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# PLANNING JUSTIFICATION REPORT

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## PROPOSED OFFICIAL PLAN AMENDMENT

### PROPOSED MAYFIELD WEST PHASE 1 SECONDARY PLAN EXPANSION (STAGE 2)

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# **Planning Justification Report**

## **Proposed Local Official Plan Amendment**

### **Mayfield West Phase 1 Secondary Plan (Stage 2), Town of Caledon**

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#### **1.0 INTRODUCTION**

Glen Schnarr & Associates Inc. (GSAI) has been retained by Argo Kennedy Ltd. to assist in obtaining a Local Official Plan Amendment for “Stage 2” of the Mayfield West Secondary Plan in the Town of Caledon. The lands subject to this proposed amendment (‘subject lands’) are bound by Hurontario Street to the west, Greenbelt Plan Area to the east, Old School Road to the north and the northerly boundary of the Mayfield West Secondary Plan to the south.

The purpose of this report is to outline the nature of the proposed amendment and to evaluate the proposal in the context of the policies of the Provincial Policy Statement, A Place to Grow: Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the Town of Caledon Official Plan.

#### **2.0 SITE DESCRIPTION AND OWNERSHIP**

Argo Kennedy Ltd. is the registered owner of the property located at the south-west corner of Old School Road and Kennedy Road, municipally known as 3431 Old School Road. It is anticipated that this property together with the remainder of the subject lands will be brought into the Region’s “Urban” system as part of the Peel 2051 Municipal Comprehensive Review. In the interest of ensuring contiguous and comprehensive planning, Argo Kennedy Ltd. is pursuing the advancement of a Local Official Plan Amendment to bring the above-noted property and the surrounding lands (subject lands) into the Town’s Rural Service Centre boundary and to re-designate the lands for urban land uses.

As shown on Figure 1 (Ownership Map), the subject lands are comprised of ten (10) properties. These lands are legally described as Parts of Lot 22, Concession 1 and 2, EHS (Chinguacousy). Collectively, the subject lands have an area of approximately 100 hectares (248 acres), and frontages of approximately 618 meters (2027 ft) along Hurontario Street and approximately 1672 meters (5485 ft) along Old School Road. The subject lands are relatively flat and contain a tributary of the east branch of Etobicoke Creek surrounded with natural vegetation. The existing uses within the subject lands are as described below using property Site Ids as per Figure 1.

Site ID	Owner(s)	Existing Land Use(s)
1	Argo Kennedy Ltd. (Applicant)	Agricultural, with two (2) detached dwellings and an accessory barn structure, located towards the northeast of the property.
2	George Newhouse, William Newhouse, Mary Newhouse-Sheardown	Agricultural, with multiple silos and (4) accessory structures, located towards south of the property.
3	Norman Russell	Agricultural, with a detached dwelling, six (6) accessory structures and multiple silos, clustered together towards southwest of the property.
4	George Newhouse, William Newhouse, Mary Newhouse-Sheardown	Vacant.
5	Anthony Pearman	Single detached dwelling.
6	Doriza and Kenneth Cheah	Single detached dwelling.
7	Michael Jones & Debbie Lou	Single detached dwelling.
8	Bonnie Caplan-Stroeder	Single detached dwelling.
9	Trustees Dixon's Union Cemetery	Cemetery.
10	Peel District School Board	Existing Elementary School.

### 3.0 SURROUNDING LAND USES

As shown on Figure 2 (Aerial Context Map), the existing surrounding land uses include:

- North:** The subject lands are bordered by Old School Road to the north. The lands across the road are largely occupied by agricultural operations, with sparsely distributed single detached dwellings fronting on the north side of Old School Road. These lands are designated 'prime agricultural area' in the Town of Caledon Official Plan.
- East:** The subject lands are bordered by 'Natural Heritage System' lands of the Greenbelt Plan Area towards the east. These lands contain Kilmanagh Creek and natural vegetation.
- South:** Lands to the south generally consist of low-density residential development comprising detached dwellings which are a part of 'Residential Area' in the Mayfield West Secondary Plan. Lands immediately south of the Argo Lands are occupied by a public elementary school with low-density residential uses beyond.
- West:** The subject lands are bound by Hurontario Street (Highway 10) to the west with agricultural uses beyond.



## 4.0 PROPOSED AMENDMENT

Argo Kennedy Ltd. is proposing an amendment to the Mayfield West Secondary Plan in the Town of Caledon Official Plan to allow the subject lands to be developed for a range of residential and open space uses with internal public road network generally as shown on Figure 3 (*Preliminary Development Concept*).

### Proposed Residential Land Uses

As shown on Figure 3, the concept plan in support the proposed amendment comprises a mix of low-, and medium-density housing forms. Proposed low-density housing will have 2 to 3-storey building heights and will be developed on individual lots with direct frontage and access to the internal collector and local roads. Each dwelling will have a one or two-car private garage and driveway and accommodate required vehicular parking on the lot. Private outdoor amenity space would be provided by way of a rear yard for each lot.

Medium density housing forms include back-to-back townhomes, rear lane townhomes and three (3) storey townhomes. An additional medium density residential block with an area of 1.08 hectares (2.67 acres) is shown in orange and is located on the south east corner of the intersection of Hurontario Street and Old School Road. This block would allow for a range of stacked townhouse and apartment dwellings of 3 to 8 storeys and would be subject to a future Site Plan Approval process for the design of the proposed development and is expected to provide for adequate vehicular parking and amenity space within its dedicated area. Based on the concept plan, the following densities are expected within the proposed development:

- **Low-Density Residential**  
(includes a mix of detached and townhouse forms): 30 units per net hectare
- **Medium Density Residential:**  
(includes a mix of townhouse and apartment forms): 125 units per net hectare

Using the net area for each housing form shown on the Concept Plan and the approximate Region of Peel persons-per-unit rate for the 2041 planning horizon year, the total number of units and population is calculated as follows:

Proposed Housing Form	Net Area (ha)	Net Density (uph)	No. of Units	Persons-per-unit	Population
<b>Detached</b>	29.9	26.75	800	3.23	2,584
<b>Townhouses</b>	4.5	64.00	288	2.99	861
<b>Apartments</b>	1.1	176.36	194	2.09	405
<b>TOTAL</b>	<b>35.5</b>	<b>---</b>	<b>1,282</b>	<b>---</b>	<b>3,850</b>

As shown preceding table, the proposed development is expected to comprise approximately 1,282 dwelling units and yield a population of approximately 3,850. Using an average rate of 4 per cent of the population, the proposed residential development is expected to create approximately 154 work-at-home jobs.

### Open Space Uses

Proposed open space uses within the plan include parks, stormwater management ponds, the existing Natural Heritage System and buffers.

Four (4) public parks are proposed within the concept plan: a 0.82 hectare (2.03 acre) park is proposed towards the northwest of the subject lands, and a 1.87 hectare (4.62 acre) park is proposed towards the east, abutting the Greenbelt Plan Area. Additionally, two parks are proposed centrally to the subject lands, one north of the Natural Heritage System lands (NHS), with an area of 0.34 hectare (0.84 acre) and one south of the NHS, with an area of 0.33 hectare (0.82 acre). Programming for each park is detailed in the Urban Design Brief provided under separate cover.

Four (4) stormwater management (SWM) pond facilities are also proposed within the plan and are illustrated in blue in Figure 3. These facilities are: a 1.80 hectare (4.745 acre) pond block within the westerly portion of the subject lands, abutting Hurontario Road, a 1.72 hectare (4.25 acre) pond located towards the central portion of the subject lands, north of the NHS, a 1.45 hectare (3.58 acre) pond towards the southern portion of the subject lands, and finally, a 2.09 hectare (5.16 acre) pond located towards the southeastern portion of the subject lands.

The existing Natural Heritage System (NHS) on the subject lands comprise a tributary of the east branch of Etobicoke Creek surrounded with natural vegetation. These lands are approximately 24.23 hectares (59.87 acres) in size (including buffers) and is intended to be retained. Refinements to the edges of the NHS may be proposed in key locations in order to regularize the limits of the NHS feature and to allow for a more efficient development pattern for the surrounding table land. Lands designated as “Natural Heritage System” in the Greenbelt Plan are located east of the subject lands.

A 10-metre environmental buffer is generally proposed around the NHS. A 14-metre block has been proposed along Hurontario Street, to accommodate Ministry of Transportation’s (MTO) setback requirement from MTO roads. Additional Greenway corridor buffers along Old School Road are proposed to provide a strong pedestrian-oriented gateway entry to the community from the west.

### Road Network and Pedestrian Circulation

Vehicular Access to the proposed development is provided through several access points on Old School Road and Kennedy Road. There are five (5) access points on Old School Road and four (4) on Kennedy Road which includes three (3) access points on the west side of Kennedy Road and one (1) on the east side. Additionally, southern access within the eastern

portion of the subject lands is provided through Arcadia Road, as reserved by way of the existing development to the south.

A right-of-way width of 18 metres is proposed for local roads through the community and the lanes are proposed to be 8 metres. Where such roads run parallel to arterial roads (window roads) or open space, a reduced 16-metre right-of way standard is proposed, where the standard boulevard width is not necessary. This is a practice typically acceptable to the Town of Caledon.

The local road standard will generally allow for sidewalks to be constructed on both sides of the roadway, where necessary. The public sidewalk system will provide access and connection to the future sidewalks on Kennedy Road and future sidewalks and/or multi-use trails on Old School Road. Environmental buffers along the edges of the NHS and tributary crossings will accommodate multi-use trails within the plan and allow for additional pedestrian/cycling connections to each development area and the existing development to the south. These connections prioritize active transportation throughout the community versus the use of road connections which would otherwise promote motorized travel.

#### Existing Uses

The subject lands also include the existing Public Elementary School lands on the west side of Kennedy Road as well as the existing Cemetery on the east side of Kennedy Road.

The existing Elementary School generates approximately 40 – 50 population-related jobs. It is proposed that these uses will be placed under an Institutional Use designation as part of the proposed amendment.

#### People and Job Density

Based on a net area of 68 hectares (as per Growth Plan), a population 3,850, and total job count of 200 (154 work-at-home jobs and 46 population-related jobs), the proposed development has a density of approximately 60 people and jobs per hectare.

## 5.0 LAND USE POLICIES

### 5.1 Provincial Policy Statement, 2020

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

Section 1 of the PPS outlines policies associated with building strong healthy communities. Section 1.1 provide policy guidance on managing and directing land use to support an efficient and resilient development. The following policies are relevant to the proposed development application:

*“1.1.1 Healthy liveable and safe communities are sustained by:*

- a. promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b. accommodating an appropriate affordable and market- based range and mix of residential types (including single-detached, additional residential units, multiunit housing, affordable housing and affordable housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c. avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d. avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- h. promoting development and land use patterns that conserve biodiversity;”*

The concept plan prepared in support of the proposed amendment represents an efficient development pattern comprising a mix of low-, and medium-density residential uses. The concept plan proposes detached homes of various sizes, back-to-back townhomes, rear lane townhomes, three (3) storey townhomes and a medium density residential block which together provide for a range and mix of residential types with different affordability levels and contributes to the mix of housing types in the area.

The concept plan for the proposed amendment avoids environmental or public health safety concerns as the development is buffered from natural heritage areas within and surrounding the subject lands. Appropriate development practices informed by a Comprehensive Environmental Impact Study and Management Plan have been considered in the preparation of the concept plan to avoid hazard lands. Additionally, the buffers provided to natural heritage features minimize disturbance to these areas from development, thus conserving the existing ecological framework.

The subject lands are located immediately north of the Mayfield West settlement area, which is a designated Rural Service Centre. The proposed amendment represents contiguous development and efficient expansion, utilizing existing and planned servicing and transportation infrastructure. As such, the proposed amendment is consistent with policy 1.1.1 of the Provincial Policy Statement.

Section 1.1.3 Settlement Areas provides policy guidance on the growth and development of Ontario's Settlement Areas to encourage growth that varies in size, density, population diversity and intensity of land use. In an interest to utilize land efficiently, the following policies are relevant to the proposed development:

- “1.1.3.1 Settlement areas shall be the focus of growth and development.*
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*
  - a. efficiently use land and resources;*
  - b. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
  - e. support active transportation;”*

Recognizing that the subject lands are located within ‘Mayfield West Study Area’, which is contemplated as a future “Community Area” as part of Region of Peel’s Settlement Area Boundary Expansion (SABE) study (see Figure 4), it is anticipated that the subject lands will be brought into the Region’s “Urban” system as part of the Peel 2041+ Municipal Comprehensive Review and ultimately, represent a settlement area. Additionally, Mayfield West is a designated ‘Rural Service Centre’ in the Town of Caledon Official Plan (Schedule A1: Town Structure), and the subject lands represent a logical location for the expansion of the Rural Service Area Boundary to accommodate growth to 2041 and beyond.

The concept plan for the proposed amendment represents efficient land use pattern with a mix of low- and medium- density development, which efficiently uses existing and proposed services and transportation infrastructure. Furthermore, the concept plan yields a density of approximately 60 people and jobs per hectare which exceeds the minimum Growth Plan target of 50 people and jobs per hectare for the Designated Greenfield Area and thus the expansion



of services and facilities to the subject lands is both economical and justified. Additionally, the proposed development pattern provides for safe streets, open spaces and facilities and is connected with public sidewalks, which supports active transportation. Provided the subject lands are brought into the settlement area through the Peel 2041+ MCR, the proposed amendment is consistent with Section 1.1.3.1 of the PPS.

Section 1.5 of the PPS contains policies related to public spaces, recreation, parks, trails and open space. The policies relevant to this proposal are:

- “1.5.1        Healthy, active communities should be promoted by:*
- a.   planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
  - b.   planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;”*

The concept plan for the proposed Amendment provides for safe streets, open spaces and, parks which foster a safe environment and social interaction. The concept also provides for connectivity with future public sidewalks on Old School Road and Kennedy Road, which provides for active transportation and community connectivity.

The concept plan for the proposed amendment provides for an equitable distribution of publicly accessible parks and natural areas for recreation as the Parks and natural heritage areas are within close proximity and accessible to each pocket of residential development shown on the concept plan. Additionally, opportunities for trails and linkages (as shown in the proposed Community Design Guidelines) are also present throughout the subject lands given the presence of Natural Heritage and Greenbelt lands. The existing equitable distribution of natural resources provides an opportunity for enhanced accessibility to these resources throughout the community. As such, the proposed amendment is consistent with Policy 1.5.1 of the PPS.

Section 2 of the PPS outlines policies associated with the wise use and management of resources. Section 2.1 provides policy guidance on protection and management of Natural Heritage. The relevant policies include:

- “2.1.1        Natural features and areas shall be protected for the long term.*
- 2.1.2        The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.”*

The proposed amendment is consistent with Policies 2.1.1 and 2.1.2 of the PPS as the existing Natural Heritage System as well as the Greenbelt lands are protected from development through appropriate buffers. Refinements to the edges of the NHS may be proposed through future plans of subdivision in order to regularize the limits of the NHS feature and to allow for a more efficient development pattern for the surrounding table land. These measures protect the natural features and biodiversity on the subject lands for the long term.

Section 2.2 provides direction on the management of water resources. The relevant policies provide that:

- “2.2.1        *Planning authorities shall protect, improve or restore the quality and quantity of water by:*
- e. maintaining linkages and related functions among ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas;*
  - f. ensuring stormwater management practices minimize stormwater volumes and contaminant loads and maintain or increase the extent of vegetative and pervious surfaces.”*

The Environmental Impact Study and Management Plan (under separate cover) prepared in support of this application demonstrates that the key components of the natural heritage system are protected, restored and enhanced and that impacts to natural features and their functions have generally been avoided. The subject lands will be developed using a treatment-train approach for addressing stormwater runoff generated by the proposed development, consisting of source control and LID measures as appropriate, conveyance techniques, and end of pipe wet pond facilities for additional quantity, quality, and erosion control. The retention of the natural heritage system, and the implementation of buffers, stormwater management ponds, LIDs and open space areas maintain and increase vegetative and pervious surfaces.

Section 3 of the PPS outlines policies associated with protecting public health and safety. The applicable policies are:

- “3.1.1        *Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of:*
- a. hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*

- b. *hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
- c. *hazardous sites.”*

The proposed amendment conceptualizes development and site alteration outside of hazard lands. Furthermore, the proposed development is appropriately buffered from the existing Natural Heritage Areas. Thus, the proposed amendment is consistent with policy 3.1.1 of the PPS.

## **5.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020**

A Place to Grow (*Growth Plan*) is the Province’s initiative to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall conform” with the provincial plans that are in effect on the date the decision is made.

The subject lands are located within the ‘Mayfield West Study Area’, which is contemplated as a future “Community Area” as part of Region of Peel’s Settlement Area Boundary Expansion (SABE) study (see Figure 4). Additionally, these are lands are within the ‘Study Area Boundary’ in the Region of Peel Official Plan (Schedule D4) and are anticipated to accommodate additional growth for Mayfield West through to 2041 and beyond.

Section 2.2 of the Growth Plan provides policy guidance to support where and how growth should occur. The following policies are relevant to evaluating the proposed application:

### **“2.2.1 Managing Growth**

- 2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*
  - a. *the vast majority of growth will be directed to settlement areas that:*
    - i. *have a delineated built boundary;*
    - ii. *have existing or planned municipal water and wastewater systems; and*
    - iii. *can support the achievement of complete communities;”*

The proposed amendment conforms to section 2.2.1 of the Growth Plan as the subject lands are located within the “Mayfield West Study Area”, which is under consideration for

boundary expansion in the ongoing Municipal Comprehensive Review being undertaken by the Region of Peel. The anticipated inclusion of the subject lands in the urban boundary will lay the groundwork for the extension of municipal water and wastewater servicing in the area. Additionally, the concept plan in support of the proposed amendment proposes a mix of low- and medium density residential units, parks and open spaces which contribute towards the achievement of complete communities.

Section 2.2.6 outlines policies associated with housing. Policies relevant to the proposed development include:

- “2.2.6.2        *Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
- a.   planning to accommodate forecasted growth to the horizon of this Plan;*
  - b.   planning to achieve the minimum intensification and density targets in this Plan;*
  - c.   considering the range and mix of housing options and densities of the existing housing stock; and,*
  - d.   planning to diversify their overall housing stock across the municipality.”*

The proposed amendment will contribute to the accommodation of forecasted growth to 2051. The proposed amendment proposes a density of 60 jobs and people per hectare on the subject lands through a mix of low- and medium- density residential development. This surpasses the minimum required density of 50 jobs and people per hectare in the Growth Plan. Additionally, the proposed amendment provides an opportunity to contribute to the diversification of the overall housing stock in the area. As such, the proposed amendment conforms to policy 2.2.6.2 of the Growth Plan.

Section 3 of the Growth Plan provides policies for infrastructure to support growth. Section 3.2.2 outlines general transportation policies, section 3.2.6 outlines water and wastewater policies and section 3.2.7 describe stormwater management strategies. The relevant policies are:

- “3.2.2.2        *The transportation system within the GGH will be planned and managed to:*
- d.   offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services;*
- 3.2.6.2        *Municipal water and wastewater systems and private communal water*

*and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:*

- b. the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;*

3.2.7.3 *Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:*

- a. is informed by a subwatershed plan or equivalent;*

The subject lands are bound by Hurontario Street to the west, which is designated ‘Major Road’ in the Region of Peel Official Plan (*Schedule E: Major Road Network*) and ‘High Capacity Arterial’ in the Town of Caledon Official Plan (*Schedule J: Long Range Road Network*). Old School Road, which abuts the subject lands to the north, is designated ‘Collector’ in the Town of Caledon Official Plan. (*Schedule J: Long Range Road Network*). Additionally, the GTA West Highway is proposed north of the subject lands. Furthermore, Hurontario Street is designated ‘Other Rapid Transit Corridor’ in the Region of Peel Official Plan (*Schedule G: Rapid Transit Corridors*). There is potential for the extension of this corridor adjacent to the subject lands in the long term, as the area gets urbanized. The concept plan for the proposed amendment further supports active transportation by linking the internal sidewalk system to future public sidewalks and/or pathways on Old School Road and Kennedy Road. As such, the above discussion demonstrates the availability of multi modal access by way for motorized vehicles, transit and active transportation from the subject lands to access various other land uses.

As previously discussed in this report, the proposed amendment conceptualizes a density of 60 people and jobs per hectare on the subject lands, which surpasses the Growth Plan minimum target of 50 jobs and people per hectare. The anticipated inclusion of the subject lands into the urban boundary will lay the groundwork for expansion of municipal services to the subject lands, which in view of the proposed densities is both economical and justified.

A detailed subwatershed study for the expansion lands is being undertaken by the Region of Peel as a part of the ongoing Municipal Comprehensive Review process. A detailed Functional Servicing Report and Stormwater Management Plan has also been prepared (submitted under separate cover) in support of the proposed amendment. As such, the proposed amendment conforms to the relevant policies under Section 3 of the Growth Plan.

Section 4 of the Growth Plan provides policies for protecting what is valuable. Portions of the subject lands contain natural heritage features and designated ‘Environment Policy Area’ in the Town of Caledon Official Plan, which is associated with Etobicoke Creek sub watershed area. (*Schedule B: Mayfield West Land Use Plan*). The policies relevant to evaluation of the proposed development include:



- “4.2.2.2      *Municipalities will incorporate the Natural Heritage System for the Growth Plan as an overlay in official plans, and will apply appropriate policies to maintain, restore, or enhance the diversity and connectivity of the system and the long-term ecological or hydrologic functions of the features and areas as set out in the policies in this subsection and the policies in subsections 4.2.3 and 4.2.4.*
- 4.2.2.6.      *Beyond the Natural Heritage System for the Growth Plan, including within settlement areas, the municipality:*
- a. *will continue to protect any other natural heritage features and areas in a manner that is consistent with the PPS; and*
  - b. *may continue to protect any other natural heritage system or identify new systems in a manner that is consistent with the PPS.*

A detailed Comprehensive Environmental Impact Study and Management Plan has been prepared by Beacon Environmental (submitted under separate cover) in support of the proposed Amendment. The subject lands are traversed by a Natural Heritage System which is associated with a tributary of the east branch of Etobicoke Creek surrounded with natural vegetation. Additionally, Greenbelt Lands designated as “Natural Heritage System” in the Greenbelt Plan are located east of the subject lands. These natural resources have been retained and conserved through the provision of appropriate buffers, where required. These measures enable protection of the natural heritage features from potential impacts from the surrounding development while maintaining capacity for natural self-sustaining vegetation on these lands. As such, the proposed amendment conforms to relevant policies under Section 4 of the Growth Plan.

