

Mayfield West Phase 2 (Stage 3)  
**URBAN DESIGN BRIEF**

Town of Caledon

**URBAN DESIGN BRIEF**  
**MAYFIELD WEST PHASE 2 (STAGE 3)**  
**CALEDON, ON**  
Official Plan Amendment

JULY 2022

**Prepared by:**  
Malone Given Parsons Ltd.  
140 Renfrew Drive, Suite 201  
Markham, ON L3R 6B3  
**JOB: 22-3144**

**Prepared for:**  
Brookvalley Project Management Inc.  
137 Bowes Road  
Concord, ON L4K 1H3

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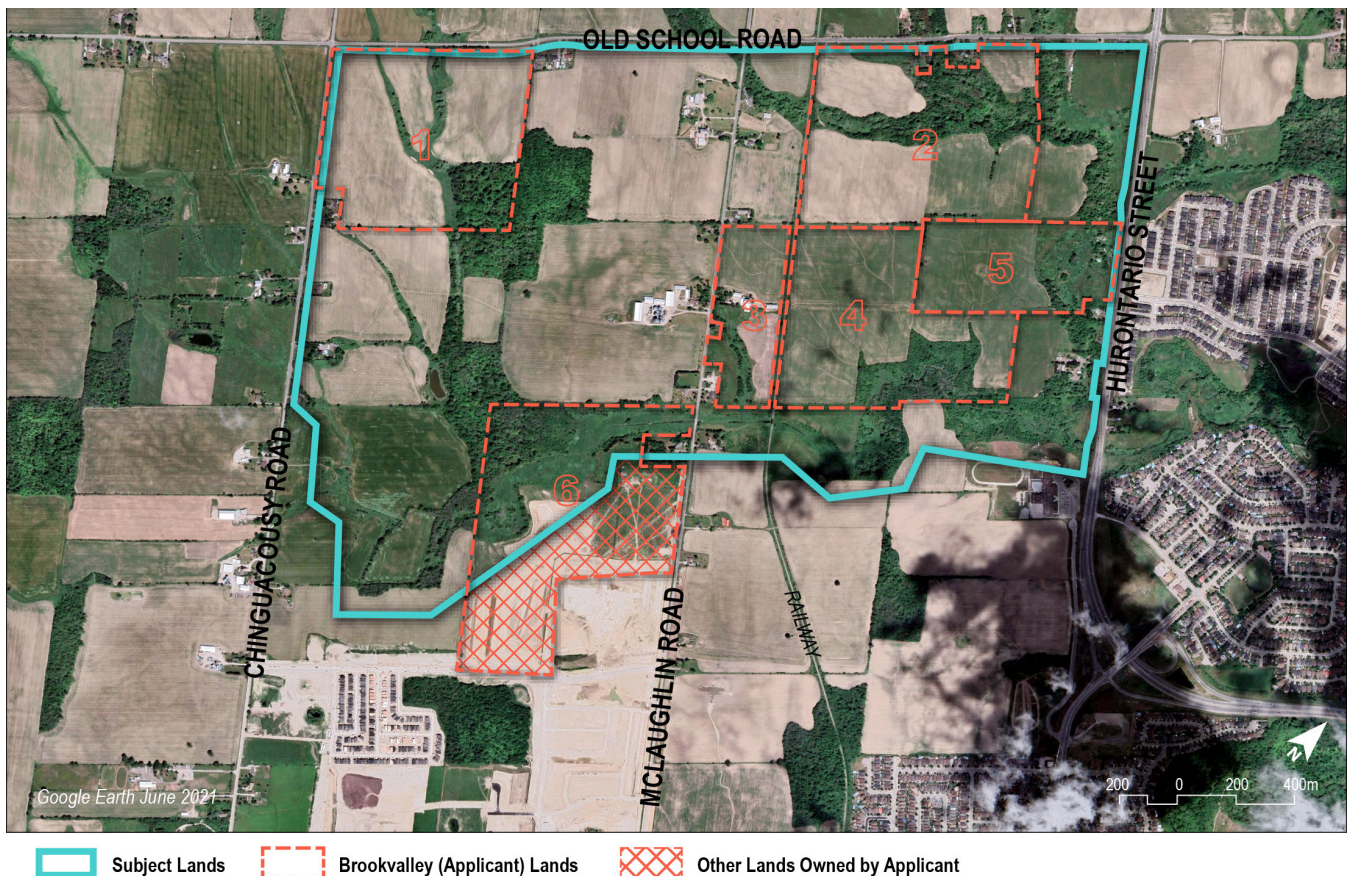
# 1.0 INTRODUCTION

Brookvalley Project Management Inc. (“Brookvalley”) is proposing to amend the Mayfield West Phase 2 Secondary Plan to include the Mayfield West Phase 2 Stage 3 lands (“Subject Lands” or “MW 2-3 Lands”). The Subject Lands are bound by Hurontario Street to the east, Old School Road to the north, Chinguacousy Road to the west and the Mayfield West Phase 2 Secondary Plan boundary to the south and equal approximately 430 gross hectares.

The MW 2-3 Lands are located immediately north of the Mayfield West Phase 2 Secondary Plan and represent the next logical stage of urban expansion in the Mayfield West Study Area. Expansion of the Mayfield West Phase 2 Secondary Plan to include the MW 2-3 Lands supports the significant transit and mobility investments underway including a Transit Hub and new 410 interchange where the Mayfield West Phase 2 Spine Road intersects with Highway 410.

The proposed OPA will bring the Subject Lands into the Mayfield West Rural Service Centre boundary and redesignate them for urban land uses in accordance with the Mayfield West Phase 2 Secondary Plan. The OPA will align the Town’s Official Plan with the recently adopted Peel Region Official Plan which has added the Subject Lands within the Regional Urban Boundary and ensure timely and comprehensive planning to complete the Mayfield West Phase 2 community.

In accordance with the Mayfield West Phase 2 Secondary Plan, the OPA will establish policies to guide the development of a new residential community consisting of a mix of low to medium density residential uses as well as supporting commercial uses, institutional uses and environment protection lands within the Mayfield West 2-3 Lands.



This Urban Design Brief has been prepared in support of the Official Plan Amendment, including the proposed Land Use Plan and provides design rationale that supports the overall vision for the new community. This Brief describes the proposed physical structure for the community, with references to opportunities and constraints, key structural elements, pedestrian and street network, built form guidelines and parks and open space.

## **PROPOSAL**

The MW 2-3 Lands will be developed as a compact, attractive and walkable residential community that builds on the success of adjacent communities of Mayfield West. With almost 50% of the gross land area (~214 ha) identified for protection either within the Greenbelt Plan Area or Environment Policy Area, the proposed OPA will protect and complement adjacent natural heritage lands.

The new community is estimated to provide housing for approximately 13,000 people and 900 jobs. A mix of low to medium density residential housing types are planned including single-detached, semi-detached, street or lane townhomes and back-to-back stacked townhomes. New parks, schools and commercial lands will service the new community. Access will be provided through a network of new collector roads that will have a 24-metre planned right-of-way width.

