

## Application Submitted

Site Plan Control  
Secondary Plan

OP/Zoning By-law Amendment

Draft Plan of Subdivision

Block 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): \_\_\_\_\_

### Applicant

Name: \_\_\_\_\_ Telephone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Registered Owner: Caledon Development General Partner Ltd., School West Investments Inc., School Valley Developments Inc., School Valley South Ltd, and Brook-Can Holdings Inc. (c/o Frank Filippo, Brookvalley Project Management Inc)

### Proposal Description

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

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

Mayfield West Phase 2 Stage 3 is a greenfield development site of approximately 208 developable hectares planned to comprise low and medium density residential uses. An extensive open space system including NHS, parks, stormwater management facilities, and trail network opportunities to support a healthy community, promoting active lifestyles by providing recreational opportunities for all residents.

## 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 5.5.4.2.1 and 5.5.4.2.2.</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 Town of Caledon is 42 residents and jobs per hectare.</p> <p>The proposed amendment achieves a minimum density of 67.2 residents and jobs per hectare which exceeds the minimum greenfield density target.</p> <p>The proposed amendment also considered the policy context established by the recently adopted 2051 Peel Region Official Plan. The 2051 Peel Region OP sets a minimum greenfield density target of 70 residents and jobs combined per hectare by 2051 for the Region as a whole and a minimum target of 67.5 residents and jobs combined per hectare for the Town of Caledon. It is understood that these objectives are Region and Town-wide objectives and not to be achieved by individual plans. The proposed amendment reasonably contributes to achieving the Region and Town's assigned Greenfield Area density targets while respecting the scale and character of existing and planned development in the MW2 Secondary Plan.</p>	<p>Refer to Mayfield West Phase 2 Stage 3 Official Plan Amendment Planning Opinion Report dated July 2022</p>	5	5
<p>2. All development in Designated <i>Urban Growth Centres</i> in the Region of Peel (i.e., Downtown Brampton and Mississauga City Centre) 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>		

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<b>SERVICE PROXIMITY</b>				
Transit				
3. At least 50% of the development's proposed dwelling units are situated within 200m of a planned or existing transit stop.	<p>At this time, GO Transit operates a transit stop at the corner of Old School Road and Hurontario Street, and otherwise transit services have not yet been extended to the Subject Lands.</p> <p>While it is anticipated that existing bus services will extend north to service the Mayfield West Community over-time, it is likely that less than 50% of dwelling units will be situated within 200m of these transit stops initially. However, the proposed amendment 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, 50% of dwelling units could be within 200m of a transit stop.</p>	Refer to Appendix A: Transit Catchment Area for Mayfield West Phase 2 Stage 3.	2	1
4. Areas within 400m of a <i>Higher Order Transit</i> stop are developed to meet <i>Major Transit Station Area</i> density targets.	Not Applicable. Not within 400m 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 Road 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	N/A	1	n/a
5. Access to transit from the proposed development is safe, attractive and direct for pedestrians.	The proposed amendment 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.	Refer to Mayfield West Phase 2 Stage 3 Official Plan Amendment Planning Opinion Report dated July 2022 & Mayfield West Phase 2 Stage 3 Urban Design Brief dated July 2022.	n/a	
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 southwest corner of Old School Road and Hurontario Street, southeast quadrant of the Old School Road and existing railway crossing, and along Hurontario Street immediately north of the Greenbelt lands. 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>	Refer to Appendix B: Commercial / Employment Lands Catchment Area for Mayfield West Phase 2 Stage 3.	2	0.5
7. 100% of the proposed dwelling units are within 800m of an existing or planned elementary school.	Approximately 80% of the proposed dwelling units are within 800m of a planned or existing elementary school.	Refer to Appendix C: Elementary School Catchment Area for Mayfield West Phase 2 Stage 3	1	0.5
8. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.	Less than 100% of the proposed dwelling units are within 1.6km of a planned public secondary school site.	Refer to Appendix D: Secondary School Catchment Area for Mayfield West Phase 2 Stage 3	1	0
9. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.	Approximately 90% of the proposed dwelling units are situated within 400 m of parks and open spaces.	Refer to Appendix E: Parks and Open Space Catchment Area for Mayfield West Phase 2 Stage 3	2	2

