

## Application Submitted

TOWN OF CALEDON  
PLANNING  
RECEIVED  
Apr 12, 2024

Site Plan Control       OP/Zoning By-law Amendment       Draft Plan of Subdivision       Block Plan  
 Secondary Plan

### Office Use Only

Municipality:       Brampton       Caledon       Mississauga

Date Received: \_\_\_\_\_ Planner: \_\_\_\_\_ Application No.: \_\_\_\_\_

Is this HDA revised from an earlier submission?       Yes       No

## Property and Applicant

**Address of Subject Land (Street Number/Name):** Part of Lots 19, 20 and 22, Concession 2 and Part of Lots 21 and 22, Concession 1

### Applicant

Name: Frank Filippo Telephone: \_\_\_\_\_ E-mail: ffilippo@brookvalley.ca Registered Owner: School West Investments Inc., School Valley South Ltd.; School Valley Developments Ltd.; and Brookvalley Developments (HWY 10) Ltd.

### Proposal Description

Gross Floor Area: \_\_\_\_\_ Number of Storeys: \_\_\_\_\_ Number of Units: \_\_\_\_\_

### Project Summary (describe how the project contributes to a healthy community)

Brookvalley is proposing to develop a total of 2,468 residential dwellings, comprised of 1,031 single-detached dwellings, 726 street townhouse dwellings, 32 laneway townhouse dwellings, and 630 residential units within the two proposed medium density blocks, 49 residential units in future development blocks, two commercial blocks, four parks, an elementary school, eight stormwater management facilities and a protected natural heritage system.

# PEEL HEALTHY DEVELOPMENT ASSESSMENT (LARGE-SCALE)

Please indicate where and how a standard is met or exceeded in the Demonstration of Standard column with reference to a policy, plan, map or illustration of some kind in the Document/Policy Reference column. Please also tabulate points in the Score column based on whether the development proposal meets or does not meet a community design standard. For further instruction, refer to “How to Use this User Guide” on pages 2 and 3.

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual Score
<b>DENSITY</b>				
<p>1. All development on Designated <i>Greenfield Areas</i> shall achieve a minimum overall density target as prescribed by the Regional Official Plan in policies 5.4.19.6 and 5.4.19.7 (<i>updated to reflect the 2051 Peel Region OP policy reference</i>).</p> <p>Where the local municipality has established higher density targets, these higher targets will apply.</p>	<p>Per the Regional Official Plan, the designated Greenfield density target for the Region of Peel is 70 residents and jobs per hectare and for the Town of Caledon is 67.5 residents and jobs per hectare.</p> <p>The proposed Zoning By-law Amendment/Draft Plan Application achieves a minimum density of 87 residents and jobs per hectare which exceeds the minimum greenfield density target.</p>	<p>Refer to Mayfield West Phase 2 Stage 3 ZBA/DPOs Planning Opinion Report dated April 2024</p>	5	5
<p>2. All development in <i>Designated Urban Growth Centres</i> in the Region of Peel (i.e., Downtown Brampton, Downtown Mississauga and Intensification Areas) achieves a minimum overall density target of 200 people and jobs per hectare.</p> <p>Where the local municipality has established higher density targets, these higher targets will apply.</p>	<p>Not applicable for this application. The Subject Lands are not located within a designated Urban Growth Centre within the Region of Peel.</p>	<p>N/A</p>	5	5

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<b>SERVICE PROXIMITY</b>				
Transit				
<p>3. 100% of the development's proposed dwelling units are situated within 400m of a planned (as identified by Brampton Transit, Miway or GO Transit) or existing transit stop.</p>	<p>At this time, GO Transit operates a transit stop at the corner of Old School Road and Hurontario Street, otherwise transit services have not yet been extended to the Subject Lands.</p> <p>It is anticipated that bus services will extend north from the Transit Hub in the Mayfield West Phase 2 Stage 2 lands to service the remainder of the Mayfield West Community. While less than 100% of dwelling units will be situated within 400m of these transit stops initially, the proposed Zoning By-law Amendment/Draft Plan Application has planned to locate medium density residential and commercial land uses adjacent to key intersections to coincide with potential future transit stops. With the extension of transit services, 100% of dwelling units could be within 400m of a transit stop. To be determined once a potential transit route is established for this community.</p>	<p>Refer to Appendix A: Transit Catchment Area for Mayfield West Phase 2 Stage 3.</p>	<p>2</p>	<p>2</p>
<p>4. Areas within 800m of a <i>Higher Order Transit</i> stop are developed to meet <i>Major Transit Station Area</i> density targets.</p>	<p>Not Applicable. Not within 800m of a Higher Order Transit Stop. It should be noted that a Transit Hub (MTSA) is planned for in the Mayfield West Phase 2 Stage 2 lands at the intersection of Tim Manley Avenue and Highway 410. The establishment of the Transit Hub is meant to serve the Mayfield West Community as well as Caledon's catchment/ influence areas</p>	<p>n/a</p>	<p>1</p>	<p>n/a</p>

<p>5. Access to transit from the proposed development is safe, attractive and direct for pedestrians:</p> <ul style="list-style-type: none"> <li>-Pathway to transit site is paved (or equivalent measure) and provides direct access to pedestrians(1point)</li> <li>-Pathway to transit site contains pedestrian scaled lighting at a height of 4.6 m (1 point)</li> <li>-Pathway to transit site incorporates landscape treatments (including but not limited to, permeable paving for pathway connections, deciduous/coniferous trees) that improve the environment for pedestrians (1 point)</li> </ul>	<p>The proposed Zoning By-law Amendment/Draft Plan Application is planned based on principles for healthy and safe communities that enable pedestrians, cyclists and transit riders to have safe, attractive and accessible connections throughout the community.</p> <p>The intent is to provide safe pedestrian access to transit. It is also the intent that the landscape treatments will improve the environment for pedestrians. These details will be defined through further study and are planned to be consistent with the Mayfield West Phase 2 CDP.</p>	<p>Refer to Mayfield West Phase 2 Stage 3 Zoning by-law Amendment and Draft Plan of Subdivision Planning Opinion Report dated April 2024 &amp; Mayfield West Phase 2 Stage 3 Urban Design Brief dated July 2022.</p>	3	3
Neighbourhood Community and Retail Services				
Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score

<p>6. At least 75% of the proposed dwelling units are situated within 800m of three or more of the following planned or existing neighbourhood public services:</p> <ul style="list-style-type: none"> <li>• childcare facility</li> <li>• community garden</li> <li>• hospital or health clinic</li> <li>• public library</li> <li>• place of worship</li> <li>• adult/senior care facility</li> <li>• social service facility</li> <li>• performance or cultural space</li> <li>• post office</li> <li>• recreation centre</li> </ul>	<p>Less than 75% of the dwelling units proposed in the Land Use Plan are situated within 800m of existing or planned neighbourhood public services.</p> <p>The planned development has located commercial components at the southeast quadrant of the Old School Road and existing railway crossing, and along Hurontario Street, north of the Greenbelt lands on the north side of the future Collector Road. The uses on the commercial blocks have yet to be determined but land use permissions determined at a later stage of the development approvals process would allow for a range of these public services to be accommodated.</p> <p>The planned development is also within approximately 1km of the collocated recreation centre/secondary school and general commercial land use.</p>	<p>Refer to Appendix B: Commercial / Employment Lands Catchment Area for Mayfield West Phase 2 Stage 3.</p>	<p>2</p>	<p>1.0</p>
<p>7. 100% of the proposed dwelling units are within 800m of an existing or planned elementary school.</p>	<p>Approximately 60% of the proposed dwelling units are within 800m of a planned or existing elementary school.</p>	<p>Refer to Appendix C: Elementary School Catchment Area for Mayfield West Phase 2 Stage 3</p>	<p>1</p>	<p>0.5</p>
<p>8. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.</p>	<p>Approximately 25% of the proposed dwelling units are within 1.6km of a planned public secondary school site.</p>	<p>Refer to Appendix D: Secondary School Catchment Area for Mayfield West Phase 2 Stage 3</p>	<p>1</p>	<p>0.25</p>
<p>9. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.</p>	<p>More than 90% of the proposed dwelling units are situated within 400 m of parks and open spaces.</p>	<p>Refer to Appendix E: Parks and Open Space Catchment Area for Mayfield West Phase 2 Stage 3</p>	<p>2</p>	<p>2</p>

