

Application Submitted

- 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): PARTS OF LOT 22, CONCESSION 1 AND 2, EHS (CHINGUACOUSY)

Applicant

Name: AARON WISSON Telephone: 416-991-5988 E-mail: aaron@argoland.com
Registered Owner: ARGO KENNEDY LTD.

Proposal Description

Gross Floor Area: 248 ACRES Number of Storeys: 1-8 Number of Units: 1282

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

Mayfield West (Phase 1) Stage 2 is a 100ha (248ac) greenfield development site planned to comprise low and medium density residential uses. An extensive open space system including NHS, parks, stormwater management facilities, and integrated trail network 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
DENSITY				
<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>The Mayfield West (Phase 1) Stage 2 development plans to achieve 60 people and jobs combined per hectare which is more than the minimum overall density target of 42 people and jobs combined per hectare by 2031 as prescribed by the Regional OP in policy 5.5.4.2.2 for Town of Caledon.</p> <p>The application will also be evaluated under the 2041+ ROPA which is expected to have an overall target of 65 people and jobs per hectare measured over the entire Peel Region Designated Greenfield Area. However, it is also understood that the Region intends to identify areas within the DGA to have slightly higher and slightly lower densities which will continue to achieve the target.</p>	<p>Planning Justification Report LOPA Mayfield West Secondary Plan (Stage 2) and Draft Peel 2041 + MCR</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>n/a - The site is not in a designated Urban Growth Centre.</p>	<p>n/a</p>		

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
SERVICE PROXIMITY				
Transit				
3. At least 50% of the development's proposed dwelling units are situated within 200m of a planned or existing transit stop.	While it is anticipated that existing bus service will extend north on Kennedy Road to Old School Road, it is likely that less than 50% of dwelling units will be situated within 200m of these transit stops. If bus service is extended along Old School Road and Hurontario St, more than 50% of the dwelling units will be situated within 200m.		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.	n/a - The site is not within 400m of a Higher Order Transit Stop.	n/a	1	n/a
5. Access to transit from the proposed development is safe, attractive and direct for pedestrians.	The street hierarchy, locations & block design within Argo Kennedy were determined based on design principles for healthy communities that enable pedestrians, cyclists and transit riders to have appropriate means to make direct & safe connections throughout the community.	Mayfield West (Phase 1) Stage 2 Urban Design Brief	n/a	
Neighbourhood Community and Retail Services				
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: <ul style="list-style-type: none"> • childcare facility • community garden • hospital or health clinic • public library • place of worship • adult/senior care facility • social service facility • performance or cultural space • post office • recreation centre 	Less than 75% of units will be located within 800m of at least 3 existing/ neighbourhood planned public services situated in Mayfield West Phase 1 and 2 and Fairgrounds.	Appendix A: 800m Public Services Catchment Area for Mayfield West (Phase 1) Stage 2	2	.5
7. 100% of the proposed dwelling units are within 800m of an existing or planned	75% of the proposed units are within 800m of a planned or existing elementary school.	Appendix B: 800m Elementary...	1	.5

Sep 14, 2021

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
elementary school.				
8. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.	The proposed units are not within 1.6km of a planned secondary school.	Appendix B: 800m Elementary & 1.6km Secondary School...	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.	100% of the proposed units are situated within less than 400m of parks and open spaces, including approximately 8.3 acres of park space located on site.	Appendix C: 400m Open Space Catchment Area for Mayfield West...	2	2
10. At least 75% of the proposed dwelling units are within 800m of 5,000m ² 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 800m of 5,000sqm of personal service and commercial retail space.	Appendix D: 800m Personal Services / Commercial Retail Catchment Area for Mayfield West (Phase 1) Stage 2	2	.5
11. <i>Convenience commercial</i> uses are present in key locations, including <i>greyfield areas</i> , <i>intensification areas</i> and <i>corridors</i> and <i>greenfield areas</i> .	As this development is an extension of Mayfield West Phase 1 development, it benefits from convenience commercial uses located throughout the existing neighbourhood of Mayfield West Phase 1 Stage 1, Mayfield West Phase 2 and Fairgrounds.	Framework Plan: Land Use & Unit Summary + Appendix D: 800m Personal Services / Commercial...	2	0
Employment				
12. The development is within 10km (i.e., a 30 minute transit trip) of an existing or planned employment centre or urban centre.	Yes, the development is approximately 9.8km from the Downtown Brampton (urban centre) and approximately 2km from the potential future employment lands/urban area planned for Mayfield West Phase 1 and 2.	Appendix D: 800m Personal Services / Commercial Retail Catchment Area for Mayfield West...	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.	n/a - Employment lands are not proposed in Mayfield West (Phase 1) Stage 2.	n/a	2	n/a
14. In combination, the following housing type groups make up	(See following page)	(See following page)	2	1.5