### **5.3      Region of Peel Official Plan (2018)**

The Region of Peel Official Plan outlines strategies to guide growth and development within the Region. The subject lands are located within the Mayfield West ‘Study Area Boundary’ (Region of Peel Official Plan, Schedule D) and are located within ‘Mayfield West Study Area’, which is contemplated as a future “Community Area” as part of Region of Peel’s Settlement Area Boundary Expansion (SABE) study (see Figure 4).

Chapter 2 of the Region Official Plan outlines the Region’s policy on the Natural Environment. The relevant policies are:

- “2.1.3.2      *Protect, maintain and enhance the quality and integrity of ecosystems, including air, water, land and biota jointly with the area municipalities, conservation authorities and provincial agencies.*
- 2.1.3.5      *Ensure, jointly with the area municipalities and the conservation authorities in consultation with the Department of Fisheries and*

*Oceans, that no negative impacts, as defined in the Provincial Policy Statement, occur to fish habitat as a result of development and site alterations.”*

Watercourse features within the subject lands have been classified as fish habitat. Fish habitat associated with the Etobicoke Creek is to be protected within the Natural Heritage System. As per the CEISMP prepared in support of the proposed amendment, potential impacts to fish habitat can be reduced by implementing erosion and sediment control plans at the draft plan stage; and minimizing non-essential vegetation clearing and grading, and integrate a phasing workplan for grading and construction; stabilizing soils that will be exposed for long periods of time.

Section 5.4.3 outlines the Region’s policies for Rural Service Centres. The subject lands are included in the Mayfield West Study Area boundary (Regional Official Plan, Schedule D) and will be a northern extension of the existing Rural Service Area Boundary through the ongoing Municipal Comprehensive Review. The following objectives and policies are relevant to the evaluation of the proposed amendment:

- “5.4.3.1.1 To promote safe and secure communities and improvement in the quality of life through proper design and effective use of the built environment.*
- 5.4.3.1.2 To foster a distinct character and village atmosphere for Mayfield West.”*

As outlined previously, the subject lands are anticipated to be included in the Mayfield West Rural Service Centre after completing the Municipal Comprehensive Review. The proposed amendment and subsequent development meet the objective of creating a safe and secure community and improvement in the quality of life through proper design and effective use of the built environment. The creation of distinct character and village atmosphere for the community is achieved and detailed in the Urban Design Brief, prepared under separate cover.

Section 5.5 of the Regional Official Plan outlines growth management policies for the Region of Peel and encourages planning of complete communities. The policies and objectives applicable to the evaluation of the proposed amendment are noted below:

- “5.5.1.6 To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.”*

The proposed amendment contemplates the creation of a complete community with a range of low-and-medium density housing options comprising single detached dwellings, townhouse dwellings and a medium density residential block. The development provides an opportunity

for active transportation by allowing for sidewalks throughout the internal street network. Additionally, four (4) parks and four (4) stormwater management ponds provide opportunities for recreation, as well as trails along the natural heritage features. Furthermore, the concept plan yields a density of approximately 60 people and jobs per hectare which exceeds the minimum Growth Plan target of 50 people and jobs per hectare for the Designated Greenfield Area, thus providing for a compact, transit supportive development. Lastly, the subject lands will be served by the retail facilities and services in the Mayfield West Rural Service Center. As such, the proposed amendment aligns with the intent of policy 5.5.1.6 of the Regional Official Plan.

On anticipated inclusion of the subject lands into the urban area boundary through the Region's Municipal Comprehensive Review, the subject lands will be subject to the greenfield area policies of the Regional Official Plan. The applicable objectives and policies from Section 5.5.4 of the Region of Peel Official Plan include:

- "5.5.4.1.1 To plan and designate Greenfields to contribute to complete communities.*
- 5.5.4.1.2 To achieve compact urban forms within the designated greenfield area that support walking, cycling and the early integration and sustained viability of transit services.*
- 5.5.4.1.3 To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods.*
- 5.5.4.1.4 To optimize the use of designated greenfield area.*
- 5.5.4.1.5 To enhance the natural environment and resources*
- 5.5.4.2.1 Plan to achieve a minimum greenfield density target of 50 people and jobs combined per hectare by 2031, to be measured over Peel's designated greenfield area excluding major environmental features as defined by the Growth Plan.*
- 5.5.4.2.2 Development within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities:*
  - Town of Caledon: 42 residents and jobs combined per hectare."*

The proposed amendment contemplates a complete community with a range and mix of housing options, recreational areas and access to existing services and facilities in the Mayfield West Rural Service Centre. The existing Natural Heritage Areas on the subject lands will be left undisturbed with provisions for appropriate buffers to negate any potential negative impacts from the surrounding development. Furthermore, as previously discussed, the concept plan for the proposed amendment yields a density of of approximately 60 people

and jobs per hectare, which exceeds the minimum Growth Plan target of 50 people and jobs per hectare for greenfield areas as well as the target greenfield density for the Town of Caledon. As such, the proposed amendment conforms to applicable greenfield policies under section 5.5.4 of the Official Plan.

Section 5.8 of the Regional Official Plan describes the Region's policies on Housing. The general objectives that are relevant to evaluating the proposed application are:

- "5.8.1.1 To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.*
- 5.8.1.3 To foster efficient and environmentally sensitive use of land and buildings in the provision of housing."*

The proposed amendment conceptualizes the subject lands to have a mix of low- and medium- density residential development in the form of single detached dwellings, townhouses and a medium density residential uses which contribute to the range and mix of housing types in the area. Furthermore, due consideration has been given to the existing natural heritage features on the subject lands with provisions of appropriate buffers to mitigate development impacts and protect natural resources, thus demonstrating environmentally sensitive use of land in the provision of housing. As such the proposed amendment is consistent with relevant policies under section 5.8 of the Regional Official Plan.

#### **5.4 Draft Peel 2051 Official Plan**

At such time that the subject lands are added to the Region's Urban Area, development within the Region of Peel will be governed by the Peel 2051 MCR Official Plan Amendment. As of the date of this Report, a draft of the proposed amended policies dated August 13, 2021 was available on the Region of Peel website.

Recognizing the need to conform to the future amendment, a conformity review of the proposed development on key proposed objectives and policies is provided below:

- *Development within the Designated Greenfield Areas shall be designed to meet or exceed the following minimum densities:*

*Town of Caledon: 65 residents and jobs combined per hectare.*

**Response:** The proposed development achieves a density of approximately 60 people and jobs per hectare. Notwithstanding, the Region's proposed target for the Town of Caledon is measured over the entire Designated Greenfield Area (DGA). Development within the DGA will have varying densities throughout the Town. The proposed development continues to contribute to the achievement of the overall density target and also contributes to mix and range of density within the Region.

- *To stage and sequence the development within delineated secondary planning areas in accordance with the logical phasing of development in Designated Greenfield Areas.*

**Response:** The proposed amendment represents an expansion to the existing Mayfield West Phase 1 Secondary Plan. The sequence of development within the expansion lands will generally be based on the location of existing services (particularly, water, wastewater and roads) which are currently available at/along Kennedy Road. Development at this location would represent a logical first phase for development within the Mayfield West Phase I Secondary Plan expansion.

- *To establish a framework for comprehensive planning at the community and neighbourhood scale to ensure complete, coordinated, healthy, high quality and sustainable communities with strong neighbourhood centres.*

**Response:** The proposed amendment is strategically structured as a comprehensive framework for the expansion of the Mayfield West Phase 1 Secondary Plan. The Concept Plan is designed at the neighbourhood scale, providing for a mix and range of uses which achieve complete community objectives, and a coordinated active transportation network with well-connected sidewalks and trails which promote healthy and sustainable community design. The proposed development maintains the existing Southfields' *Village Centre* as the strong neighbourhood centre which contains the greatest mix of uses within the community including commercial and recreational uses.

- *To phase urban development within the Designated Greenfield Areas to ensure the efficient use of infrastructure and fiscal responsibility.*

**Response:** The proposed Mayfield West Phase 1 expansion makes efficient use of infrastructure as water and wastewater services are located immediately south of the subject lands and makes use of the expansion and urbanization of Kennedy Road. The efficient expansion of infrastructure to the subject lands represents a fiscally responsible extension of existing services.

- *To ensure that planning for Designated Greenfield Areas is undertaken in a manner that provides direction for a natural heritage and water resource management system, and recognizes the importance of protecting and conserving the archaeological resources, cultural heritage resources, built heritage and agricultural resources of Peel.*

**Response:** The proposed amendment is supported by a Comprehensive Environmental Impact Study and Management Plan which provides



direction for the enhancement and maintenance of a robust natural heritage and water resource management system. Archaeological Study, Cultural Heritage Assessment and Agricultural Impact Assessment have also been submitted in support of the application.

- *To ensure that planning for Designated Greenfield Areas incorporate plans to mitigate and adapt to climate change and facilitate energy and emission reductions.*

**Response:** The Concept Plan prepared in support of the amendment represents an efficient development pattern with compact built form, makes efficient use of existing infrastructure and mitigates an uneconomical urban expansion. The Concept Plan is designed to promote sustainable, active transportation and reduce dependency on the automobile. These elements of planning mitigate and adapt to the changing climate and facilitates energy and emission reductions.

- *To ensure that development of the Designated Greenfield Area is supported by a well connected transportation structure and planned approach for the provision of transit and active transportation that coordinates the location of residential, retail and employment uses to a multi-modal transportation system.*

**Response:** The proposed Concept Plan provides for and contributes to a mixed-use community with a well-connected and multi-modal transportation structure which can accommodate the extension of transit service.

- *To ensure development in the Designated Greenfield Area supports a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.*

**Response:** The proposed Concept Plan accommodates a range and mix of housing with opportunities for additional (secondary) residential units and Mixed High/Medium Density residential block which the potential for affordable housing.

Based on some of the draft policy updates and objectives arising from Peel 2051 MCR, the proposed Amendment generally conforms to the Draft Official Plan Amendment and implements, in particular, the Region's draft Designated Greenfield Area policies.

## 5.5 Town of Caledon Official Plan

The Town of Caledon Official Plan is a statement of principles, goals, objectives and policies intended to guide future land use, physical development and change, and the effects on the social, economic, and natural environment within the Town of Caledon.

As shown on Figure 5 (Schedule B, Mayfield West Land Use Plan), the subject lands are currently located within the Mayfield West Study Area and designated “Prime Agricultural Area” and “Environmental Policy Area” in the Town of Caledon Official Plan. As discussed, the subject lands are under consideration for urban boundary area expansion under Region of Peel’s ongoing Municipal Comprehensive Review.

Assuming the subject lands are brought into the settlement area as part of the Region’s MCR, the growth management and Town structure policies within Section 4 of the Official Plan would apply. The relevant policies and objectives of this Section include:

- “4.1.8.2.1      *To plan Caledon as a complete community that is well-designed, offers transportation choices, accommodates people at all stages of life and has an appropriate mix of housing, a good range of jobs and easy access to retail and services to meet daily needs.*
- 4.1.8.2.2      *To protect and promote human health through community planning and design.”*

The proposed amendment contemplates the creation of a complete community through the provision of a housing mix comprising of detached dwellings, back-to-back townhomes, rear lane townhomes, 3 storey townhomes and a medium density residential uses, which provides accommodation options for people at all stages of life. The residential development will be complemented by recreational opportunities through the provision of parks and stormwater management ponds. The subject lands are bordered by Hurontario Street towards the west, which is designated ‘High Capacity Arterial’, and Old School Road towards the north, which is a designated ‘Collector’ (*Schedule J – Long Range Road Network*). Additionally, there is potential for future access to public transit as Hurontario Street extending up to Mayfield West is designated ‘Other Rapid Transit Corridor’ in the Region of Peel Official Plan (*Schedule G – Rapid Transit Corridors*). Active transportation will be supported as sidewalks and bicycle paths are to be provided in the internal road network in the proposed amendment and connected to the existing public sidewalk system. As such, the Concept Plan in support of the proposed amendment is based on the principles of complete communities.

Further, the existing natural heritage system (NHS) on the subject lands is proposed to be protected through the provision of 10-metre buffers. The conservation of the natural environment and the avoidance of development within hazard lands will contribute to the protection and promotion of public health and safety.

Section 4.2 of the Official Plan provides policy guidance on growth management in the Town of Caledon. The relevant policy objective includes:

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

In accordance with policy 4.2.1.2.1 of the Town of Caledon's Official Plan, the proposed development has a diverse range of housing options, including detached houses, townhouses, and a medium density residential block. Furthermore, the concept plan yields a density of approximately 60 people and jobs per hectare which exceeds the minimum Growth Plan target of 50 people and jobs per hectare for the Designated Greenfield Area and thus the expansion of services and facilities to the subject lands is both, economical and justified. A mix of low- and medium-density residential development, with provisions for pedestrian pathways along the internal road network as well as trail connections where possible, will contribute towards creating a mixed-use, transit-supportive and pedestrian friendly urban environment.

Section 5 of the Official Plan identifies various land use designations and outlines the policies pertaining to each. As previously described, the subject lands are currently located within the Mayfield West Study Area and designated "Prime Agricultural Area" and "Environmental Policy Area" in the Town of Caledon Official Plan and are likely to be included in the urban area boundary through the Municipal Comprehensive Review process. The proposed amendment intends to redesignate the subject lands for various urban land uses, and the policies relevant to the evaluation of the amendment include:

- "5.7.3.1.1 New development is prohibited within areas designated EPA on the Land Use Schedules to this Plan, with the exception of the permitted uses as specified in policy 5.7.3.1.2*
- 5.7.3.7.1 Proposed new development adjacent to EPA will be required to complete an Environmental Impact Study and Management Plan (EIS and MP) to the satisfaction of the Town and other relevant agencies.*

The subject lands are traversed by a Natural Heritage System which is designated 'Environmental Policy Area (EPA)' in the Town of Caledon Official Plan (*Schedule B – Mayfield West Land Use Plan*). In keeping with policy 5.7.3.1.1, no development is proposed on EPA lands. Further, these lands are proposed to be protected from any potential impacts from the surrounding residential development through the provision of appropriate environmental buffers. Additionally, an Environmental Impact Study and Management Plan (EIS and MP) prepared by Beacon Environmental has been submitted in support of the proposed amendment under separate cover.

Section 5.8 of the Official Plan lays out policies pertaining to Open Space and Recreation in the Town of Caledon. The relevant objectives and policies include:

- "5.8.2.1 To develop and maintain in system of parks and publicly accessible open spaces which provide for a diversity of recreational and leisure opportunities for a range of age and interest groups.*

The proposed amendment will support the Town of Caledon in achieving Policy 5.8.2.1 of the Official Plan through the provision of four (4) parks which are strategically located adjacent

to natural heritage areas to enhance recreational and leisure uses and to provide additional transitional buffers between residential development and the EPAs. Furthermore, appropriate environmental buffer along the edges of the NHS will also provide opportunity for multi-use trails within the plan.

Section 5.9 of the Town of Caledon Official Plan provides policy guidance on transportation systems. The following policies are relevant to the evaluation of the proposed amendment:

- “5.9.4.3        *This Plan recognizes that the primary mode of individual travel during the plan period will be the automobile although the Town shall endeavour to provide for a holistic transportation system comprising all modes and related elements.*
- 5.9.5.9.1       *The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors”*

Policy 5.9.4.3 of the Official Plan recognizes that the primary mode of individual travel will be through automobiles. However, the subject lands are surrounded by a hierarchy of roads which can accommodate various modes of transportation. Hurontario Street currently accommodates a GO Bus route connecting downtown Brampton to Orangeville and provides an optimal location for the proposed medium density block at the corner of Hurontario Street and Old School Road. The surrounding arterial roads will provide also opportunities for local transit routes and support active transportation through the accommodation of sidewalks and multi-use trails. A proposed network of trails through the proposed NHS buffers and through tributary crossings provide strong connections to each of the residential sub-neighbourhoods and to the existing Mayfield West community to the south. Notwithstanding the Town’s expectation that the primary mode of individual travel may be by automobile, the proposed development promotes an active transportation network that is less reliant on the automobile. As such, the proposed amendment contemplates multi-modal connectivity, in accordance with Policy 5.9.4.3 and 5.9.5.9.1 of the Official Plan.

Section 5.10 of the Official Plan provides policy guidance on Rural Service Centers:

- 5.10.4.1        *Rural Service Centres are designated as the primary growth areas for the planning period. In order to provide services in an efficient manner to the large geographical area that comprises the Town, the Rural Service Centres will be the focus for the majority of new residential and employment growth as well as the focus for the provision of a wide range of goods and services for residents of the Town.*
- 5.10.4.3.1       *Mayfield West has been designated a Rural Service Centre. A growing community, it represents a significant opportunity to effectively provide a wide range of facilities and services, including housing, and employment opportunities, in the west part of Caledon.*

The subject lands represent the northern extension of the Mayfield West Rural Service Centre and as such, the growth attributed to the proposed development would implement the objectives of the Rural Services Centres described in Sections 5.10.4.1 and 5.10.4.3.1 of the Official Plan.

Section 6 of Caledon's Official Plan outlines the means by which the objectives and policies of the Official Plan will be implemented:

*"6.2.1.7.2 Criteria have been established for collective use as the basis for selecting those individual properties, subdivisions, or groups of properties or subdivisions, which ought to be given priority with respect to all stages of the development approval process, including Official Plan amendments, Secondary Plan or Community Plan studies, and subdivision and rezoning applications. Development proposals most in compliance with the following criteria will be favoured:*

*a) Financial*

*Improving the overall tax base on a net basis, or avoiding decreasing service standards and the imposition of undue increases in taxation;"*

As per the Fiscal Impact Analysis Report prepared by Urban Metrics, dated May 14, 2021, the subject lands could generate approximately \$43.4 million in one time development charge revenue, and on an ongoing basis, the Mayfield West Community is expected to generate a revenue surplus of approximately \$1.7 million per year at full build-out at 2041.

*b) Support to Existing Infrastructure*

*Infilling or rounding out of existing communities, making use of existing underutilized facilities, and expediting the completion of partially completed facilities;*

The proposed amendment generally represents a round-out of the existing Mayfield West Phase 1 Community and makes use of existing and proposed transportation and service infrastructure established to the south.

*c) Piped Sewer and Water Services*

*The availability and efficiency of piped services from a Town and Region perspective;*

As per the Functional Servicing Report prepared by DSEL, piped services are available and will be extended to service the proposed development in an efficient manner.

*d) Transportation Services*

*The ready and economical provision of roadway facilities;*

As per the Traffic Impact Study prepared by BA Group in support of the proposed amendment, the existing surrounding road infrastructure can accommodate the proposed expansion with minor improvements.

- e) *Parkland and Community Services*  
*The satisfaction of Town and Regional requirements for parkland or community services;*

The proposed amendment contemplates four (4) parks in the development concept plan, which are strategically located and easily accessible. Further, the existing Southfields Community Center located within the Mayfield West built area boundary will also service the residents of the future development.

- f) *Consistency with Housing Needs*  
*Supporting the provision of a housing supply consistent with market demand and with the needs of those who live or work within the Town;*

The proposed Concept Plan provides for a wide range of housing options, comprising detached dwellings, rear lane townhomes, back-to-back townhomes, 3-storey townhomes and a medium density residential block and responds to a wide ranging market demand.

- g) *Environmental Concerns*  
*The greatest freedom from noise, vibration, air, and water pollution and causing the least adverse impact on the natural environment;*

As provided for in the Environmental Noise Study prepared by Valcoustics in support of the proposed amendment, mitigation measures such as noise barriers and the implementation of specific housing construction standards will be made to protect living areas from noise impacts. The proposed development represents an efficient development pattern which is sustainable and minimizes air pollution by providing opportunities for alternative modes of transportation. Furthermore, the existing natural heritage system on the subject lands is proposed to be protected from any potential impacts of the surrounding development through appropriate buffers.

- h) *School Related Concerns*  
*Maintaining or helping to achieve acceptable levels of school facilities;*

The development in the proposed amendment is intended to be serviced with existing surrounding educational facilities.

- i) *Agricultural Lands*  
*Having the least impact on agricultural land, being contiguous to existing development, and not encroaching on large units of undeveloped agricultural lands;*



The subject lands are contiguous to the built-out areas to the south, thereby representing a logical extension of urban development and minimal impact on the broader agricultural uses in the area.

- j) *Consistency with Official Plan Policies*  
*Consistency with relevant Official Plan policy, other than the preceding criteria;*

As discussed in Section 5.3 of this Report, in our opinion, the development of the subject lands is consistent with the broader planning objectives of the Official Plan.

Further, section 6.2.4 contains policies on the creation of Secondary Plans. Of note are:

- “6.2.4.1 *Secondary Plans may be prepared for specific areas of the Town where it is considered necessary to provide more detailed planning objectives and policies for development activities. Secondary Plans may be prepared for established, partially developed or undeveloped areas within existing settlement areas within the Town in order to conform to an overall community development concept and approved planning policies. As well a Secondary Plan may be required as part of an expansion to the boundaries of an existing settlement or as a requirement of a Policy Area designation contained in this Plan.*
- 6.2.4.2 *Secondary Plans may be incorporated into the Official Plan by amendment or may be adopted as a separate document that conforms to the Official Plan but details specific planning objectives and policies for a specific area. Secondary Plans shall be subject to the same administrative and public involvement procedures as required for an Official Plan Amendment.”*

The subject lands are located within ‘Mayfield West Study Area’, which is an area for consideration under the Region of Peel’s Settlement Area Boundary Expansion (SABE) study (Refer Figure 4: SABE Mapping). It is anticipated that the subject lands will be brought into the Region’s “Urban” system as part of the Peel 2041+ Municipal Comprehensive Review. Additionally, the subject lands are contiguous to the built-out areas to the south, thereby representing a logical extension of urban development in the area. As such, the proposed amendment represents an amendment to an existing secondary plan which is consistent with the intent of the provincial, regional and municipal policy framework for development, as discussed in this report.

## 5.6 Mayfield West Secondary Plan

Mayfield West Secondary Plan outlines policies and goals to guide the future land use and development of the Mayfield West Secondary Plan Area. Through the ongoing Municipal Comprehensive Review, it is anticipated that the subject lands will be included in the urban

area and form the northern extension of the Mayfield West Secondary Plan Area and would therefore be subject to the policies and objectives of the Mayfield West Secondary Plan. The community planning policies relevant to the proposed amendment in the Secondary Plan include:

*“7.12.3.1. Community Planning*

- a. Provide for the establishment of a new community of approximately 9,000 people;*
- d. Develop a compact, mixed-use community that provides residential, employment and commercial opportunities, community facilities and services;*
- e. Create opportunities for a broad mix and range of housing types that are suitable for different income, age levels, lifestyles, and household structures of the future residents. The mix and range of residential units shall be encouraged to create opportunities for a variety of unit sizes, bedroom counts, and built form;*

Notwithstanding the above population target, Section 4.2.6.2 of the Official Plan provides for an updated population allocation of 11,587. We currently estimate that the Mayfield West (Phase 1) Community – exclusive of Valleywood and Snell’s Hollow – achieves a population of approximately 12,500. With the provision of approximately 1,282 residential dwellings yielding a population estimate of 3,850 on the subject lands, the population estimate of Mayfield West will exceed the current Secondary Plan estimate. The proposed amendment will update the population estimate for the Mayfield west community.