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.	Less than 75% of the proposed units will be located within 800 m of 5,000m <sup>2</sup> of personal service and commercial retail space.	Refer to Appendix B: Commercial & Employment Lands Catchment Area for Mayfield West Phase 2 Stage 3	2	1
11. <i>Convenience commercial</i> uses are present in key locations, including <i>greyfield</i> areas, <i>intensification areas</i> and <i>corridors</i> and <i>greenfield areas</i> .	The proposed amendment 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 proposed amendment also includes lands designated for general commercial land uses which could include convenience commercial uses.	Refer to Appendix B: Commercial & Employment Lands Catchment Area for Mayfield West Phase 2 Stage 3	2	2
Employment				
12. The development is within 10km (i.e., a 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
LAND USE MIX				
13. <i>Employment lands</i> 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
14. In combination, the following housing type groups make up at least 50% of the total units: <ul style="list-style-type: none"> <li>townhouses and multiplex</li> <li>apartment buildings</li> </ul>	The proposed dwelling unit mix will consist of approximately 59% street townhouse, rear-lane townhouse, back-to-back townhouse and stacked townhouse dwellings.	Refer to Mayfield West Phase 2 Stage 3 Official Plan Amendment Planning Opinion Report dated July 2022	2	2
15. The proposed development includes special housing types, such as senior's housing, long term care facilities and supportive or affordable housing.	The proposed development includes low and medium density residential land use designations that permit a range and mix of housing types which provide opportunities for the provision of supportive and affordable housing based on market needs.	Refer to Mayfield West Phase 2 Stage 3 Official Plan Amendment Planning Opinion Report dated July 2022	1	0.5

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
16. <i>Live-work units</i> and other employment-related uses compatible with residential uses are included in the proposed development.	The proposed amendment includes lands designated general commercial which permit uses that would accommodate population-related employment opportunities.	Refer to Mayfield West Phase 2 Stage 3 Official Plan Amendment Planning Opinion Report dated July 2022	2	2
17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	The proposed development does not contemplate mixed use buildings.		1	0
<b>STREET CONNECTIVITY</b>				
18. Infill development increases opportunities for street and pedestrian linkages and connectivity.	Not applicable. Greenfield Area development is being proposed.	N/A	1	n/a
19. In designated <i>Greenfield Areas</i> , street networks and off-road paths: <ul style="list-style-type: none"> <li>are <i>multi-modal</i> to provide choice to pedestrians and cyclists; and</li> <li>make clear connections to existing routes and facilities.</li> </ul>	The road network in the proposed amendment is planned to accommodate multi-modal travel options including transit, pedestrian and cycling throughout the Subject Lands and the Mayfield West Community. The road networks is planned to connect to the existing network as well as multi-use paths within the parks and open space system and to destinations within the community such as parks, schools, commercial areas and other community facilities.	Mayfield West Phase 2 Stage 3 Urban Design Brief dated July 2022.  Refer to Appendix F: Trails Catchment Area for Mayfield West Phase 2 Stage 3.	1	1
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.	The local road network is not included as part of the proposed amendment, however, the urban design brief which is used to guide future development applications on the subject lands discourages the use of cul-de sacs, crescent streets and loop roads.	Mayfield West Phase 2 Stage 3 Urban Design Brief dated July 2022.	2	2
21. Reverse frontage streets are not utilized.	The local road network is not included as part of the proposed amendment, however, reverse frontage streets are not proposed.	Mayfield West Phase 2 Stage 3 Urban Design Brief dated July 2022.	1	1
22. Residential blocks in the proposed development do not exceed 80x180m in size.	Residential block sizes have not been identified as part of the proposed amendment. This level of detail will be determined during future stages of the development approvals process, however, the Urban Design Brief acknowledges that Mayfield West Phase 2 Stage 3 is proposed to be consistent with the Mayfield West Phase 2 Community Design Plan to ensure consistency across the Mayfield West Phase 2 Community. The CDP includes guidance to ensure development of appropriately sized blocks occurs.	Mayfield West Phase 2 Stage 3 Urban Design Brief dated July 2022.  Mayfield West Phase 2 Community Design Plan.	3	3