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
at least 50% of the total units: <ul style="list-style-type: none"> • townhouses and multiplex • apartment buildings 	Townhouses and apartment units make up 41% of the total units.	Framework Plan: Land Use and Unit Summary		
15. The proposed development includes special housing types, such as senior's housing, long term care facilities and supportive or affordable housing.	Yes, the proposed zoning and urban design has allowed for opportunities in medium density block to include the creation of senior's housing and affordable housing that can be accommodated based on market needs.	Planning Justification Report LOPA Mayfield West Secondary Plan (Stage 2)	1	1
16. <i>Live-work units</i> and other employment-related uses compatible with residential uses are included in the proposed development.	The proposed development will provide new residential units with a mix of housing types and tenures, which include mid-rise buildings that have the opportunity for retail at grade.	Mayfield West (Phase 1) Stage 2 Urban Design Brief	2	1
17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	Building type(s) and mix of uses to be determined as the application proceeds through the development approvals process.	Framework Plan: Land Use and Unit Summary	1	.5
STREET CONNECTIVITY				
18. Infill development increases opportunities for street and pedestrian linkages and connectivity.	n/a	n/a		
19. In designated <i>Greenfield Areas</i> , street networks and off-road paths: <ul style="list-style-type: none"> • are <i>multi-modal</i> to provide choice to pedestrians and cyclists; and • make clear connections to existing routes and facilities. 	The extensive street network and path system supports pedestrian and cycling connections for convenient circulation within the community and through the extensive open space system. Clear connections on a network of multi-use paths will be provided to existing routes and facilities to the south of the NHS.	Mayfield West (Phase 1) Stage 2 Urban Design Brief - Figure 8	1	1
20. Cul-de-sacs, crescent streets and loop roads are not utilized unless they are located near significant infrastructure,	Cul-de-sacs and crescent streets are not utilized in the development unless located out of necessity when in close proximity to the NHS.	Mayfield West (Phase 1) Stage 2 Urban Design Brief - Figure 3	2	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
including highways and railways, or near natural features.				
21. Reverse frontage streets are not utilized.	No reverse frontage streets have been utilized in the development.	Mayfield West (Phase 1) Stage 2 Urban Design Brief - Figure 3	1	1
22. Residential blocks in the proposed development do not exceed 80x180m in size.	Residential blocks range in sizes of 50m - 200m in length, with the majority of block sizes averaging 120m - 140m that establish a fine-grained block structure.	Framework Plan: Land Use and Unit Summary	3	3
23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.	The development proposes 48 intersections on a 1.0 sq.km site size.	Framework Plan: Land Use and Unit Summary	3	1
24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes.	Yes, the pedestrian network comprises of a series of sidewalks, paths and pedestrian connections, supported by easy access to open spaces and parks. The multi use paths provide recreational opportunities and connections within and outside of the community.	Mayfield West (Phase 1) Stage 2 Urban Design Brief - Figure 8	n/a	
STREETSCAPE CHARACTERISTICS				
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.	As this development is an extension of Mayfield West Phase 1 development, it benefits from existing neighbourhood public and retail services which are strategically located along main streets, including Hurontario Street and Kennedy Road and centralized around the community and mixed use nodes.	n/a	2	1
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	Streets in low and medium density residential areas are proposed to have 1.5m wide sidewalks. Sidewalks will also be incorporated into the design of all streets, supported by street lighting, vegetation, and pedestrian scaled furniture that is reflective of the Mayfield West Phase 1 streetscape character.	Mayfield West (Phase 1) Stage 2 Urban Design Brief - Sec 2.2	1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
have sidewalks on each side that are at least 2 m wide.				
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.	Yes, a variety of native/adaptive species will be selected and planted (according to municipal standards) adjacent to all streets in the development.	Mayfield West (Phase 1) Stage 2 Urban Design Brief - Section 3	1	1
28. All transit stations, major transit stations and major pedestrian routes have: <ul style="list-style-type: none"> • weather protection • seating • waste baskets • lighting • route information • bicycle parking 	n/a	n/a	1	n/a
Cycling Amenities				
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"> • bicycle lanes • sharrows • signed routes • multi-use paths on the boulevard Where there is a local Bicycle Plan, the bikeway network	<p>The bikeway network provided for the community will be appropriate to the anticipated speed and volume of traffic on the streets, and accommodation for any future cycling facilities planned for the Town or Region. Signed routes may be appropriate in some locations.</p> <p>The proposed multi-use trails through the open space system integrates the development with the existing community to the south.</p>	Mayfield West (Phase 1) Stage 2 Urban Design Brief - Figure 10	1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>proposed in the Plan is implemented in the development area, and opportunities to enhance, or connect, the proposed bikeway network are identified.</p>				
<p>30. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.</p>	<p>Yes, 100% of units will be within 400m of a bike network that connects to multiple pedestrian routes and trails located throughout the site.</p>	<p>Appendix E: 400m Proximity to Bike Network</p>	<p>1</p>	<p>1</p>
Lighting				
<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 that is appropriate to the medium density block, and which may be limited to a height of 4.6m.</p>	<p>N/A</p>	<p>1</p>	<p>1</p>
<p>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.</p>	<p>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.</p>	<p>N/A</p>	<p>1</p>	<p>1</p>
Traffic Calming				
<p>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:</p> <ul style="list-style-type: none"> • minimum traffic lane widths • minimum number of traffic lanes in the roadway • Pedestrian-priority streets, woonerfs or home-zones 	<p>The development uses multiple traffic calming measures, including: 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.</p>	<p>Mayfield West (Phase 1) Stage 2 Urban Design Brief - Sec 4.3</p>	<p>3</p>	<p>3</p>