The proposed amendment conceptualizes a range of housing options including detached residential, townhouse dwellings and a medium density residential block in a compact development pattern and provide for a variety of unit sizes, bedroom counts and built form, which will further diversify the existing housing stock in Mayfield West. Notwithstanding the required increase in population, the proposed development is in keeping with the Community Planning policies of the Secondary Plan.

Section 7.12.3.4 provides guidance on development with respect to Cultural Heritage Resources:

*“7.12.3.4 Cultural heritage Resources*

- a. Identify, evaluate, conserve and enhance significant cultural heritage resources. Incorporate built heritage resources and contextual landscape elements into the community design through careful consideration of road alignments and appropriate land uses.”*

A Cultural Heritage Survey Report was conducted by Unterman McPhail Associates in 2007 in support of the original Mayfield West Phase 1 Secondary Plan. The study area for the report included the lands extending to Old School Road. As it relates to the subject lands, the report identified Dixon's Church and Cemetery located at 12895 Kennedy Road and the farm complex at 12969 Kennedy Road as having potential heritage value. At such time, that a development application comes forward for those lands, it is expected that those lands will require individual Heritage Impact Studies.

Section 7.12.3.5 provides guidance on the provision of community facilities in the Secondary Plan Area:

*7.12.3.5 Community Facilities*

- a. Provide the full range of community facilities needed to serve the needs of the residents;*

The proposed amendment provides for recreational facilities in the form of publicly accessible parks which are equitably distributed on the subject lands. Further, a publicly accessible trail system is proposed through the natural heritage system buffers with connections to other areas of the community which serves the active transportation needs of residents. The subject lands area also well served by the existing schools, commercial and institutional uses and services in the Mayfield West Rural Service Centre. As such the proposed amendment is conforms with policy 7.12.3.5 of the Secondary Plan.

Section 7.12.3.6 outlines policies for urban design in the Mayfield West Secondary Plan Area. The relevant policies include:

*7.12.3.6 Urban Design*

- a. Encourage a high quality and consistent level of urban design for the public and private realm through adherence to the policies and requirements of this Secondary Plan;*
- b. Create a public realm of streets, parks and open spaces which is clearly defined by pedestrian-scale buildings, landscape and urban design elements and other public amenities where appropriate;*
- d. Ensure compatibility of land uses and/or development density in the Secondary Plan Area, including compatibility of land uses adjacent to Brampton to the south, through consideration of appropriate scale, massing and siting;*

As illustrated in the accompanying Urban Design Brief prepared by NAK Design, the proposed amendment contemplates an urban design theme which is compatible with the existing character of Mayfield West. Further, the development is proposed to be complemented by open spaces such as trails along the Natural Heritage System, accessible

parks and stormwater management ponds which contributes to the creation of an attractive public realm comprised of pedestrian-friendly streets, parks and open spaces. Further, the proposed density and massing of the development is compatible with the existing surrounding residential land uses, which are characterized by low density residential development in Mayfield West. As such, the proposed amendment follows relevant Urban Design policies of the Secondary Plan.

*Section 7.12.3.8 provides guidance on development with respect to Municipal Servicing:*

*7.12.3.8          Municipal Servicing*

- b. Ensure services, including the necessary sanitary sewer, storm sewer, water services and stormwater facilities, required for any part of the Secondary Plan Area, are in place and operative, with assigned capacity, as necessary, prior to, or coincident with urban development, in accordance with the provisions of this Secondary Plan and the Mayfield West Master Environmental and Servicing Plan;*

The subject lands have access to municipal servicing through existing infrastructure on Kennedy Road which can be easily and economically extended to service the subject lands. New stormwater management ponds will be required to service the subject lands and will be constructed in the initial phases of site construction.

Section 7.12.3.9 outlines transportation policies for Mayfield West Secondary Planning Area. The relevant policies include:

*7.12.3.9          Transportation*

- a. Provide an interconnected, grid-like network of collector and local roads that provides an even distribution of traffic; takes its form from natural features; is connected to the surrounding arterial road system; provides numerous access and egress points into the residential neighbourhoods; facilitates direct pedestrian, bicycle and vehicular movement throughout the community; and permits convenient access to transit services;*
- b. Within the context of developing a pedestrian oriented community, integrate pedestrian and bicycle linkages, and traffic calming measures within the road network;*
- c. Ensure elements of the transportation network, required for any part of the community, are in place and operative as necessary, coincident with urban development, in accordance with the provisions of this Secondary Plan;*

The proposed amendment contemplates five (5) road access points to the subject lands along Old School Road, three (3) access points along Kennedy Road and one (1) access point from the existing community south of the subject lands. The proposed road network represents a modified grid pattern due to limitations such as access points on arterials roads and the location and configuration of surrounding natural heritage areas. The proposed road network provides for walking and cycling through sidewalks and/or multi-use trails along the local, collector and arterial roads, as applicable and by way of trails along the natural heritage system. Additionally, the internal pedestrian network will connect to the existing sidewalks on the external abutting roads. The proposed amendment is, therefore, consistent with transportation policies of the Secondary Plan.

Section 7.12.3.10 outlines policies for establishment of parks and open spaces in the Secondary Plan Area:

*7.12.3.10 Parks and Open Space*

- a. Encourage and facilitate pedestrian and bicycle activity within the community by providing a system of public open spaces, hiking trails, pedestrian walkways and bicycle paths that are visible and accessible and that interconnect the residential neighbourhoods, the Village Centre, community facilities, employment lands, and areas beyond the Plan Area;*
- b. Provide parks and open spaces which have a clear functional relationship to the neighbourhoods and which are accessible and in visible locations for residents and visitors, generally as shown on Schedule B to this Secondary Plan;*
- c. Provide open space areas within the residential neighbourhoods which conserve, protect and enhance existing natural features;*
- e. Incorporate stormwater management facilities into open space areas, meeting the water quality and quantity requirements of the Town and appropriate agencies;"*

The concept plan contemplated for the proposed amendment accommodates non-motorized transportation through the provision of sidewalks along the local roads and trails along the natural heritage system. Furthermore, the four (4) parks contemplated in the proposed amendment are located to provide equitable access throughout the subject lands. The Natural Heritage System is to be left undisturbed, with further protection from any potential negative impacts of the proposed development, through the provision of appropriate buffers. Additionally, four (4) storm water management ponds are proposed, which are located along the Natural Heritage System and generally incorporated into the open space areas. As such, the proposed amendment conforms to the relevant policies under section 7.12.3.10 of the Secondary Plan.

Section 7.12.4 outlines the structural concept for Mayfield West. The following policies apply to residential neighborhoods in the area:

- “7.12.4.4 A series of new residential neighbourhoods are proposed and shall be designed to maximize accessibility to the Village Centre, and the public realm. In accordance with the objectives of this Secondary Plan, opportunities shall be provided within each neighbourhood for medium density housing. Centrally located within each neighbourhood will be a community or a neighbourhood sized park to provide a focus for the neighbourhoods. Elementary schools are permitted in the residential neighbourhoods. Two school sites, one for each Board, have been provided in the Secondary Plan.*

In accordance with the structural concept envisioned for Mayfield West, the development on the subject lands will be well connected to the surrounding arterial and collector roads which will provide direct connectivity to the Village Centre. The proposed amendment includes medium density housing through a range of townhouse dwellings and provides neighbourhood and community parks within each residential pocket.

Section 7.12.6 outlines land use policies for the Secondary Planning Area:

- “7.12.6.4 All development within the Plan Area shall be planned and zoned consistent with the logical extension and phasing of infrastructure, shall consider impacts on all natural features, and shall be compatible with adjacent developments.*
- 7.12.6.8 As development occurs within the Plan Area, the Council shall be satisfied that the density targets of the Provincial Places to Grow Plan can reasonably be met. In this regard, appropriate adjustments to the development program will be made as may be necessary.*

The subject lands represent a logical northern expansion of the Mayfield West Rural Service Centre and provides for the efficient extension of existing services currently within the existing Mayfield West Secondary Plan. The proposed amendment achieves a density of approximately 60 people and jobs per hectare, which exceeds the minimum Growth Plan target of 50 people and jobs per hectare for the Designated Greenfield Area.

Section 7.12.7 outlines residential policies for the Secondary Plan Area:

- “7.12.7.1.1 It is the intent of this Secondary Plan to provide opportunities for a broad range and mix of housing forms in the Plan Area....*
- 7.12.7.1.2 Low, Medium and Mixed High/Medium Density Residential designations apply within the Plan Area...*



- 7.12.7.1.10 *Where residential development occurs adjacent to arterial roads, studies to determine the need for noise attenuation measures will be completed to the satisfaction of the Town, in accordance with the policies of Section 7.12.20, and in consultation with the Ontario Ministry of the Environment and Climate Change, prior to development approval. Noise attenuation measures shall be in conformity with the Community Design Plan.”*

In accordance with policies under section 7.12.7 of the Secondary Plan, the proposed amendment conceptualizes the development of the subject lands with a range and mix of housing forms, comprising single detached dwellings, townhouse dwellings and a medium density residential block. Furthermore, the need for noise attenuation measures has been identified through the Environmental Noise Report, prepared by Valcoustics and submitted in support of this application.

Section 7.12.8 provides further detailed policies for residential areas within Mayfield West. The sections relevant to the evaluation of the proposed amendment are:

- “7.12.8.2 *Development of these lands shall include a mix of low and medium density housing. Medium density development shall be integrated into the overall residential development, so as not to isolate these units into any one area of the community.*
- 7.12.8.6 *Medium density units within the Residential Area shall be:*
- a. *Dispersed throughout the Residential Area;*
  - b. *Generally located in close proximity to community facilities such as parks/schools and/or open spaces; and,*

In accordance with section 7.12.8 of the Secondary Plan, the proposed amendment contemplates a mix of residential housing forms comprising detached residential units, townhouse dwellings and a medium density residential block. The medium density housing in the form of townhouse dwellings is dispersed throughout the subject lands, where appropriate and generally located in close proximity to parks and open spaces.

Through the review of the Mayfield West Secondary Plan, the subject lands can be developed in accordance with the goals, objectives, and policies for the Secondary Plan area and therefore represents and appropriate expansion of the Secondary Plan.

## **5.7 Proposed Official Plan Amendment**

Notwithstanding that the proposed development conforms to the broader Official Plan and Secondary Plan policies, an amendment to the Secondary Plan is required in order to add the subject lands to the Mayfield West Secondary Plan Area and assign various urban land use designations consistent with the proposed Concept Plan. Updates to various Secondary Plan policies is also required to implement the proposed development. Key amendments to the Secondary Plan are summarized below:

- Updating various sections of the Secondary Plan to change the planned population in the Secondary Plan from 9,000 people and 2,845 dwelling units to 19,000 people and 6200 dwelling units, including the existing Valleywood Community.
- Changing the area of the Secondary Plan from 444 hectares (1,100 acres) to 750 hectares (1,850 acres)
- Changing the number of school sites from two (2) to three (3), including two (2) for Public Board and one (1) for the Catholic Board.
- Updating the residential housing mix in the Secondary Plan to include mixed high/medium density residential area outside of the Village Centre, incorporating 60% detached and 40% semi detached and townhouses, triplexes, fourplexes and apartments.
- Updating the housing forms permitted in the mixed high/medium density residential designation at the southeast corner of Hurontario Street and Old School Road to allow for a range of medium density residential forms with complementary non-residential uses on the ground level of an apartment building.
- Changing the number of community parks provided for in the Secondary Plan from three (3) to four (4), three with a minimum area of 2.5 hectares and one with the minimum area of 1.8 hectares.
- Changing the number of neighbourhood parks provided for the Secondary Plan from one (1) to four (4), with areas ranging between 0.2 hectares and 0.85 hectares.

A Draft Official Plan Amendment document is appended to this Report as Appendix A.

## **5.8 Town of Caledon Zoning By-Law 2006-50**

The subject lands are currently zoned A1 (Agricultural), OS (Open Space), and EPA2 (Environmental Protection Area 2) in the Town of Caledon Zoning By-law 2006-50. The existing zoning generally allows for agricultural-related uses and environmental conservation, respectively. The lands zoned 'OS' are currently occupied by Dixon's Union Cemetery. Legally existing uses are also permitted by the Zoning By-Law.

As the subject application is currently for an Official Plan Amendment only, future applications for an amendment to the Zoning By-Law will be required to implement the proposed Local Official Plan Amendment, which will be expected to be submitted in conjunction with Draft Plan of Subdivision Applications.

## **6.0 SUPPORTING STUDIES**

The following section provides a summary of the reports, studies and supporting materials conducted in support of the proposed development.

### **6.1 Geotechnical Investigation, prepared by DS Consultants Ltd., dated August 26, 2021**

The Geotechnical Report was prepared to obtain general information related to the subsurface conditions at the subject lands to make preliminary recommendations pertaining to the geotechnical design of the underground utilities and subdivision roads, stormwater management ponds and to comment on the foundations for general house construction. The analysis was conducted by drilling boreholes on the westerly portion of the subject lands. No boreholes were drilled within the lands east of Kennedy Road, due to access restrictions. A desktop review of the subsurface conditions in this area was carried out for the analysis.

A surficial layer of topsoil of 200 mm to 350 mm was found in the boreholes. Below the topsoil, fill and weathered/disturbed soils of silty clay, silty sand to sandy silt deposits were encountered. The weathered/disturbed materials were considered due to ploughing activities in the past. Additionally, Cohesionless deposits of sandy silt/silty sand, sand, silt and sand and gravel were encountered in most of the boreholes and extended to various depths. Additionally, the groundwater table measured in the monitoring wells ranged from 1.0m above ground surface to 3.9 m below the ground surface. Based on the conditioned encountered on ground, the Geotechnical report discusses and provides recommendations for site grading and engineered fill, road and sewer construction, foundation conditions, earth pressures and SWM ponds. It is reported that the proposed townhouses with a basement can be supported on the subject lands by spread and strip footings on the undisturbed competent native soils below the fill and below the weathered/disturbed soils.

### **6.2 Phase One Environmental Site Assessments, prepared by D.S. Consultants**

The Phase One Environmental Site Assessment (ESA) was prepared to conduct a preliminary qualitative assessment of the environmental condition of the property based on a review of current activities, historical information and a review of surrounding properties within a 250 metre radius. Phase One Environmental Site Assessment was conducted for 3431 Old School Road, 12976 Kennedy Road and 3035 Old School Road. The remaining portion of the subject lands was excluded from this analysis due to access restrictions.

The ESA investigation and technical review for 3431 Old School Road and 12976 Kennedy Road led to the identification of six (6) potentially contaminating activities (PCAs), three (3) of which are considered to be contributing to three (3) areas of potential environmental concern (APECs). The identified PCAs causing APECs include pesticides, gasoline and associated products storage in fixed tanks and garages along with the maintenance and repair of railcars, marine vehicles and aviation vehicles. Further, the ESA investigation and technical review for 3035 Old School Road led to the identification of eleven (11) PCAs, ten (10) of which are considered to be contributing to ten (10) APECs. PCAs on this property include

waste disposal and waste management, diesel spill, pesticides, gasoline and associated products, garages and maintenance of automobiles and imported fill material of unknown quality. Based on the findings of this assessment, it is concluded that a Phase Two ESA would be required in order to investigate the aforementioned APECs and to assess the environmental soil and groundwater conditions on the properties and file a Record of Site Condition (RSC).

### **6.3 Stage 1 Archaeological Assessment, prepared by The Archaeologists Inc., dated March 20, 2021**

The Stage 1 Archaeological Assessment for the subject property was conducted in order to document the property's archaeological and land use history and present condition. In summary, the majority of the study area retains archaeological potential and must be subject to a Stage 2 archaeological assessment which can be submitted in support of future Draft Plan of Subdivision Applications.

### **6.4 Cultural Heritage Survey Report, prepared by Unterman McPhail Associates, dated December 2007**

Unterman McPhail Associates prepared the Cultural Heritage Survey Report in support of the original Mayfield West (Phase I) Secondary Plan. The study area for the report included the lands extending to Old School Road. As it relates to the subject lands, the report identified Dixon's Church and Cemetery located at 12895 Kennedy Road and the farm complex at 12969 Kennedy Road as having potential heritage value. At such time, that a development application comes forward for those lands, it is expected that those lands will require individual Heritage Impact Studies.

### **6.5 Agricultural Impact Assessment, Colville Consulting Inc.**

The Agricultural Impact Assessment was prepared by Colville Consulting Inc. to evaluate the potential impacts of the development on agricultural operations and the Agricultural System. The Assessment confirmed that the majority of the subject lands are comprised of prime agricultural land and that there are agricultural resources present that will be lost as a result of the proposed development. The PPS allows for the removal of lands from prime agricultural areas for settlement area boundary expansion during a comprehensive review undertaken by a municipality if certain tests are met. The AIA has determined that although the Subject Lands consist of prime agricultural lands and are part of the prime agricultural area, there are no other opportunities for expansion in non-prime agricultural areas and they are lower priority agricultural lands. Impacts resulting from settlement area boundary expansion are expected to be mainly direct impacts involving the loss of prime agricultural land, crop land, tile drainage investments and the retirement of two farm operations. These impacts will be unavoidable. Indirect impacts to the surrounding agricultural system are expected to be negligible and there will not be any conflicts with the minimum distance separation formula. The proposed settlement area boundary expansion will comply with the relevant provincial, regional, and municipal agricultural policies.

## **6.6 Functional Servicing Report, prepared by DSEL**

The supporting Functional Servicing Report (FSR) prepared by DSEL has been prepared to determine the availability of water and sanitary services for the subject lands as well as proposing an appropriate stormwater management and drainage plan to support the proposed development.

With respect to water services, the subject lands will be serviced by connection to the existing watermain within Kennedy Road. The water distribution system within the development will be sized to meet the pressures and flows in accordance with the Region of Peel criteria and the system will be looped internally in order to provide system security.

With respect to wastewater servicing the proposed development will be serviced by a network of local gravity sewers designed in accordance with Region of Peel criteria. A proposed pump station will accept flows from the westerly portion of the subject lands and convey wastewater through a forcemain to an existing trunk sewer within Kennedy Road. Wastewater from the lands east of Kennedy Road will be conveyed through an extension of a sanitary sewer within an unopened ROW to the south and/or conveyed easterly to the Dixie Road trunk system.

Stormwater management for the subject lands will be accommodated in four (4) stormwater management ponds, with localized use of oil and grit separator units. Each pond services a distinct development area and all facilities are proposed as wetponds and will regulate outflow quality and quantity in accordance with municipal and conservation authority requirements.

## **6.7 Traffic Impact Assessment, prepared by BA Group**

The Traffic Impact Assessment was prepared to assess the site related traffic and subsequent traffic-related impacts on the adjacent road network during the a.m and p.m peak hours from the proposed amendment. The assessment finds that the subject lands have access to two transit routes (Route 81 and 37), through bus stops located approximately 150 – 200 metres away from the subject lands. There are existing pedestrian crosswalks on all four legs at Hurontario Street / Old School Road, allowing for pedestrian activity. A proposed new trail network within the site will be provided for both pedestrians and cyclists to enable non-automobile travel within the site. The proposed development is forecast to generate 830 to 1085 two-way net-new trips during the weekday morning and afternoon peak hour periods, respectively. The assessment report suggests network improvements which include a traffic signal at the intersection of Heart Lake Road and Old School Road, left turn lanes along Old School Road and a Dedicated eastbound right turn lane and westbound left turn lane at the intersection of Kennedy Road and Old School Road, and a dedicated northbound right turn lane at the intersection of Hurontario Street / Old School Road. It is further concluded that the vehicular trips generated by the proposed development on the subject lands can be acceptably accommodated by the above-mentioned proposed road network improvements.

## **6.8 Environmental Noise Feasibility Study, prepared by Valcoustics**

The supporting Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd.

considered road traffic, air traffic and stationary noise sources in the area of the subject lands. The sound levels on site have been determined and compared with the applicable Ministry of the Environment, Conservation and Parks (MECP), Region of Peel and Town of Caledon noise guideline limits to determine the need for noise mitigation. To meet noise guideline limits, development within the subject lands will require mandatory or provision for air conditioning, upgraded exterior wall construction, or sound barriers. Further detailed noise assessments will be undertaken as part of future design stages to confirm the specific noise mitigation requirements for each area or dwelling unit within the Plan.

## **6.9 Comprehensive Environmental Impact Study and Management Plan (CEISMP), Beacon Environmental**

A Comprehensive Environmental Impact Study and Management Plan prepared and submitted in support of the Application to characterize existing biophysical conditions and ecological functions, identify constraints and opportunities to future development, describe the proposed land use plan and associated environmental management plan, assess potential impacts, identify mitigation and monitoring requirements, and evaluate conformity with applicable environmental protection policies and regulations.

As outlined in the approved Terms of Reference, the CEISMP Report generally consists of three parts:

- Part A – Existing Conditions and Biophysical Characterization;
- Part B – Impact Assessment and Detailed Studies; and
- Part C – Implementation

Because the subject lands consist of a relatively small area, the CEISMP has been prepared as a single document inclusive of all three parts and is to be submitted in two phases. The report submitted in support of the application represents the first phase.

The CEISMP demonstrates that the Mayfield West Phase 1 expansion land use plan can be implemented while satisfying applicable environmental protection legislation, regulations, and policies, including the Town's environmental performance measures. Based on the assessment undertaken in the first phase of the report, it is the opinion of the project study team that the proposed Land Use Plan will not adversely impact existing natural heritage features and functions provided that the recommended environmental management plan are implemented.

## **6.10 Financial Impact Study, prepared by Urban Metrics Inc., dated May 14, 2021.**

The Financial Impact Study was conducted to quantify the net financial impact that the development proposed through the amendment will have on the Town of Caledon by calculating both, one-time and ongoing financial benefit accruing to the Town as well as the financial costs that the Town could incur to provide services to the future residents of the development on the subject lands. It has been determined that the project will, on aggregate, have a positive fiscal impact on the Town of Caledon, as the subject lands could generate



approximately \$43.4 million in development charge revenue for funding growth-related capital projects. The ongoing net municipal operating impact associated with the proposed amendment has been estimated by calculating the revenues (property fees, user fees, fines, charges), and municipal operating & replacement costs that would likely be incurred throughout the development of the community. Based on this analysis, the development proposed through the amendment is forecast to generate approximately \$5 million per annum for the Town when the project is fully built out by 2041, increasing by 2% per year thereafter. Furthermore, the development proposed through the amendment is forecast to cost the Town nearly \$3.3 million per annum in municipal operating expenses when the project is fully built-out by 2041, increasing by 2% per year thereafter, aside from the scheduled replacement of hard infrastructure, including roads and storm sewers. As such, on an ongoing basis, the Mayfield West Community is expected to generate a revenue surplus of approximately \$1.7 million per year at full build-out at 2041. The operating surplus identified will provide the Town of Caledon with an opportunity to upgrade or replace existing facilities or infrastructure throughout the Town without compromising existing or future municipal finances.