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
10. At least 75% of the proposed dwelling units are within 800m of 5,000m <sup>2</sup> of personal service and commercial retail space, comprising a mix of uses such as a grocery store, pharmacy, bank, coffee, shop, restaurant, dry cleaner and hair salon.	Approximately 60% of the proposed units will be located within 800 m of 5,000m <sup>2</sup> of personal service and commercial retail space. The commercial areas are strategically located at key intersections that have high visibility and accessibility to the future residents of the Mayfield Phase 2 community.	Refer to Appendix B: Commercial & Employment Lands Catchment Area for Mayfield West Phase 2 Stage 3	2	1.5
11. <i>Convenience commercial</i> uses are present in key locations, including <i>greyfield</i> areas, <i>intensification</i> areas and <i>corridors</i> and <i>greenfield</i> areas.	The proposed Zoning By-law Amendment/Draft Plan Application functions as an extension of the Mayfield West community and as such benefits from the existing and planned convenience commercial uses located throughout the Phase 1 and Phase 2 Secondary Plans. The zoning application proposes to rezone a portion of the lands to C-664 which permits convenience store uses.	Refer to Appendix B: Commercial & Employment Lands Catchment Area for Mayfield West Phase 2 Stage 3	2	2
<b>Employment</b>				
12. The development is within 10km (i.e., a 30 minute transit trip) of an existing or planned employment centre or urban centre.	The Subject Lands are approximately 9.2km from the Downtown Brampton (urban centre) and approximately 2.5km from the potential future employment lands/urban area planned for Mayfield West Phase 1 and 2.	Refer to Appendix B: Commercial & Employment Lands Catchment Area for Mayfield West Phase 2 Stage 3	2	2
<b>LAND USE MIX</b>				
13. Employment lands include small scale amenity retail and services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement.	Not applicable, no employment lands are proposed in the proposed amendment.	N/A	2	n/a

<p>14. In combination, the following housing type groups make up at least 50% of the total units:</p> <ul style="list-style-type: none"> <li>• townhouses and multiplex</li> <li>• apartment buildings</li> </ul>	<p>The proposed dwelling unit mix will consist of approximately 57% street townhouse, rear-lane townhouse, back-to-back townhouse and stacked townhouse dwellings.</p>	<p>Refer to Mayfield West Phase 2 Stage 3 Zoning By-law Amendment and Draft Plan of Subdivision Planning Opinion Report dated April 2024</p>	<p>2</p>	<p>2</p>
Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>15. The proposed development includes special housing types, such as senior's housing, long term care facilities and supportive or affordable housing.</p>	<p>The proposed development includes range and mix of housing types which provide opportunities for the provision of supportive and affordable housing based on market needs.</p>	<p>Refer to Mayfield West Phase 2 Stage 3 Zoning By-law Amendment and Draft Plan of Subdivision Planning Opinion Report dated April 2024</p>	<p>1</p>	<p>0.5</p>
<p>16. <i>Live-work units</i> and other employment-related uses compatible with residential uses are included in the proposed development.</p>	<p>The proposed Zoning By-law Amendment/Draft Plan Application includes commercial uses which permit uses that would accommodate population-related employment opportunities.</p>	<p>Refer to Mayfield West Phase 2 Stage 3 Zoning By-law Amendment and Draft Plan of Subdivision Planning Opinion Report dated April 2024</p>	<p>2</p>	<p>2</p>
<p>17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.</p>	<p>The proposed development does not include mixed use buildings as it is not currently a permitted use in the concurrent OPA application.</p>		<p>1</p>	<p>n/a</p>
STREET CONNECTIVITY				
<p>18. Infill development increases opportunities for street and pedestrian linkages and connectivity.</p>	<p>Not applicable. Greenfield Area development is being proposed.</p>	<p>N/A</p>	<p>1</p>	<p>n/a</p>

<p>19. In designated <i>Greenfield Areas</i>, street networks and off-road paths:</p> <ul style="list-style-type: none"> <li>• are <i>multi-modal</i> and <i>separated by mode</i> to provide safety and choice to pedestrians and cyclists; and</li> <li>• make clear connections (signage should be incorporated) to existing routes and facilities.</li> </ul>	<p>The road network in the proposed Zoning By-law Amendment/Draft Plan Application is planned to accommodate multi-modal travel options including transit, pedestrian and cycling throughout the Subject Lands and the Mayfield West Community. The road network is planned to connect to the existing network as well as accommodating multi-use paths along arterial road and potential cycling routes along collector roads to connect to the parks and open space system and to destinations within the community such as parks, schools, commercial areas and other community facilities.</p>	<p>Active Transportation Plan, prepared by GHD, dated April 2024</p> <p>Refer to Appendix F: Trails Catchment Area for Mayfield West Phase 2 Stage 3.</p>	<p>1</p>	<p>1</p>
<p>20. Cul-de-sacs, crescent streets and loop roads are not utilized unless they are located near significant infrastructure, including highways and railways, or near natural features.</p>	<p>The local road network in the proposed Zoning By-law Amendment/Draft Plan Application is mostly based in a connected grid system. Cul-de-sacs have been used sparingly and only when located adjacent to natural features.</p>	<p>Draft Plan of Subdivision, prepared by Malone Given Parsons Ltd, dated April 2024</p>	<p>2</p>	<p>2</p>
Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>21. Reverse frontage streets are not utilized.</p>	<p>Reverse frontage streets are not proposed.</p>	<p>Draft Plan of Subdivision, prepared by Malone Given Parsons Ltd, dated April 2024</p>	<p>1</p>	<p>1</p>
<p>22. Residential blocks in the proposed development do not exceed 80x180m in size.</p>	<p>The townhouse blocks provided in the Draft Plan of Subdivision do not exceed 80x180m in size.</p>	<p>Draft Plan of Subdivision, prepared by Malone Given Parsons Ltd, dated April 2024</p>	<p>3</p>	<p>3</p>
<p>23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.</p>	<p>There are a total of 76 intersections in the proposed development.</p>	<p>Appendix G: Intersection Density, prepared by Malone Given Parsons Ltd, dated April 2024</p>	<p>3</p>	<p>3</p>
<p>24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes.</p>	<p>Sidewalks are provided on at least one side of the street to provide a balance of active transportation connectivity in addition to sufficient on-street parking. Bike lanes and multi-use paths are proposed along collector and arterial roads, respectively, to provide multi-modal transportation opportunities to connect to community amenities and the open space network. A trail network will be predominately provided through the OBRY trail and through the NHS.</p>	<p>Active Transportation Plan, prepared by GHD, dated April 2024</p>	<p>n/a</p>	<p></p>
STREETSCAPE CHARACTERISTICS				



**Pedestrian Amenities**

25. Primary building entrances for Office, Institutional, High Density Residential, Commercial Retail are oriented towards the street and are clearly identifiable and prominent with direct access to the public sidewalk, pedestrian connection and transit facilities.

Details for the commercial and medium density blocks will be provided at the Site Plan approval stage.