## **POLICY FRAMEWORK**

### *Provincial Policy Statement, 2020*

It is a key policy direction of the Provincial Policy Statement, 2020 to build strong communities that is cost- and land-efficient as well as environmentally sensitive. As a result, the PPS contains several policies that promote compact development form, mix of land use to ensure efficient use of land, establish complete communities and optimize transit infrastructure (Section 1.1.1). The proposed OPA builds on the infrastructure investments underway in the Mayfield West Phase 2 Secondary Plan.

### *Growth Plan for the Greater Golden Horseshoe, 2020*

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020 Consolidation) (“Growth Plan”) emphasizes the need to build complete communities; support a range of housing options; make efficient use of land and infrastructure; support transit viability; and provide for different approaches to managing growth that recognizes the diversity of communities in the Greater Golden Horseshoe. The Subject Lands are Designated Greenfield Area in accordance with the Growth Plan and shall be planned to achieve a density of approximately 67.2 persons and jobs per hectare, which exceeds the Growth Plan density requirement of 50 persons and jobs per hectare for Greenfield areas.

### *Greenbelt Plan, 2017*

A portion of the Subject Lands are identified within the Greenbelt, and generally reflect the alignment of the Etobicoke Creek, which traverses the southern portion of the Subject Lands in a northeast-southwest direction. This portion of the Subject Lands are designated “Protected Countryside” with a “Natural Heritage System” overlay. The Natural Heritage System overlay includes core areas and linkage areas of the Protected Countryside with the highest concentration of sensitive and/or significant natural features and functions. These areas build upon the surrounding natural systems to create a connected natural heritage system.

### *Peel Region Official Plan*

The Subject Lands are currently designated within the ‘Rural System’ as shown in the Peel Region Official Plan 2021; however, proposed to be included into the Urban System with the Regional Urban Boundary and designated as ‘Designated Greenfield Area’ through the Council Adopted Peel 2051 Official Plan. As such, the Subject Lands will need to conform to the policies and density targets of Designated Greenfield Areas. The proposed amendment must achieve a minimum density targets of 67.5 people and jobs per hectare in accordance with the density target assigned to the Town of Caledon by the Region. Designated Greenfield Areas are also subject to complete community objectives and shall provide for a range and mix of land uses to support the establishment of a new community.



### *Town of Caledon Official Plan*

The Subject Lands are currently recognized as being within the 'Agricultural' and 'Rural Area' in Schedule A1 of the Town of Caledon Official Plan. However, the draft of the Future Caledon Official Plan proposes to re-designate the Subject Lands as "Designated Greenfield Area" within the "Urban Area" and "Environmental Policy Area". Furthermore, MW 2-3 is proposed to be identified as "Community Area" and within the "Mayfield West Study Area".

### *Mayfield West Phase 2 Secondary Plan 2018*

The Subject Lands are currently designated as 'Prime Agricultural Area' and 'Environmental Policy Area' in the Town of Caledon Official Plan – Mayfield West Land Use Plan (Schedule B-2). The proposed Official Plan Amendment is to the Mayfield West Phase 2 Secondary Plan and will permit a range of community uses on the Subject Lands including 'Low Density Residential', 'Medium Density Residential', 'General Commercial', 'Institutional', 'Open Space Policy Area', and 'Environmental Policy Area' consistent with the existing policies.

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

The Subject Lands are zoned A1 (Agricultural) and EPA2 (Environmental Protection Area 2) in the Town of Caledon Zoning By-law 2006-50, as amended by O.Reg 362/20. Future amendments to the Zoning By-Law will be required to implement the proposed Official Plan Amendment during Draft Plan of Subdivision Applications.

## **URBAN DESIGN BRIEF PURPOSE**

Urban design is a vital component of city planning. It is not only concerned with the visual and aesthetic qualities of a place but is also functionality and compatibility. The purpose of this Urban Design Brief is to describe the proposed community plan and provide details regarding the design approach to illustrate why it is appropriate and desirable. Furthermore this brief provides design direction related to the implementation of the vision for the new community. It focuses on the physical design, with reference to structuring elements, pedestrian circulation, road network, streetscape treatment, built form characteristics, and

the extensive parks, open space and trail system. The UDB emphasizes and describes those elements that are fundamental in creating an attractive, compact, pedestrian-friendly urban environment, appropriately integrated within the surrounding community.

This UDB has been prepared in accordance with the objectives and policies outlined in the Town of Caledon Comprehensive Town-Wide Design Guidelines 2017 and the Mayfield West Phase 2 Community Design Plan 2016. This document supports the proposed Official Plan Amendment ("OPA") and ensure a high quality and context sensitive design approach. This UDB illustrates how the proposed plan complies with relevant policies and supports design guidelines as well as how it fits with the existing and planned context.

## **OUR APPROACH**

The document begins with an analysis of the existing site and the influential surrounding context (Section 2). The design vision and details regarding the site and building design are described in Section 3 and 4. Section 5 reviews all the relevant urban design policies and guidelines to illustrate compliance and how the development proposal contributes to the design vision.

The brief concludes (Section 6) with a summary of how the proposed development complies to local policies, design directives, performance requirements and how potential impacts of the proposal are mitigated through design. The Report illustrates how the proposed development has met design directives in relation to the City's overall planned urban structure and growth objectives in regard to the site's specific context.

Should you have any questions or wish to discuss in further detail, please do not hesitate to contact us.