Phasing of new development on the subject lands has been assessed in comparison to availability of services such as fire protection and other community services. Based on the 'Town of Caledon 2019 Development Charges Background Study', new community infrastructure in Mayfield West, including the Mayfield Recreation Complex Expansion, the Mayfield West Facility 2, the Mayfield West 2 Library Branch, and the Mayfield West Fire Station (Station #311) are all anticipated to be developed between 2023 and 2026. The completion of these facilities will occur prior to the build-out of the Mayfield West Expansion Community, which is anticipated to occur by 2041. Therefore, there will be sufficient community services available to support the development of the community.

## **6.11 Urban Design Brief, prepared by NAK Design**

Urban Design Brief (UDB) provides a set of high-level guidelines to guide the planning process and help achieve the vision for the development. It focuses on the physical design, with particular reference to opportunities and constraints, 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. The brief integrates the policies and direction of the guiding provincial and local policy framework. The Urban Design Brief highlights that the roads are designed to minimize block lengths for easier navigation and create terminating views, vistas and other focal points to achieve an attractive public realm. The brief includes guidelines on pedestrian circulation which state the need to ensure logical connections to the existing municipal sidewalks, strategic location of internal sidewalks on most frequently travelled routes and development of sidewalks with broom finished concrete material. Further, the guidelines encourage the use of non-invasive, native tree species along streets to create an effective canopy and strong streetscape presence. The Brief recognizes the importance of street furniture for visual appeal consistent with the established design theme of the community. Additionally, the guidelines dedicate 1.8 – 2.0 m width to bicycle lanes on arterial roads, 3.0 m wide paved off road multi-use trails as well as greenway trails along the environment protection areas to implement a comprehensive and integrated trail and cycling

network in the proposed development. The general design objectives for the built form include delivering architecture that is rich and varied in its form and treatments, The design of all dwellings within Mayfield West (Phase 1) Stage 2 is directed to offer a harmonious mix of architectural themes derived from traditional styles. The focus is on the use of distinctive and well-designed architecture, employing high-quality materials (brick, cement board, siding, and stone, depending on architectural style) that are a consistent characteristic of all proposed development, linking various communities in the Caledon area.

#### **6.12 Architectural Design Guidelines, prepared by NAK Design, dated June 2021**

The Architectural Design Guidelines highlight sustainable natural and open space system, which is accessible and visible, an integrated, compact walkable community with a variety of housing, and an attractive built form with a logical street network and variety of parks as the guiding principles for the development proposed through the amendment. Based on these principles, the architectural design guidelines provide direction on co-ordination between built form and street elements, address design expectations from publicly exposed elevations on priority lots as well as detail the architectural vision and built form for exterior elevations including utility co-ordination. The guidelines allow for a variety of architectural expressions to avoid monotony within the streetscape. Further, each building is required to include architectural detailing characteristic to its style on all publicly exposed elevations. The front entry of the buildings shall be distinctive, reflecting the character of the building, while providing shelter from the weather. Elements like handrails and landscape paving slabs are suggested for enhancing the aesthetics and functionality of the main entry and porch.

The Architectural Design Guidelines indicate the use of high-quality cladding materials, reflective of the architectural style of the building. Suggested materials include brick, stone, stucco and cement fiber board. The dwellings are generally recommended pitched roofs, and the terrace and balcony designs are required to be incorporated within the architectural style of each unit. Further, publicly exposed facades are required to incorporate fenestration in a variety of styles to enhance the building's appearance and promote natural surveillance of the street from within the dwelling. The guidelines recommend the selection and location of lighting to reduce light pollution and glare on nearby properties, while being energy efficient. The Architectural Design Guidelines emphasize elements that are fundamental in creating an attractive, compact and pedestrian-friendly urban environment within the Town of Caledon.

#### **6.13 Healthy Development Assessment, prepared by NAK Design**

The Town of Caledon utilizes the Region of Peel Healthy Development Assessment standard for development applications. As the proposed development represents an amendment to the Secondary Plan, the Large-Scale evaluation table was used. As per the assessment submitted in support of the application, the proposed development achieves 40 out of 54 points representing a score of approximately 74.07% and achieving a Silver rating. While the proposal represents a healthy development, the lower silver rating is generally a result of the peripheral location of the subject lands and restrictions inherent with natural heritage constraints.


## 7.0 CONCLUSION

Based on the planning rationale contained in this report and the various supporting studies, it is our opinion that the proposed Official Plan Amendment is justified and represents good planning for the following reasons:

1. The proposed Official Plan Amendment is consistent with and promotes the policies of the Provincial Policy Statement by focusing growth to the future proposed settlement area (to be achieved through the Region's MCR), representing efficient development and land use patterns, accommodating a range and mix of housing, while conserving the existing natural heritage features on the subject lands.
2. The proposed Official Plan Amendment conforms to and promotes the policies of the Growth Plan as it provides for a sustainable development pattern which supports the achievement of complete communities and supports active transportation by providing connectivity through sidewalks and trails. The Concept Plan in support of the proposed amendment provides opportunity for transit integration and promoting transit use by located transit-supportive built form along the surrounding arterial roads. The proposed development exceeds the minimum required density target in the Growth Plan and protects natural heritage features.
3. Recognizing that the subject lands are expected to be brought into the Region's Urban System through the Peel 2051 MCR, the proposed Official Plan Amendment generally conforms to and promotes the broader policies of the current Region of Peel Official Plan and has consideration for the Draft Growth Plan conformity ROPA. The proposed Concept Plan provides for natural heritage protection and achieves the designated greenfield area objectives as the proposal comprises a diverse and compatible mix of land uses and compact form which supports walking, cycling and allows for the integration of future transit service.
4. The proposed Official Plan Amendment conforms to the broader policies of the Town of Caledon Official Plan as it contributes to the creation of a complete community with a range of house options, recreational facilities and integrates and provides opportunity for various modes of transportation. The subject lands are contiguous to the built-out areas to the south, thereby representing a logical extension of urban development in the area. The proposed Official Plan amendment will facilitate the development of the subject lands to contribute to the Town's growth targets within the 2051 timeframe.
5. The proposed Official Plan Amendment conforms to and promotes the goals and structural concept of the existing Mayfield West Secondary Plan through the implementation of mix and range of housing options, together with recreational opportunities and integration of different modes of transportation and preservation of existing natural heritage features through appropriate buffers.

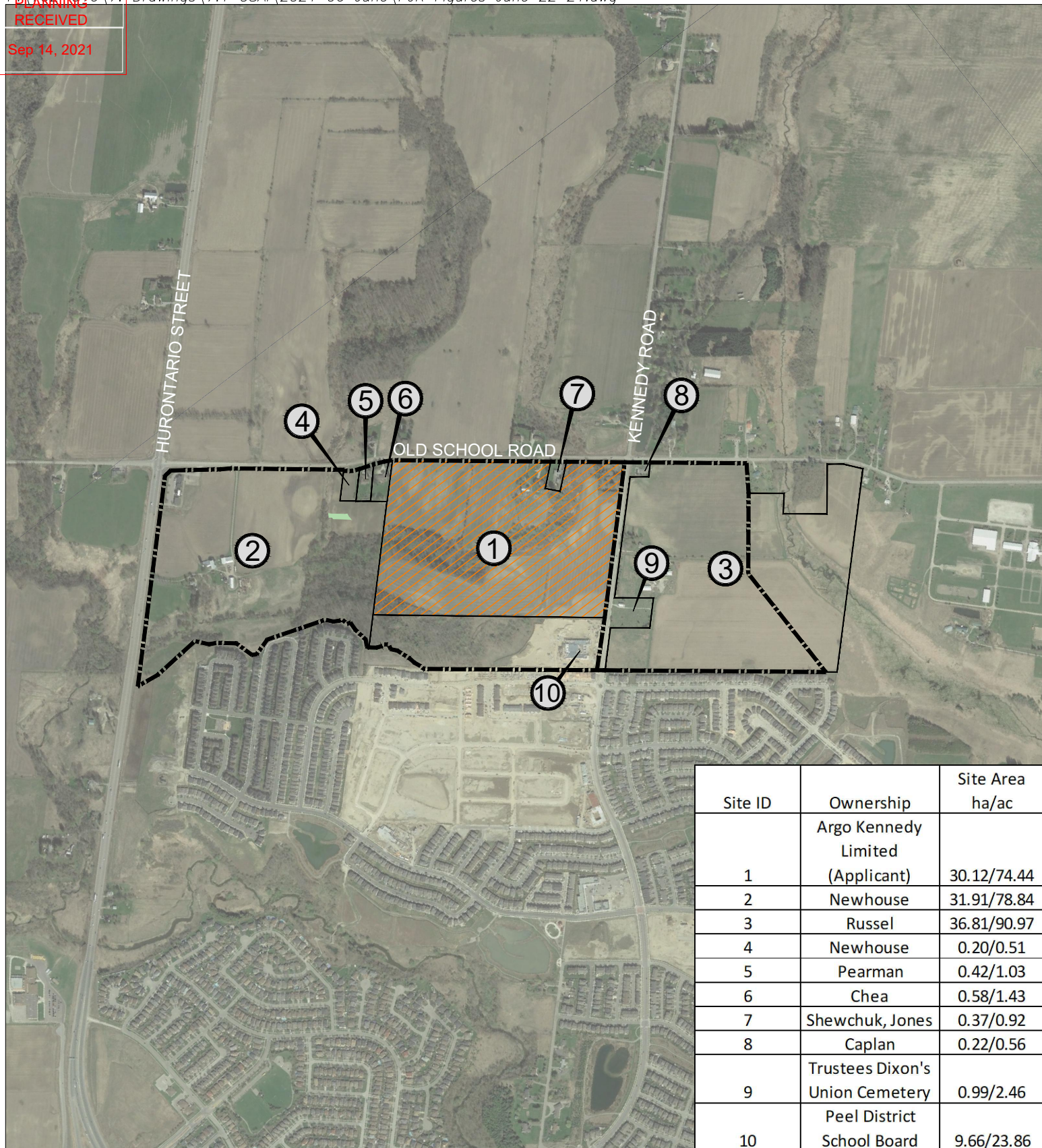
**Respectfully submitted,**

**GLEN SCHNARR & ASSOCIATES INC.**

A handwritten signature in black ink, appearing to read 'J. Afonso', written over a horizontal line.

**Jason Afonso, MCIP RPP**  
**Senior Associate**





# FIGURE 1

## OWNERSHIP MAP

Part of Lot 22, Concession 1 and 2, EHS (Chinguacousy)  
Town of Caledon, Regional Municipality of Peel

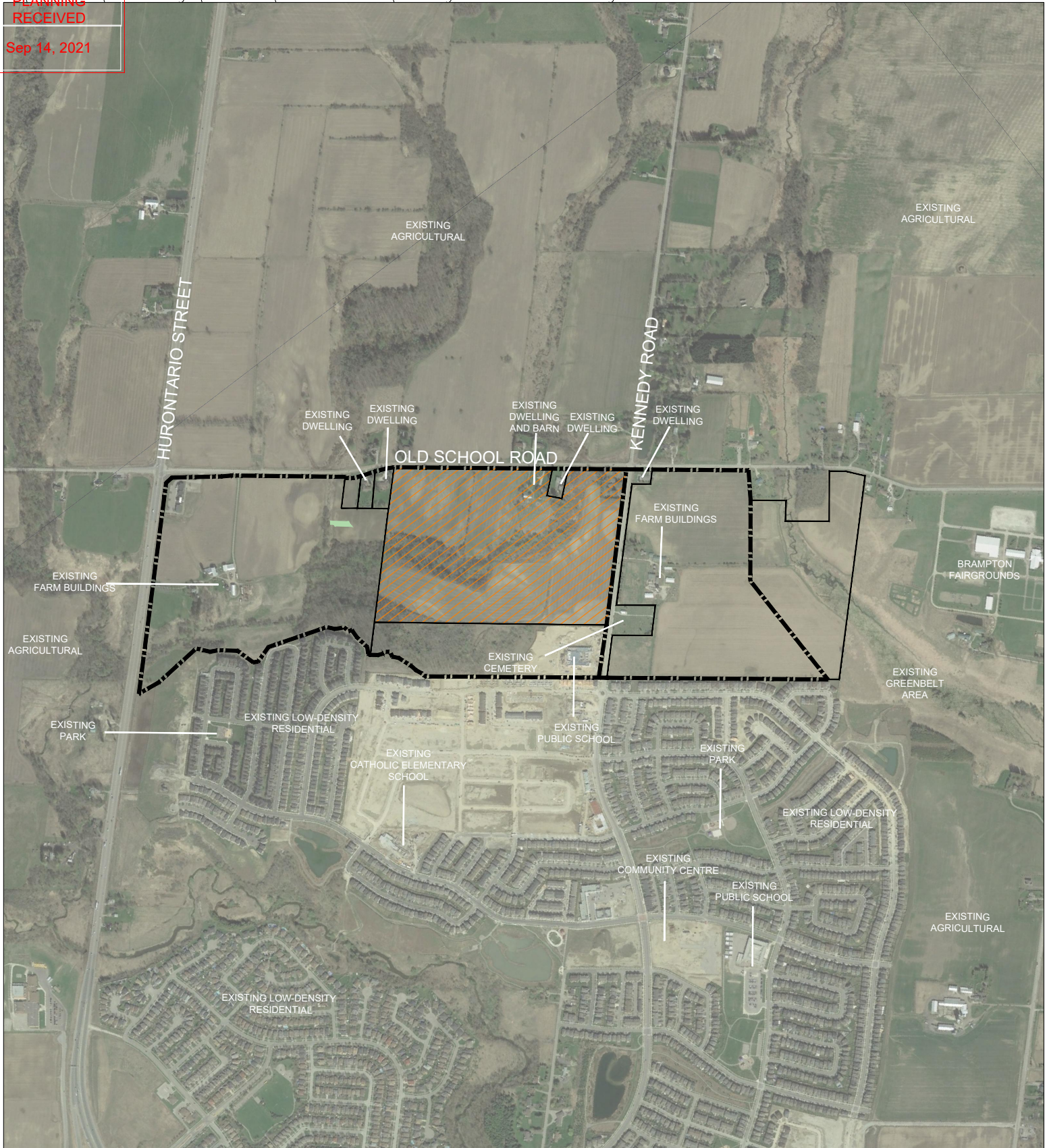
### LEGEND

- Applicant Lands
- Lands Subject to Amendment



Scale NTS  
June 22, 2021





# FIGURE 2

## AERIAL CONTEXT MAP

Part of Lot 22, Concession 1 and 2, EHS (Chinguacousy)  
Town of Caledon, Regional Municipality of Peel

### LEGEND

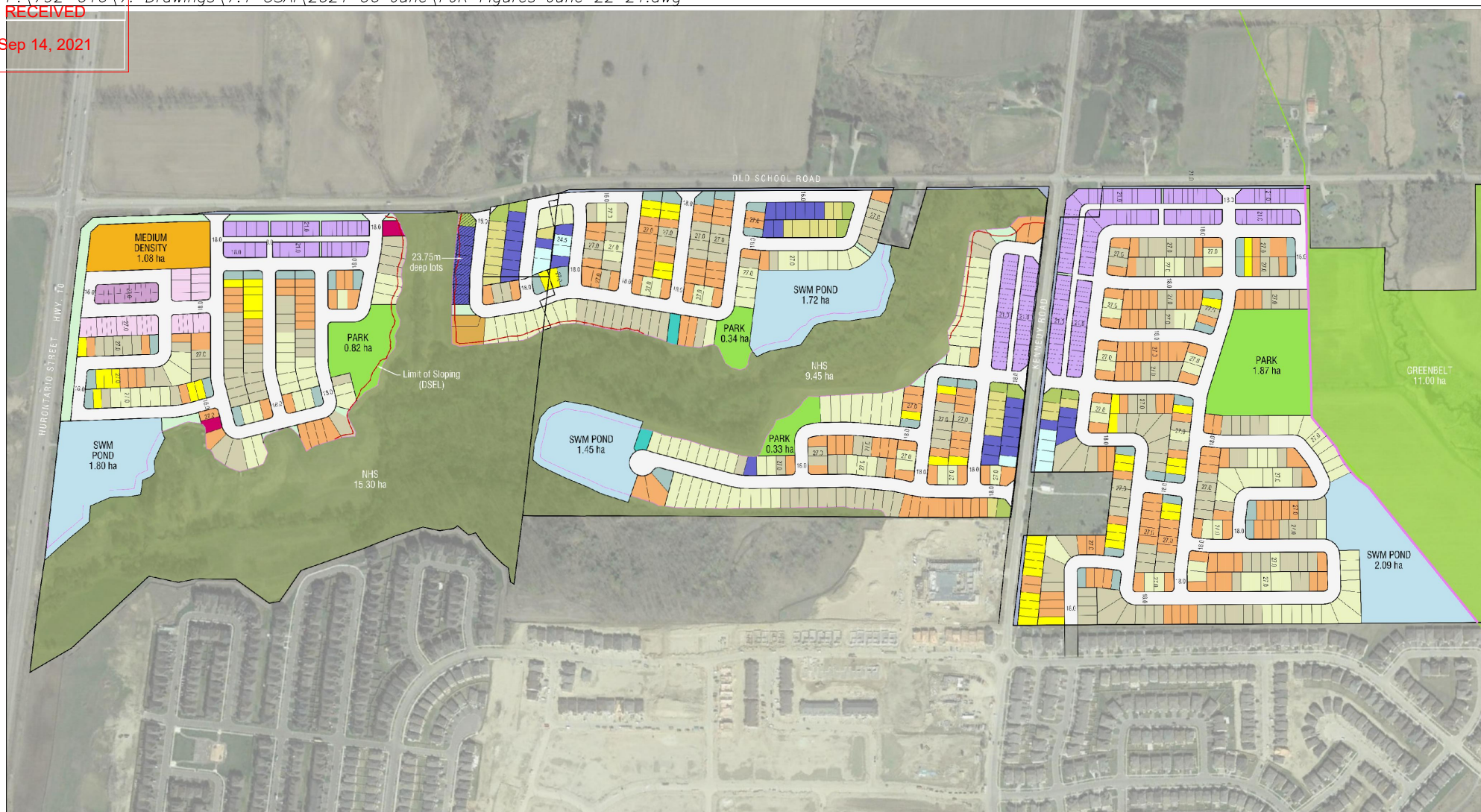
- Applicant Lands
- Lands Subject to Amendment



Scale NTS  
June 22, 2021



Sep 14, 2021

**DRAFT**

- All Units in Metric Unless Otherwise Noted
- Base Information Obtained From Various Sources And Is Approximate.
- Schedule / Plan Information Is Conceptual And Requires Verification by Appropriate Agency.
- Aerial Photo: Google Earth

GERRARD  
DESIGN

MAYFIELD WEST PHASE I SECONDARY PLAN AMENDMENT | Caledon, Ontario  
PRELIMINARY LOTTED DEVELOPMENT CONCEPT



APR 29, 2021

PROJECT 2087  
SCALE 1:5000**CP-15**

## FIGURE 3

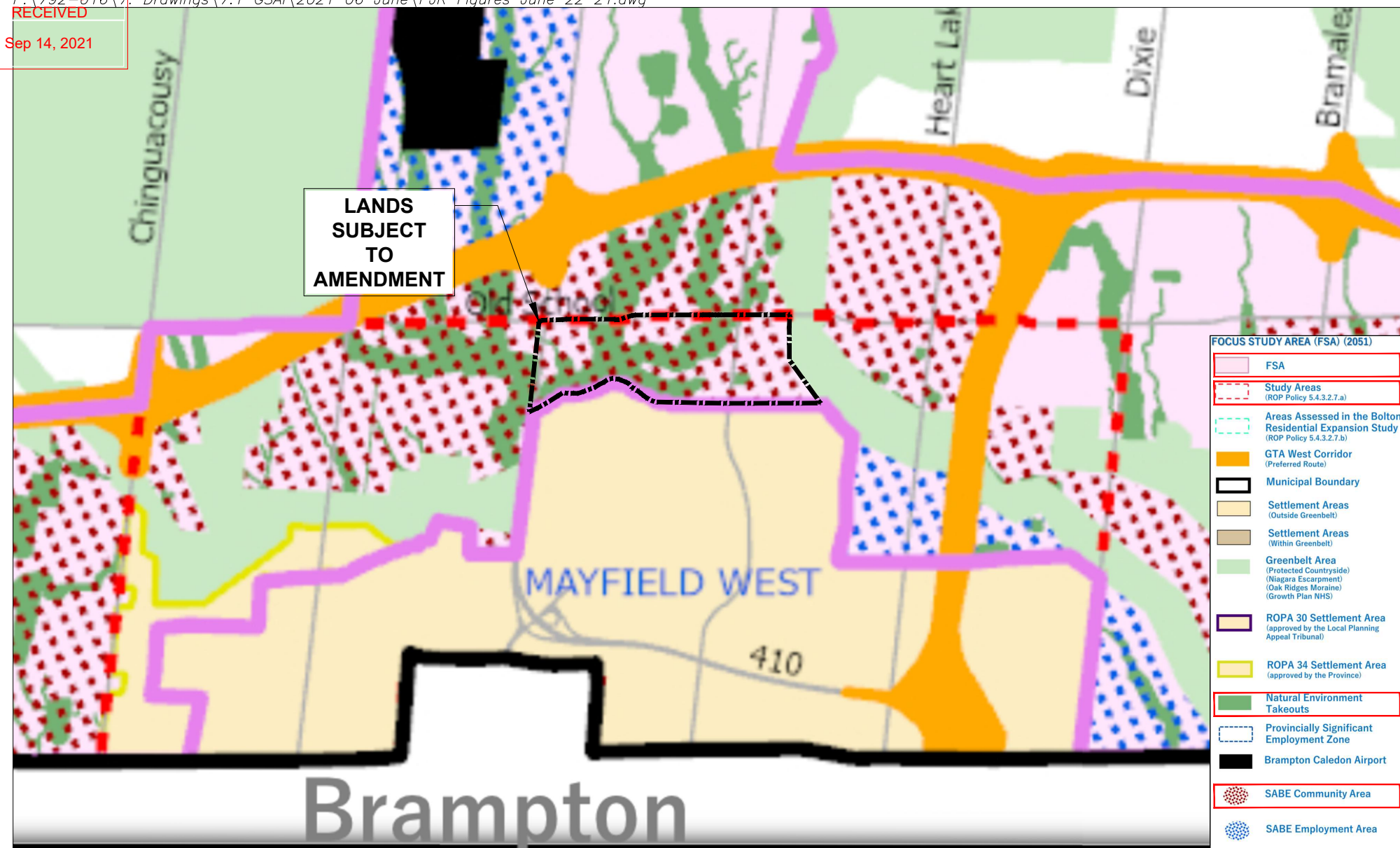
### DEVELOPMENT CONCEPT PLAN

Part of Lot 22, Concession 1 and 2, EHS (Chinguacousy)  
Town of Caledon, Regional Municipality of Peel