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.	There are 18 planned intersections in the proposed amendment (which does not include local roads) which covers a developable site area of approximately 2 square kilometers. A more detailed street hierarchy including local roads will be prepared as part of future development applications, which would result in a greater intersection density.	Refer to Mayfield West Phase 2 Stage 3 Official Plan Amendment Planning Opinion Report dated July 2022	3	1.5
24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes.	Sidewalks and multi-use paths are planned to connect to the street network, community amenities and transportation nodes consistent with the guidance provided for in the Mayfield West Phase 2 CDP.	Refer to Mayfield West Phase 2 Stage 3 Official Plan Amendment Planning Opinion Report dated July 2022.  Mayfield West Phase 2 Community Design Plan.	n/a	
<b>STREETSCAPE CHARACTERISTICS</b>				
Pedestrian Amenities				
25. Neighbourhood public and retail services are located linearly along major roads to promote a main street environment, and are focused within community and mixed use nodes.	The proposed amendment functions as an extension of the Mayfield West community and as such benefits from the existing and planned retail services strategically located along main streets in the community. The proposed amendment also locates lands designated for public services (schools and parks) and general commercial uses along major roads and at key intersections to coincide with higher-density residential development and the potential location of future transit stops to establish nodes of activity.	Refer to Appendix B: Community Services Catchment Area for Mayfield West Phase 2 Stage 3.	2	2
26. All streets in low-density residential areas have sidewalks on each side that are at least 1.5m wide.  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 m wide.	All streets in the low and medium density areas are planned to include sidewalks and/or multi-use paths. The detailed design of streets will be determined through future study and are planned to be consistent with the Mayfield West Phase 2 CDP.	Refer to Mayfield West Phase 2 Stage 3 Official Plan Amendment Planning Opinion Report dated July 2022.  Mayfield West Phase 2 Community Design Plan.	1	1
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	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.	Refer to Mayfield West Phase 2 Stage 3 Official Plan Amendment Planning Opinion Report dated	1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
streets.		July 2022.  Mayfield West Phase 2 Community Design Plan.		
28. All transit stations, major transit stations and major pedestrian routes have: <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>	Not applicable.	N/A	1	n/a
<b>Cycling Amenities</b>				
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: <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> 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 bikeway	A connected and destination oriented bikeway network including on- and off-road facilities is anticipated for the Subject Lands. The details of this network will be defined through further study and are planned to be consistent with the Mayfield West Phase 2 CDP.	Refer to Mayfield West Phase 2 Stage 3 Official Plan Amendment Planning Opinion Report dated July 2022.  Mayfield West Phase 2 Community Design Plan.	1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
network are identified.				
30. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.	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.	Refer to Mayfield West Phase 2 Stage 3 Official Plan Amendment Planning Opinion Report dated July 2022.  Mayfield West Phase 2 Community Design Plan.	1	1
<b>Lighting</b>				
31. Residential and commercial streets in medium- to high-density neighbourhoods have pedestrian-scaled lighting and are limited to a height of 4.6m.	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.	Refer to Mayfield West Phase 2 Stage 3 Official Plan Amendment Planning Opinion Report dated July 2022.  Mayfield West Phase 2 Community Design Plan.	1	1
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.	Refer to Mayfield West Phase 2 Stage 3 Official Plan Amendment Planning Opinion Report dated July 2022.  Mayfield West Phase 2 Community Design Plan.	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: • minimum traffic lane	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	Refer to Mayfield West Phase 2 Stage 3 Official Plan Amendment Planning Opinion Report dated July 2022.	3	3

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
widths <ul style="list-style-type: none"> <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>	further study and are planned to be consistent with the Mayfield West Phase 2 CDP.	Mayfield West Phase 2 Community Design Plan.		
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.	Refer to Mayfield West Phase 2 Stage 3 Official Plan Amendment Planning Opinion Report dated July 2022.  Mayfield West Phase 2 Community Design Plan.	n/a	
<b>EFFICIENT PARKING</b>				
35. Provide reduced automobile parking ratios for: <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>	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 development approvals process and are planned to be consistent with the Mayfield West Phase 2 CDP.	Refer to Mayfield West Phase 2 Stage 3 Official Plan Amendment Planning Opinion Report dated July 2022.  Mayfield West Phase 2 Community Design Plan.	1	1
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).	The proposed amendment 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 development approvals process and are planned to be consistent with the Mayfield West Phase 2 CDP.	Refer to Mayfield West Phase 2 Stage 3 Official Plan Amendment Planning Opinion Report dated July 2022.  Mayfield West Phase 2 Community Design Plan.	1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop.	Not applicable, not within 400m of a higher order transit stop.	N/A	2	n/a
38. 50% or more of residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.	Not applicable. The proposed amendment does not include a local road network and therefore does not contemplate rear alleys or laneways.	N/A	2	n/a
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.	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.	Refer to Mayfield West Phase 2 Stage 3 Official Plan Amendment Planning Opinion Report dated July 2022.  Mayfield West Phase 2 Community Design Plan.	2	2
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: <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 instead of black asphalt</li> </ul>	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 development approvals process and are planned to be consistent with the Mayfield West Phase 2 CDP.	Refer to Mayfield West Phase 2 Stage 3 Official Plan Amendment Planning Opinion Report dated July 2022.  Mayfield West Phase 2 Community Design Plan.	2	2
Total Score			52	44