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
(i.e., the speed limit is under 15km/hr and vehicles must yield to pedestrians and cyclists)				
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.	The traffic calming elements applied within the development have been designed to prioritize comfort and safety of pedestrians and promote active transportation without creating unnecessary hazards or obstacles. This was achieved by strategic ROW design that supports the design elements in Mayfield West Ph1 avoiding the use of bollards, unnecessary curbs, sidewalk obstructions and limited accessibility in and around the pedestrian, cyclist and vehicular network.	Mayfield West (Phase 1) Stage 2 Urban Design Brief - Sec 2.2	n/a	
EFFICIENT PARKING				
35. Provide reduced automobile parking ratios for: <ul style="list-style-type: none"> • buildings and other facilities within 400m of a higher order transit stops; and, • apartments/condominiums offering car share parking spaces. 	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 block that will support the increased use of non-automobile travel and reduce the need for car ownership.	Mayfield West (Phase 1) Stage 2 Urban Design Brief - Sec 4.3	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).	There is potential for efficient use of parking spaces along local ROW where lay-by parking is proposed. By providing opportunities for shared uses among a variety of user groups (residents and visitors), the development recognizes a trend for a more urban lifestyle where the local ROW's provide efficient shared use of the street while minimizing the necessity for inefficient parking lots.	Mayfield West (Phase 1) Stage 2 Urban Design Brief - Sec 2.2	1	1
37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop.	n/a - Although the development proposes multi-family dwellings at the intersection of Old School Road and Kennedy, they are not located 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.	Less than 50% of residential dwelling units will provide access to parking via rear alleys or laneways.	Mayfield West (Phase 1) Stage 2 Urban Design Brief - Figure 3	2	0.5

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
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 buildings in the medium density residential block will be located underground or away from the street and immediate public view.	Mayfield West (Phase 1) Stage 2 Urban Design Brief - Sec 4.3 - Medium Density Residential	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"> • pedestrian access, connectivity and circulation • tree planting • landscaping • stormwater management • porous/permeable surfaces • light-coloured materials instead of black asphalt 	Should surface parking be provided for the medium density residential block, 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.	Mayfield West (Phase 1) Stage 2 Urban Design Brief - Sec 4.3 - Medium Density Residential and Sec 5 - Sustainability & Low-Impact Design	2	2

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

DENSITY

Density targets

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

5 / 5

5 / 5

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

6.5 / 14

1 / 2

n/a/1

N/A

0.5/2

0.5/1

0 / 1

2 / 2

0.5/2

0 / 2

2 / 2

LAND USE MIX

Employment Lands

Housing diversity

Special Housing

Live-Work units and other employment uses

Retail uses on ground floor

4 / 6

n/a/2

1.5/2

1 / 1

1 / 2

0.5/1

STREET CONNECTIVITY

Improved connectivity

- Infill development
 Greenfield development

Non-grid streets avoided

Reverse-frontage streets avoided

Small residential blocks

Frequent intersections

Active transportation connectivity

8 / 10

1 / 1

2 / 2

1 / 1

3 / 3

1 / 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

10 / 11

1 / 2

1 / 1

1 / 1

n/a/1

1 / 1

1 / 1

1 / 1

1 / 1

3 / 3

N/A

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

6.5 / 8

1 / 1

1 / 1

n/a/2

0.5/2

2 / 2

2 / 2

TOTAL*:

40 / 54

GOLD:

80-100%

SILVER:

70-79%

BRONZE:

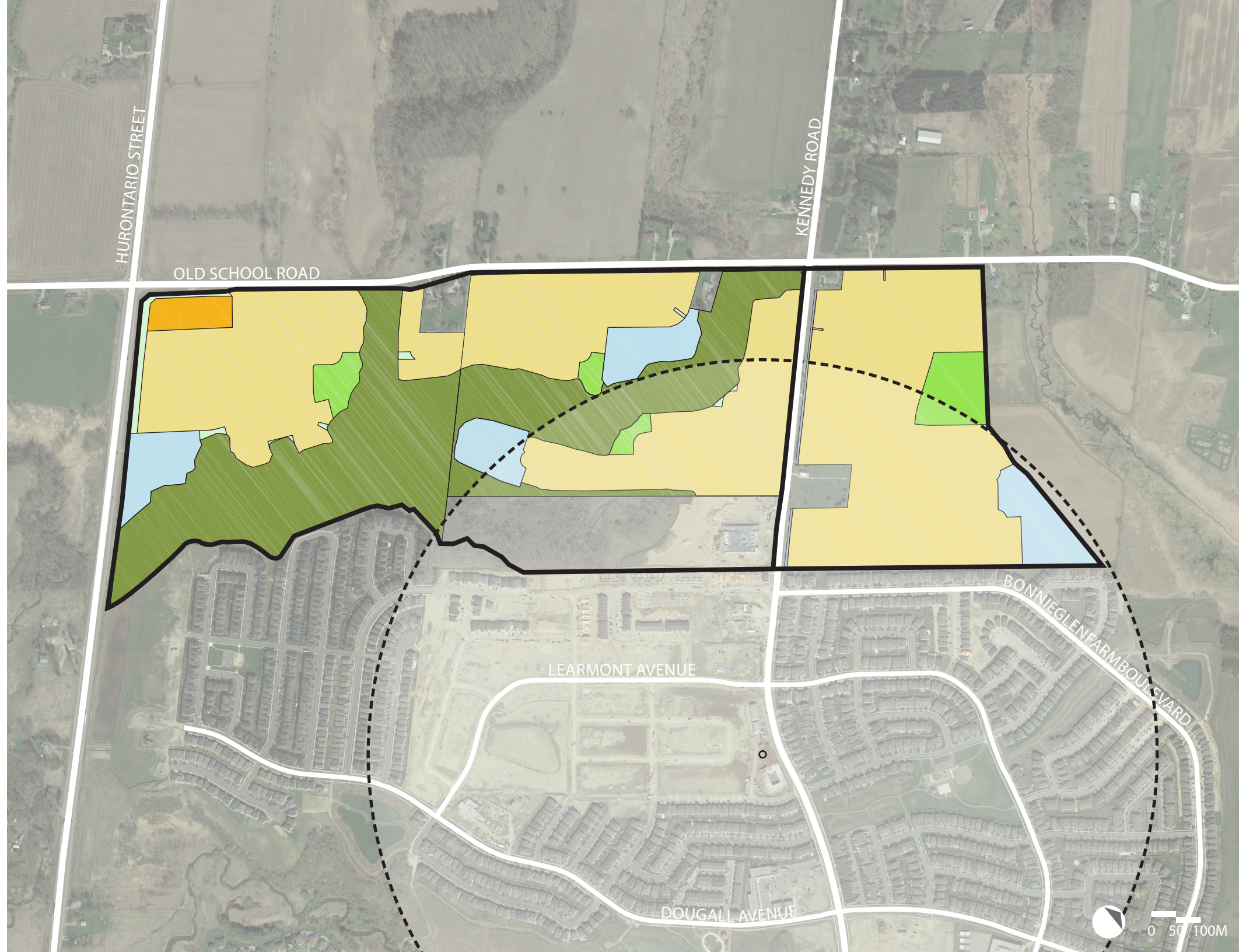
60-69%

PASS:









50-59%

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

APPENDIX A:
 800m PUBLIC SERVICES
 CATCHMENT AREA FOR
 MAYFIELD WEST
 (PHASE 1) STAGE 2



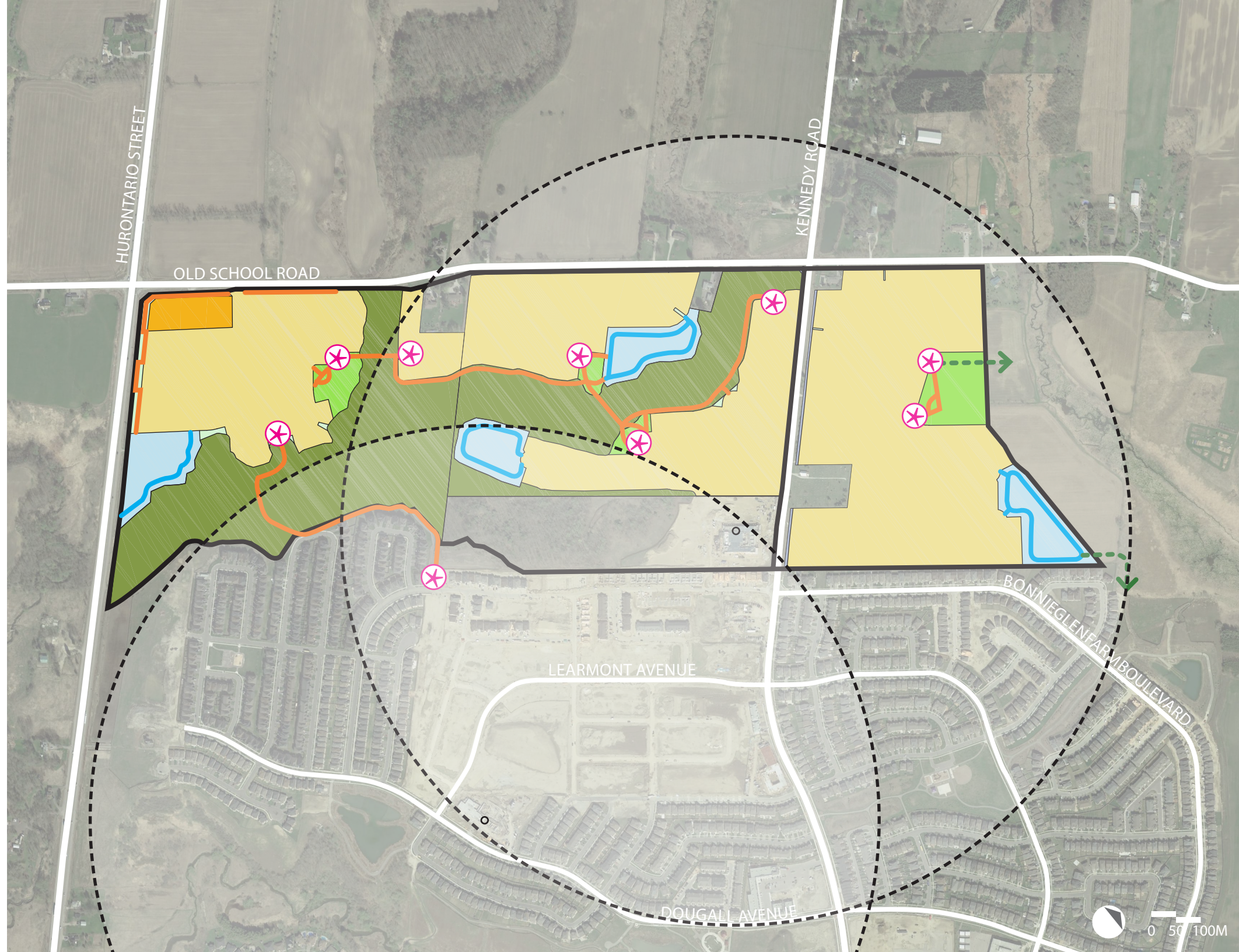
LEGEND:

-  SITE BOUNDARY
-  800 METRE RADIUS
-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY BLOCK
-  OPEN SPACE / PARK
-  WALKWAY / VISTA
-  ENVIRONMENTAL
POLICY AREA (EPA)
-  STORMWATER POND