Scale NTS  
June 22, 2021

**GSAI**  
Glen Schnarr & Associates Inc.



## FIGURE 4

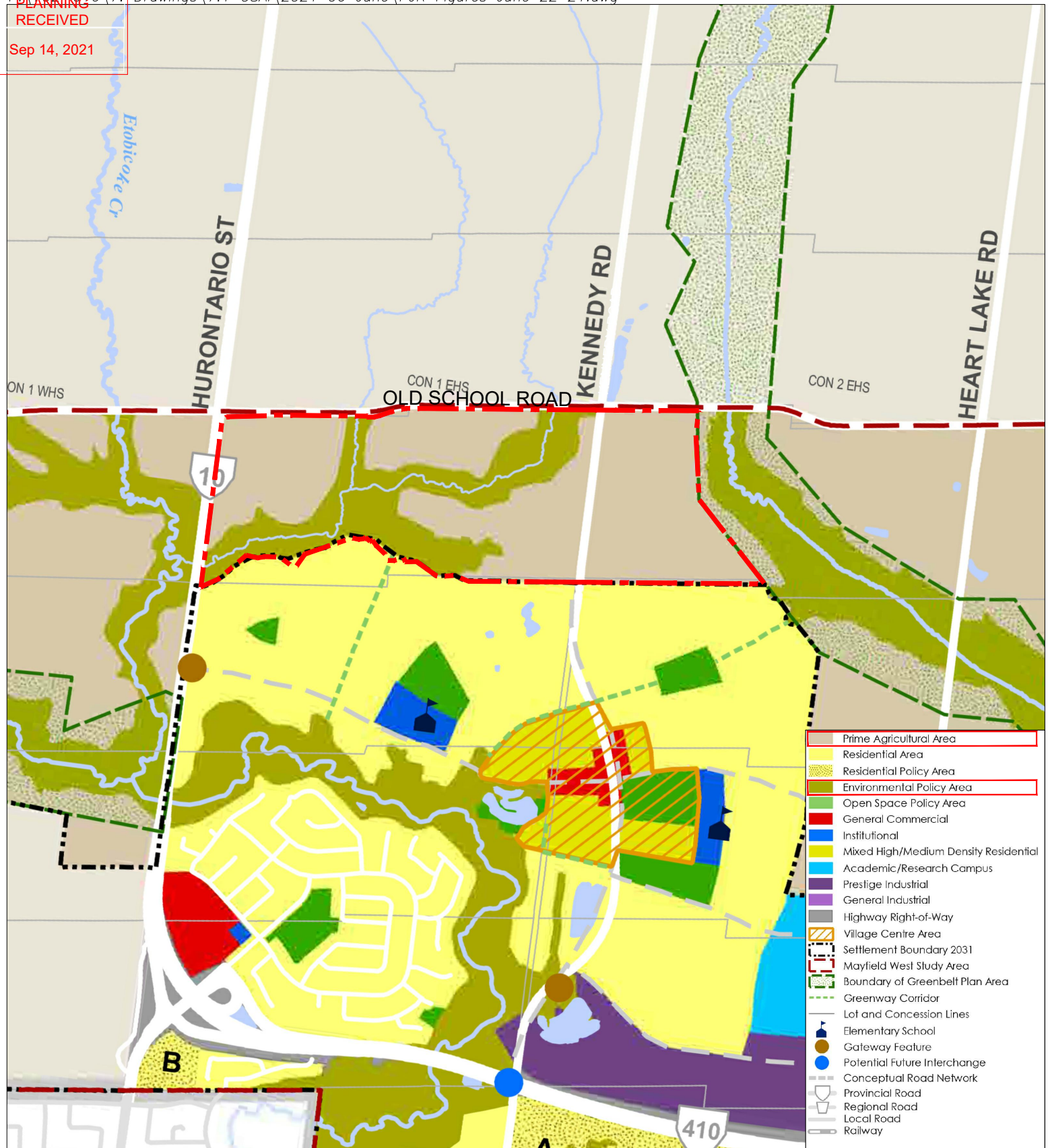
## DRAFT SABE MAPPING

Part of Lot 22, Concession 1 and 2, EHS (Chinguacousy)  
Town of Caledon, Regional Municipality of Peel



Scale NTS  
June 22, 2021





# **FIGURE 5** **TOWN OF CALEDON OFFICIAL PLAN** **SCHEDULE 'B' MAYFIELD WEST LAND** **USE PLAN**

Part of Lot 22, Concession 1 and 2, EHS (Chinguacousy)  
Town of Caledon, Regional Municipality of Peel

## **LEGEND**

Subject Lands



Scale NTS  
June 22, 2021

## **APPENDIX A**

### **DRAFT OFFICIAL PLAN AMENDMENT**

**AMENDMENT NO.**   
**TO THE OFFICIAL PLAN FOR**  
**THE TOWN OF CALEDON PLANNING AREA**

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. 2021- [REDACTED]

A By-law to adopt Amendment No. [REDACTED] to the  
Official Plan for the Town of Caledon

WHEREAS the Council of The Corporation of the Town of Caledon, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, as amended deems it expedient to amend the Town of Caledon Official Plan;

NOW THEREFORE the Council of the Corporation of the Town of Caledon ENACTS AS FOLLOWS:

**General**

1. Amendment No. [REDACTED] to the Official Plan for the Town of Caledon Planning Area shall we and is hereby adopted.

Enacted by the Town of Caledon Council this [REDACTED] day of [REDACTED], 2021.

\_\_\_\_\_  
Allan Thompson, Mayor

\_\_\_\_\_  
Laura Hall, Town Clerk



THE CONSTITUTIONAL STATEMENT

- PART A – THE PREAMBLE - does not constitute part of this amendment.
- PART B – THE AMENDMENT - consisting of the following text constitutes Amendment No. [redacted] of the Town of Caledon Official Plan.

**AMENDMENT NO. [REDACTED]**

**OF THE TOWN OF CALEDON OFFICIAL PLAN**

**PART A – THE PREAMBLE**

**Purpose of the Amendment:**

The purpose of this Amendment is to establish land use designations and policies for the lands bounded by Hurontario Street to the west, Old School Road to the north, the Greenbelt Plan Area to the east and the existing Mayfield West Secondary Plan boundary to the south. The Amendment amends Section 7.12 Mayfield West Secondary Plan of the Town of Caledon Official Plan to include the lands as part of the Secondary Plan and to apply land use designations and policies consistent with those established within the existing Mayfield West Secondary Plan.

**Location:**

The lands subject to this Amendment are legally described as Parts of Lot 22, Concession 1 and 2, EHS (Chinguacousy) and comprise an area of approximately 100 hectares (248 acres). The lands are bounded by Hurontario Street to the west, Old School Road to the north, the Greenbelt Plan Area to the east and the existing Mayfield West Secondary Plan boundary to the south.

**Basis:**

Argo Kennedy Ltd. has requested an amendment to the Town of Caledon Official Plan establish land use designations and policies for the lands bounded by Hurontario Street to the west, Old School Road to the north, the Greenbelt Plan Area to the east and the existing Mayfield West Secondary Plan boundary to the south.

The subject lands are located within the 2051 Regional Urban Boundary and intended to contribute to the accommodation of growth to the year 2051. An amendment to the Town of Caledon Official Plan is required include the lands into the Mayfield West Rural Service Center to determine detailed land use designations prior to zoning and other development approvals.

Various technical studies have been submitted in support of the Official Plan Amendment. The proposed Amendment redesignates the lands from “Prime Agricultural” to “Residential Area” allowing a mix of low and medium-density residential land uses, “Mixed High / Medium Density Residential” allowing for a range of medium and high-density residential land uses, “Open Space Policy Area”, “Institutional”, and “Environmental Policy Area”.

The applications have been circulated to internal departments and external agencies and a public meeting pursuant to the Planning Act was held on [REDACTED]. Planning staff has reviewed this application and is of the opinion that the proposed amendment is consistent with the Provincial Policy Statement and conforms to the policies of the Growth Plan, Region of Peel Official Plan and the objectives of the Official Plan.

**PART B – THE AMENDMENT**

This part of the document entitled “Part B – The Amendment”, and consisting of the following text constitutes Amendment No. [REDACTED] of the Town of Caledon Official Plan.

**Details of the Amendment:**

The Town of Caledon Official Plan is amended as follows:

1. By amending Schedule A, to reconfigure the Settlement Area boundary to include the lands.
2. By amending Schedule A1, to re-designate the lands as Rural Service Centre.
3. By amending Schedule B, to include the lands and associated land use designations of the lands shown outlined on Schedule A to this amendment.
4. By amending Schedule F, J, K, L, O, and S to re-designate the lands as Settlement Area.
5. By amending Figure 1, to re-designate the lands as Designated Greenfield Area.
6. By amending Figure 21, to re-designate the lands as Settlement Area.
7. By amending Appendix I, II, and III, to re-designate the lands as Settlement Area.
8. By amending Section 7.12 (Mayfield West Secondary Plan) with the following:

***\*See enclosed redlined Mayfield West Secondary Plan***

**Implementation and Interpretation**

The implementation and interpretation of this Amendment shall be in accordance with the policies of the Town of Caledon Official Plan.

## 7.12 **MAYFIELD WEST SECONDARY PLAN**

### 7.12.1 **Introduction**

Within the hierarchy of settlements set out in the Town's Official Plan, the Rural Service Centres of Bolton, Caledon East and Mayfield West are identified as compact, well-integrated rural towns on full piped water and sewer services. The Rural Service Centres are designated as the primary growth areas for the planning period and as such will be the focus for the majority of new residential and employment growth. A wide range of commercial, employment, recreational, institutional and other uses and community services will be permitted in these settlements to serve both the needs of residents within the settlement, and of other residents in Caledon.

The purpose of the Mayfield West Secondary Plan ("Secondary Plan") is to establish policies that will achieve the objectives, identified herein, that have been established for this community. The planned population for the Secondary Plan is approximately 19,000 people and approximately 6,200 dwelling units, including the existing Valleywood Community. Approximately 180 gross hectares (444 acres) of employment generating land uses, complementary and supporting commercial and community uses are also provided.

**Deleted:** 2,845

### 7.12.2 **Location**

The area of this Secondary Plan consists of approximately 750 hectares (1,850 acres) of land ("Plan Area") generally bounded to the west by Highway 10, to the north by Old School Road, to the east by the Greenbelt Plan Area and Dixie Road, and to the south by Mayfield Road and the planned Highway 410 extension. The Plan Area is shown in Appendix 1 to this Secondary Plan.

**Deleted:** Official Plan Amendment

**Deleted:** 444

**Deleted:** 1,100

**Deleted:** and he Etobicoke Creek

**Deleted:** a southern portion of Lot 22, Concession 1 EHS...

**Deleted:** the West Half of Lot 21, Concession 2 EHS, and the southerly part of Lot 20, Concession 2 and 3 EHS, ...

**Formatted:** Highlight

### 7.12.3 **Objectives**

In addition to the principles, strategic direction, goals and objectives established elsewhere in the Town's Official Plan, and in accordance with Council endorsed planning and design principles, the June 2003 Planning and Design Workshop principles, the following objectives have been established specifically for the Plan Area.

#### 7.12.3.1 **Community Planning**

- Allow for growth in Mayfield West in accordance with the policies of the Town's Official Plan, as amended, and its role as a Rural Service Centre;
- Provide for the establishment of a new community contributing to a total of approximately 19,000 people within the Secondary Plan;
- Create a community that is distinct and expressive of the Town of Caledon through, among other things, the development of a Village

centre which will include a traditional main street, commercial and institutional uses, appropriate residential uses, and a town commons, town square or market place. The Village Centre will provide a central focus for the community;

- d) Develop a compact, mixed-use community that provides residential, employment and commercial opportunities, community facilities and services;
- e) Create opportunities for a broad mix and range of housing types that are suitable for different income, age levels, lifestyles, and household structures of the future residents. The mix and range of residential units shall be encouraged to create opportunities for a variety of unit sizes, bedroom counts, and built form;
- f) Establish a pedestrian oriented community focused on a 5-10 minute walking radius to key community elements such as the Village Centre, community facilities, schools, public open spaces and public transit facilities;
- g) Integrate Valleywood and the Snell's Hollow Secondary Plan Area into the community through pedestrian and/or vehicular connections;
- h) Provide locations for community facilities such as schools and a recreation centre that are community focal points, are visible and accessible to residents and are, as much as possible, part of the open space system;
- i) Provide locations for social housing, including a seniors residence within, or in close proximity to, the Village Centre;
- j) Ensure agricultural operations adjacent to urban development are protected through, among other methods, the application of minimum distance separation policies; and,
- k) Ensure development within the Plan Area is in accordance with all applicable Caledon Official Plan policies including those pertaining to design guidelines, the Town's Industrial/Commercial Design Guidelines, the Town's Parks and Recreation Master Plan, and the Mayfield West Community Design Plan.

#### 7.12.3.2

##### Employment

- a) Contribute to the Town's employment targets and live/work opportunities through the provision of a range of job-creating land uses adjacent to and north of the Highway 410 extension; and,
- b) Provide for the establishment of an academic/research campus to accommodate a post-secondary institution such as a university or community college and research and product development uses.

7.12.3.3 Commercial

- a) Provide for the development of a commercial area, consisting of approximately 9,300 m<sup>2</sup> (100,000 ft<sup>2</sup>) of retail and service space within the Village Centre.

7.12.3.4 Cultural Heritage Resources

- a) Identify, evaluate, conserve and enhance significant cultural heritage resources. Incorporate built heritage resources and contextual landscape elements into the community design through careful consideration of road alignments and appropriate land uses.

7.12.3.5 Community Facilities

- a) Provide the full range of community facilities needed to serve the needs of the residents;
- b) Provide locations for community facilities that are visible and accessible to residents and users;
- c) Provide and promote a broad range of recreational, cultural, and public open space resources to attract visitors, artisans, and craftspeople to the Village Centre; and,
- d) Encourage multi-functional and shared use of public lands and buildings where appropriate.

7.12.3.6 Urban Design

- a) Encourage a high quality and consistent level of urban design for the public and private realm through adherence to the policies and requirements of this Secondary Plan;
- b) Create a public realm of streets, parks and open spaces which is clearly defined by pedestrian-scale buildings, landscape and urban design elements and other public amenities where appropriate;
- c) Establish urban design guidelines which encourage the development of attractive, safe, pedestrian-scale, transit supportive development within the community;
- d) Ensure compatibility of land uses and/or development density in the Secondary Plan Area, including compatibility of land uses adjacent to Brampton to the south, through consideration of appropriate scale, massing and siting; and,
- e) Require the preparation of a Mayfield West Community Design Plan which will elaborate on the design objectives and policies of this Secondary Plan.

7.12.3.7 Environment

- a) Adhere to the Ecosystem Planning and Management Objectives contained in Section 3.2 and 5.7 of the Town's Official Plan;



- b) Through the Mayfield West Master Environmental and Servicing Plan or the Stage 2 Comprehensive Environmental Impact Study and Management Plan (CEISMP), implement an adaptive management approach to development which will ensure environmental impacts are minimized through, among other measures, the incorporation of best practice stormwater management techniques and appropriate environmental monitoring measures;
- c) Implement the recommendations and strategies contained in the Mayfield West Master Environmental and Servicing Plan (or the Stage 2 CEISMP); and,
- d) Incorporate, to the maximum extent feasible, state of the art energy and water conservation measures in the development of the Secondary Plan.

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7.12.3.8

Municipal Servicing

- a) Permit development within the Plan Area only on the basis of full municipal sanitary sewer, storm sewer and water services;
- b) Ensure services, including the necessary sanitary sewer, storm sewer, water services and stormwater facilities, required for any part of the Secondary Plan Area, are in place and operative, with assigned capacity, as necessary, prior to, or coincident with urban development, in accordance with the provisions of this Secondary Plan and the Mayfield West Master Environmental and Servicing Plan (or the Stage 2 CEISMP);
- c) Design a stormwater management system that is integrated with the open space system and minimizes impacts on the natural environment, in accordance with the recommendations of the Master Environmental and Servicing Plan (or the Stage 2 CEISMP), while meeting provincial, Town and other government agency water quality and quantity requirements and standards;
- d) Design stormwater management facilities, and in particular the stormwater management facility adjacent to the Village Centre, to provide walking and cycling opportunities, as well as, open space areas for residents and visitors; and,
- e) Ensure that development does not negatively impact the private water wells of residents within the Plan Area.

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7.12.3.9

Transportation

- a) Provide an interconnected, grid-like network of collector and local roads that provides an even distribution of traffic; takes its form from natural features; is connected to the surrounding arterial road system; provides numerous access and egress points into the residential neighbourhoods; facilitates direct pedestrian, bicycle and vehicular movement throughout the community; and permits convenient access to transit services;

- b) Within the context of developing a pedestrian oriented community, integrate pedestrian and bicycle linkages, and traffic calming measures within the road network;
- c) Ensure elements of the transportation network, required for any part of the community, are in place and operative as necessary, coincident with urban development, in accordance with the provisions of this Secondary Plan;
- d) Ensure that the road network, street pattern, and streetscape design provide opportunities for transit service in the community, and to connect Mayfield West to other areas of the Town and the rest of the Greater Toronto Area; and,
- e) Provide for the protection of a partial interchange at the intersection of Highway 410 and Kennedy Road.

7.12.3.10

Parks and Open Space

- a) Encourage and facilitate pedestrian and bicycle activity within the community by providing a system of public open spaces, hiking trails, pedestrian walkways and bicycle paths that are visible and accessible and that interconnect the residential neighbourhoods, the Village Centre, community facilities, employment lands, and areas beyond the Plan Area;
- b) Provide parks and open spaces which have a clear functional relationship to the neighbourhoods and which are accessible and in visible locations for residents and visitors, generally as shown on Schedule B to this Secondary Plan;
- c) Provide open space areas within the residential neighbourhoods which conserve, protect and enhance existing natural features;
- d) Provide a trail system in the Etobicoke Creek valley that, while protecting and enhancing the significant natural features of the valley, includes pathways, pedestrian bridges, boardwalks, lookouts and similar facilities, to the satisfaction of the TRCA;
- e) Incorporate stormwater management facilities into open space areas, meeting the water quality and quantity requirements of the Town and appropriate agencies; and,
- f) Provide parks and open spaces that facilitate recreation activities and accommodate outdoor facility service levels as prescribed in the Town's Recreation and Parks Master Plan.

7.12.3.11

Financial

- a) Ensure the costs of services, public facilities and infrastructure required to permit and support the development of the lands in the Plan Area are financially sustainable; and,

- b) Establish appropriate policies and mechanisms to manage the rate and phasing of development in the Plan Area.

#### 7.12.4 The Structural Concept

The Structural Concept establishes an overall vision for the evolution of the Plan Area to the year 2051 and forms the basis for the Secondary Plan policies and designations. It is anticipated that the development of the community, in accordance with the Secondary Plan, will result in a unique, diverse, compact, attractive and livable community which will include a vibrant Village Centre, high quality employment area; commercial facilities to meet both local, community and some Town-wide needs; a series of residential neighbourhoods providing a broad range and mix of housing opportunities; and supporting community facilities.

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##### 7.12.4.1 Village Centre

A Village Centre will be located west of a realigned Kennedy Road and east of the Etobicoke Creek and, in accordance with the objectives of this Secondary Plan, will provide a central focus for the community. The Village Centre will include a traditional main street, commercial uses, community facilities such as a recreation centre, and appropriate residential uses. Anchoring the west end of the Village Centre is a pond, approximately 3.6 hectares (9 acres) in size, that will provide stormwater management and also an open space area for residents and visitors to enjoy.

##### 7.12.4.2 Public Realm

The objectives of this Secondary Plan underscore the recognition of the need to plan for the high quality of public realm, composed of clearly defined public spaces and street systems. Public spaces include parks, schools, community facilities, stormwater management facilities, Greenway Corridors, and compatible non-intensive recreational uses within EPA. A comprehensive and integrated system of walking and bicycle trails and/or pathways will provide linkages between the Plan Area, the Snell's Hollow Secondary Plan Area, Valleywood, the rest of the Town, and the City of Brampton.

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Within the context of developing a pedestrian oriented community, and in support of the objectives of this Secondary Plan, the road network in this Secondary Plan will be based upon a grid which provides for permeability and connectivity for all modes of travel. An interconnected and integrated street network shall provide linkages between the residential neighbourhoods and the public spaces.

##### 7.12.4.3 Greenway Corridors

Greenway Corridors are corridors that will be created to connect key natural features, such as the Etobicoke Creek and the West Humber Tributary, and facilitate the movement of flora and fauna and help maintain ecological processes. In addition, and in support of the

objectives of this Secondary Plan, these features will facilitate opportunities to provide pedestrian and bicycle pathways and/or trails that connect the Village Centre, residential neighbourhoods, employment lands, community facilities, as well as the areas beyond the Plan Area.

7.12.4.4

Residential Neighbourhoods

A series of new residential neighbourhoods are proposed and shall be designed to maximize accessibility to the Village Centre, and the public realm. In accordance with the objectives of this Secondary Plan, opportunities shall be provided within each neighbourhood for medium density housing. Centrally located within each neighbourhood will be a community or a neighbourhood sized park to provide a focus for the neighbourhoods. Elementary schools are permitted in the residential neighbourhoods. Three school sites, two for the Public Board and one for the Catholic Board, have been provided in the Secondary Plan.

7.12.4.5

Employment Lands

In accordance with the objectives of this Secondary Plan, approximately 180 hectares (444 acres) of employment lands have been reserved adjacent to and north of the Highway 410 extension. These lands will contribute to the Town's employment targets and live/work opportunities through the provision of a range of job-creating land uses including Prestige Industrial, General Industrial, and Academic/Research Campus uses.

The design of the employment area shall capitalize on its highly visible and accessible location adjacent to the planned Highway 410 extension. An appropriate interface between the employment area and existing future residential development shall be established through the use of roads, landscaping and other community design elements.