# 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

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

9/14

1/2

N/A

N/A

0.5/2

0.5/1

0/1

2/2

1/2

2/2

2/2

4.5/6

N/A

2/2

0.5/1

2/2

0/1

8.5/10

1/1

2/2

1/1

3/3

1.5/3

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

Provide reduced parking ratios

Identify systems for shared parking spaces

Unbundled parking

Parking location (single-storey residential)

Parking location (other)

Above-ground parking design

## TOTAL\*:

GOLD:

SILVER:

BRONZE:

PASS:

11/11

2/2

1/1

1/1

1/1

1/1

1/1

1/1

1/1

1/3

N/A

6/6

1/1

1/1

N/A

N/A

2/2

2/2

44/52

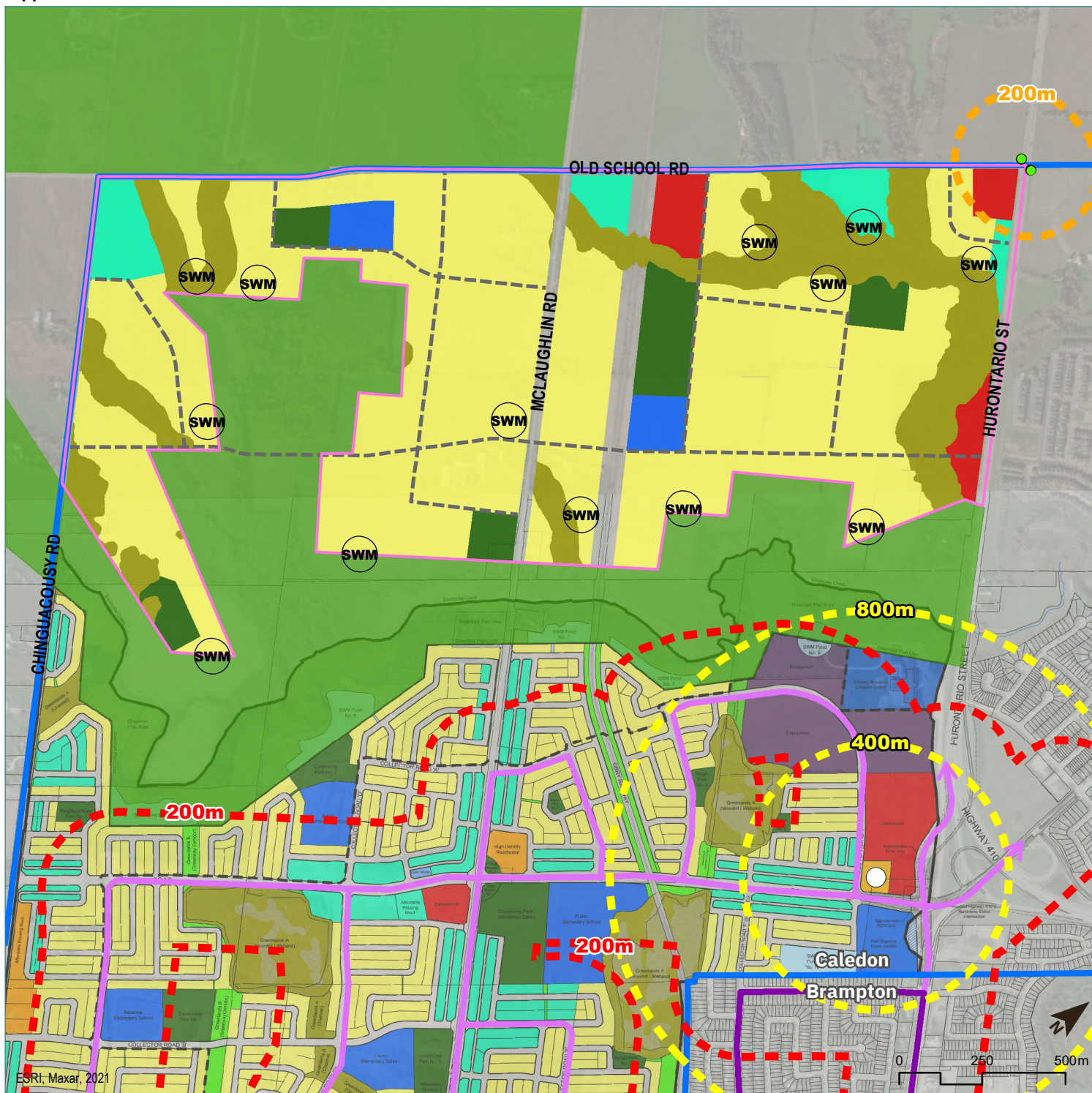
80-100%

70-79%

60-69%

50-59%

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



ESRI, Maxar, 2021

## TRANSIT

### CATCHMENT AREA FOR MAYFIELD WEST PHASE 2 STAGE 3

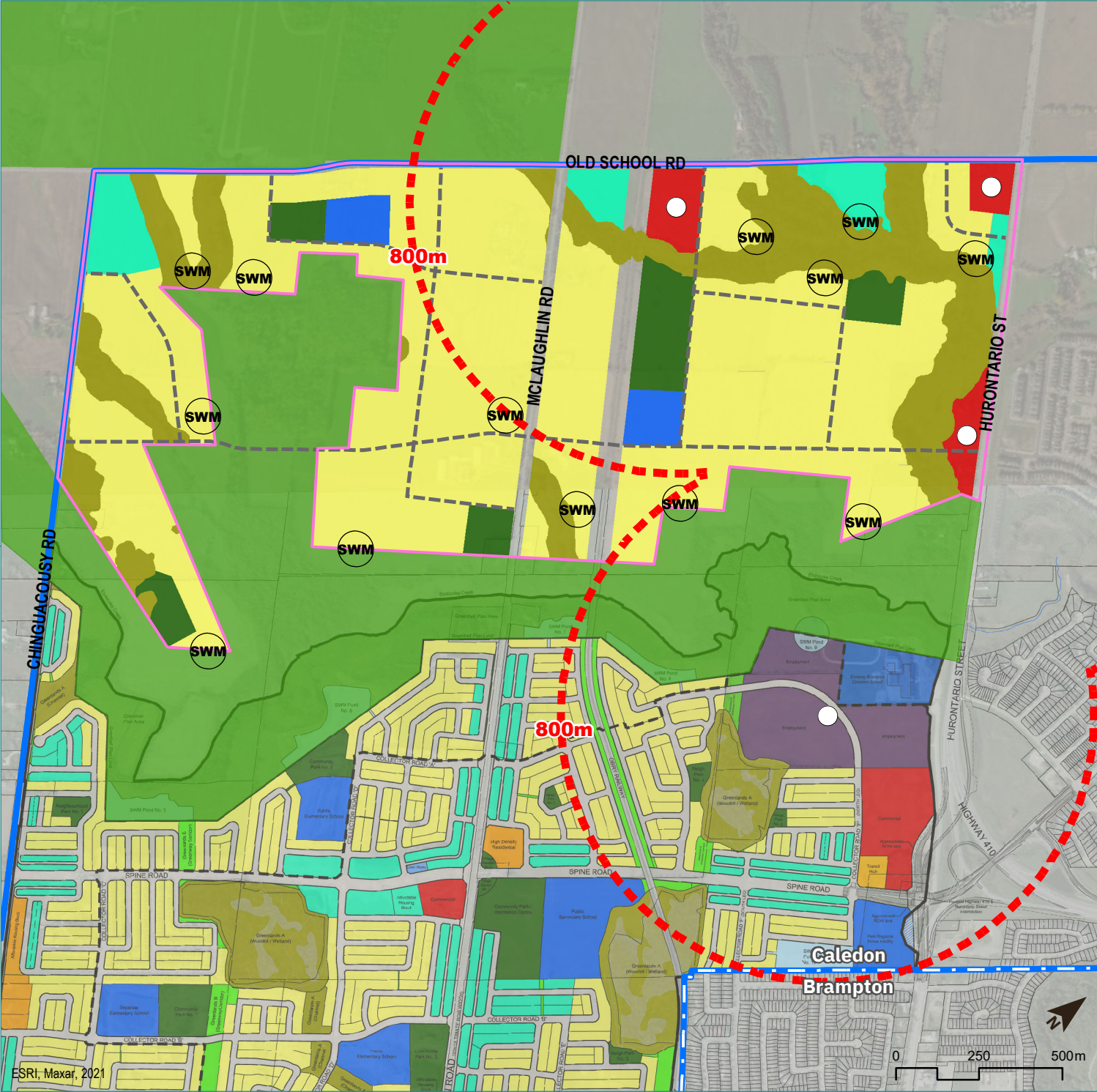
### HEALTHY DEVELOPMENT ASSESSMENT

- Mayfield West Study Area
- Mayfield West Phase 2 - Stage 3
- GO Bus Stop
- Bus Route
- Potential Transit Route
- Catchment Area of Bus Stop (200m)
- Catchment Area of Potential Transit Route (200m)
- Catchment Area of Planned Major Transit Station Area