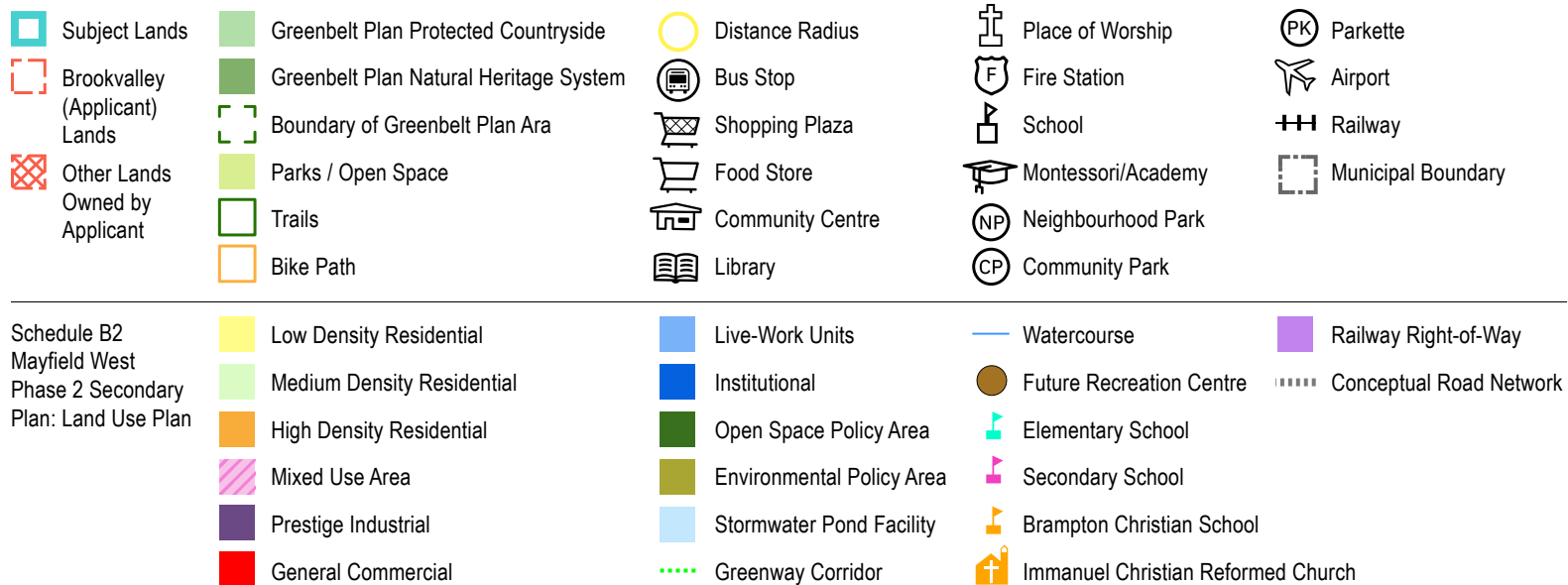
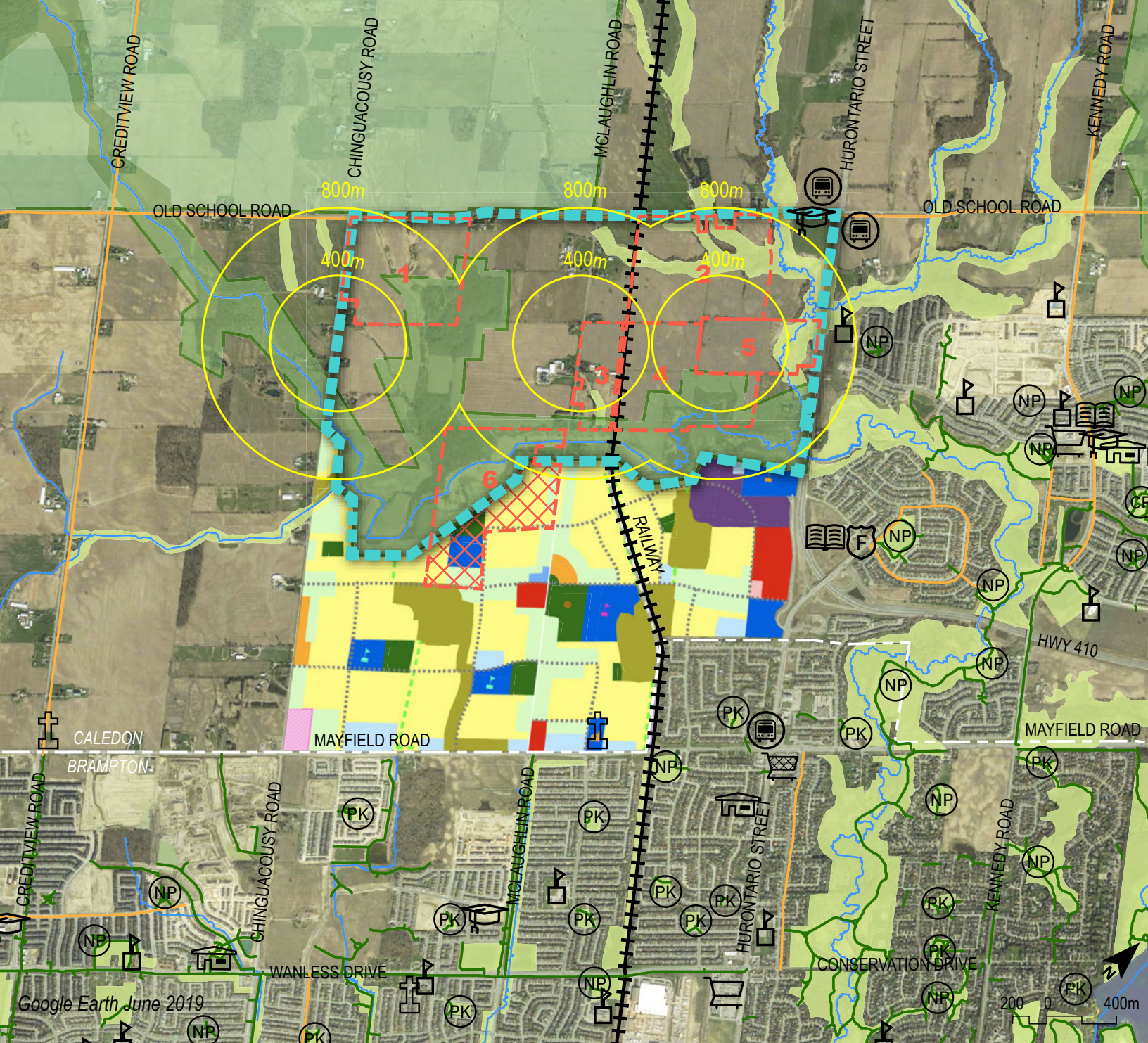
Yours very truly,

**MGP**



Allyssa Hrynyk  
MCIP, RPP, AICP, BES, MUDS  
Senior Planner - Urban Design







# 2.0 CONTEXT ANALYSIS

## LOCATION & CHARACTERISTICS

The Mayfield West 2-3 lands are located at the northern edge of the urban area of the City of Brampton. Located north of Mayfield Road, Mayfield West represents a growth area for the Town of Caledon centre on Highway 10 and the terminus of Highway 410. The Subject Lands are situated just north of the Mayfield West Phase 2 Secondary Plan and represent a logical extension of that planned community.

The Subject Lands are currently vacant and previously used for agricultural purposes. A significant portion of the Subject Lands contain natural heritage lands within and beyond the Greenbelt Plan. The Natural Heritage lands comprise of woodlots, the Etobicoke Creek and associated vegetative buffer areas. The lands are generally flat and gradually drain in a south and then east direction along tributaries of the Etobicoke Creek.

An abandoned railway corridors traverses the Subject Lands in a north-south axis east of McLaughlin Road. The portion of the railway that traverses the Subject Lands makes up part of the 55-kilometre stretch of the Orangeville-Brampton railway ("OBRY") which will be purchased by the Region of Peel to establish a public trails system.

## SURROUNDING USES & BUILT FORM

### North:

- Greenbelt lands and Agricultural/Rural uses
- Brampton Flight Centre and Flying Club along McLaughlin Road between Old School Road and King Street

### South:

- Etobicoke Creek and Protected Countryside lands within Greenbelt
- Mayfield West Phase 2 lands (Stage 1 and Stage 2)

### East:

- Existing residential, commercial, institutional, and employment uses within Mayfield West Study Area Phase 1 (Stage 2)

### West:

- Agricultural and rural uses
- Land outside of the Settlement Area

Photo 1: Mixed Use Development in Mayfield West Phase 1 at Dougall and Kennedy Road



## MW2 FRAMEWORK PLAN /TRANSIT HUB

The Mayfield West Phase 2 Development Staging and Sequencing Plan (DSSP) as approved (June 2021) provides additional details with regard to the delivery of servicing infrastructure, transit (routing, mobility hub, and stops), schools, community facilities, affordable housing and the Natural Heritage system.

The an updated Framework Plan was prepared based on draft plans and represents an evolution of the Framework Plan originally approved. It illustrates a Transit Hub at the east side of the plan as well as an upgraded interchange from the 410 to the new east/west Spine Road.

The Transit Hub is one of two hubs approved for Caledon, with the other being in Bolton. The Town of Caledon requested that these hubs be considered by the Region as Major Transit Station Areas (“MTSAs”).