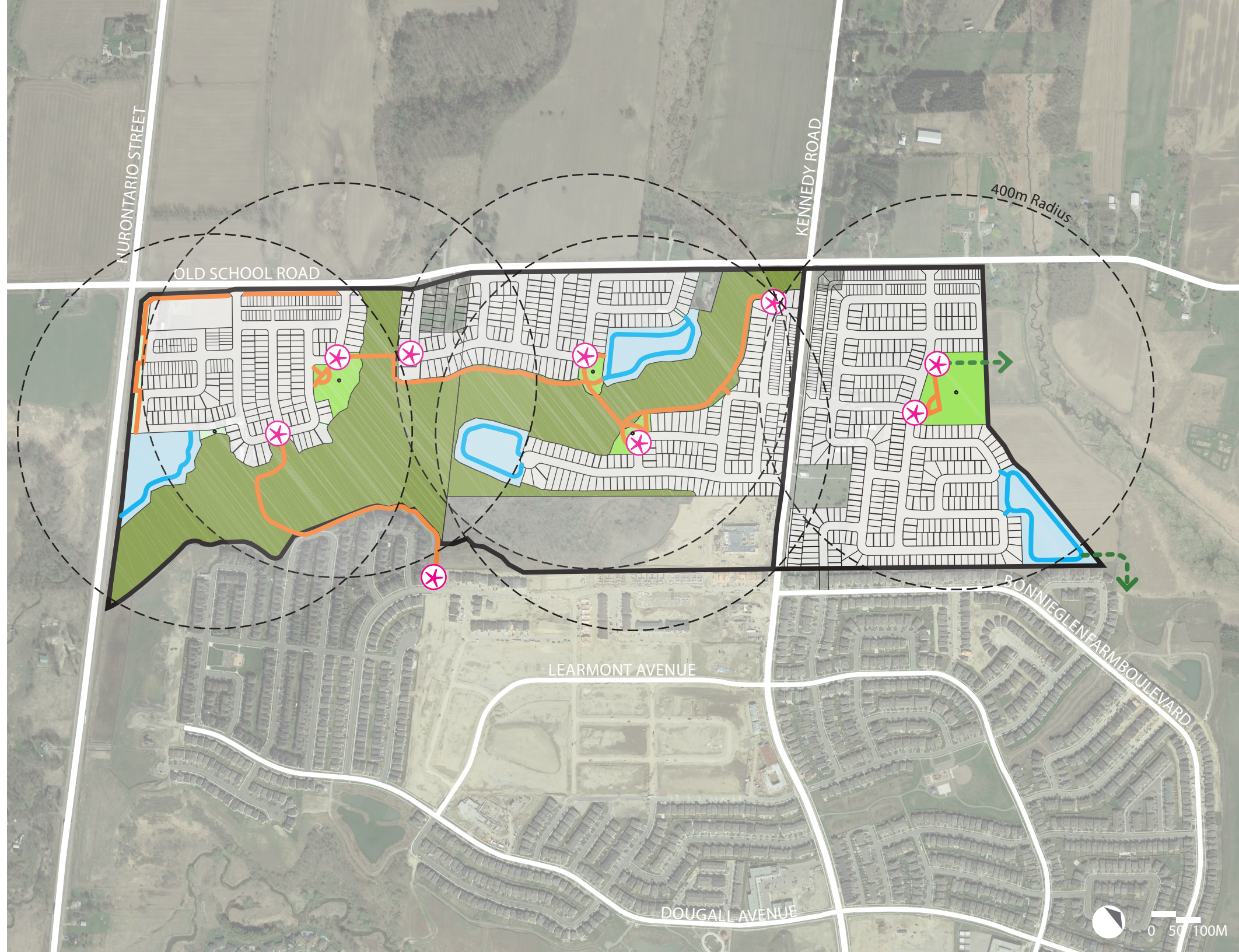
APPENDIX B:
 800m ELEMENTARY &
 1.6km SECONDARY
 SCHOOL CATCHMENT AREA
 FOR MAYFIELD WEST
 (PHASE 1) STAGE 2

LEGEND:

-  SITE BOUNDARY
-  800 METRE RADIUS
-  PROPOSED OPEN SPACE TRAIL
-  PROPOSED TRAIL CONNECTION
-  PROPOSED SWMP ACCESS ROAD
-  POTENTIAL GREENBELT LINKAGE
-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY BLOCK
-  OPEN SPACE / PARK
-  WALKWAY / VISTA
-  ENVIRONMENTAL PROTECTION AREA (EPA)
-  STORMWATER POND