- Provincial Plans**
- Greenbelt Plan
- 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
- Greenway Corridor
- Transit Hub
- Stage 1 / 2 Boundary
- MW2 Boundary (Stage 1 & Stage 2)
- SWM Stormwater Pond Facility
- Collector Roads

Sources: Mayfield West Phase 2:  
Proposed Stages 1 & 2 Development Concept Plan, GSAI, June 1, 2020  
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MGP File: 22-3130  
Date: July 13, 2022

**MGP** Malone  
Given  
Parsons.



COMMERCIAL/EMPLOYMENT LANDS

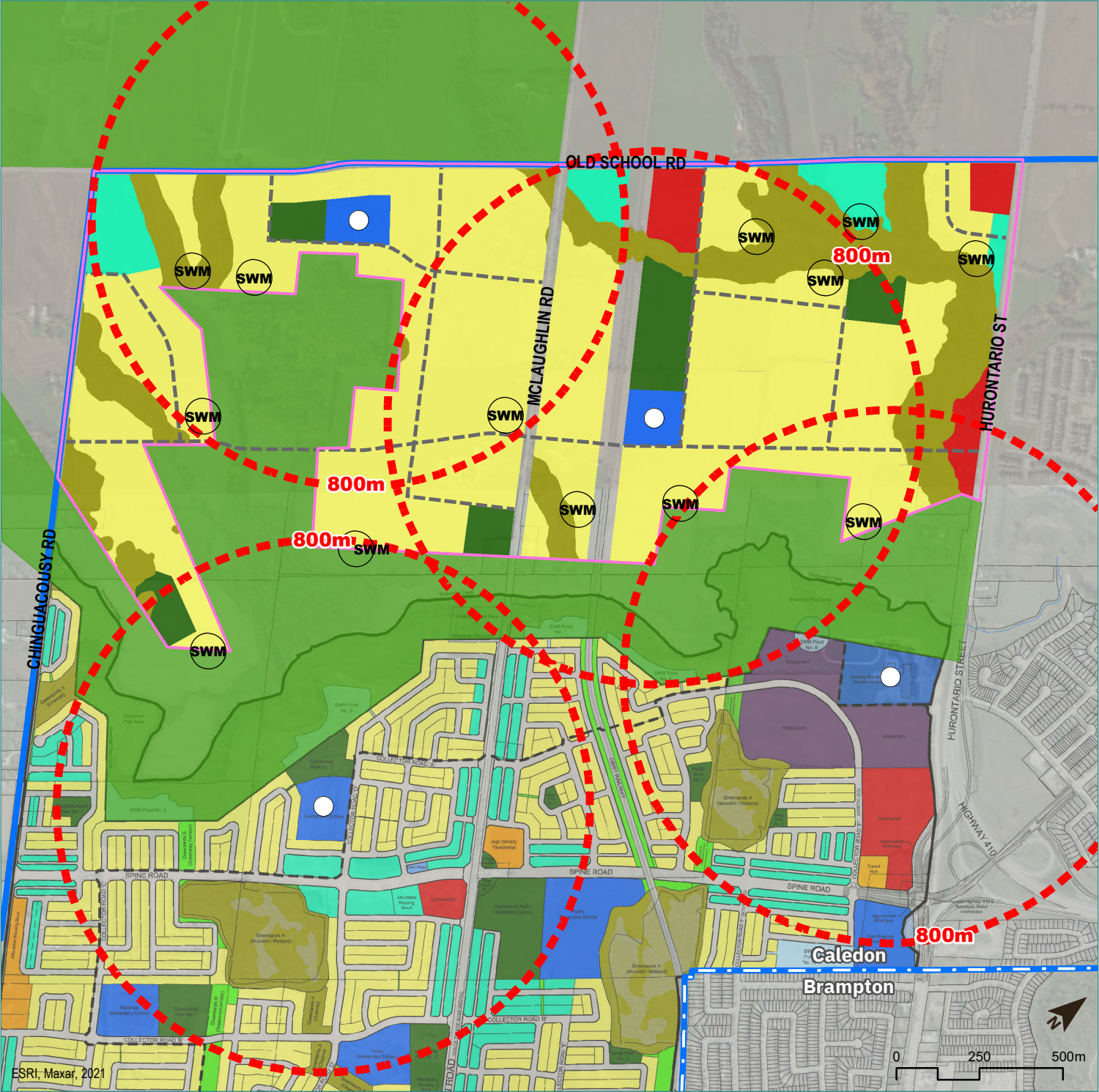
CATCHMENT AREA FOR MAYFIELD  
WEST PHASE 2 STAGE 3