2

n/a

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>26. All streets in low density residential areas have sidewalks on each side of the street which are at least 1.8 m wide. Where is it only possible to include a sidewalk on one side of the street, ensure it is a minimum of 2.0 metres.</p> <p>All streets in medium- and high-density residential neighbourhoods, mixed-use areas and commercial areas have sidewalks on each side that are at least 2.0 m wide.</p>	<p>Sidewalks are provided on at least one side of the street to provide a balance of active transportation connectivity in addition to sufficient on-street parking.</p>	<p>Active Transportation Plan, prepared by GHD, dated April 2024</p>	<p>1</p>	<p>1</p>
<p>27. A variety of street trees that are hardy, resilient, and low maintenance are planted at regular intervals (as specified by the municipality) adjacent to all streets.</p>	<p>A variety of native/ adaptive species of trees will be selected and planted (according to municipal standards) adjacent to all streets in the development. The detailed design of streets will be determined through future study and are planned to be consistent with the Mayfield West Phase 2 CDP.</p>	<p>Mayfield West Phase 2 Community Design Plan.</p>	<p>1</p>	<p>1</p>
<p>28. All transit stations, major transit stations and major pedestrian routes have:</p> <ul style="list-style-type: none"> <li>• weather protection</li> <li>• seating</li> <li>• waste baskets</li> <li>• lighting</li> <li>• route information</li> <li>• bicycle parking</li> </ul>	<p>Not applicable.</p>	<p>N/A</p>	<p>1</p>	<p>n/a</p>
<p><b>Cycling Amenities</b></p>				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>29. A connected and destination-oriented bikeway network is provided throughout the community, including a variety of on- and off-street bikeway facilities. These provide an appropriate degree of separation from motorized traffic, taking into account the speed and volume of traffic on the street. These on-street bikeway facilities must include:</p> <ul style="list-style-type: none"> <li>• bicycle lanes</li> <li>• sharrows</li> <li>• signed routes</li> <li>• multi-use paths on the boulevard</li> </ul> <p>Where there is a local Bicycle Plan, the bikeway network proposed in the Plan is implemented in the development area, and opportunities to enhance, or connect, the proposed bike- way network are identified.</p>	<p>A connected and destination-oriented bikeway network including on- and off-road facilities is anticipated for the Subject Lands. As demonstrated through the Active Transportation Network prepared by GHD and included in the Transportation Impact Study, the proposed development includes a signed cycling route along Old School Road, Multi-use Paths along Old School Road, McLaughin Road, and Chinguacousy Road, and potential cycling facilities along the proposed collector road network.</p>	<p>Active Transportation Plan, prepared by GHD, dated April 2024</p>	<p>1</p>	<p>1</p>
<p>30. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.</p>	<p>The multi-purpose recreational trail network has not been determined in detail at this stage. However, it is intended that 100% of proposed residential units will be within 400m of a planned continuous and connected bike route consisting of on- and off-road facilities.</p>		<p>1</p>	<p>1</p>
<p><b>Lighting</b></p>				
<p>31. Residential and commercial streets in medium- to high-density neighbourhoods have pedestrian-scaled lighting and are limited to a height of 4.6m.</p>	<p>The intent is to provide a safe level of pedestrian-scaled lighting in the medium density residential and commercial areas which may be limited to a height of 4.6m. These details will be defined through further study and are planned to be consistent with the Mayfield West Phase 2 CDP.</p>		<p>1</p>	<p>1</p>

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
32. Lighting and light standards in public outdoor areas, such as pedestrian walkways, plazas, parks, play lots and parking areas, relate to the pedestrian and are limited to a height of 4.6m.	The intent is to maintain lighting and light standards in public outdoor areas (including parks, pedestrian walkways etc.) which respond to a pedestrian scale and which may be limited to a height of 4.6m. These details will be defined through further study and are planned to be consistent with the Mayfield West Phase 2 CDP.		1	1
<b>Traffic Calming</b>				
33. In greenfield development, or where new streets are introduced through infill (re)development, traffic calming is achieved by using any of, but not limited to, the following: <ul style="list-style-type: none"> <li>• minimum traffic lane widths</li> <li>• minimum number of traffic lanes in the roadway</li> <li>• Pedestrian-priority streets, woonerfs or home-zones (i.e., the speed limit is under 15km/hr and vehicles must yield to pedestrians and cyclists)</li> </ul>	The intent is that development within the Subject Lands will employ multiple traffic calming measures, which may include: minimum traffic lane widths and lanes which will create a more urban condition, fine-grain street network that provides multiple routes for diffusing traffic volume. Additionally, enhanced paving or painting may be provided for active transportation crossings at key intersections, and designated cycling routes may be provided on streets that have been optimized for bicycle travel. These details will be defined through further study and are planned to be consistent with the Mayfield West Phase 2 CDP.		3	3
34. Traffic calming elements are designed to increase comfort and safety for means of active transportation, so as not to unduly create hazards or obstacles for pedestrians or cyclists.	Traffic calming elements will be designed to increase comfort and safety of pedestrians and cyclists without creating unnecessary hazards or obstacles. This is anticipated to be achieved through strategic ROW design including such strategies as avoiding the use of bollards, unnecessary curbs, sidewalk obstructions and limited accessibility in and around the pedestrian, cyclist and vehicular network.		n/a	
<b>EFFICIENT PARKING</b>				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>35. Provide reduced automobile parking ratios for:</p> <ul style="list-style-type: none"> <li>• buildings and other facilities within 400m of a higher order transit stops; and,</li> <li>• apartments/condominiums offering car share parking spaces.</li> </ul>	<p>It is intended that the proposed parking requirements will be appropriate for the community with transportation demand management measures such as maximum parking standards, shared parking, enhanced bicycle parking, and car share priority parking in the medium density residential and commercial areas that will support the increased use of non-automobile travel and reduce the need for car ownership. These details will be further determined through the site plan approvals process and are planned to be consistent with the Mayfield West Phase 2 CDP.</p>	<p>Mayfield West Phase 2 Community Design Plan.</p>	<p>1</p>	<p>1</p>
<p>36. Efficient use of parking is promoted by identifying systems for sharing parking spaces by two or more user groups at different times of the day or week (e.g., weekday use by office staff and evening/weekend use by restaurant clientele).</p>	<p>The proposed Zoning By-law Amendment/Draft Plan Application does not include this level of detail, however, strategies to provide for efficient parking utilization are not precluded by the proposed amendment. These details will be determined through the site plan approvals process and are planned to be consistent with the Mayfield West Phase 2 CDP.</p>		<p>1</p>	<p>1</p>
<p>37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop.</p>	<p>Not applicable, not within 400m of a higher order transit stop.</p>	<p>N/A</p>	<p>2</p>	<p>n/a</p>
<p>38. 50% or more of residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.</p>	<p>Less than 50% of the units provide access to parking via laneways as only 32 laneway townhouse products are proposed in the Draft Plan of Subdivision.</p>		<p>2</p>	<p>2</p>
<p>39. For multi-storey residential dwelling units, institutional and employment uses, parking is located away from the street to the rear or to the side, or is located underground.</p>	<p>Parking for multi-storey residential buildings, institutional buildings and commercial areas is intended to be located away from the street to the rear or to the side, or underground. These details will be determined through the development approvals process and are planned to be consistent with the Mayfield West Phase 2 CDP.</p>		<p>2</p>	<p>2</p>