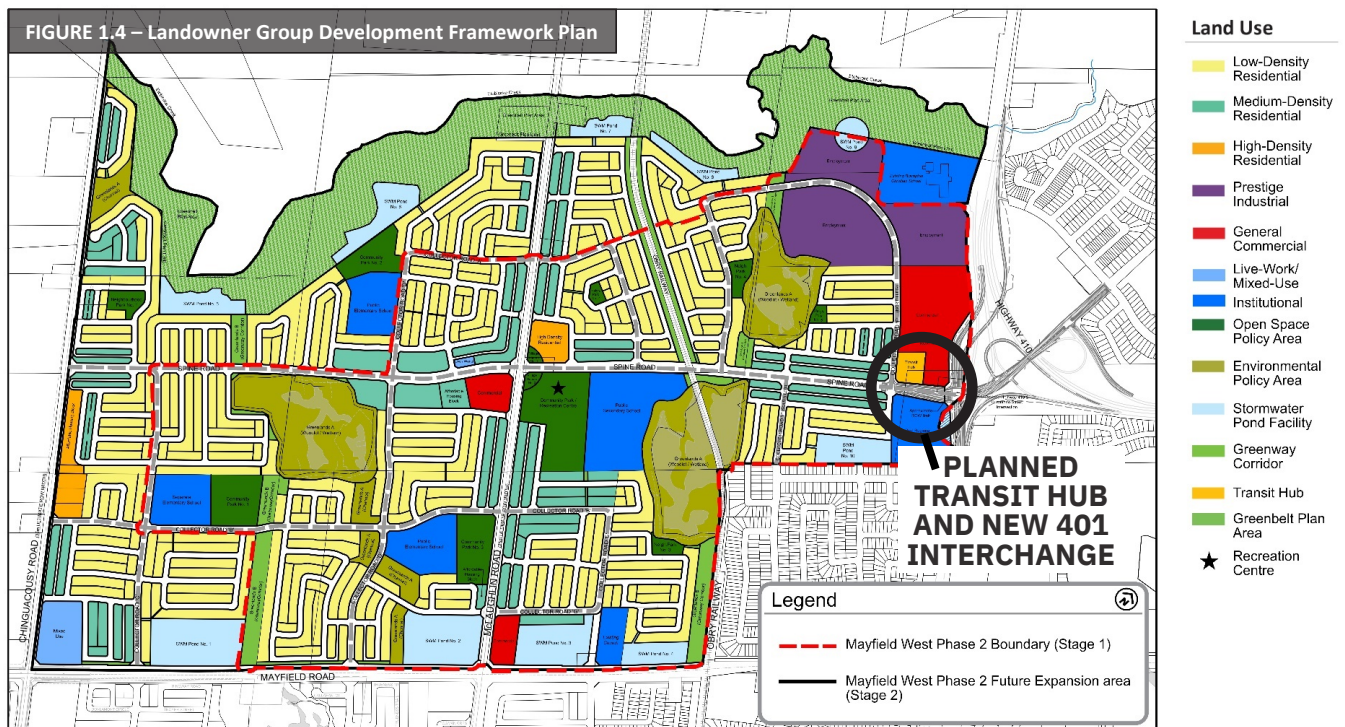
## STREET & BLOCK NETWORK

The Subject Lands are defined by the existing concession road fabric (now Regional Arterial Roads) that encompass the lands. Bounded to the north by Old School Road (a Collector Road in the Caledon OP -COP), Old School Road travels along the east-west axis and has a planned right-of-way of 26 metres.

Chinguacousy Road defines the western edge of the Subject Lands and McLaughlin Road traverses through the middle of the Subject Lands. Both are identified as Collector Roads in the COP. Chinguacousy Road and McLaughlin Road travel along the north-south axis and have a planned right-of-way of 26 metres as shown in Schedule K Road Right-of-Way Widths of the COP.

Hurontario Street (Highway 10) is located on the eastern edge of the Brookvalley Lands and is identified as a High Capacity Arterial in the COP. Hurontario Street functions as a major transportation corridor. Hurontario Street travels along the north-south axis and functions as the interchange off Highway 410.

Mayfield West Phase 2 DSSP Framework Plan





## GTA WEST CORRIDOR (HWY 413)

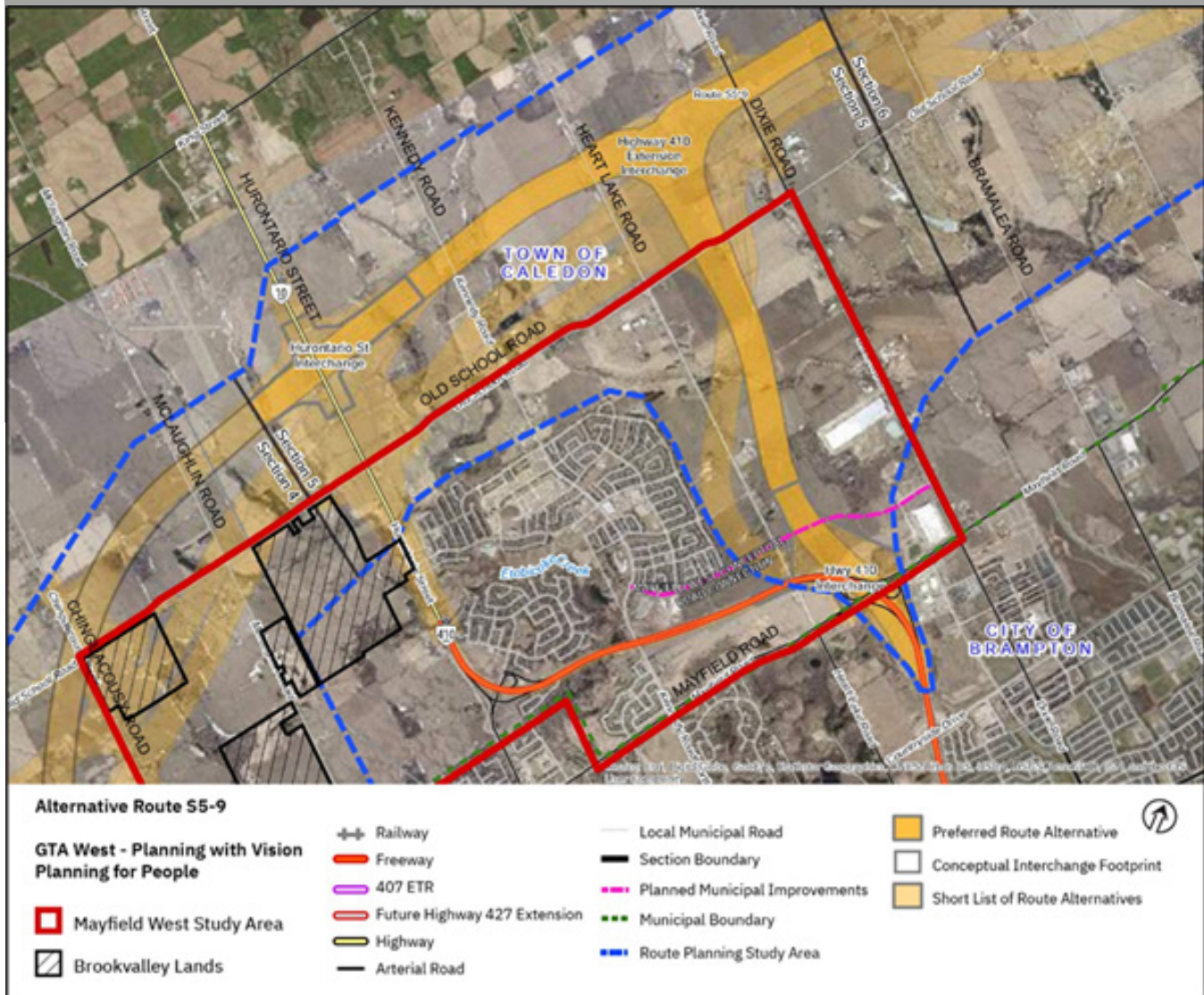
The final alignment of the GTA West Corridor is under review but anticipated to run across the north side of Old School Road. Per the Short List of Alternatives Preferred Route Alignment, the proposed OPA assumes the GTA West Corridor will be located outside the Subject Lands.