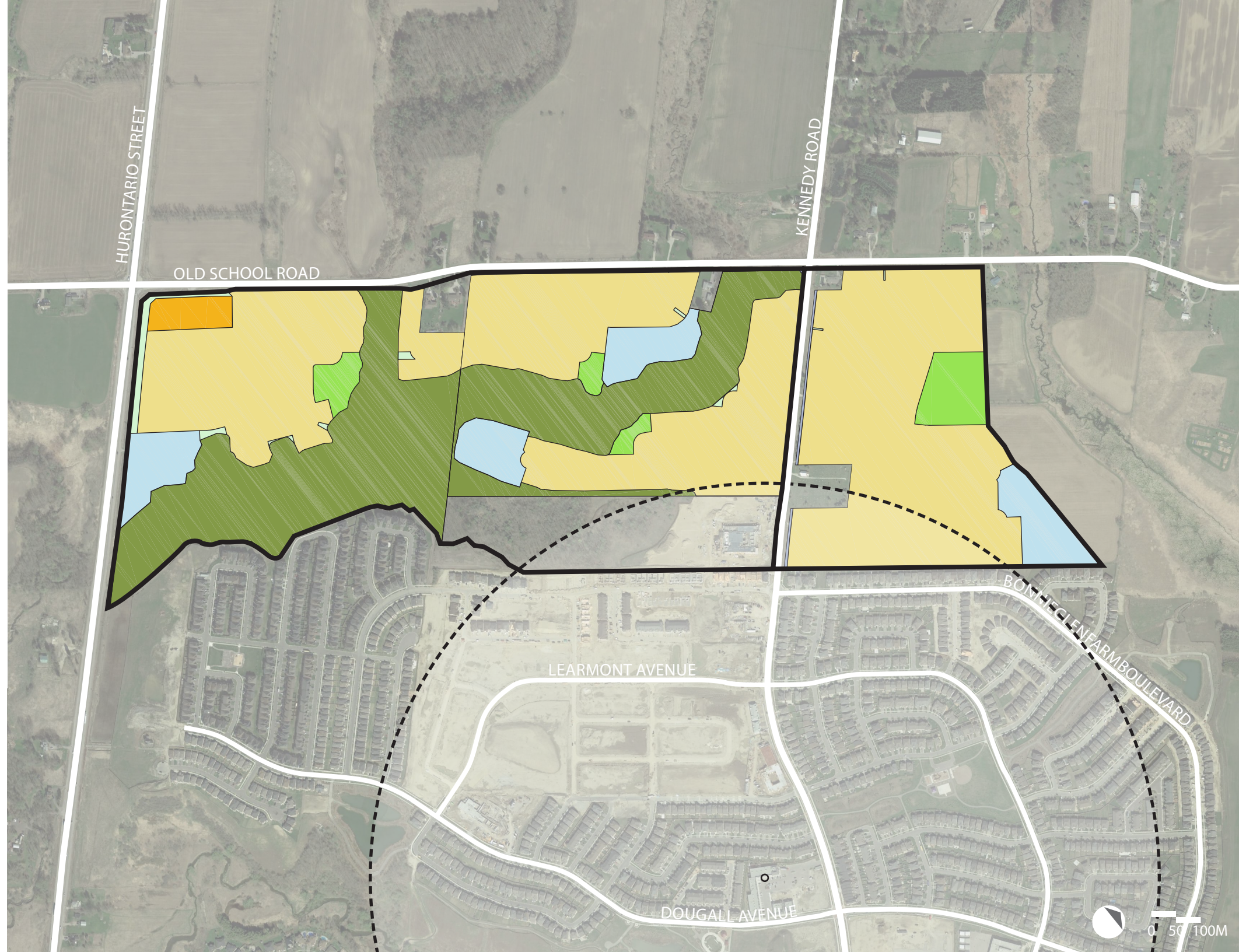
APPENDIX C:
 400m OPEN SPACE
 CATCHMENT AREA FOR
 MAYFIELD WEST
 (PHASE 1) STAGE 2



LEGEND:

- SITE BOUNDARY
- 400 METRE RADIUS
- PROPOSED OPEN SPACE TRAIL
- PROPOSED TRAIL CONNECTION
- PROPOSED SWMP ACCESS ROAD
- POTENTIAL GREENBELT LINKAGE
- OPEN SPACE / PARK
- ENVIRONMENTAL POLICY AREA (EPA)
- STORMWATER MANAGEMENT POND
- WALKWAY / VISTA

