan assessing the 2026 horizon.



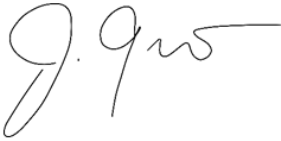
## **6.0 CONCLUSION**

It is our opinion that the proposed development and Draft Plan of Subdivision are justified and represent good planning for the following reasons:

1. The proposed development and supporting Draft Plan of Subdivision are consistent with the policies of the PPS and will facilitate a compact and efficient built form and land use pattern in a rural settlement area;
2. The proposed development and supporting Draft Plan of Subdivision conforms to the policies of the Growth Plan and will support the creation of a complete future-ready community and the achievement of planned greenfield densities within a settlement area;
3. The proposed development and supporting Draft Plan of Subdivision conforms to the Region of Peel Official Plan as well as ROPA 34 and will facilitate desirable greenfield density and a more efficient built form that is appropriate for its location within a Rural Service Centre and contributes to the creation of a complete community;
4. The proposed development and supporting Draft Plan of Subdivision conform to the policies of the Town of Caledon Official Plan as it supports a range and mix of housing options and will facilitate appropriate growth within the Mayfield West Rural Service Centre;
5. The proposed development and supporting Draft Plan of Subdivision contemplates a mix of uses that conform to the land use designations of LOPA 255 that assigns residential and mixed-use land use designations to the subject lands;
6. The proposed development and supporting Draft Plan of Subdivision generally align with the urban design direction established in the Mayfield West Phase 2 Community Design Plan;
7. The proposed development and supporting Draft Plan of Subdivision conform to and implement the Minister's Zoning Order (July 2020) issued by the Province that established a mix of residential uses in alignment with ROPA 34 and LOPA 255;
8. The proposed development contributes to the sustained viability of a complete community through the provision of a mix of housing options, convenient and safe pedestrian network as well as densities that will help support the use and viability of planned infrastructure, services and amenities in the broader community; and,
9. The proposed development conforms to the Mayfield West Community Design Plan and as such represents a form of compact development that is appropriate for its greenfield location and compatible with the area's rural character.

**Respectfully submitted,**

**GLEN SCHNARR & ASSOCIATES INC.**



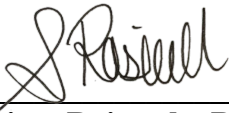
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