## TRANSIT

The Town of Caledon does not have a dedicated transit system. However, Mayfield West benefits from the Brampton Transit System's bus routes that operate planned service into Mayfield West.

There are two bus routes that travel into the Mayfield West Community – Bus Route 24 and Bus Route 81. Bus Route 24 begins at the Peel Memorial Hospital and travels northbound past Mayfield Road where it loops around Robertson Davies Drive, Collingwood Avenue and Hurontario Street before returning southbound. Bus Route 81 begins at a bus terminal located west of Hurontario Street and north of Sandalwood Parkway West and travels northbound along Hurontario Street. Bus Route 81 continues across Mayfield Road and up Kennedy Road until it reaches Newhouse Boulevard before it loops around and returns southbound along Kennedy Road.

GTA WEST Short List of Alternatives.



## TRAILS AND CYCLING

There are currently no municipal trails within the Subject Lands. The Etobicoke Creek Trail is located east of the Brookvalley Lands generally following the route of Kennedy Road. The former Orangeville Brampton Railway Line (OBRL) traverses through the Subject Lands and is intended to cease operations as a rail line and accommodate a public trail system through the Region of Peel. It is intended that the public trail will contribute to the overall connectivity of the active transportation network and parks and open space system.

## PEDESTRIAN REALM

Old School Road, Chinguacousy Road, McLaughlin Road, and Hurontario Street are currently designed as rural road cross sections and do not have curbs or sidewalks. To safely cross, pedestrians must walk toward the closest main intersection. Road improvements to the cross sections in MW2 will improve the pedestrian experience near the subject lands.

## PARKS AND OPEN SPACE

There are a limited number of parks in proximity to the Subject Lands. The MW2 Secondary Plan will include a number of parks in accordance with the Framework Plan. There are a total of eight (8) parks located within the Mayfield West Phase 1 Stage 1 community. The proposed OPA includes a number of new parks to service MW 2-3.

## VIEWS AND VISTAS

The Subject Lands are largely surrounded by agricultural lands and Natural Heritage lands within the Greenbelt Plan. There are also aggregations of woodlots within the Brookvalley Lands that make up part of the Natural Heritage Lands. There is an opportunity to capitalize the views and vistas overlooking the woodlots and naturalized areas. Furthermore, the streetscape view along north-south axis roads (Chinguacousy Road, McLaughlin Road and Hurontario Street) are important, as these well traveled collector roads provide a unique opportunity to establish the identity of the Mayfield West Community and Town of Caledon as a whole. Enhancement of these streetscape views is important as this portion of the roads develop over time.

## HERITAGE

A Cultural Heritage Assessment (“CHA”) was prepared by Wayne Morgan Heritage Planner (July 2022) and assesses cultural heritage value of the Mayfield West Phase 2 Stage 3 lands which include the Subject Lands. The CHA determined that within MW2-3 lands, seven properties with heritage resources warranted inclusion into the Caledon Heritage Register. Six out of the seven properties are currently listed in the Register. Of the seven properties in the study area, four have single built heritage resources (farmhouses) and three have cultural heritage landscapes (2 with farmsteads and associated landscape features and one, a railway right-of-way). The railway right-of-way has not been listed in the Register.

Photo 3: View of the Subject Lands looking south along McLaughlin Road just south of Old School Road.





## OPPORTUNITIES & CONSTRAINTS

Mayfield West 2-3 Lands presents a number of opportunities and constraints related to the locational context, as well as design policies that will influence the structure of the development and provide the starting point for the evaluation of more detailed urban and architectural design. The following opportunities and constraints will be considered during the design and development of Mayfield West 2-3 Lands:

- 1/ Neighbourhood Compatibility - establish compatibility through appropriate land use transition, built form, landscape and streetscape design with the existing Mayfield West Phase 2 community to the south and adjacent Greenbelt;
- 2/ Neighbourhood Road Connectors - utilize existing street fabric and proposed road improvements to the Regional system to extend linkages among existing and new neighbourhoods;
- 3/ Transit - establish a community design plan that can efficiently use the planned Transit Hub in MW2.
- 4/ Internal Vehicular Connection - create safe and logical internal vehicular connections;
- 5/ Internal Pedestrian Connections - create safe and logical pedestrian connections throughout the proposed development but primarily focused on integrating the new OBRL Trail into the community design.
- 6/ External Streetscape Presence - achieve an effective streetscape edge along Hurontario Street, Old School Road, Chinguacousy Road, and McLaughlin Road that is appropriate to the proposed built form, reflects the scale of the road and optimizes transit supportive design;
- 7/ Existing Topography - configure street layout to respond to adverse grading conditions; and
- 8/ EPA and Greenbelt Lands - protect and enhance existing topographical and natural heritage features and areas, and their associated ecological functions.

Photo 2: Looking north along Hurontario Road (Hwy 10) just south of Old School Road.



*Photo 5: View west along Old School Road at the rail line crossing*



*Photo 6: View of the subject property looking northeast from Chingacousy Road south of Old School Road.*



*Photo 7: View of the Greenbelt lands from McLaughlin Road*





# 3.0 VISION

## COMMUNITY GOALS

Mayfield West 2-3 will supply new residential housing within a complete community that is compact, pedestrian and cyclist-friendly, and transit-oriented. Consistent with the Mayfield West Phase 2 Secondary Plan, Mayfield West 2-3 will strive to achieve the principles of good planning and exceptional urban design that achieves the following goals:

- Achieve net ecological gain, when practical, possible, and advisable;
- Adopt an integrated design process;
- Foster a local identity rooted in the spirit of the Town of Caledon;
- Establish the structure for a close knit small town that fosters self-sufficiency;
- Achieve a range and mix of housing, including affordable housing options;
- Promote walking, cycling, and transit opportunities;
- Maximize conservation and innovation (water, waste, and energy);
- Ensure community connectivity and integration at all scales; and
- Support adaptive changes.