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>40. Where surface parking is provided, it is designed to minimize negative aesthetic and environmental impacts. This can be achieved by incorporating the following into the parking lot design:</p> <ul style="list-style-type: none"> <li>• pedestrian access, connectivity and circulation</li> <li>• tree planting</li> <li>• landscaping</li> <li>• stormwater management</li> <li>• porous/permeable surfaces</li> <li>• light-coloured materials in- stead of black asphalt</li> </ul>	<p>Should surface parking be provided, it will be designed to minimize negative streetscape aesthetics and environmental impacts by incorporating elements such as tree planting and ample landscaping, porous/permeable surfaces, light coloured materials in lieu of black asphalt (where feasible) and priority given to pedestrian experience at street level. These details will be determined through the site plan approvals process and are planned to be consistent with the Mayfield West Phase 2 CDP.</p>	<p>Mayfield West Phase 2 Community Design Plan.</p>	<p>2</p>	<p>2</p>

# HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

## DENSITY

Density targets

- (Tick correct box)
- Greenfield targets
- Urban Growth Centre targets

## SERVICE PROXIMITY

Transit proximity

Major Transit Station Area targets

Safe & comfortable transit access

Proximity to neighbourhood public services

Proximity to elementary school

Proximity to secondary school

1

Proximity to park, square or natural space

Proximity to commercial retail

Convenience commercial in key locations

Proximity to employment or urban centre

## LAND USE MIX

Employment Lands

Housing diversity

Special Housing

Live-Work units and other employment uses

Retail uses on ground floor

## STREET CONNECTIVITY

Improved connectivity

Infill development

Greenfield

Development

Non-grid streets avoided

Reverse-frontage streets avoided

Small residential blocks

Frequent intersections

Active transportation connectivity

5/5

5/5

13.5/17

2/2

NA/1

3/3

1.0/2

0.5/1

0.25/

2/2

1.5/2

2/2

2/2

4.5/5

NA/2

2/2

0.5/1

2/2

NA/1

10/10

NA/1

1/1

2/2

1/1

3/3

3/3

N/A

## STREETSCAPE CHARACTERISTICS

Linear and nodal commercial development

Sidewalks

Street trees

Transit Station amenities

Connected bike network

Proximity to bike network

Lighting on residential/commercial streets

Public outdoor lighting

Traffic calming

Traffic calming enhances comfort and safety

## EFFICIENT PARKING

10

Provide reduced parking ratios

Identify systems for shared parking spaces

Unbundled parking

Parking location (single-storey residential)

Parking location (other)

Above-ground parking design

9/9

NA/2

1/1

1/1

NA/1

1/1

1/1

1/1

1/1

3/3

N/A

8/8

1/1

1/1

NA/2

2/2

2/2

2/2

## TOTAL\*:

50.75/54

**GOLD:**

80-100%

SILVER:

70-79%

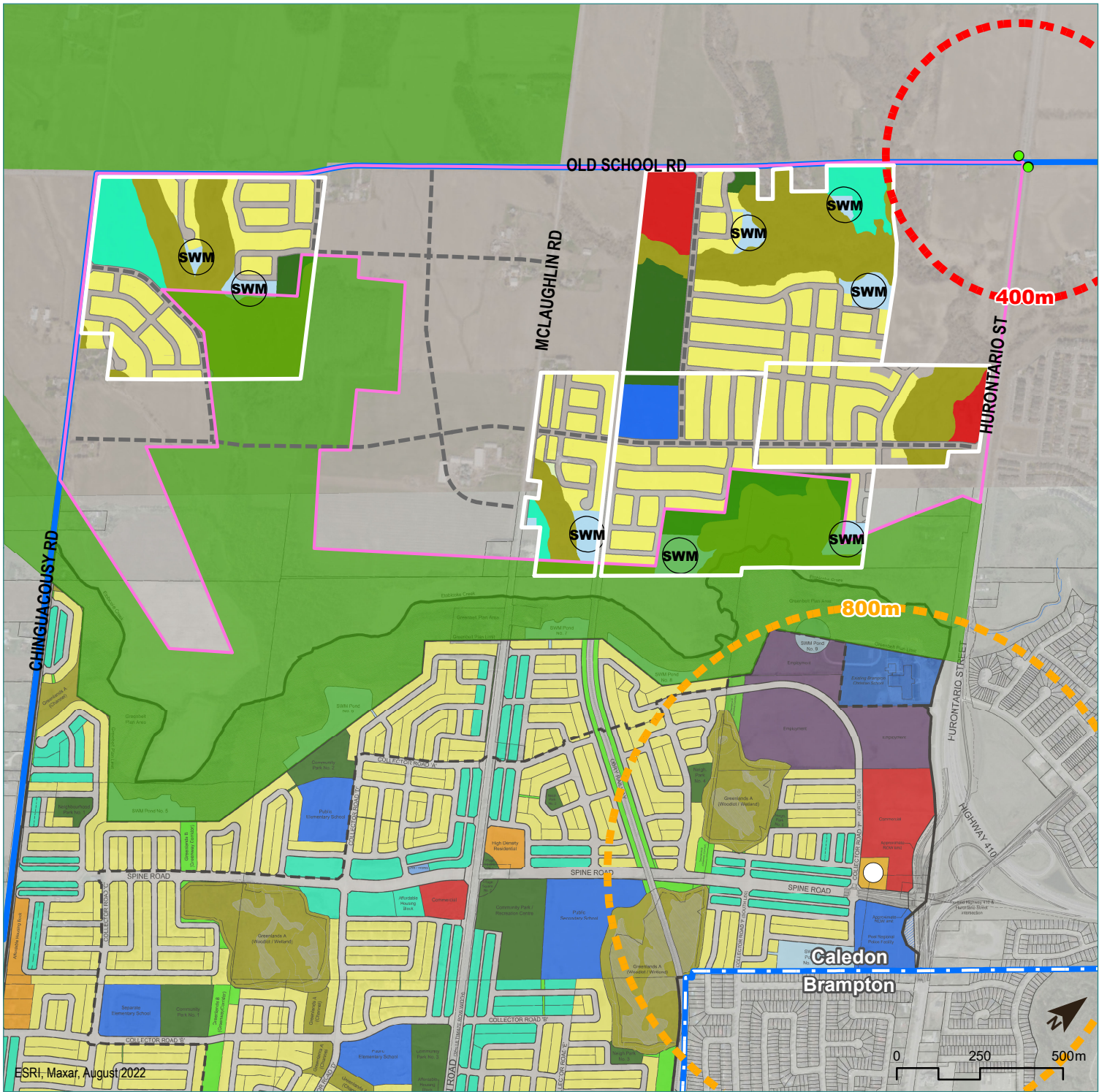
BRONZE:

60-69%

PASS:

50-59%

\*Should certain standards not apply, the total score will be reduced accordingly

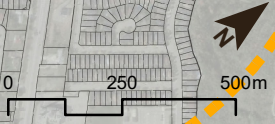


**TRANSIT**  
**CATCHMENT AREA FOR MAYFIELD WEST PHASE 2 STAGE 3**  
**HEALTHY DEVELOPMENT ASSESSMENT**

- Mayfield West Study Area
- Mayfield West Phase 2 - Stage 3
- GO Bus Stop
- Catchment Area of Transit Stop
- Catchment Area of Planned Major Transit Station Area
- Provincial Plans**
- Protected Countryside
- Land Use**
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Prestige Industrial
- General Commercial
- Mixed Use
- Live-Work
- Institutional
- Open Space Policy Area
- Environmental Policy Area
- Stormwater Pond Facility/Pumping Station
- Greenway Corridor
- Transit Hub
- Stage 1 / 2 Boundary
- MW2 Boundary (Stage 1 & Stage 2)
- Stormwater Pond Facility
- Collector Road

Sources: Mayfield West Phase 2:  
 Proposed Stages 1 & 2 Development Concept Plan, GSAI, June 1, 2020  
 Contains information licensed under the Open Government Licence - Ontario.