7.12.5

Implementation and Supplementary Studies

The following studies provide additional direction and guidance with regard to implementing the policies of the Secondary Plan:

7.12.5.1

Mayfield West Master Environmental and Servicing Plan

The draft Mayfield West Master Environmental and Servicing Plan (January 2006) ("MESP"), shall be finalized to the satisfaction of the Town, in consultation with the Region of Peel, where appropriate, and to the satisfaction of the TRCA, prior to the approval of the Mayfield West Community Design Plan. The MESP is intended to be comprehensive, responsible and sustainable. In this regard, the MESP will determine appropriate environmental monitoring to allow for the implementation of an adaptive management approach to development which will ensure that the Town's environmental management policies are complied with, and environmental management targets are met. The MESP includes the following reports:

- a) Comprehensive Environmental Impact Study and Management Plan;

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- b) Functional Servicing and Stormwater Management Study;
- c) Transportation Master Plan;
- d) Preliminary Geotechnical Investigation;
- e) Hydrogeological Assessment;
- f) Preliminary Environmental Noise Overview; and,
- g) Detailed Water Balance Study.

If, in the course of finalizing the MESP, changes are required to this Secondary Plan, they will be addressed in accordance with Sections 6.6.2 and 6.6.4 of the Town's Official Plan.

7.12.5.2 Lands located within the Stage 2 Planning Area, as shown on Schedule B are not addressed by the Mayfield West Master Environmental Servicing Plan described in Section 7.12.5.1. The Stage 2 Planning Area shall require separate studies to the satisfaction of the Town, Region and TRCA for providing direction and guidance for implementing the policies of the Secondary Plan. Such studies shall include, at a minimum:

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- a) Comprehensive Environmental Impact Study and Management Plan (CEISMP);
- b) Functional Servicing and Stormwater Management Study;
- c) Traffic Impact Study;
- d) Preliminary Geotechnical Investigation;
- e) Hydrogeological Assessment;
- f) Preliminary Environmental Noise Assessment; and
- g) Water Balance Assessment

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**7.12.5.3 Cultural Heritage Survey**

The draft Cultural Heritage Survey (February 2006) shall be finalized to the satisfaction of the Town and, where appropriate, the Ministry of Tourism, Culture and Sport prior to the approval of the Mayfield West Community Design Plan. The Cultural Heritage Survey includes the following reports:

- a) Stage 1 Archaeological Assessment;
- b) Built Heritage Resources Assessment; and,
- c) Cultural Heritage Landscape Assessment.

Collectively, these reports have identified heritage issues that must be considered with respect to development within the Plan Area. The Cultural Heritage Survey makes recommendations concerning appropriate conservation measures (see Section 7.12.15).

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**7.12.5.4 Mayfield West Community Design Plan**

Good community design is important to successfully integrate the growth projected for the Plan Area while creating the rural small town character

envisioned for the community.

A Mayfield West Secondary Plan Community Concept Plan, attached as Appendix 2 to this Secondary Plan, illustrates how elements of the Plan Area may be implemented. A Mayfield West Community Design Plan (“Community Design Plan”) that incorporates and further addresses these elements shall be prepared and approved by Town Council. The purpose of the Community Design Plan is to elaborate, from a design perspective, on the objectives and policies of this Secondary Plan.

Prior to the submission of any development applications associated with the lands within the Plan Area, the Community Design Plan shall be completed to the satisfaction of the TRCA. Should disagreement occur, between the Town and the landowners, with respect to the Community Design Plan, it may be resolved at the Ontario Municipal Board through the referral of the implementing development applications.

The Community Design Plan will be in conformity with and reflect relevant policies contained in this Secondary Plan and the Town’s Official Plan, and shall have regard for other design guidelines developed by the Town. Where there is a conflict between the policies of this Secondary Plan and the provisions of the Community Design Plan, the policies of the Secondary Plan shall prevail.

Lands located within the Stage 2 Planning Area, as shown on Schedule B are not addressed within the Mayfield West Community Design Plan. The Stage 2 Planning Area shall require the preparation of an Urban Design Brief and Architectural Design Guidelines which shall generally address the objectives in Sections 7.12.5.3.1 and 7.12.5.3.2. to the satisfaction of the Town.

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7.12.5.3.1

The objectives of the Community Design Plan are:

- a) Contribute to achieving the objectives of the Secondary Plan through the development of more specific design principles and guidelines for the community elements including the Village Centre; Public Realm; Greenway Corridors; Residential Neighbourhoods, and Employment Lands;
- b) Promote consistency in the design of the public realm and provide a foundation for the review of future planning applications;
- c) Encourage design creativity and harmony;
- d) Create design guidelines for streetscapes and public places that present an attractive, identifiable and safe hierarchy of streets, pedestrian pathways, bicycle paths and open spaces that promote and enhance social interaction, accessibility and high aesthetic value; and,
- e) Develop a comprehensive design vision for the community which would provide the foundation for architectural control guidelines and site plan approval which includes specific built form guidelines.

7.12.5.3.2

The Community Design Plan shall include, as a minimum, the following components: Architectural Design Guidelines (including built form and



sustainability guidelines); Streetscape Design Guidelines; and Open Space Design Guidelines.

a) Architectural Design Guidelines

The Architectural Design Guidelines are intended to ensure that buildings and other elements of the private and public realm are consistent in design throughout the Plan Area and will, as a minimum, address:

- i) A heritage building strategy for heritage buildings identified through the Cultural Heritage Survey;
- ii) The built form component of the interface between residential and non-residential land uses;
- iii) The arrangement of buildings on lots, setbacks to the street and the placement and design of parking and garages;
- iv) Building height and massing;
- v) Alternative to reverse frontage situations and the location, treatment and integration of noise attenuation features adjacent to Highway 10 and collector roads;
- vi) The design and integration of commercial and residential development located within the Village Centre;
- vii) The design and integration of medium density residential development within the Residential Neighbourhoods;
- viii) Intended character and general standards for design quality for all commercial and employment land development; and,
- ix) The manner in which the Architectural Design Guidelines will be implemented.

b) Streetscape Design Guidelines

Streetscape Design Guidelines will be prepared, and incorporated into the Community Design Plan to ensure that this part of the public realm is consistent in quality of design throughout the Plan Area. The streetscape component will address, as a minimum, the following matters:

- i) The street hierarchy, including the identification of the Primary and Secondary Street system, and the functional and aesthetic requirements for each street type;
- ii) The provision of a continuous pedestrian and bicycle route network;
- iii) The streetscape component of the interface between residential and non-residential land uses;
- iv) The functional and aesthetic requirements for traffic calming measures, where proposed;
- v) Requirements for the mobility impaired, such as standards for the placement of street furniture; and sidewalk maintenance and design;

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- vi) Specific treatment for buildings surrounding parks and open space, heritage buildings, the Village Centre and other community facilities;
- vii) Guidelines for the relationship of buildings to streets, setbacks to the street and the placement of parking including on-street and structured parking;
- viii) Approaches to the provision of on-street parking; and,
- ix) Alternatives to reverse frontage situations.

c) Open Space Design Guidelines

The Open Space Design Guidelines are intended to guide the development of the open space network in the Plan Area, and will recognize the relevant policies of the Town's Official Plan and the Town's Parks and Recreation Master Plan. The Open Space Design Guidelines will, from a design perspective, elaborate on the network of parks, Greenway Corridors, stormwater management facilities and community facilities.

- i) Provide details with respect to the size, location and configuration of parks, Greenway Corridors, stormwater management facilities and community facilities in the community;
- ii) Confirm the extent of continuous and unobstructed road frontage adjacent to parks, Greenway Corridors, stormwater management facilities and community facilities within the Plan Area;
- iii) Recommend a conceptual trails plan that provides a connected and continuous system of pedestrian and bicycle routes that will, as a minimum, link the parks, Greenway Corridors, stormwater management facilities and community facilities;
- iv) Establish a design vision for the parks, Greenway Corridors, stormwater management facilities and community facilities;
- v) Provide recommendations regarding the design of the open space component of the interface between residential and non-residential uses; and,

- vi) Incorporate, as applicable, non-intensive recreational uses within EPA as permitted in accordance with Section 7.12.13.7.

7.12.5.4

Mayfield West Traffic Management Plan

A Mayfield West Traffic Management Plan ("Traffic Management Plan") will be required in conjunction with the preparation of the Community Design Plan. The Traffic Management Plan shall, as a minimum, include:

- a) An update of existing and future traffic distribution, capacity at internal road intersections, and infiltration issues;
- b) Recommendations regarding, among other matters, traffic calming

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measures, school and park zone treatments, sidewalk locations, probable transit routes, and parking prohibitions or restrictions;

- c) A detailed pedestrian and cycling network plan showing how the pedestrian and cycling network interfaces with the land use plans, road network, parks, Greenway Corridors, natural areas, stormwater management facilities, and the surrounding community. A hierarchy of the pedestrian and cycling network, including concrete sidewalks, asphalt paths and aggregate trails, will be established with surface types and widths specified along with a detailed cross-section of each;
- d) Recommendations regarding timing and configuration of new internal road infrastructure;
- e) Road geometrics and road design standards; and,
- f) Recommendations on the location of the east-west Industrial Collector from Heart Lake Road to Dixie Road, as shown on Schedule B, shall take into consideration existing property boundaries, the location of EPA, and to the extent appropriate, in balance with all other considerations, that the developable land in the Prestige and General Industrial designation is of a size and configuration that provides for development in accordance with the policies of this Secondary Plan.

The Traffic Management Plan shall be consistent with the findings and recommendations of the Mayfield West Transportation Master Plan and other traffic studies prepared for the Town or the Region of Peel relating to the Plan Area.

Lands located within the Stage 2 Planning Area, as shown on Schedule B are not addressed within the Mayfield West Traffic Management Plan. The Stage 2 Planning Area shall require the preparation of a Traffic Impact Study to the satisfaction of the Town.

#### 7.12.5.5 Development Phasing Plans

Prior to the approval of the Community Design Plan, a Development Phasing Plan addressing all the lands in that particular phase shall be submitted at the time of submission of the first plan of subdivision application, in that particular phase.

In subsequent phases of development, a Development Phasing Plan addressing all lands to be developed in the first phase of development, shall be prepared to the satisfaction of the Town, in consultation with the Region of Peel and the TRCA, where applicable.

Development Phasing Plans shall describe the intended sequence of development within that phase of development, both geographically and chronologically, including the provision of necessary supporting infrastructure, community facilities, the treatment of significant natural features and the provision of services which provide the opportunity to service the community.

Development Phasing Plans will address the following:

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- a) The required schedule to provide necessary community and public facilities relative to the construction and occupancy of dwellings, including the proposed parks, schools and recreation centre;
- b) The intended schedule relative to development for the construction and operation of major infrastructure for servicing including the planned trunk routes. In the case of stormwater management facilities, the schedule of construction, including interim and final facilities, where appropriate, and the mitigation of environmental impacts will also be identified;
- c) The intended schedule relative to development for the environmental assessment, construction, reconstruction or improvement of major internal and external roads which will include:
  - i) The construction of Kennedy Road from Mayfield Road to the Highway 410 extension;
  - ii) The construction of Kennedy Road from Highway 410 extension to the north limit of the Secondary Plan;
  - iii) The construction of Heart Lake Road from Mayfield Road to the north limit of the Secondary Plan;
  - iv) The construction of the realigned Kennedy Road and the concurrent construction of a connection between the realigned Kennedy Road and old Kennedy Road, interim and ultimate, if applicable;
  - v) The discontinuation of the existing Kennedy Road from south of the Village Centre to the north limit of the Secondary Plan;
  - vi) The construction of the new east-west collector from Highway 10 easterly to form a new "Main Street" through the community;
  - vii) The construction of the new east-west collector from Kennedy Road to Heart Lake Road; and,
  - viii) The construction of the new east-west industrial collector from Kennedy Road to Dixie Road.
- d) The schedule relative to development for the construction and operation of major utility facilities including gas, hydro and all 'cable' services;
- e) The schedule relative to construction of planned improvements to the regional water and sewer infrastructures through the Plan Area;
- f) The schedule relative to the response times from the existing fire station located in Valleywood and the introduction of full-time fire fighters, and the first phase of development;
- g) The schedule relative to development for undertaking work to preserve, enhance or restore significant environmental features;
- h) The schedule relative to the dedication of the valleylands, environmental buffers and associated open space lands; and,
- i) The recommendations of the MESP.

All development approvals that implement the provisions of this Secondary

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Plan shall be consistent with the provisions of the Development Phasing Plan, as may be amended from time to time.

Prior to the approval of any development, the developers of lands within the Plan Area shall enter into development agreements with the Town that shall include provisions for implementation of the required elements of the Development Phasing Plan.

Lands located within the Stage 2 Planning Area, as shown on Schedule B are not addressed within the Mayfield West Development Phasing Plan. Given the size of the Stage 2 Planning Area relative to the remainder of the Mayfield West community, a Development Phasing Plan shall not be required, however, the development of the Stage 2 Planning Area shall follow a logical sequence coincidental with the location and availability of services. The Town may utilize Servicing Agreements to establish phasing arrangements, if required.

#### 7.12.6 **Land Use Policies**

7.1261 The pattern of land use and the general transportation network for the Plan Area are identified on Schedule B to this Secondary Plan. Minor alterations to Schedule B may occur without amendment to this Secondary Plan within the context of plan of subdivision or site plan approval applications provided such minor alterations are in conformity with Sections 6.6.2 and 6.6.4 and provided the general intent of this Secondary Plan is maintained, to the satisfaction of the Town.

In determining what constitutes a minor alteration, regard shall be had to, among other things, the preservation of natural vegetation or other environmentally significant features, preservation of heritage resources, stormwater management requirements, detailed land use relationships, and provided the overall road pattern and principles of connectivity and appropriate traffic distributions are maintained.

7.1262 In accordance with the policies of the Town's Official Plan, the following land use designations are applied within the Plan Area, as shown on Schedule B:

- a) Residential Area;
- b) General Commercial;
- c) Prestige Industrial;
- d) General Industrial;
- e) Environmental Policy Area; and,
- f) Open Space Policy Area.

In addition, three new land use designations are applied within the Plan Area, as shown on Schedule B:

- a) Mixed High/Medium Density Residential; and,
- b) Academic/Research Campus.

In addition to the land use designations, specific land uses are identified

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symbolically on Schedule B including:

- a) Elementary Schools;
- b) Gateway Features; and,
- c) Greenway Corridors.

7.1263 The location of park sites, Greenway Corridors, and the sites of other community facilities shown on Schedule B have been selected without regard to property ownership. In order to ensure that property owners contribute equitably towards the provisions of community and infrastructure facilities such as schools, parks, roads and road improvements, external services and stormwater management facilities, property owners shall be required to enter into one or more agreements, as a condition of the development of their lands. This developers cost-sharing group agreement shall provide for the equitable distribution of the costs (including lands) for the aforementioned community and common public facilities where such costs are not dealt with under the *Development Charges Act* and where a Developers Group has formed in the Plan Area.

Lands located within the Stage 2 Planning Area, as shown on Schedule B are not subject to the developers cost-sharing group agreement for lands outside of the Stage 2 Planning Area. Should cost-sharing for the equitable distribution of costs be required, developers within the Stage 2 Planning Area shall enter into a separate "Stage 2" cost-sharing agreement.

7.1264 All development within the Plan Area shall be planned and zoned consistent with the logical extension and phasing of infrastructure, shall consider impacts on all natural features, and shall be compatible with adjacent developments.

7.1265 Development within the Plan Area shall only be permitted on full municipal services including sanitary and storm sewers, municipal roads, municipal water, hydro and other utilities.

7.1266 Development of residential areas shall be based on a "net" basis. Net density is based on the land area proposed to be developed for residential uses, exclusive of public Right-of-Way, parks, school sites and Environmental Policy Area ("EPA").

7.1267 All development in the Plan Area in the vicinity of agricultural operations will be reviewed to ensure no negative impacts on these agricultural operations. In this regard, the Town will use the Provincial Minimum Distance Separation Formulae I and II to ensure adequate separation distance between agricultural uses and non-agricultural uses. In addition, where appropriate, the Town will use such measures as warning clauses registered on title, landscaping, and other forms of mitigation to protect surrounding agricultural operations.

7.1268 As development occurs within the Plan Area, the Council shall be satisfied that the density targets of the Provincial Places to Grow Plan can reasonably be met. In this regard, appropriate adjustments to the development program will be made as may be necessary.

## **7.12.7 Residential Policies**

### **7.12.7.1 General Policies**

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7.127.11 It is the intent of this Secondary Plan to provide opportunities for a broad range and mix of housing forms in the Plan Area, having regard for the housing policies established in Section 5.10 of the Town's Official Plan, as well as the following specific policies. Where there is a conflict between the policies of Section 5.10 and the following specific policies, the policies of this Secondary Plan shall prevail.

7.127.12 Low, Medium and Mixed High/Medium Density Residential designations apply within the Plan Area. The predominant use of land within these designations shall be residential.

7.127.13 The total number of dwelling units in the Plan Area shall be approximately 6,200 dwelling units. The total number of units permitted shall achieve the planned population of 19,000.

7.127.14 The total number of dwelling units within the Village Centre Area, as identified on Schedule B, shall be approximately 500 units. It is required that the following housing mix be achieved within the Village Centre Area:

- a) Apartments (including large and small): 35%
- b) Townhouses (including street and block),  
Semi-detached, Triplexes and Fourplexes: 55%
- c) Detached: 10%

7.127.15 The total number of dwelling units within the Residential Area outside of the Stage 2 Planning Area, as shown on Schedule B, shall be approximately 2,345 units. It is required that the following housing mix be achieved within the Residential Area:

- a) Detached (<40 ft.): 20%
- b) Semi-detached and Townhouses  
(including street and block), Triplexes, Fourplexes  
and Apartments: 40%

7.127.16 The total number of dwelling units within the Stage 2 Planning Area, as shown on Schedule B, shall be approximately 1,280 units. It is required that the following approximate housing mix be achieved within Stage 2:

- a) Detached and Semi-Detached: 60%
- b) Townhouses and Apartments: 40%

7.127.17 Minor adjustments to the number of housing units described by Sections 7.12.7.1.4, 7.12.7.1.5, and 7.12.7.1.6, such as rounding to achieve whole units, will be permitted without an amendment to this Secondary Plan.

7.127.18 The Town will ensure, through the plan of subdivision approval process, that the range and mix of housing forms within the Village Centre Area and Residential Area (including Stage 2) are consistent with the provisions of the Official Plan and this Secondary Plan.

7.127.19 Within the context of a general pedestrian orientation, new residential neighbourhoods and plans of subdivision within them, will be designed to

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maximize efficient and safe accessibility to the community's key elements, including the Village Centre, the public spaces, community facilities such as schools, and transit routes.

7.127.1.10 Where medium and high/medium density housing abuts lower density, site design considerations will be undertaken to ensure that the amenity of the lower density area is maintained. In considering the location of higher density housing, the Town will endeavour not to have higher density forms of housing abutting lower density forms of housing. Where higher density housing does abut lower density housing, the Town will provide for compatibility between housing forms and densities through such measures as the location, massing and siting of buildings, provision of landscape buffers, and control of the scale of development.

7.127.1.11 Where residential development occurs adjacent to arterial roads, studies to determine the need for noise attenuation measures will be completed to the satisfaction of the Town, in accordance with the policies of Section 7.12.20, and in consultation with the Ontario Ministry of the Environment and Climate Change, prior to development approval. Noise attenuation measures shall be in conformity with the Community Design Plan.

7.127.1.12 Residential development adjacent to arterial roads shall be encouraged to occur in such a manner that fencing and reverse frontages are not required. Preference will be given to developments which use service roads, berms and landscaping adjacent to these roads.

7.127.1.13 Residential development shall proceed in accordance with the supplementary studies and reports referenced in Section 7.12.5 and provisions contained in the implementing Zoning By-law.

7.127.1.14 Development proponents will be required to carry out such additional studies and investigations as deemed necessary by the Town and other relevant agencies. The specific scope and extent of such studies shall be determined through pre-application consultation between the proponent, the Town and relevant agencies.

7.127.1.15 Houses located in visually prominent positions in the community such as at neighbourhood gateways, corner lots, parkside lots and at T- intersections will be subject to more detailed design to emphasize the quality and character of the community. The Architectural Design Guidelines shall identify the design treatment for such lots and will indicate the implementation process associated with these Guidelines.

7.127.1.16 Where direct access to residential development is permitted onto collector roads, a greater front yard setback will be required to ensure adequate off-street parking. Larger than normal lot sizes will be specifically required along the community collector roads so that the number of driveway entrances onto these roads will be minimized and the general appearance of the street will be enhanced.

7.127.1.17 Proponents of residential development will be required to demonstrate how they conform to the policies of this Secondary Plan and how they have addressed and incorporated the provisions of the Community Design Plan into their proposals, to the satisfaction of the Town.

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## 7.12.8 Residential Areas

7.12.8.1 Lands designated as Residential Area, as shown on Schedule B, shall be subject to the following policies.

7.12.8.2 Development of these lands shall include a mix of low and medium density housing. Medium density development shall be integrated into the overall residential development, so as not to isolate these units into any one area of the community.

7.12.8.3 Low density residential building forms may include, detached and semi-detached dwellings, and accessory apartments, where appropriate. The range of density allowed will be within the range of 12-29 units per net hectare (5-12 units per net acre). Net area is defined in Section 7.12.6.6.

7.12.8.4 The number and distribution of low density housing forms within the designated Residential Area shall be confirmed through the plan of subdivision application process and the implementing Zoning By-laws.

7.12.8.5 Medium density residential building forms may include multiple attached dwelling types such as street and block townhouses, triplexes, and fourplexes. The range of density allowed will be within the range of 30- 44 units per net hectare (12-18 units per net acre). Net area is defined in Section 7.12.6.6.

7.12.8.6 Medium density units within the Residential Area shall be:

a) Dispersed throughout the Residential Area;

b) Generally located in close proximity to community facilities such as parks/schools and/or open spaces; and,

c) A maximum height of three (3) storeys.

The number and distribution of medium density housing forms within the designated Residential Area shall be confirmed through the plan of subdivision application process and the implementing Zoning By-laws.

7.12.8.7 The Mixed High/Medium Density Residential designation at the southeast corner of Hurontario Street and Old School road shall allow for a range of townhouse dwelling forms including but not limited to street townhouses, back-to-back townhouses, and stacked townhouses, as well as apartments up to 8 storeys in height. Complementary non-residential uses may be permitted on the ground level of an apartment building.

## 7.12.8.8 Schools

7.12.8.8.1 Elementary schools are a permitted use within the Residential Area designation. Three elementary school sites, two for the Public School Board and one for the Catholic School Board, are identified on Schedule B.