## DESIGN PRINCIPLES

The following design principles guide the development and will help to realize the design goals and objectives:

- 1/ Celebrate the natural and open space system:**  
Design to protect and celebrate the natural heritage features and functions the appropriate designation of Environmental Protection lands and community design that responds to these lands.
- 2/ Provide access and visibility to open space:**  
Develop an interconnected multi purpose recreational trail system that provides visual and physical access to open spaces and parks.
- 3/ Establish a compact, walkable community:**  
Create pedestrian focused streets and neighbourhoods that emphasizes walkability and encourage passive community interaction to foster a sense of community
- 4/ Require Thoughtful and Well Design Buildings:**  
Require a high standard of design the supports and contributes to a sense of place and civic pride.
- 5/ Provide a variety of housing forms:** Supply a variety of housing types, styles and densities that provide a range of housing choices and positively contribute to the character of the Mayfield West Community.
- 6/ Create an attractive streetscape:** Ensure high quality streetscapes through thoughtful landscaping, street design and development standards that support the community character.
- 7/ Contribute to a safe, interconnected, and accessible pedestrian realm:** Provide clear pathways from the streets to trails and utilize CPTED principles to ensure a safe walkable environment.
- 8/ Define a logical and efficient street network:**  
Establish a street configuration that provides logical, safe and convenient access to community facilities and natural features within and beyond the new community
- 9/ Establish a hierarchy of parks:** Integrate parks and open spaces with the planned multi purpose trail that provides active and passive recreational opportunities. The parks and open spaces functions as a social and recreation focus for residents of the new community encouraging social interaction within the community.

# 4.0 COMMUNITY PLAN

Key aspects of the overall community design plan include:

## LAND USE

The Mayfield West 2-3 lands proposes low and medium density residential uses to achieve a compact, walkable and transit-supportive community. Parks and stormwater management ponds have been strategically placed to provide for a logical distribution of parks and open spaces. Proposed elementary school sites have also been located next to proposed park locations to share the provision of recreation facilities and amenities for both students and future residents.

Commercial blocks are located at the intersection of collector roads that surround the site to provide for convenient access to commercial and personal services. Low/ Medium and Medium Density Residential blocks are located along the frontages of collector/ arterial roads as to provide for adequate transitions from higher density housing forms to lower density housing forms toward the interior of the site.

## RANGE AND MIX OF HOUSING

The proposed development consists of a wide-ranging mix of housing options to serve the needs of future residents. Low-Density Residential and Medium Density Residential designations are proposed within Mayfield West 2-3 consistent with the designations in the MW2 Secondary Plan.

The Low Density Residential designation will permit single and semi detached dwelling units and street and rear-lane townhouses to a maximum height of three storeys. The Low Density Residential designation is intended to accommodate a unit mix of approximately 57% single and semi-detached units (1,883 units) and 43% street and rear-lane townhouse units (1,412 units).

Townhouse units are generally anticipated to be located in smaller pockets throughout the low density area and adjacent to collector and arterial roads such as McLaughlin Road and Old School Road.

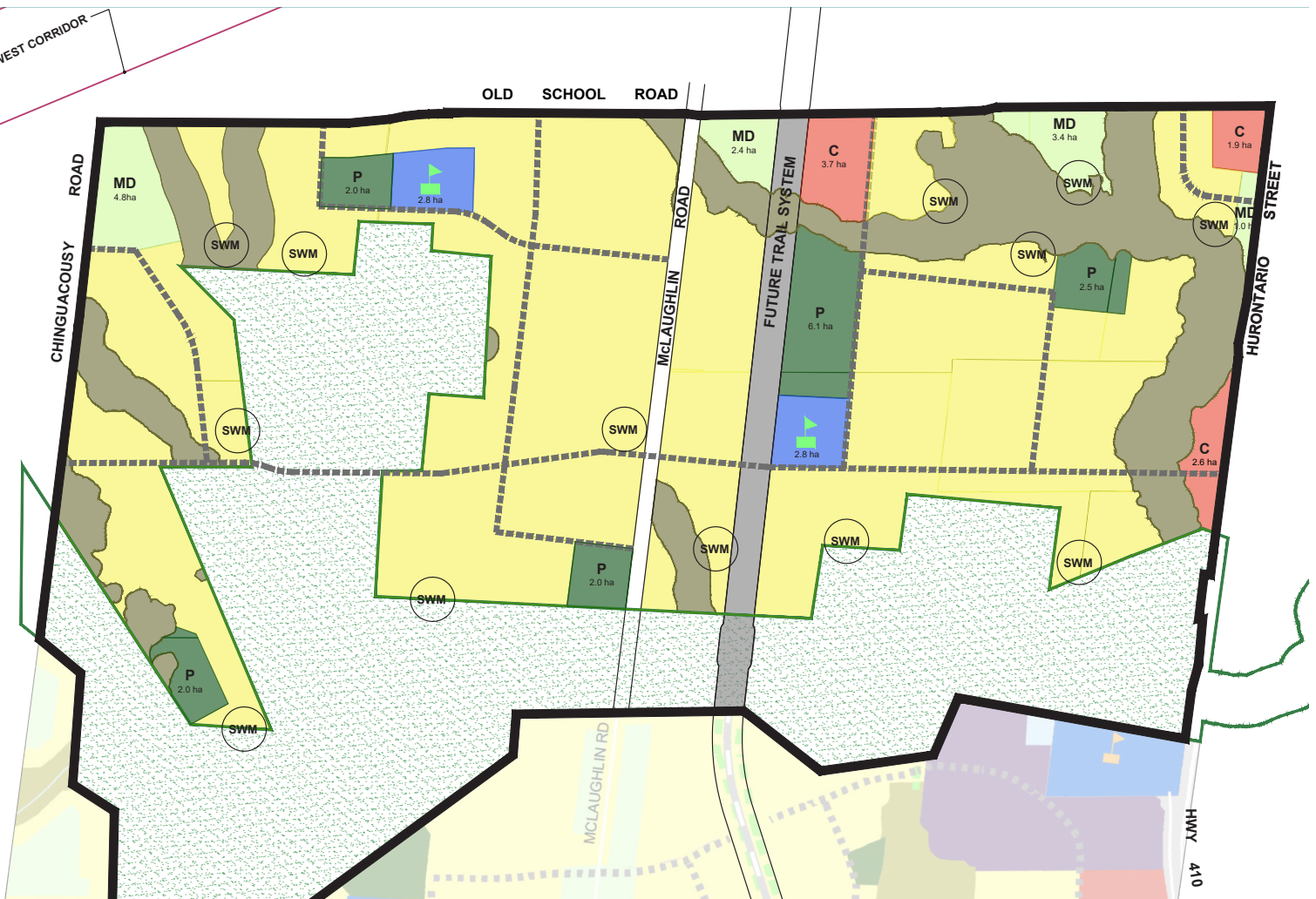
The Medium Density Residential designation will accommodate a full range of townhouse units including, street townhouse, rear-lane townhouse, stacked townhouse, and back-to-back townhouse dwellings to a maximum height of four storeys. The Medium Density Residential designation is generally located at or near key arterial and collector road intersections and is intended to coincide with the location of potential future transit stops to maximize accessibility to residents. This designation is planned to accommodate approximately 1,255 stacked and/or back-to-back townhouse dwelling units.

## COMMERCIAL USES

The proposed General Commercial land use designation will consist of a mix of retail, service commercial and office uses to serve the needs of future residents in the Mayfield West Phase 2 community and accommodate the majority of the anticipated population-related jobs.