Caledon  
 Brampton

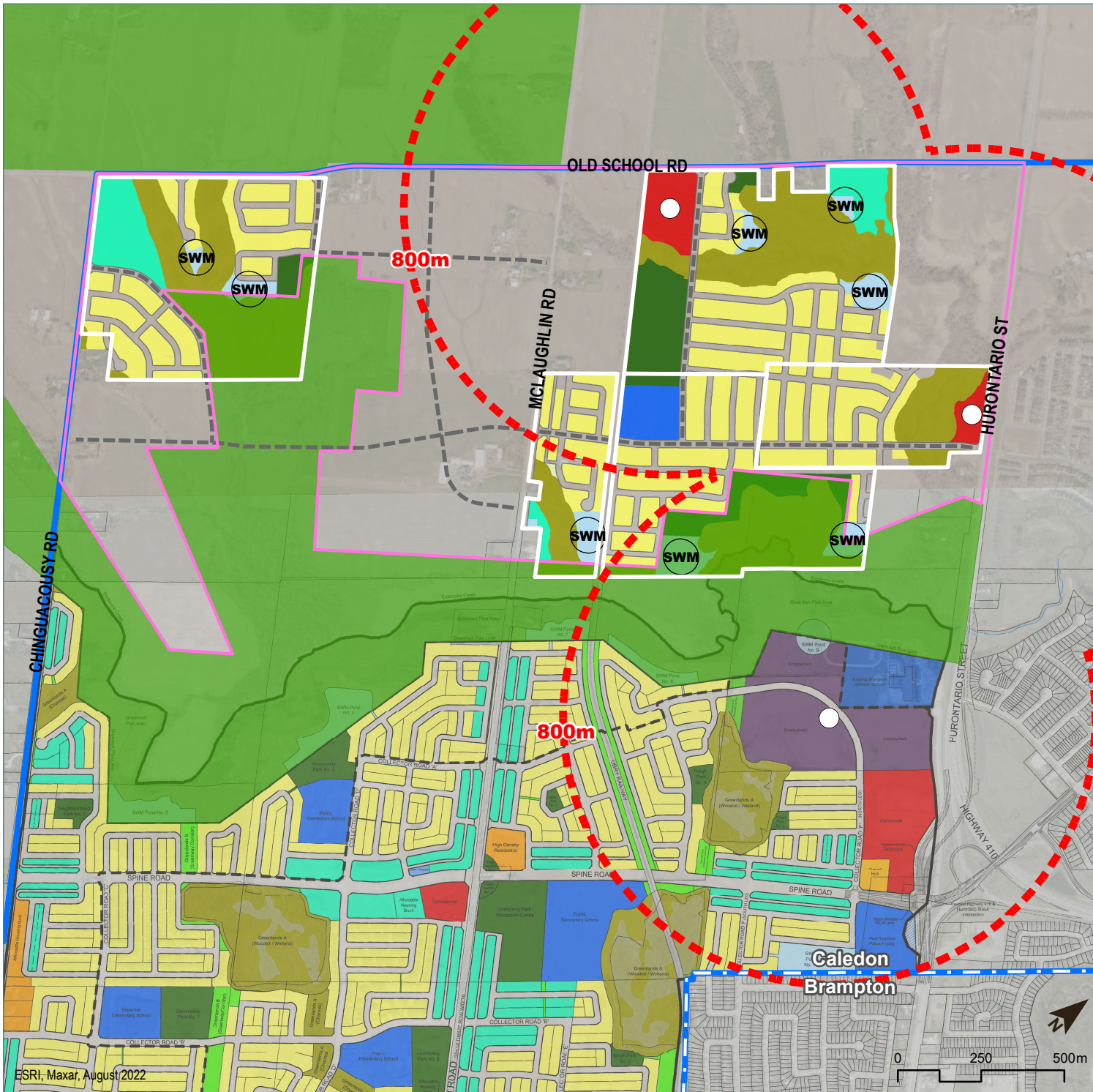




# COMMERCIAL/EMPLOYMENT LANDS

CATCHMENT AREA FOR MAYFIELD WEST PHASE 2 STAGE 3

HEALTHY DEVELOPMENT ASSESSMENT



- Mayfield West Study Area
  - Mayfield West Phase 2 - Stage 3
  - Catchment Area of Commercial Land Use (800m)
- Provincial Plans**
- Protected Countryside
- Land Use**
- Low-Density Residential
  - Medium-Density Residential
  - High-Density Residential
  - Prestige Industrial
  - General Commercial
  - Mixed Use
  - Live-Work
  - Institutional
  - Open Space Policy Area
  - Environmental Policy Area
  - Stormwater Pond Facility/ Pumping Facility
  - Greenway Corridor
  - Transit Hub
- Stage 1 / 2 Boundary
  - MW2 Boundary (Stage 1 & Stage 2)
  - Stormwater Pond Facility
  - Collector Road

Sources: Mayfield West Phase 2:  
Proposed Stages 1 & 2 Development Concept Plan,  
GSAI, June 1, 2020

Contains information licensed under the Open Government Licence - Ontario.