7.12.8.8.2 A 2.8 hectare site is located on the east side of Kennedy Road and generally in the vicinity of the recreation centre. A 2.4 hectare site is located on the north side of 'Main Street' and generally west of the Village Centre Area. A 3.4 hectare site is located on the west side of Kennedy Road and north of the Village Centre Area. These locations have been selected to reflect the role of school sites in supporting the community structure, patterns of land use and the opportunity to explore joint venture initiatives with the recreation centre.

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- 7.12883 The school sites should be located in accordance with the following attributes: should have direct access to the collector road system; have their main access points located on a street with a minimum 23 metre Right-of-Way and designed in a manner that will minimize conflicts between pedestrian and vehicular traffic; and have parking and loading areas associated with the school on-site.
- 7.12884 School sites may be developed in conjunction with community parks in a campus setting to facilitate joint use and achieve economies of scale. The location, size and configuration of the identified school sites will be further defined by the Town, to the satisfaction of the School Boards, at the draft plan of subdivision stage. Elementary school sites may be relocated to the satisfaction of the School Boards without requiring an amendment to the Town's Official Plan, as amended, provided the alternate sites are consistent with Sections 7.12.8.7.2 and 7.12.8.7.3.
- 7.12885 In the event that all or part of a school site is not required by a School Board, the Town shall have first right of refusal to acquire all or part of a surplus school site for appropriate park or community facilities uses, following a review of the impact that the loss of the school site would have on community structure and pattern of land use. The subdivision or other agreements will establish the conditions for the acquisition of such sites.
- 7.12886 Elementary school sites not required by the School Boards or which are not acquired by the Town may be developed for residential uses subject to an amendment to this Secondary Plan for allocation of additional population.

**7.12.9 Village Centre Area**

**7.12.9.1 General Policies**

7.129.1.1 The boundaries of the Village Centre Area, and the land use designations for that Area, are shown on Schedule B. The Village Centre Area, shown on Schedule B as a hatched area, is generally located east and west of the realigned Kennedy Road, north and south of 'Main Street', and east of the Etobicoke Creek.

7.129.1.2 The Secondary Plan allows for the development of the Village Centre Area as the central focus of the community through the provision of policies regarding development, environment, pedestrian and vehicular movement, open space, and urban design.

7.129.1.3 The Village Centre Area shall function as the principle centre for personal service and business office uses, and a range of retail/service uses, including tourism services such as antiques, gifts, souvenirs, and eating and drinking facilities, including sidewalk cafes, as well as a broad mix and range of residential uses and recreational uses.

7.129.1.4 Development within the Village Centre Area shall proceed in conformity with the policies of this Secondary Plan and in accordance with the implementation and supplementary studies referenced in Section 7.12.5, and the provisions of implementing Zoning By-laws.

7.129.1.5 The target commercial development level within the Village Centre Area is approximately 10,000 square metres (107,000 square feet), at full build-out. The Town shall ensure through the development approval process that roads and services are provided to the Village Centre Area in a manner co-ordinated with development in the surrounding residential neighbourhoods, and that a pre-zoned supply of commercial lands, within the Village Centre Area are available for development. In this regard, the Town may enter into agreements with land owners within the community to ensure the availability of a minimum supply of commercial land on an ongoing basis as defined in such agreement.

The supply of commercial lands will be monitored by the Town and evaluated as part of the consideration of draft plans of subdivision or other development approvals such as implementing Zoning By-laws and the application of Holding Zones established in accordance with the *Planning Act*.

**7.129.1.6 Vehicular and Pedestrian Accessibility**

- a) Steps will be taken, including the posting of signs, to prohibit non-local truck traffic in the Village Centre Area;
- b) Subject to the existence of necessary warrants, traffic signals shall be introduced at the intersection of Kennedy Road and 'Main Street';
- c) Pedestrian movement shall be enhanced through the provision of sidewalks adjacent to all development;

- d) A continuous walkway shall be provided in or along the Etobicoke Creek valley. In the long-term, the walkway may form part of a larger pedestrian open space system associated within the Etobicoke watershed. In this regard, the Town or TRCA may require land dedication for such purposes in the context of development applications; and,
- e) An extension of the walkway system to residential areas outside the Village Centre Area shall be provided.

7.129.1.7

**Parking**

- a) Provision and maintenance of on-street parking on Kennedy Road and 'Main Street' within the Village Centre Area shall be encouraged.
- b) Alternatives to permanent, large areas of surface parking will be sought. Where they are required, they will be located at the rear of buildings and will be screened by a landscaped edge along the street. Parking areas will not be permitted to locate at street intersections.
- c) Appropriate signage and pavement markings will be provided to promote awareness of available parking locations.
- d) The parking provisions contained in the Town's comprehensive Zoning By-law shall form the standard for provision of parking. However, where development proponent(s) are able to demonstrate a reduced need for parking to the satisfaction of the Town, alternatives to the current parking standards will be considered.

7.12.9.2

**General Commercial**

7.129.21

Lands designated as General Commercial, as shown on Schedule B, shall be subject to Section 5.4 of the Town's Official Plan as well as the following specific policies. Where there is a conflict between the policies of Section 5.4 and the following specific policies, the policies of this Secondary Plan shall prevail.

7.129.22

The use of lands designated General Commercial in the Village Centre Area shall consist of commercial and commercial/residential mixed-use development.

7.129.23

All General Commercial uses, as described in Section 5.4.4 shall be permitted, except that all automotive related commercial uses, and drive-through facilities, either stand-alone or in combination with other uses, shall not be permitted to located in the General Commercial designation.

7.129.24

Commercial/residential mixed-uses shall be subject to the residential uses being confined to floor levels higher than the first floor level completely above finished grade.

7.129.25

Buildings shall be a minimum of two (2) storeys and a maximum of four (4) storeys in height. Exceptions to these height limitations may be permitted in order to address topography, site grading and/or urban design

- matters, and subject to appropriate integration with surrounding development. Such exceptions will be implemented through a rezoning.
- 7.12926 Development shall be compatible with the building form or characteristics, including style of construction and visual appearance, of the surrounding community/streetscape.
- 7.12927 Buildings will have their façade built directly to the front lot line to promote pedestrian accessibility and define the street or public area. Where a design feature which enhances the quality of the public area is provided and is deemed appropriate by the Town, for instance a pedestrian plaza or café patio, the building may be setback but adjacent to that feature.
- 7.12928 Buildings will have no required setbacks from side lot lines, except where they abut residential uses. Where buildings abut residential uses, a side yard setback will be required. Development will be encouraged to provide a continuous built frontage, broken only by pedestrian access lanes. Buildings shall have their main entrance oriented to the street.
- 7.12929 Sufficient off-street parking will be provided in areas which are convenient for the commercial and residential uses. Off-street parking and loading shall be accommodated at the rear of buildings.
- 7.129210 Residential and commercial/residential mixed-use development shall be identified separately in the implementing Zoning By-law.
- 7.12.9.3 Mixed High/Medium Density Residential
- 7.12931 The use of lands designated Mixed High/Medium Density Residential in the Village Centre Area, as shown on Schedule B, will be residential in nature, with emphasis placed on apartments and townhouse unit types. Mixed High/Medium Density Residential development shall generally be located adjacent to the General Commercial designation.
- 7.12932 Mixed High/Medium Density Residential building forms may include multiple attached dwelling types such as apartments, street and block townhouses, and fourplexes. The density that may be permitted subject to all of the policies of this Secondary Plan will be within the range of 30-87 units per net hectare (12-35 units per net acre). Net area is defined in Section 7.12.6.5.
- 7.12933 Buildings shall be a minimum of two (2) storeys and a maximum of four (4) storeys in height. Exceptions to these height limitations may be permitted in order to address topography, site grading and/or urban design matters, and subject to appropriate integration with surrounding development. Such exceptions will be implemented through a rezoning.
- 7.12934 In addition, heights shall be limited to ensure negative environmental impacts are minimal, and that heights will be compatible with existing or future proximate residential uses and that such uses will not significantly

lose privacy views or sunlight exposure. In this regard, the Town may require the following:

- a) Preparation of a sun/shade study that models the proposed development to determine shadow casting. If necessary, such study should provide recommendations with respect to mitigation of negative impacts; and,
- b) Presentation of the proposed development in cross or long section in relation to existing residential uses, in order to determine impacts of overview and privacy. If necessary, proposals should be revised to alleviate problem areas.

7.12.9.3.5 Low density housing forms, such as detached, semi-detached and triplex housing forms may, in accordance with Sections 7.12.7 and 7.12.8.3, be permitted on the lands designated Mixed High/Medium Density Residential. Low Density Residential development shall generally be located at the periphery of the Village Centre Area.

7.12.9.4 Recreation Centre

A site for a recreation centre has been identified within the Village Centre Area at the southeast corner of the intersection of Kennedy Road and 'Main Street'. The recreation centre may include facilities such as a swimming pool, gymnasium, community meeting rooms and activity centre. Development of the recreation centre shall be in accordance with Section 5.6 of the Town's Official Plan and the Community Design Plan.

**7.12.10 Social Housing**

7.12.10.1 Three social housing sites will be provided for in the Plan Area as follows:

- a) A fully serviced 0.8 hectare (2 acre) parcel of land within or in close proximity to the Village Centre Area will be provided to Peel Living for a senior citizen housing project;
- b) A fully serviced 0.8 hectare (2 acre) parcel of land within the Plan Area will be provided to Peel Living for another social housing project; and,
- c) Fully serviced lands, totaling 0.4 hectares (1 acre), within the Plan Area for housing projects provided by agencies such as Habitat for Humanity.

The lands described above in a) and b) will be conveyed, free and clear of encumbrances, to Peel Living. The lands described above in c) will be conveyed, free and clear of encumbrances to Habitat for Humanity, or a similar social housing organization. These conveyances will occur at the time of registration of the plan of subdivision within which the lands are located.



7.12.10.2 The location of the social housing projects referenced in Section 7.12.10.1 will be to the satisfaction of the Peel Living, Habitat for Humanity or other such social housing organizations, as applicable.

7.12.10.3 The annual residential phasing, established in Section 7.12.11 shall not restrict the development of social housing projects referenced in Section 7.12.10.1, and the dwelling units associated with these housing projects shall be excluded from the calculation of total units, density and population.

#### **7.12.11 Residential Phasing**

7.12.11.1 Consistent with Section 4.0 of the Town's Official Plan, and in accordance with Section 7.12.3.11 b), commencing with the registration of the first plan of subdivision, the Town will limit residential growth in the Plan Area to 500 residential units per twelve month period. If less than 500 residential units per twelve month period are approved, the difference may be carried over and approved in the following twelve month period and only in the following twelve month period. This limit shall not include the development of the housing projects sponsored by public housing authorities as identified in Section 7.12.10.

7.12.11.2 Additional registrations beyond those described in Section 7.12.11.1 may occur if they occur in conjunction with the application of Holding Zones such that the limits on residential growth described by Section 7.12.11.1 are not exceeded.

7.12.11.3 Lands located within the Stage 2 Planning Area, as shown on Schedule B are not subject to the growth cap described by Section 7.12.11.1.

#### **7.12.12 Industrial**

##### **7.12.12.1 General Policies**

7.12.12.1 Industrial development in the Plan Area shall be permitted in accordance with the policies of Section 5.5 of the Town's Official Plan as well as the following specific policies. Where there is a conflict between the policies of Section 5.5 and the following specific policies, the policies of this Secondary Plan shall prevail.

7.12.12.2 Commercial uses will be permitted in the industrial designations, in accordance with Sections 5.5.4.1 j) and 5.5.5.1 l), except that such uses shall not compete with the commercial uses planned for the Village Centre, and to this end banks and restaurants shall not be permitted.

7.12.12.3 Lands identified for industrial development in the Plan Area cover approximately 180 hectares (444 acres) located north and east of the planned Highway 410, between Kennedy and Dixie Roads. Within these lands, the following industrial designations will apply, as shown on Schedule B Mayfield West Land Use Plan:

- a) Prestige Industrial;
- b) General Industrial; and,
- c) Academic/Research Campus.

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- 7.12.12.14 As shown on Schedule B, only prestige industrial development will be permitted adjacent to Highway 410, Mayfield, Kennedy, Heart Lake and Dixie Roads. Outdoor storage will not be permitted within the prestige industrial and academic/research campus designations. Interior lands within the industrial area boundaries are planned for general industrial uses with provisions for accessory outdoor storage.
- 7.12.12.15 The collector road configuration through the industrial lands, as shown on Schedule B, is conceptual in nature and is intended to provide for appropriate circulation and division of property to provide for the maximum flexibility of end users. The collector road pattern reflects the regional requirements for distance separation from the intersection of Mayfield and Dixie Roads.
- 7.12.12.16 In order to address visual impacts, aesthetics and compatibility of uses, development adjacent to Highway 410, Mayfield, Kennedy, Heart Lake and Dixie Roads shall, in addition to conforming to the General Design policies of Section 5.4.9 and 5.5.7, the Town's Industrial/Commercial Design Guidelines, and the Community Design Plan, be guided by the following general site design principles:
- a) The design of the industrial lands in the Plan Area shall capitalize on its prominent location adjacent to the planned Highway 410;
  - b) Truck parking and truck storage, waste enclosures, overhead doors, accessory buildings, and loading/unloading bays shall be oriented away from Highway 410, Mayfield, Kennedy, Heart Lake and Dixie Roads, unless fully screened by a building or topography;
  - c) High quality building façades are encouraged and building elevation drawings may be required as part of the development approvals process. This shall include screening/enclosure of rooftop mechanical units, and limiting the heights of buildings; and,
  - d) Signage shall be co-ordinated and integrated into the landscaped areas. Specific restrictions may be placed on signage in order to reduce visual impacts.
- The implementing Zoning By-law and the Community Design Plan shall include specific provisions which will implement these design principles.
- 7.12.12.17 Joint access will be encouraged for industrial development in the Plan Area to limit conflicts with arterial and collector roads.
- 7.12.12.18 Industrial uses, which may generate noise, dust, vibration or other environmental impacts, may require appropriate studies in order to address compatibility of land uses and mitigation of impacts.
- 7.12.12.19 Development of industrial lands shall respect the natural features and functions associated with the lands designated EPA between Heart Lake and Dixie Roads. Open storage, if permitted on the lot, shall not be permitted within 10 metres of lands designated EPA.

- 7.12.12.10 Development will have regard for land use compatibility with adjacent uses both in the Town and within the City of Brampton to the south.
- 7.12.12.11 The Secondary Plan provides for approximately 180 hectares (444 acres) of employment generating land uses. The Town shall encourage the extension of roads and services into the lands designated for industrial uses by this Secondary Plan, and the rezoning of such lands for industrial uses. In this regard, the Town may enter into agreements with land owners in the community to seek to ensure the availability of a minimum supply of industrial lands on an ongoing basis or as defined in such agreement.
- The supply of industrial lands will be monitored by the Town and evaluated as part of the consideration of draft plans of subdivision or other development approvals such as implementing Zoning By-laws and the application of Holding Zones established in accordance with the *Planning Act*.
- 7.12.12.2 Prestige Industrial
- 7.12.12.2.1 Development on lands designated Prestige Industrial on Schedule B shall be permitted in accordance with Section 5.5.4 of the Town's Official Plan as well as the following specific policies. Where there is a conflict between the policies of Section 5.5.4 and the following specific policies, the policies of this Secondary Plan shall prevail.
- 7.12.12.2.2 Open space and recreation facilities shall not be permitted on any lands designated Prestige Industrial on Schedule B.
- 7.12.12.3 General Industrial
- 7.12.12.3.1 Development on lands designated General Industrial on Schedule B shall be permitted in accordance with Section 5.5.5 of the Town's Official Plan as well as the following specific policies. Where there is a conflict between the policies of Section 5.5.5 and the following specific policies, the policies of this Secondary Plan shall prevail.
- 7.12.12.3.2 The following uses shall not be permitted on any lands designated General Industrial on Schedule B:
- a) Open space and recreation facilities;
  - b) Concrete batching plants; and,
  - c) Adult videotape stores.
- 7.12.12.3.3 In order to reduce visual impacts and ensure compatibility of uses, the implementing Zoning By-law shall contain provisions limiting the height of accessory outdoor storage in the General Industrial designation.
- 7.12.12.4 Academic/Research Campus
- 7.12.12.4.1 Lands designated Academic/Research Campus, as shown on Schedule B, are to accommodate a post-secondary education institution such as a community college or university. Providing sufficient lands are still

available to accommodate a post-secondary education institution, the following additional uses are permitted to locate in the Academic/Research Campus designation:

- a) Research and development facilities;
- b) Laboratories; and,
- c) Corporate offices, accessory to a research and development facility.

7.12.12.2 Section 7.12.12.4 shall be reviewed at intervals corresponding with subsequent five (5) year reviews to allow a post-secondary education institution to begin to locate in the academic/research campus designation. At such time, if the Town concludes that there is no prospect of a post-secondary education institution locating in the academic/research campus designation, the policies pertaining to this designation will be reconsidered and appropriate changes made. In addition, if prior to a five (5) year review, a need and feasibility study demonstrates to Council's satisfaction that there is little prospect of a post-secondary education institution locating in the academic/research campus designation, then the lands in this designation may be developed in accordance with the Prestige Industrial designation without amendment to this Plan.

**7.12.13 Ecosystem Planning and Management**

7.12.13.1 All lands on Schedule B are subject to the Ecosystem Planning and Management provisions of Section 3.2 of the Town's Official Plan, and all lands designated EPA on Schedule B are subject to the provisions of Section 5.7 and the Performance Measures contained in Section 3.2.5 of the Town's Official Plan and to the following specific policies.

7.12.13.2 An Environmental Management Plan and Long-Term Monitoring Plan shall be prepared and implemented in accordance with the approved MESP [\(or the Stage 2 CEISMP\)](#).

7.12.13.3 All new development and servicing shall conform to the environmental protection, mitigation and management measures contained in the MESP [\(or Stage 2 CEISMP\)](#) and subsequent Environmental Management Plan and Long-Term Monitoring Plan, to the satisfaction of the Town and TRCA.

7.12.13.4 Lands designated EPA on Schedule B that are not owned by the Town or the TRCA shall be conveyed, free and clear of encumbrances, to either the Town or the TRCA. In general, stormwater management blocks shall be conveyed to the Town, and EPA features, including associated ecological buffers, shall be conveyed to the TRCA.

7.12.13.5 An ecological buffer area will be required between EPA and adjacent development. The purpose of the buffer is to protect the ecological function and integrity of significant natural features and to provide the opportunity for enhancement and restoration. The buffer area may accommodate a public pathway, however, no buildings or structures of any kind, shall be permitted in the buffer area. Delineation and treatment of ecological buffer areas shall be determined through the MESP [\(or Stage 2 CEISMP\)](#).

Notwithstanding the foregoing, for those properties abutting the old Kennedy Road road allowance, the required width of the ecological buffer adjacent to the Etobicoke Creek EPA may be further investigated as part of a site-specific Environmental Impact Study and Management Plan as required by Section 5.7.3.7. Taking into consideration the direction, findings and recommendations to the MESP and any other applicable provisions of this plan, consideration will be given to alternative buffer width and development setback requirements. If determined by the Town and the relevant agencies to be appropriate, these alternative site-specific buffer requirements shall be incorporated into the MESP by way of an addendum.

- 7.12.13.6 The Town shall co-operate with the TRCA to implement the guidelines and recommendations contained in the MESP [\(or Stage 2 CEISMP\)](#) with regard to planning and policy, rehabilitation and retrofit, stewardship and education, and monitoring and reporting.
- 7.12.13.7 Compatible non-intensive recreational uses may be considered within EPA subject to Section 5.7.3.4 and all other applicable policies of this Plan, and the applicable policies of other relevant agencies.
- 7.12.13.8 Tableland Forest
- 7.12.13.8.1 An existing tableland forest is located between Heart Lake and Dixie Roads, north of the proposed east-west industrial collector road within the Plan Area and is designated EPA. It is the intent of this Secondary Plan to preserve and enhance this forest as an environmental feature within the Plan Area as identified on Schedule B.
- 7.12.13.8.2 The preservation and enhancement of this feature will be supported by environmental management practices and forest management techniques as may be adopted by the Town from time to time. The limit of the forest to be preserved, and a natural open space buffer, between the forest limit and adjacent development will be determined through the finalization of the MESP and subsequent Environmental Management Plan.
- 7.12.13.8.3 As a condition of development approval, the Town shall require a forest management report which provides an updated forest inventory, outlines proposed forest management and protection measures, and addresses tree preservation measures and buffer plantings.
- 7.12.13.9 Minor refinements to the limits of EPA as shown on Schedule B may be considered in the context of a development application in accordance with Section 5.7.3.1.4 subject to the completion of a site-specific Environmental Impact Study and Management Plan prepared in accordance with Section 5.7.3.7, and in particular Section 5.7.3.7.2, and in accordance with the MESP [\(or Stage 2 CEISMP\)](#).



**7.12.14      Open Space and Recreation**

**7.12.14.1      General Policies**

7.12.14.1.1      Open space and development of recreation uses are subject to Section 5.8 of the Town's Official Plan, the Town's Parks and Recreation Master Plan, the policies of Section 7.12.13, and the following specific policies. Where there is a conflict between the policies of Sections 5.8 and 7.12.13, and Town's Parks and Recreation Master Plan, and the following specific policies, the policies of this Secondary Master Plan shall prevail.

7.12.14.1.2      Lands designated Open Space Policy Area ("OSPA") are subject to the policies of Section 5.8.4 of the Town's Official Plan.

7.12.14.1.3      The open space system within the Plan Area includes community parks, neighbourhood parks, stormwater management facilities, Greenway Corridors, and compatible non-intensive recreation uses within EPA, in accordance with Section 7.12.13.7.

7.12.14.1.4      It is the intent of this Secondary Plan to establish a pedestrian trail system and, where feasible, a bicycle pathway system to connect the open space system. The linked open space system shall be provided, in accordance with the approved Community Design Plan, and implemented as individual developments are approved.

7.12.14.1.5      The open space system shall be visible and accessible to the public, where compatible with the Town's ecosystem objectives and policies, and performance measures.

7.12.14.1.6      Where linkages are provided within road allowances, design guidelines, as provided in the Community Design Plan, may include dedicated pedestrian/bicycle paths, extra Right-of-Way widths, enhanced boulevard widths, landscaping and signage, as indicated in the Community Design Plan.

7.12.14.1.7      In general, the Town shall seek to bring lands designated OSPA on Schedule B into public ownership through the planning approvals process or other mechanisms as appropriate. However, OSPA lands within the residential areas may remain in some form of private ownership provided acceptable provisions are made to establish the internal trail network and allow for appropriate public access and use.

**7.12.14.2      Parkland**

7.12.14.2.1      Development of park sites shall be in accordance with Section 5.15 of the Town's Official Plan and the following specific policies. Where there is a conflict between the policies of Sections 5.15 and the following specific policies, the policies of this Secondary Plan shall prevail.