Consistent with the existing Mayfield West Phase 2 Secondary Plan, the General Commercial designation is located adjacent to and west of Hurontario Street/ Highway 410. Where the General Commercial designation does not front Hurontario Street/Highway 410, it is planned to front onto Old School Road. These locations are planned to maximize accessibility to residents and the traveling public and coincide with the location of potential future transit stops.

## MAYFIELD WEST PHASE 2 STAGE 3 PLAN



- Mayfield West Phase 2 - Stage 3 Secondary Plan Boundary
- Low Density Residential
- MD Medium Density Residential
- C General Commercial
- Institutional
- P Open Space Policy Area
- SWM Stormwater Pond Facility
- Collector Roads
- Future Trail System
- Environmental Policy Area
- Boundary of Greenbelt Plan Area
- ▲ Elementary School

## PARKS AND SCHOOLS

A total of five (5) parks are proposed include four neighbourhood sized parks of approximately 2.0 hectares in size and one larger community park at appropriate 6.0 hectares in size. The parks have been distributed through out to ensure there is walkable access to a park for almost all residents. Where possible, parks are proposed to locate adjacent to environmental protection lands or the Greenbelt to create for a sensitive transition from built form to natural areas.

Two Elementary School sites have been identified adjacent to parks to support co-locating opportunities.

## STORMWATER MANAGEMENT

There are eight (8) SWM ponds proposed throughout the Concept Plan that total 13.8 hectares of land that serve to capture storm-water runoff. The SWM ponds have been thoughtfully located adjacent to Natural Heritage System lands. The location of the proposed SWM ponds preserves the ecological integrity of the Greenbelt lands, while also providing additional buffers from development.

## STREET NETWORK

A well-defined and connected hierarchy of streets form a primary structural element of the community. The routing and location of proposed collector roads have been designed to minimize the number of crossings on the Natural Heritage System to protect the ecological integrity of the naturalized areas while providing for an efficient and logical street network.

The proposed street network includes collectors roads that connect from arterial roads through the community to provide safe and direct movement for pedestrians, cyclists and vehicles. A primary Spine Road connects from east west from Hurontario Street to Chinguacousy Road. The street network not only serves transportation needs of the community but also a common, public space for social interaction and engagement.

The proposed local streets will connect to the collector roads in a modified grid fashion, responding appropriately to the natural topography of the land

and edge conditions. The local streets system will be designed through future phases to minimize block length, create a high degree of permeability and create terminating view and focal points.

**Major Arterial Roads:** As the primary inter-district route for Mayfield West, Highway 10 provides direction connections to destinations south and north. It facilitates a high volume of movement and connects to Old School Road and Highway 410. Mayfield West 2-3 has limited developable frontage along Highway 10 given the presence of natural heritage/environmental policy and Greenbelt lands. A mix of commercial and medium density residential uses will be located adjacent to Highway 10.

**Minor Arterial Roads:** There are three existing Minor Arterial Roads within Mayfield West 2-3 **Old School Road, McLaughlin and Chinguacousy Road**. These existing roads are planned for an ultimate right of way width of 27.0 metres and will accommodate larger volumes of traffic. Low density residential uses will primarily interface with Minor Arterial Roads. Direct access to private lots and blocks is not permitted onto Minor Arterial Roads.

**Spine Road:** The primary Spine Road from Mayfield West 2-3 is proposed to intersect across from the future intersection of Dougall Avenue from Mayfield West Phase 1.

**Collector Roads:** Collector roads provide important connections between the residential areas and other community uses. They largely define the community structure and service the primary inter-neighbourhood circulation routes and accommodate local transit. With right-of-way widths between 22.0 and 27.0 metres, Collector Roads typically have one travel lane in each direction, sidewalks on both sides and bike lanes. On street parking should be accommodated on both sides. Community uses such as schools, place of worships, and commercial uses should be accessed via commercial roads. Collector roads should provide a comfortable, safe and convenient pedestrian experience.

**Local Roads:** Local roads serve residential uses and are intended to provide comfortable pedestrian experience with a smaller right-of-way width at 18.0m ROW and relatively low volumes of traffic. Local roads have one



travel land in each direction, parking on one side and sidewalks on both sides where feasible. The local road network should facilitate logical, direct, short, and safe connections through a modified-grid arrangement. The use of cul-de-sacs and crescent should be avoided where possible.

**Public Laneways:** Laneways should be utilized in areas throughout the community where direct access to a road is not permitted or the emphasis is on a connected pedestrian experience.

## STREETSCAPE AND LANDSCAPING

The proposed collector roads within the Concept Plan will feature high quality streetscaping to create a distinct sense of place within the Mayfield West Community. The proposed collector roads establish the framework of the proposed community and as such will feature consistent streetscaping throughout the Subject Lands to foster a unique character to the community. Proposed collector roads will have wide sidewalks and landscaped buffers to promote walkability throughout the Subject Lands. A variety of native/ adaptive species of trees will be selected and planted in accordance with municipal standards adjacent to all streets in the Concept Plan.

## GATEWAYS

Gateways are effective means of defining the identity of a community and communicating arrival and character. They also serve as important landmarks and focal points that help to contribute to an area's sense of place and wayfinding. Primary gateways are proposed along the Spine Road where it intersects with Hurontario and McLaughlin. Secondary gateways are located where all other collector roads intersect with Arterial Roads. Increased or special treatments to architectural built form, streetscape design and landscape design should be provided to emphasize these community focal points and their importance.

## PEDESTRIAN ACCESS AND CIRCULATION

The plan for Mayfield West 2-3 proposes a compact and transit-supportive residential neighbourhood that encourages walkability throughout the street network and on off-road trails. Pedestrian access will be provided via wide sidewalks on either side of proposed collector roads. Proposed collector roads will feature highly landscaped treatments to enhance the pedestrian realm.

The OBRY is a 55-kilometre short line railway that runs between Orangeville and Mississauga. The portion of the OBRY that is within the Subject Lands travels in a north-south axis and bisects the site east of McLaughlin Road. The OBRY currently services several industries with freight trains making bi-weekly round trips between Orangeville and Mississauga. It was originally intended in the MW2 CDP that the buffer lands adjacent to the OBRY transportation corridor will function as a community asset through the integration of a multi-use trail connection with plantings and seating amenities. However, it was recently announced that the Region of Peel will be purchasing the OBRY transportation corridor to transform it into a region-wide community trail that serves several communities within the Region of Peel. The railway line is proposed to be repurposed into a major north/trail for Peel Region. Where possible, connections into a local off-road trail network through the natural areas will be provided.

# 5.0 DESIGN DIRECTIVES

## MAYFIELD WEST PHASE 2 COMMUNITY DESIGN PLAN

The Mayfield West 2-3 is proposed to be consistent with the design approach set out in the Mayfield West Phase 2 Community Design Plan (“MW2 CDP”) as it is assumed that it represents the latest design guidance for the Mayfield West Community and is consistent with the proposed Official Plan Amendment to include the Subject Lands within the Mayfield West Phase 2 Secondary Plan.

The Mayfield West Phase 2 Community Design Plan defines a community vision for the Mayfield West Phase 2 Stage 1 and 2 lands and provides design directions that can be applied to the Mayfield West 2-3 lands to ensure a consistent urban design treatment. The following illustrates how the proposed plan for Mayfield West 2-3 is supported by or consistent with the directions of the MW2 CDP.