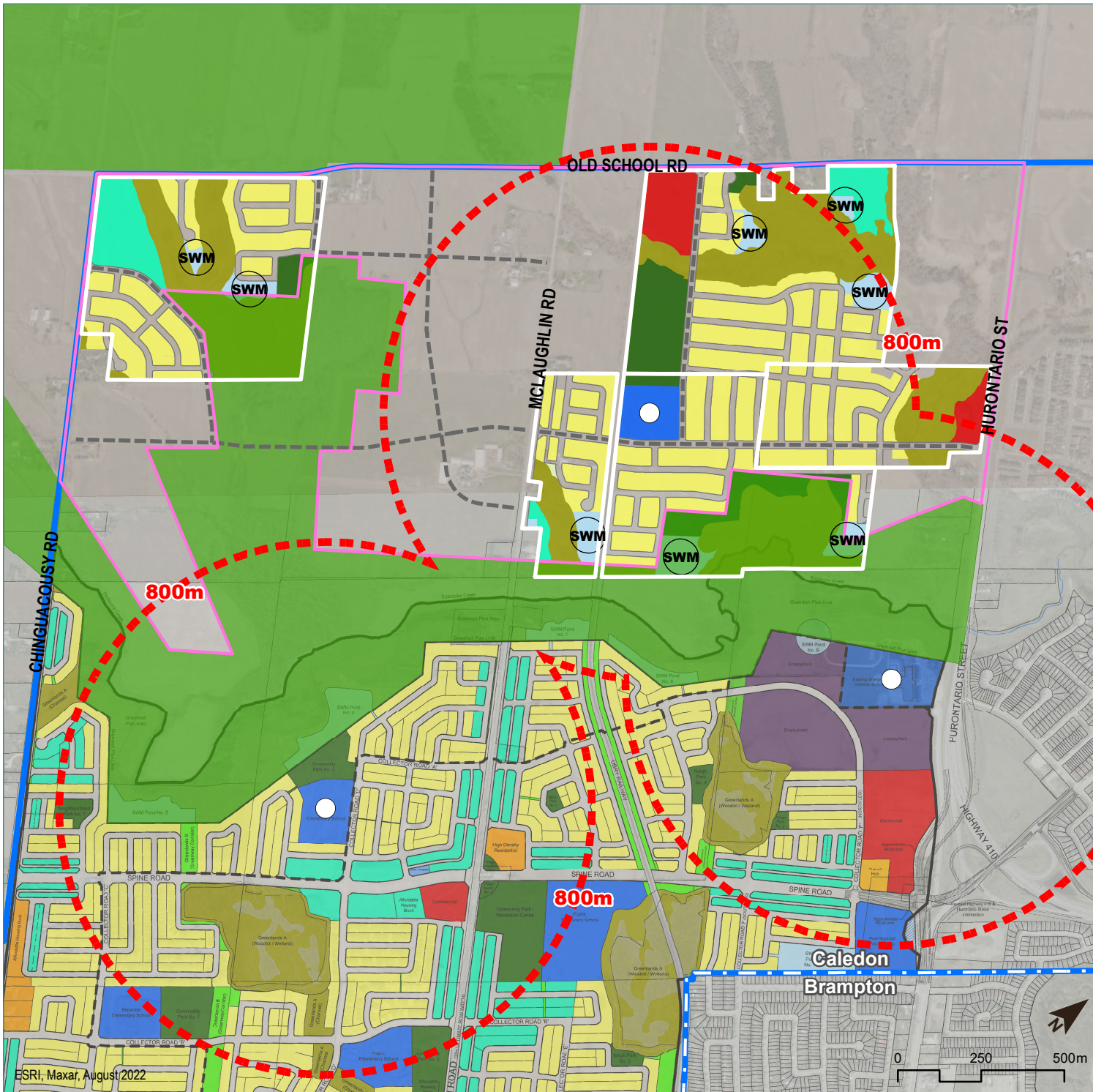
MGP File: 22-3130  
Date: April 4, 2024



# ELEMENTARY SCHOOLS

## CATCHMENT AREA FOR MAYFIELD WEST PHASE 2 STAGE 3

### HEALTHY DEVELOPMENT ASSESSMENT

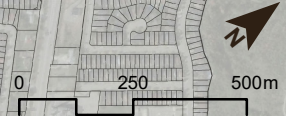


- Mayfield West Study Area
- Mayfield West Phase 2 - Stage 3
- Catchment Area of Elementary School (800m)
- Provincial Plans**
  - Protected Countryside
- Land Use**
  - Low-Density Residential
  - Medium-Density Residential
  - High-Density Residential
  - Prestige Industrial
  - General Commercial
  - Mixed Use
  - Live-Work
  - Institutional
  - Open Space Policy Area
  - Environmental Policy Area
  - Stormwater Pond Facility/Pumping Station
  - Greenway Corridor
  - Transit Hub
- Stage 1 / 2 Boundary
- MW2 Boundary (Stage 1 & Stage 2)
- Stormwater Pond Facility
- Collector Road

Sources: Mayfield West Phase 2:  
Proposed Stages 1 & 2 Development Concept Plan,  
GSAI, June 1, 2020

Contains information licensed under the Open Government Licence - Ontario.