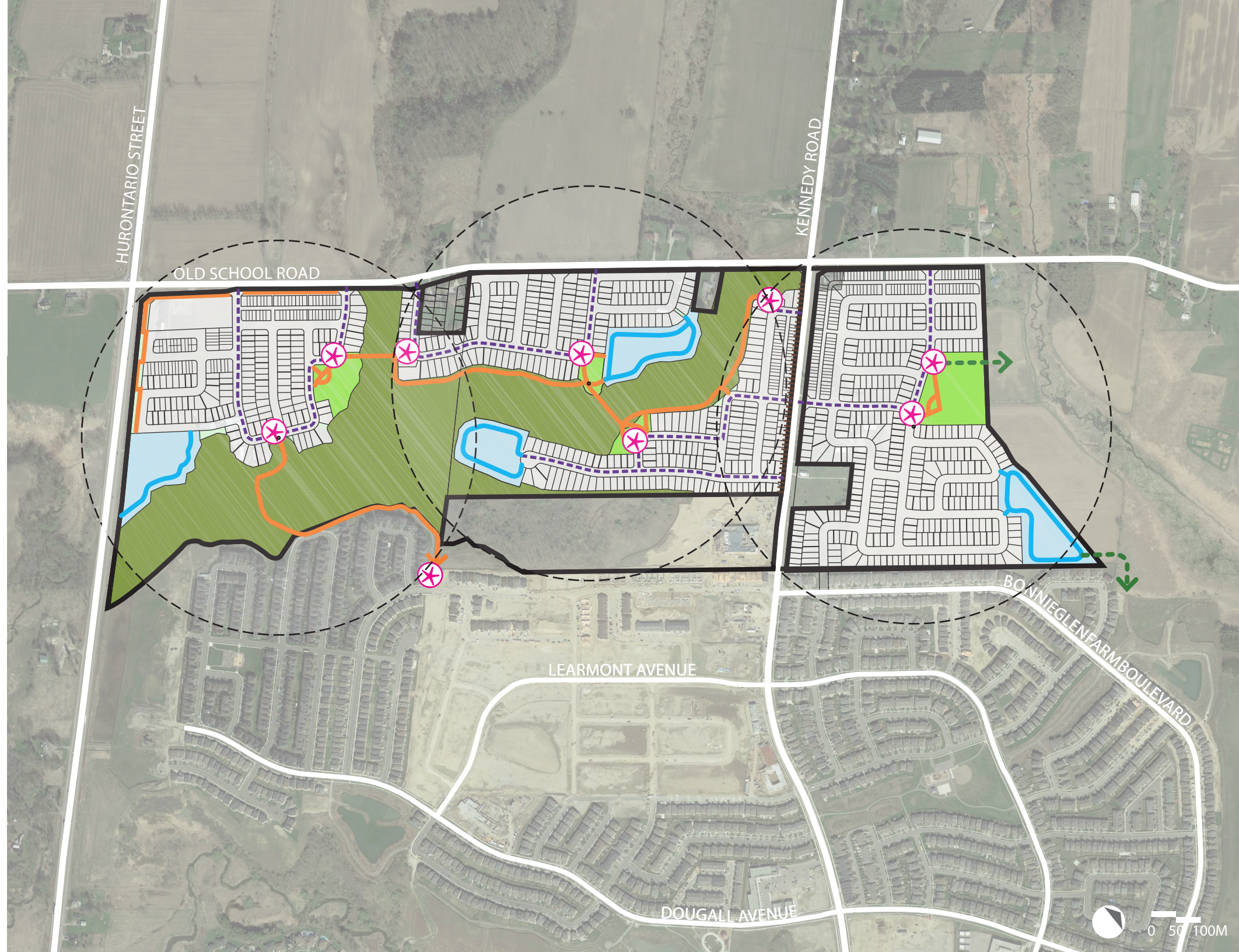
APPENDIX D:
 800m PERSONAL
 SERVICES / COMMERCIAL
 RETAIL CATCHMENT AREA
 FOR MAYFIELD WEST
 (PHASE 1) STAGE 2














LEGEND:

-  SITE BOUNDARY
-  800 METRE RADIUS
-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY BLOCK
-  OPEN SPACE / PARK
-  WALKWAY / VISTA
-  ENVIRONMENTAL POLICY AREA (EPA)
-  STORMWATER MANAGEMENT POND

APPENDIX E:
 400m PROXIMITY TO BIKE
 NETWORK FOR MAYFIELD
 WEST (PHASE 1) STAGE 2



LEGEND:

-  SITE BOUNDARY
-  400 METRE RADIUS
-  PROPOSED OPEN SPACE TRAIL
-  PROPOSED TRAIL CONNECTION
-  PROPOSED SWMP ACCESS ROAD
-  POTENTIAL GREENBELT LINKAGE
-  POTENTIAL CYCLING ROUTE
-  OPEN SPACE / PARK
-  WALKWAY / VISTA
-  ENVIRONMENTAL POLICY AREA (EPA)
-  STORMWATER MANAGEMENT POND