HEALTHY DEVELOPMENT  
ASSESSMENT

- Mayfield West Study Area
- Mayfield West Phase 2 - Stage 3
- Catchment Area of Commercial Land Use (800m)
- Provincial Plans**
  - Greenbelt Plan
- 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
  - Greenway Corridor
  - Transit Hub
- Stage 1 / 2 Boundary
- MW2 Boundary (Stage 1 & Stage 2)
- Stormwater Pond Facility
- Collector Roads

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

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ELEMENTARY SCHOOLS

CATCHMENT AREA FOR MAYFIELD WEST PHASE 2 STAGE 3

HEALTHY DEVELOPMENT ASSESSMENT

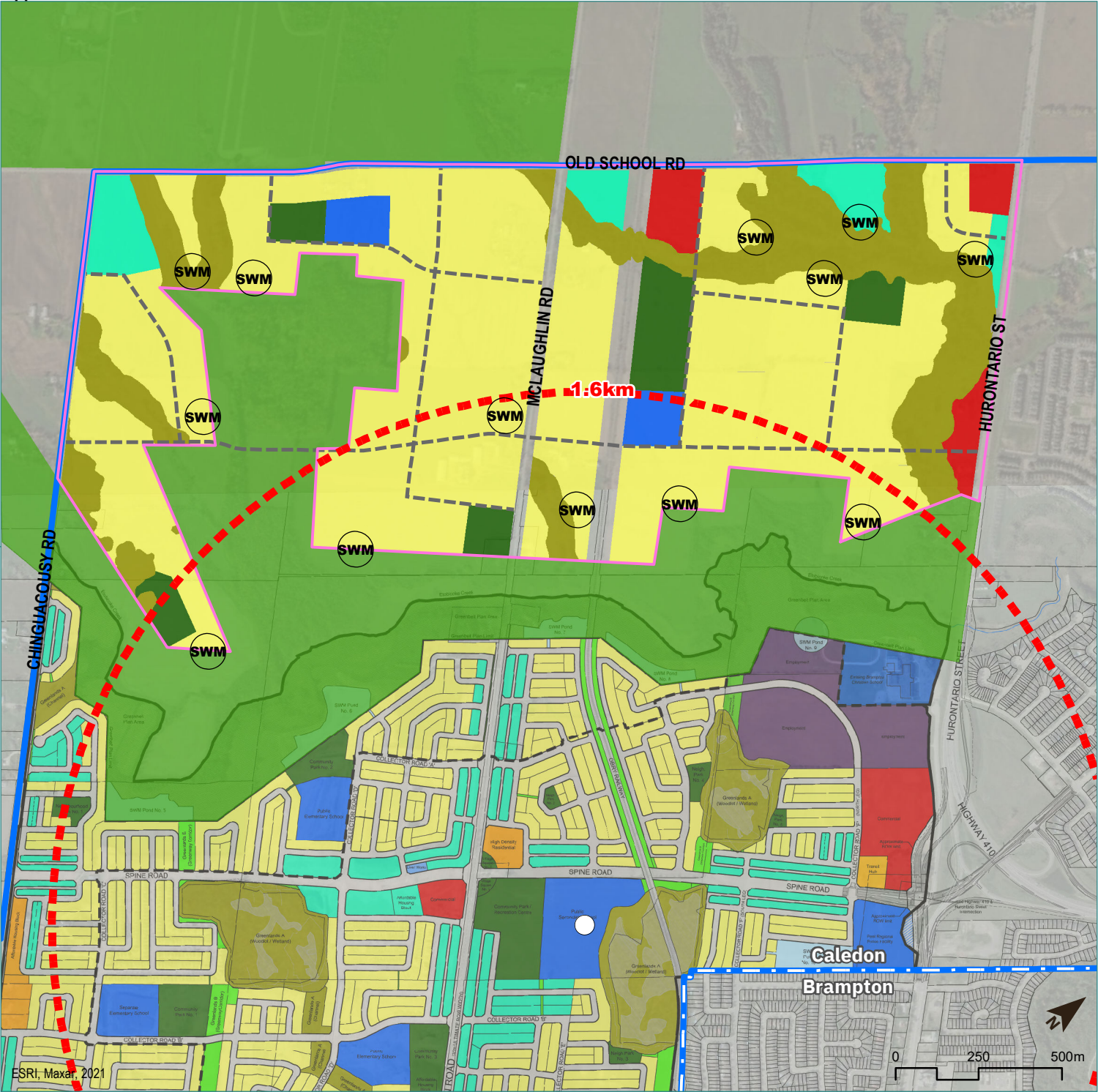
- Mayfield West Study Area
- Mayfield West Phase 2 - Stage 3
- Catchment Area of Elementary School (800m)
- Provincial Plans
  - Greenbelt Plan
- Land Use
  - Low-Density Residential
  - Medium-Density Residential
  - High-Density Residential
  - Prestige Industrial
  - General Commercial
  - Mixed Use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