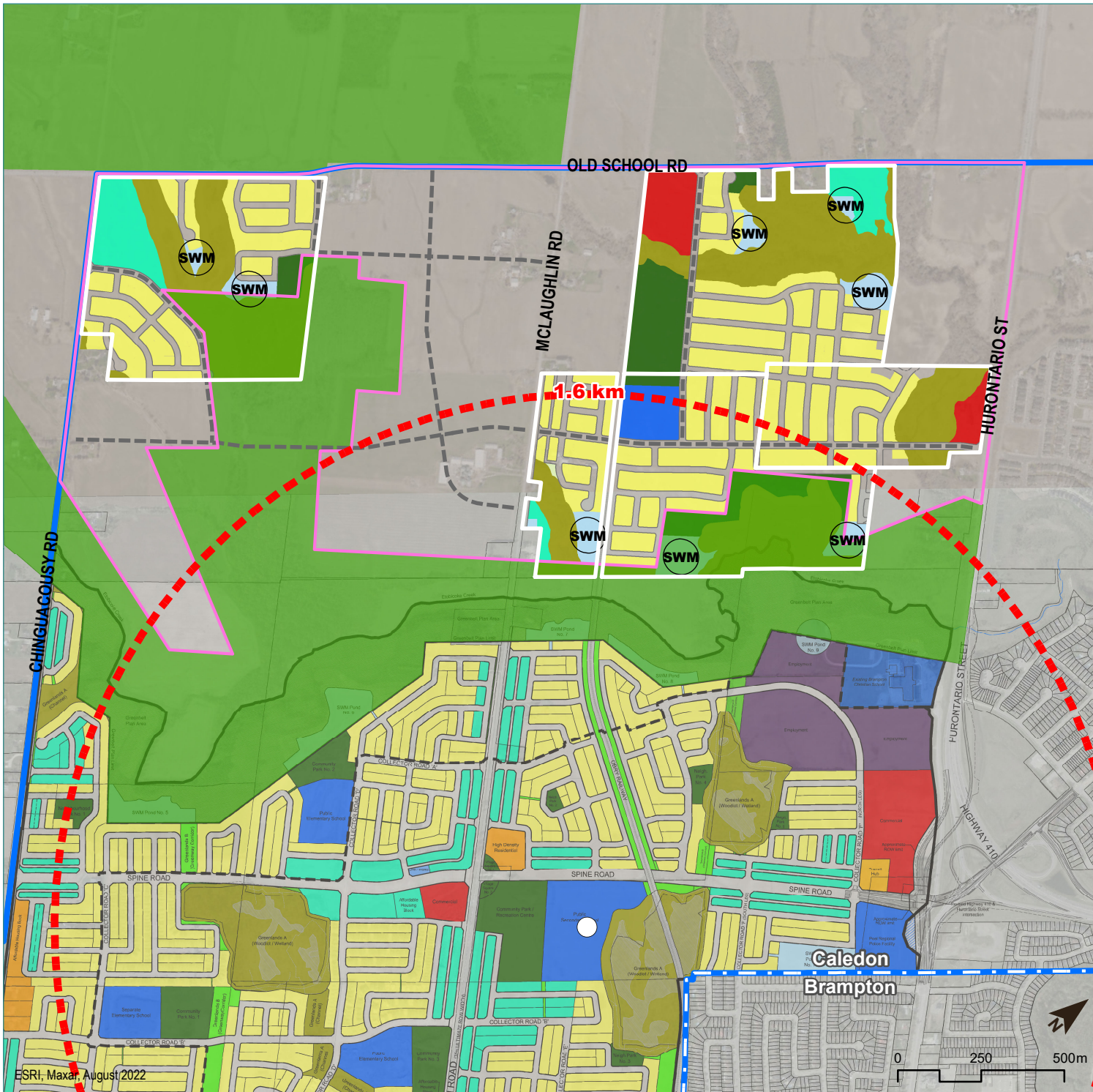
MGP File: 22-3130  
Date: April 4, 2024



## SECONDARY SCHOOLS

CATCHMENT AREA FOR MAYFIELD WEST PHASE 2 STAGE 3

HEALTHY DEVELOPMENT ASSESSMENT

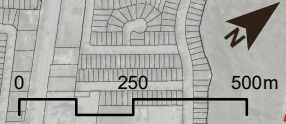


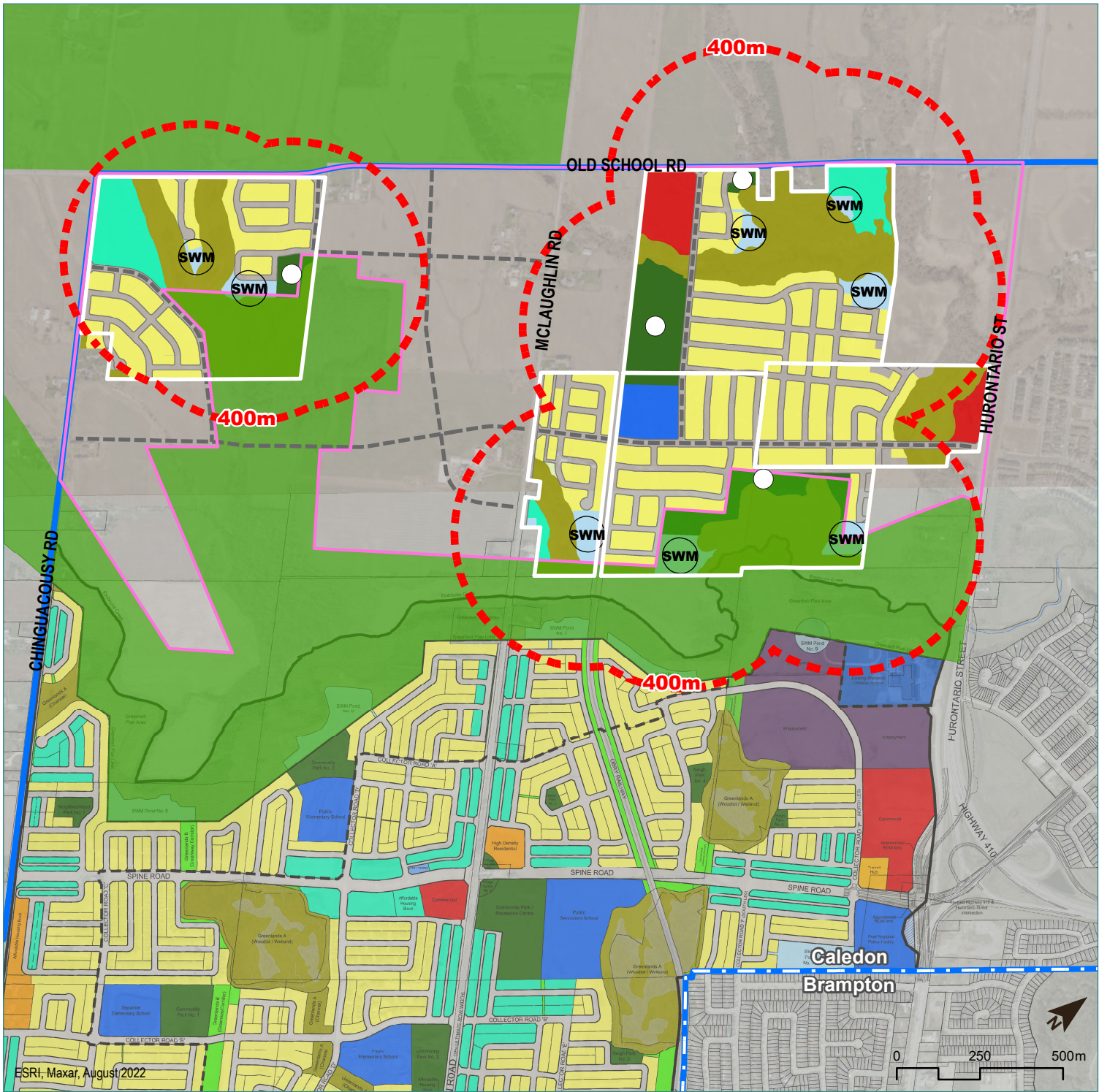
- Mayfield West Study Area
  - Mayfield West Phase 2 - Stage 3
  - Catchment Area of Secondary School (1.6 km)
- Provincial Plans**
- Protected Countryside
- Land Use**
- Low-Density Residential
  - Medium-Density Residential
  - High-Density Residential
  - Prestige Industrial
  - General Commercial
  - Mixed Use
  - Live-Work
  - Institutional
  - Open Space Policy Area
  - Environmental Policy Area
  - Stormwater Pond Facility/Pumping Station
  - Greenway Corridor
  - Transit Hub
- Stage 1 / 2 Boundary
  - MW2 Boundary (Stage 1 & Stage 2)
  - Stormwater Pond Facility
  - Collector Road

Sources: Mayfield West Phase 2:  
Proposed Stages 1 & 2 Development Concept Plan,  
GSAI, June 1, 2020

Contains information licensed under the Open Government Licence - Ontario.

MGP File: 22-3130  
Date: April 3, 2024





## PARKS AND OPEN SPACE

CATCHMENT AREA FOR MAYFIELD WEST PHASE 2 STAGE 3

HEALTHY DEVELOPMENT ASSESSMENT

- Mayfield West Study Area
  - Mayfield West Phase 2 - Stage 3
  - Catchment Area of Parks and Open Space (400m)
- Provincial Plans**
- Protected Countryside
- Land Use**
- Low-Density Residential
  - Medium-Density Residential
  - High-Density Residential
  - Prestige Industrial
  - General Commercial
  - Mixed Use
  - Live-Work
  - Institutional
  - Open Space Policy Area
  - Environmental Policy Area
  - Stormwater Pond Facility/Pumping Station
  - Greenway Corridor
  - Transit Hub
  - Stage 1 / 2 Boundary
  - MW2 Boundary (Stage 1 & Stage 2)
  - Stormwater Pond Facility
  - Collector Road

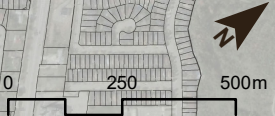
Sources: Mayfield West Phase 2:  
Proposed Stages 1 & 2 Development Concept Plan,  
GSAI, June 1, 2020

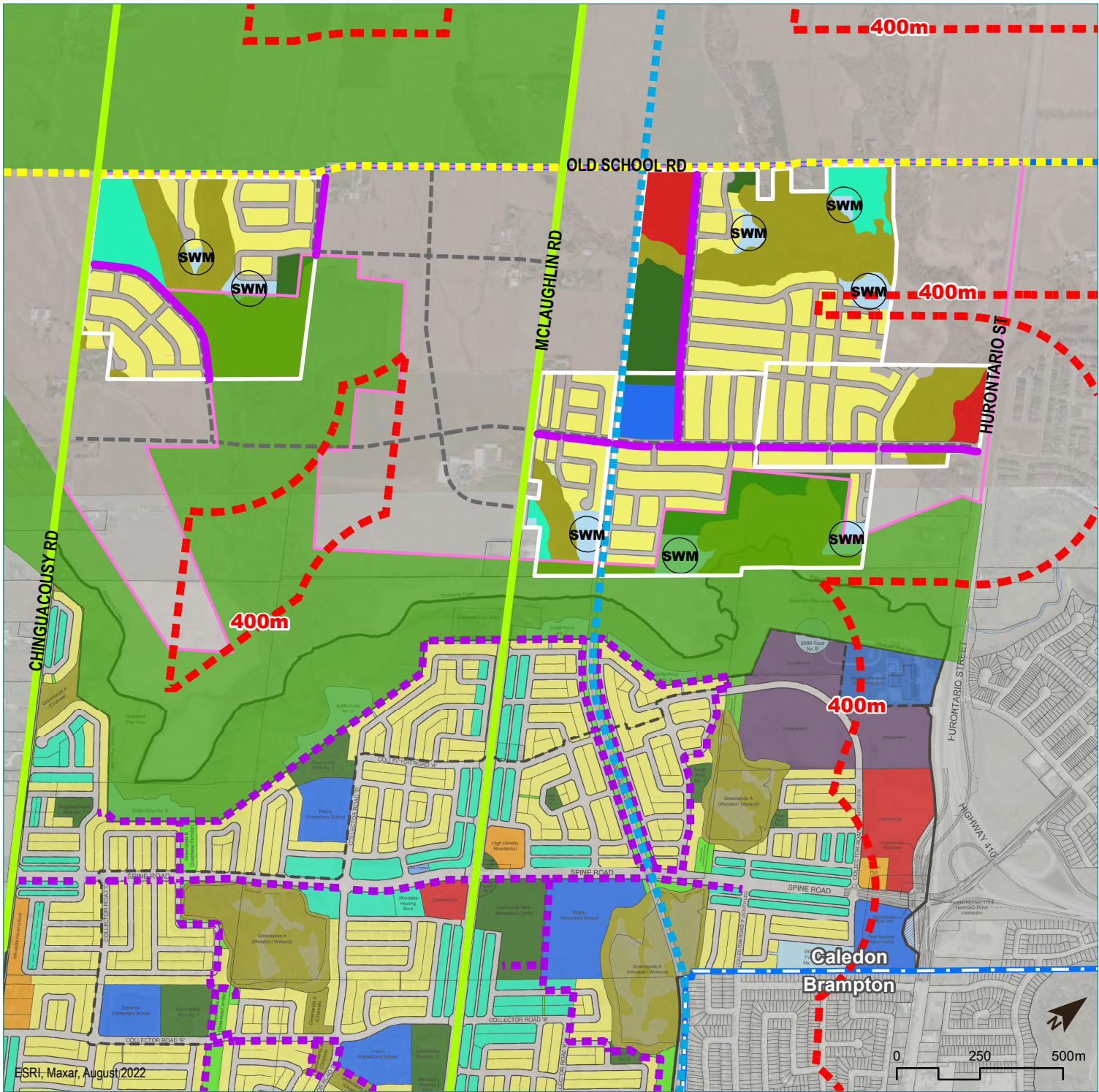
Contains information licensed under the Open Government Licence - Ontario.