### Chapter 2 Community Design Vision

Chapter 2 provides the community design vision and guiding principles for the Mayfield West Phase 2 community. Mayfield West Phase 2 is envisioned as a unique, innovative and successful community. To be unique and innovative, the community must reflect and reinforce the character of the Town of Caledon, distinct from other suburban developments, and establish a truly sustainable community that is compact, walkable and transit supportive, with a mix of housing types and densities, while emphasizing the preservation and enhancement of natural features and assets. To be successful, the measures proposed to achieve this unique and innovative character must be implementable.

The Mayfield West 2-3 lands are proposed to continue this same vision and objectives to ensure a consistent urban design approach.

### Chapter 3 Structuring Elements

Chapter 3 describes the structural elements of the Mayfield West Phase 2 plan that serve as building blocks and help to define various land uses, establish the street network and hierarchy, and create a framework for neighbourhoods. The main structuring elements within MW2 are described in the CDP as the Greenbelt lands, Environmental Policy Lands, existing major road network, the Orangeville-Brampton Railway (“ORBY”), proposed Spine and collector roads, and proposed neighbourhood areas.

The Greenbelt lands define the southern edge of the Mayfield West 2-3 lands and provide opportunities for trail linkages and stormwater management facilities as outlined in Section 3.2 of the MW2 CDP. Like Existing woodlands and wetlands in MW2 CDP, the Environmental Policy Areas in Mayfield West 2-3 provide the framework for drainage and natural heritage linkages. Development adjacent to the Greenbelt lands and Environmental Policy Areas in Mayfield West 2-3 will be designed in accordance with the design directives provided in Section 5.2 of the MW2 CDP.

Like MW2 CDP, the proposed plan is greatly influenced by the existing concession road fabric characterised by north-south collector (Chinguacousy Road & McLaughlin Road) and arterial (Hurontario Street) roads, and east-west collector (Old School Road) roads. Proposed and existing collector road and existing major road frontage streetscaping will follow the streetscape design guidelines outlined in Section 6 of the MW2 CDP. The main Spine Collector Road will take design cues from the Spine Road Character Avenue described in Section 4.2.

The proposed collector roads for Mayfield West 2-3 will be designed to accommodate cycling, vehicular and potential transit service and will serve as a link

to neighbouring areas. As a structuring element, the proposed collector roads form the framework for the siting and location of residential areas and community amenities. The collector roads also provide connections between the exiting major road network allowing for a more efficient movement of goods and people across the Mayfield Community. The design of the proposed collector roads will be designed in accordance with Section 4.2 of the MW2 CDP as the Spine Road Character guidance will form a functional design basis for designing proposed collector roads within the Concept Plan.

The OBRY corridor within Mayfield West 2-3 will be designed in accordance with Section 4.6 of the MW2 CDP ensuring appropriate landscaping and street furnishing to promote the establishment of a multi-use recreational trail promoting walkability and active healthy lifestyles within the proposed community.

The remaining areas will define the residential neighbourhoods and within residential neighbourhoods, amenities such as parks, schools, transit stops and pedestrian trails shall be provided.

#### **Chapter 4 Special Character Areas**

Chapter 4 describes specific areas that are proposed for Mayfield West Phase 2 to create a unique design expression and have significant influence on the character and identity of the community. Only the Spine Road character directives help to provide some direction for the Spine Road proposed within Mayfield West 2-3.

#### **Chapter 5 Landscape and Open Space Guidelines**

Like the MW2 CDP, Mayfield West 2-3 is proposed to establish a network of parks and open spaces including natural heritage areas, stormwater management, trails, parks, schools, and viewsheds. The design guidelines in Chapter 5 can be applied to Mayfield West 2-3 proposal.

#### **Chapter 6 Streetscape Guidelines**

Mayfield West 2-3 will employ the same approach to streetscape design and establish a hierarchy of streets with a variety of roles and functions like those described in Chapter 6 of the MW2 CDP.

#### **Chapter 7 Sustainability and Low-Impact Design**

Key aspects of achieving a community that is transit-oriented, pedestrian and cyclist friendly and responsibly integrated and protective of the natural heritage system is the employment of sustainable development measures and low impact design. Mayfield West 2-3 will integrate sustainable practices in a similar approach as provided in the MW2 CDP Chapter 7.

#### **Chapter 8 Built Form Guidelines**

Chapter 8 of MW2 CDP provides directions for ensuring high quality building designs and architecture that are supportive of the goal of create a community with a distinct identity but rooted in the spirit of Caledon. Mayfield West 2-3 will employ a diversity of built forms consistent with the design guidelines in MW2 CDP for residential, commercial and institutional architecture.

#### **Chapter 9 Implementation**

Implementation of the proposed plan for Mayfield West 2-3 will be executed in a similar approach as described in the MW2 CDP including draft plans of subdivision and site plan approvals.

# 6.0 CONCLUSION

The proposal, as facilitated through the proposed Official Plan Amendment, illustrates good urban design for a new residential neighbourhood that will ultimately create a connected and coordinated community. The development is sensitive to its contexts and proposes a physical plan that will create an attractive, livable and function place for new residents.

The Mayfield West 2-3 plan has been designed to respond to the context in which it is currently situated and the community plan for the Mayfield West Phase 2 lands. The proposed plan will support a complete community consisting of a diverse range of residential options and necessary community and commercial services. The plan represents an appropriate use of the land through a more compact, pedestrian-oriented form that provides appropriate transition from the medium density residential uses proposed along Old School Road and McLaughlin Road to low density residential uses proposed interior of the site. It ensures an appropriate provision of community services and amenities within walking distance of the residential areas contributing to the establishment of a complete community. The level of density proposed within the Concept Plan is also transit-supportive if transit servicing is to be extended north along McLaughlin Road or Hurontario Street in the future.

The proposal is supportive of the overall vision and design policies and directives of the Town of Caledon Official Plan and the Mayfield West Phase 2 Community Design Plan that focus on creating a more compact, pedestrian-oriented, human-scaled greenfield development, with the objective of promoting walkability, fostering social interaction, ensuring compatibility with the existing context, and environmental and ecological preservation.

This UDB has provided urban design rationale that support the Official Plan Amendment sought and illustrates the proposal is consistent with urban design objectives and guidelines for the Mayfield West Phase 2 and represents good urban design in that it:

- 1/ Protects and enhances existing natural heritage features through the preservation of Greenbelt lands and lands identified as environmental policy areas.
- 2/ Establishes trails and linkages to parks and open space and locates SWM facilities and parks adjacent to EPA lands.
- 3/ Creates a street network that minimizes impacts to natural features and defines a hierarchy of roadways that balance the needs of the pedestrian and car travel.
- 4/ Integrates the proposed Regional trail along the former OBRL into the overall community design.
- 5/ Establishes a hierarchy of parks and open spaces with flexible programming options that are evenly distributed to ensure accessibility to residential areas throughout the Concept Plan. The location of parks ensure that future residents will be able to access the parks within walking distance promoting healthy and active lifestyles.
- 6/ Proposes a range and mix of housing options that form a compact and walkable neighbourhood. This is further facilitated by locating commercial and personal uses in proximity to medium density areas to serve the daily needs of residents.
- 7/ Promotes street design that reinforce pedestrian safety and comfort through the implementation of CPTED principles and streetscaping directives from the CTWDG and MW2 CDP.