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

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Date: July 13, 2022





## SECONDARY SCHOOLS

CATCHMENT AREA FOR MAYFIELD  
WEST PHASE 2 STAGE 3

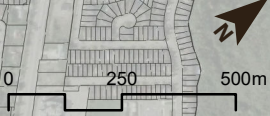
HEALTHY DEVELOPMENT  
ASSESSMENT

- Mayfield West Study Area
- Mayfield West Phase 2 - Stage 3
- Catchment Area of Secondary School (1.6km)
- Provincial Plans**
  - Greenbelt Plan
- 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
  - Greenway Corridor
  - Transit Hub
- Stage 1 / 2 Boundary
- MW2 Boundary (Stage 1 & Stage 2)
- Stormwater Pond Facility
- Collector Roads

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

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## PARKS AND OPEN SPACE

CATCHMENT AREA FOR MAYFIELD WEST PHASE 2 STAGE 3

HEALTHY DEVELOPMENT ASSESSMENT

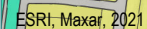
- Mayfield West Study Area
- Mayfield West Phase 2 - Stage 3
- Catchment Area of Parks and Open Space (400m)
- Provincial Plans**
  - Greenbelt Plan
- Land Use**
  - Low-Density Residential
  - Medium-Density Residential
  - High-Density Residential
  - Prestige Industrial
  - General Commercial
  - Mixed Use
  - Live-Work
  - Institutional
  - Open Space Policy Area
  - Environmental Policy Area
  - Stormwater Pond Facility
  - Greenway Corridor
  - Transit Hub
- Stage 1 / 2 Boundary
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GSAI, June 1, 2020

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**MGP** Malone  
Given  
Parsons.



## TRAILS

## CATCHMENT AREA FOR MAYFIELD WEST PHASE 2 STAGE 3

## HEALTHY DEVELOPMENT ASSESSMENT

- 
- Legend**
- Mayfield West Study Area
  - Mayfield West Phase 2 - Stage 3
  - Marked On Road Bicycle Route
  - MW2 Proposed Trail System
  - Future Orangeville-Brampton Railway Trail
  - Catchment Area of Trails (400m)
  - Provincial Plans**
    - Greenbelt Plan
  - 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
    - Greenway Corridor
    - Transit Hub
    - Stage 1 / 2 Boundary
    - MW2 Boundary (Stage 1 & Stage 2)
  - Stormwater Pond Facility

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