MGP File: 22-3130  
Date: April 3, 2024



Caledon  
Brampton



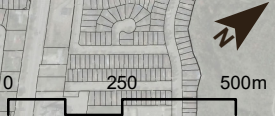


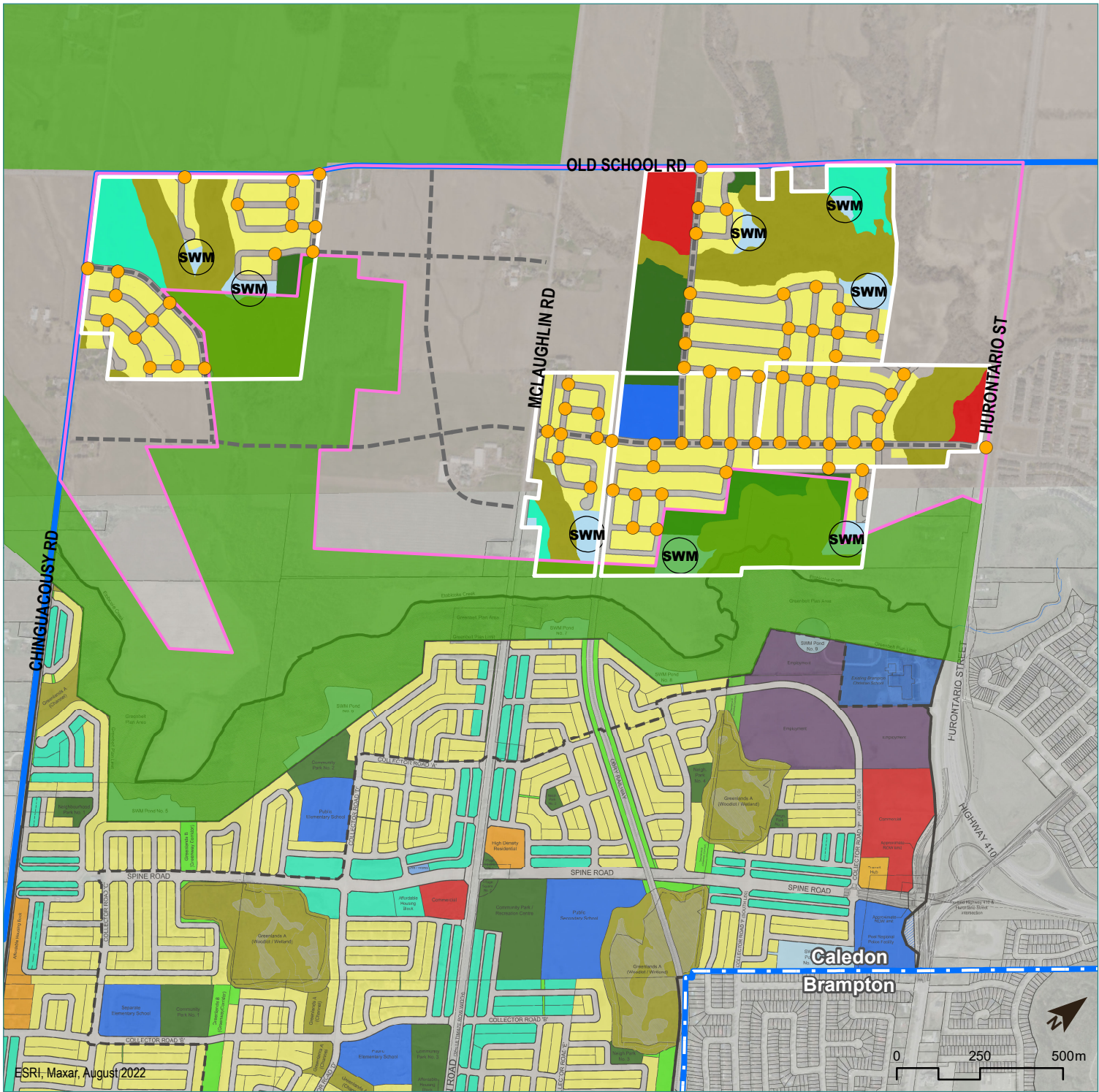
**TRAILS**  
**CATCHMENT AREA FOR MAYFIELD WEST PHASE 2 STAGE 3**  
**HEALTHY DEVELOPMENT ASSESSMENT**

- Mayfield West Study Area
- Mayfield West Phase 2 - Stage 3
- Marked On Road Bicycle Route
- MW2 Proposed Trail System
- Future Orangeville-Brampton Railway Trail
- Potential Cycling Facilities
- Recommended Multi-Use Path
- Catchment Area of Trails (400m)
- Provincial Plans**
- Protected Countryside
- Land Use**
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Prestige Industrial
- General Commercial
- Mixed Use
- Live-Work
- Institutional
- Open Space Policy Area
- Environmental Policy Area
- Stormwater Pond Facility/Pumping Station
- Greenway Corridor
- Transit Hub
- Stage 1 / 2 Boundary
- MW2 Boundary (Stage 1 & Stage 2)
- Stormwater Pond Facility
- Collector Road

Sources: Mayfield West Phase 2: Proposed Stages 1 & 2 Development Concept Plan, GSAI, June 1, 2020  
 Contains information licensed under the Open Government Licence - Ontario.

MGP File: 22-3130  
 Date: April 3, 2024





**INTERSECTION DENSITY**  
**CATCHMENT AREA FOR MAYFIELD WEST PHASE 2 STAGE 3**  
**HEALTHY DEVELOPMENT ASSESSMENT**

- Intersections (76 Total)
- Mayfield West Study Area
- Mayfield West Phase 2 - Stage 3
- Catchment Area of Elementary School (800m)
- Provincial Plans**
- Protected Countryside
- Land Use**
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Prestige Industrial
- General Commercial
- Mixed Use
- Live-Work
- Institutional
- Open Space Policy Area
- Environmental Policy Area
- Stormwater Pond Facility/Pumping Station
- Greenway Corridor
- Transit Hub
- Stage 1 / 2 Boundary
- MW2 Boundary (Stage 1 & Stage 2)
- SWM Stormwater Pond Facility
- Collector Road

Sources: Mayfield West Phase 2:  
 Proposed Stages 1 & 2 Development Concept Plan,  
 GSAI, June 1, 2020

Contains information licensed under the Open Government Licence - Ontario.

MGP File: 22-3130  
 Date: April 3, 2024