7.12.14.2.2      Public parkland shall be provided in accordance with the provisions of the *Planning Act*, subsection 6.2.12 of the Town's Official Plan, the Town's Recreation and Parks Mater Plan, and the Community Design Plan.

7.12.14.23 For the purpose of determining the amount of public parkland to be dedicated under the provisions of the *Planning Act*, 'gross developable land' is defined as the total land area within a plan minus those lands that are designated EPA.

7.12.14.24 Three categories of parks, namely Community Park, Neighbourhood Park and Special Purpose Park are shown, as OSPA, conceptually on Schedule B. Community park sites may be developed in conjunction with school sites in a campus setting to facilitate joint use and achieve economies of scale. The location, size and configuration of the identified park sites will be further defined by the Town through the plan of subdivision process.

7.12.14.25 Four community parks are provided for in this Secondary Plan, three with a minimum area of 2.5 hectares and one with a minimum area of 1.8 hectares. Each park will be located within an 800 metre radius of the residential neighbourhood it serves, as well as at key locations within the residential neighbourhood, having a visible presence, and will have at least 50% of its boundary line abutting a public street.

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7.12.14.26 Four neighbourhood parks are provided for in this Secondary Plan, ranging between 0.2 hectares and 0.85 hectares in size. These parks will be located within an 800 metre radius of the residential neighbourhood it serves, as well as at a key location within the residential neighbourhood, having a visible presence, and will have at least 50% of its boundary line abutting a public street, other Open Space Policy Area or Environmental Policy Area.

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7.12.14.27 This Secondary Plan provides for the development of one special purpose park, a minimum of 3.4 hectares in size, located within the Village Centre Area at the southeast corner of the intersection of Kennedy Road and 'Main Street'. Permitted uses on this site include a recreation centre, multi-use greenspace and associated parking facilities.

#### 7.12.14.3 Greenway Corridors

7.12.14.3.1 Greenway Corridors are identified on Schedule B. One function of these corridors is to connect key natural features, such as the Etobicoke Creek and the West Humber Tributary, to facilitate the movement of flora and fauna and help maintain ecological processes. Restoration activities are proposed within these corridors, including the planting of trees and shrubs on tableland for the purpose of restoring some cove for species dispersal.

7.12.14.3.2 In addition, and in support of the objectives of this Secondary Plan, a second function of these corridors is to facilitate pedestrian and bicycle activity within the community by providing hiking trails and pathways that interconnect the residential neighbourhoods, the Village Centre, community facilities, and employment lands, as well as the areas beyond the Plan Area.

7.12.14.3.3 The location of the Greenway Corridors shall generally conform with Schedule B. The size and design of the Greenway Corridors will be detailed through the Community Design Plan, in accordance with the findings and recommendations of the MESP. The design of the Greenway

Corridors will, as much as possible, provide for the naturalization, while taking into account their dual function, as well as maintenance costs.

**7.12.15 Cultural Heritage Resources**

7.12.15.1 Conservation of cultural heritage resources shall be consistent with the provisions of Section 3.3 of the Town's Official Plan and the following specific policies. Where there is a conflict between the policies of Section 3.2 and the following specific policies, the policies of this Secondary Plan shall prevail.

7.12.15.2 Built heritage resources and cultural heritage landscape resources have been identified within the Plan Area through the draft Cultural Heritage Survey (Unterman McPhail Associates, February 2006). This report makes recommendations with respect to the significance of the built heritage and cultural heritage landscape resources and appropriate conservation measures.

7.12.15.3 The built heritage resources identified in the draft Cultural Heritage Survey, and listed below, will require a Cultural Heritage Impact Statement ("CHIS"), to be prepared and submitted in accordance with Section 3.3 of the Town's Official Plan, to address appropriate conservation measures as part of any development application. Additional built heritage resources requiring a Cultural Heritage Impact Statement may be identified through finalization of the Cultural Heritage Survey.

1. Nineteenth century stone farmhouse located at 12701 Hurontario Street (west half Lot 21, Concession 1 EHS, former Chinguacousy Township);
2. Nineteenth century stone farmhouse located at 12304 Heart Lake Road (east half Lot 19, Concession 2 EHS, former Chinguacousy Township);
3. Nineteenth century frame and stucco farmhouse and timber frame gable-roofed barn located at 12516 Kennedy Road (east half of Lot 20, Concession 1 EHS, former Chinguacousy Township);
4. Nineteenth century stone farmhouse with brick veneer located at 12551 Kennedy Road (west half of Lot 20, Concession 2 EHS, former Chinguacousy Township);
5. Nineteenth century residence located at 12409 Kennedy Road (west half of Lot 20, Concession 2 EHS, former Chinguacousy Township); and,
6. Early 20<sup>th</sup> century concrete block farmhouse located at 12434 Dixie Road (East half Lot 20, Concession 3 EHS, former Chinguacousy Township).

7.12.15.4 It is the intent of this Secondary Plan to conserve significant built heritage resources through retention and integration into new development proposals in the form of their original use or an appropriate adaptive re-

use. Where built heritage resources have been identified through a CHIS for retention in their original location, plans of subdivision and other development applications shall be designed to enable these buildings to be preserved in their original location.

- 7.12.15.5 As a condition of development approval, the Town will secure satisfactory financial and/or other guarantees to fully restore or reconstruct any built heritage resources identified for retention that are damaged or demolished as a result of new development.
- 7.12.15.6 All development adjacent to or incorporating a built heritage resource must, from an urban design perspective, be respectful of the resource, having regard for scale, massing, setbacks, building materials and design features. The strategy for integrating heritage resources shall be outlined in the Community Design Plan.
- 7.12.15.7 A Stage 1 Archaeological Assessment of the Plan Area (Archaeological Services Inc., February 2006), included as a separate report in the Cultural Heritage Survey, has identified areas of high potential for archaeological resources. Prior to any soil-disturbing activities within the Plan Area, archaeological assessment of these areas shall be completed in accordance with current Provincial guidelines to the satisfaction of the Town and the Ministry of Tourism, Culture and Sport. The archaeological assessment shall include all areas of high archaeological potential within lands maintained as Greenland or conveyed to the Town, except for areas zoned to prohibit soil disturbances for which written commitment to that effect is provided to the Ministry of Tourism, Culture and Sport.
- 7.12.15.8 Consideration shall be given to perpetuating the names of the former 19<sup>th</sup> and 20<sup>th</sup> century land owners within proposed subdivisions in the naming of streets, parks, trails and natural areas, and, as a minimum, street names shall be in accordance with the Town's policy requiring one historic street name per plan of subdivision.

**7.12.16 Transportation**

**7.12.16.1 General Policies**

- 7.12.16.1.1 The transportation system servicing the Plan Area, as shown conceptually on Schedule B, shall be developed in accordance with Section 5.9 and the following specific policies. Where there is a conflict between the policies of Section 5.9 and the following specific policies, the policies of this Secondary Plan shall prevail.
- 7.12.16.1.2 New development shall be serviced by municipal roads, and to the extent appropriate, in balance with all other considerations, the location of municipal roads shall give consideration to providing access to properties within the Secondary Plan. Temporary access will generally not be permitted, however, in cases where public road access is not immediately available, temporary access may be considered.

- 7.12.16.13 An appropriate road widening necessary to achieve the Right-of-Way requirement shall be conveyed as a condition of development within the Plan Area. Additional Right-of-Way dedications may be required at intersections for the construction of turning lands and/or utilities.
- 7.12.16.14 Development within the Plan Area must have regard for the approved Highway 410 Extension Environmental Assessment Study and provincial requirements respecting development adjacent to Highway 410.
- 7.12.16.15 All roads will be designed and built in accordance with Town standards to accommodate the access and operations requirements of the Town and fire and emergency services, service vehicles and snow plowing.
- 7.12.16.16 Final designs, functions and requirements for roads and other components of the transportation system shall be established based on the findings and recommendations of the following studies:
- a) Mayfield West Transportation Master Plan;
  - b) Mayfield West Traffic Management Plan;
  - c) Mayfield West Community Design Plan
  - d) Site-specific Traffic Impact Studies, as required;
  - e) Environmental Assessment Studies, as required;
  - f) Mayfield West Master Environmental and Servicing Plan; and,
  - g) Kennedy Road Realignment Environmental Assessment Study.
- 7.12.16.2 Site-specific Traffic Impact Studies
- 7.12.16.2.1 Site-specific Traffic Impact Studies may be required for applications for development or redevelopment within the Plan Area. The Site-specific Traffic Impact Studies will determine the traffic impact of the proposed development and the feasible and practical means available to accommodate traffic from the proposed development. These studies may include analysis of items such as: turning movements, storage length, internal circulation, fire access, driveway design and grading, gap studies and the traffic impact of any proposed change in use.
- 7.12.16.2.2 Site-specific Traffic Impact Studies shall be subject to the approval of the Town in consultation with the Region of Peel, and must be consistent with the Mayfield West Transportation Master Plan and the Mayfield West Traffic Management Plan.
- 7.12.16.3 Kennedy Road Realignment
- 7.12.16.3.1 This Secondary Plan has proposed a realignment of Kennedy Road to the east of its existing alignment. The realignment shown on Schedule B is conceptual. The Kennedy Road Realignment Environmental Assessment Study will investigate alignment alternatives for Kennedy Road and make a recommendation as to the preferred alignment.
- 7.12.16.3.2 The preferred alignment of Kennedy Road shall consider, among other things, the minimization of impacts on the area designated EPA and tributary 18 and 19, as identified in the MESP, road geometric standards,



and good community planning and engineering practices, and have regard for the findings of the Kennedy Road Environmental Assessment Study (starts at Mayfield Road and runs approximately 800 metres north).

7.12.1633 The design concepts for crossing the area designated EPA shall minimize intrusions and alterations to existing valley and tributary features and functions, and shall adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, to the greatest extent possible, and shall consider road geometric standards and good engineering practices.

7.12.1634 Exact siting and locations for the crossings shall be finalized at the plan of subdivision stage. Siting and design shall address, among other matters, to the satisfaction of the Town in consultation with the TRCA, such requirements as:

- a) Pedestrian and wildlife access in the valley corridor;
- b) Watercourse dynamics such that channelization and armouring, and the need for future remedial works are minimized;
- c) Aquatic habitat including the retention and/or restoration of appropriate riparian habitat;
- d) The safe passage of regulatory flood flows such that existing regulatory flood elevations are maintained to within acceptable limits; and,
- e) Road design, geometric standards, and good engineering practices.

7.12.1635 The Town's Official Plan will designate Kennedy Road as a Major Collector Road from Mayfield to Old School Roads. Developers of land within the Plan Area shall provide a Right-of-Way to the Town for a 26- 36 metre Right-of-Way. The specific Right-of-Way, within this range, shall be confirmed by the Town in the Community Design Plan.

7.12.1636 At this point where Kennedy Road is realigned, the existing Kennedy Road crossing of tributary 19, as identified in the MESP, shall be removed and the tributary restored and enhanced in accordance with plans approved by the Town and the TRCA.

7.12.1637 It is the intent of this Secondary Plan that the existing Kennedy Road, in proximity to be proposed east-west industrial collector road, will take the form of a cul-de-sac. However, until such time that the Kennedy Road realignment is complete, through access will need to be maintained.

#### 7.12.16.4 Collector Roads

7.12.164.1 The alignment and location of the collector road system is shown conceptually on Schedule B. The collector road system includes:

- a) A new 'Main Street' from Highway 10 easterly to the east limits of the Community Development Plan. Developers of land within the Plan Area shall provide a 22-26 metre Right-of-Way to the Town. The specific Right-of-Way, within this range, shall be confirmed by the

Town in the Community Design Plan. The intersection at Highway 10 shall require the approval of the Ministry of Transportation of Ontario.

The location of the intersection of Highway 10 and 'Main Street' must give consideration for the future extension of 'Main Street' west of Highway 10.

- b) A new east-west industrial collector road from Kennedy Road to Dixie Road. Developers of land within the Plan Area shall provide a 24-30 metre Right-of-Way to the Town. The specific Right-of-Way, within this range, shall be confirmed by the Town in the Community Design Plan. Intersections at Dixie Road shall require the approval of the Region of Peel.
- c) A new east-west residential collector road from Kennedy Road to Heart Lake Road. Developers of land within the Plan Area shall provide a 20-26 metre Right-of-Way to the Town. The specific Right-of-Way, within this range, shall be confirmed by the Town in the Community Design Plan.

7.12.16.4.2 In addition, two new residential collector roads are proposed, located internally within the Residential Area and intersecting with 'Main Street' and the industrial collector road. Developers of land within the Plan Area shall provide a 20-24 metre Right-of-Way to the Town. The specific Right-of-Way, within this range, shall be confirmed by the Town in the Community Design Plan.

7.12.16.4.3 The alignment, location, and ultimate Right-of-Way for all collector roads identified in a) through c), and the residential collector roads identified in Section 7.12.16.4.2, shall be elaborated on in the Community Design Plan. The alignment may be adjusted if it is determined appropriate in the context of subsequent development applications.

7.12.16.5 Local Roads

7.12.16.5.1 Local Roads shall be interconnected and incorporate curves and short block lengths in order to avoid long, uninterrupted and straight sections of roadway. The routes and detailed design requirements for local roads shall be determined in accordance with the pertinent findings and recommendations of the studies required by this Secondary Plan and implemented through development approvals.

7.12.16.5.2 The local road network in the Plan Area will be based on a grid system which provides for the even distribution of traffic, permeability, and maximizes connectivity for all modes of travel throughout the Plan Area.

7.12.16.6 Highway 410 and Kennedy Road Partial Interchange

7.12.16.6.1 A potential future partial interchange will be protected for, through the planning process, at the intersection of Highway 410 and Kennedy Road. An environmental assessment study will be required to determine, among other things, need and justification, social and economic benefits/impacts,

operational and safety implications, and environmental impacts associated with the partial interchange.

7.12.16.7 Pedestrian and Cycling Linkages

7.12.16.7.1 Consistent with the objectives of Section 5.9.2 f) of the Town's Official Plan, a pedestrian and bicycle system shall be integrated within the road network and provide appropriate linkages between the Village Centre Area, residential neighbourhoods, the open space system, potential transit stops and places of employment, as well as to areas outside of the Plan Area.

7.12.16.7.2 Pedestrian walkways and bicycle routes shall be required throughout the Plan Area, in accordance with the approved Community Design Plan, and shall utilize public streets and dedicated pathways established throughout the Plan Area.

7.12.16.8 Gateway Features

7.12.16.8.1 The Town shall require developers to provide gateway features at locations with high visibility and profile, as conceptually shown on Schedule B. The ultimate design and location of the gateway features will be elaborated on in the Community Design Plan, to the satisfaction of the Town, in consultation, where appropriate, with the Ministry of Transportation and Region of Peel.

7.12.16.8.2 Implementation of these gateway features will be through the plan of subdivision application process and entirely at the expense of the developers within the Plan Area.

7.12.16.9 Transit

7.12.16.9.1 Potential future transit routes within the Plan Area will be identified in the Traffic Management Plan and reflected in the Community Design Plan.

7.12.16.9.2 Development within the Plan Area shall be designed to minimize walking distances to potential transit routes and shall incorporate through block walkways as required to achieve this objective.

**7.12.17 Municipal Services**

7.12.17.1 General Policies

7.12.17.1.1 Development within the Plan Area shall be serviced by municipal water, municipal sanitary and storm sewers, municipal roads, hydro and other utilities, in accordance with the MESP and the Development Phasing Plan (see Section 7.12.5.5). New public and private infrastructure shall be developed in accordance with the policies of the Town's Official Plan and shall comply with Town standards as well as with the standards of the respective public and private utility providers and other relevant government agencies.

7.12.17.1.2 New development within the Plan Area will be serviced by sanitary sewers extended from the Peel Waste Water System. A piped municipal

water supply will be provided from the Peel Lake Based Water Supply System.

7.12.17.13 The Region of Peel is proposing to install a water main along Kennedy Road through the Plan Area. Development shall be planned to ensure that the proposed water main is within road Right-of-Ways or in an easement on publicly owned open space blocks.

7.12.17.14 No subdivision registration will be given to any parcel of land within the Plan Area until such time that arrangements satisfactory to the Town are in place for the necessary stormwater management facilities, piped water and sanitary and storm sewer facilities to serve the proposed development.

7.12.17.15 All development proposals must be accompanied by a Servicing report which provides the detailed design and implementation of required stormwater, water and wastewater servicing to the satisfaction of the Town, the Region of Peel and the TRCA. Developments will be phased to for the logical extension and phasing of services. Any phasing shall take place in accordance with the policies set out in Section 6.2.1.7 of the Town's Official Plan and the Development Phasing Plan referred to in Section 7.12.5.5.

7.12.17.16 In extending services to develop specific parcels, the developer shall provide the opportunity for adjacent existing unserved or partially served development to connect to the municipal system.

7.12.17.17 Construction of required infrastructure will be based on detailed engineering and design studies to be approved by the Town and the Region of Peel. Final designs, functions and requirements for all municipal services and utilities shall be established in accordance with the findings and recommendations of the following studies:

- a) MESP or Stage 2 CEISMP, as applicable;
- b) Cultural Heritage Survey; and,
- c) Community Design Plan.

7.12.17.18 Planning for the provision of services within the Plan Area shall give consideration to the cost effective provision of services to lands designated 'Policy Area – Residential'. The intent of this policy is to provide for the servicing of the affected lands in a cost effective and efficient manner in balance with all other appropriate considerations.

#### 7.12.17.2 Stormwater Management Facilities

7.12.17.21 Stormwater management facilities shall be developed in accordance with the MESP and the Community Design Plan, to the satisfaction of the Town, in consultation with the TRCA and any other relevant government agencies.

7.12.17.22 Stormwater management facilities may be permitted within any land use designation established in the Plan Area, except that facilities proposed

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within the EPA designation will be subject to the policies of Section 5.7.3.5 of the Town's Official Plan and subject to appropriate zoning. In considering options for stormwater management, the following principles will apply:

- a) Stormwater run-off from new development shall be managed to achieve appropriate levels of surface water quantity, quality and erosion control in order to minimize any adverse effects on downstream watercourses, terrestrial and aquatic habitat functions, and base flow. Stormwater management shall also be managed to maintain groundwater functions including quantity and quality, existing flow paths and points of discharge;
- b) Stormwater management techniques shall achieve an overall net environmental benefit to the Etobicoke Creek and West Humber watersheds;
- c) The location of a stormwater management pond, whether on tableland or within a valley, shall be based on site-specific conditions and an appropriate analysis of environmental, technical, economic and social considerations;
- d) Stormwater management ponds shall be designed to provide a reasonable level of safety, both in terms of their stormwater management function and in relation to potential use of the pond area by members of the public. Additional safety provisions may be required in areas where an increased level of public access is anticipated, such as the stormwater management facility adjacent to the Village Centre Area;
- e) Stormwater management ponds shall be designed to facilitate ease of maintenance;
- f) Stormwater management ponds shall emulate a passive natural feature, to the extent possible, and provide visual amenity for surrounding development; and,
- g) Provincial guidelines regarding storage requirements, maximum and minimum water depths, configuration and temperature mitigation must also be considered, in consultation with the Town and TRCA.

7.12.17.2.3 The policies of Section 7.12.17.2.2, which apply to permanent stormwater management facilities, shall apply equally to interim stormwater management facilities. Interim stormwater management facilities, if any, shall be established in suitable locations which have regard for permanent stormwater management facilities, in accordance with the recommendations of the MESP [\(or Stage 2 CEISMP\)](#).

7.12.17.2.4 The general location, configuration and size of stormwater management facilities shall be determined through the finalization of the MESP [\(or Stage 2 CEISMP\)](#). Associated landscaping and other aesthetic aspects will be addressed in the Community Design Plan.

7.12.17.25 This Secondary Plan proposes to locate a stormwater management facility south of 'Main Street' and west of the Village Centre Area, abutting the Etobicoke Creek valley system, and also at the south east corner of the intersection of Kennedy and the east-west industrial collector Roads. Portions of these proposed locations are designated EPA. A preliminary assessment of the design concepts for developing stormwater management facilities within the area designated EPA shall be included in the MESP prior to the approval of the Community Design Plan, in order that potential locations can be reviewed and environmental impacts minimized.

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7.12.17.26 Exact siting and locations for all stormwater management facilities shall be finalized at the MESP (or Stage 2 CEISMP), Community Design Plan and plan of subdivision stage. Siting and design shall address, to the satisfaction of the Town, in consultation with the TRCA, such requirements as:

- a) Pedestrian and wildlife access in the valley corridors;
- b) Watercourse dynamics such that channelization and armouring, and the need for future remedial works are minimized;
- c) Aquatic habitat including the retention and/or restoration of appropriate riparian habitat;
- d) The safe passage of regulatory flood flows such that existing regulatory flood elevations are maintained to within acceptable limits; and,
- e) The design of stormwater management facilities as community features, including pedestrian trails, public open spaces, and landscaping etc.

7.12.17.3 Utilities and Telecommunications

7.12.17.3.1 Utilities and telecommunication infrastructure within the Secondary Plan shall be located underground, where feasible, and shall be grouped into a single utility trench, wherever possible, to avoid unnecessary over digging and disruption of municipal rights-of-way. Interim above ground installations may be considered for roads on temporary alignments or constructed to an interim rural cross-section.

7.12.17.3.2 Utility services shall be permitted in all land use designations subject to detailed engineering designs to be approved by the Town. Services proposed within the EPA designations are subject to Section 5.7.3.5 of the Town's Official Plan and should be minimized. Wherever possible, services within EPA should be confined to road crossings of the watercourses. On single loaded roads paralleling the EPA corridors, services should be confined to the edge of the Right-of-Way farthest from the designated corridor, wherever possible.

7.12.17.3.3 Prior to approval of development within the Plan Area, utilities and telecommunications providers are to confirm if services can be provided to support the proposed development, and shall determine appropriate locations for large utility equipment or utility cluster sites.



7.12.17.3.4 Lands required to be used for large above ground utility structures shall be shown as a block(s) or easements on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the Town and utility provider. Blocks for large above ground utility structures should, where possible, be identified in the Community Design Plan.

**7.12.18 Private Well Monitoring**

7.12.18.1 As a condition of draft approval of plans of subdivision, a phased well monitoring program and well protection/mitigation strategies shall be implemented for the Plan Area building on the MESP [\(or Stage 2 CEISMP\)](#).

7.12.18.2 A phased well monitoring and well protection/mitigation strategies shall be established under a joint Developer Group Agreement as required by Section 7.12.22 or in an alternative arrangement satisfactory to the Region of Peel.

7.12.18.3 The phased monitoring shall occur over broader areas than individual plans of subdivision consistent with development phases referred to in Section 7.12.5.5, as appropriate. The monitoring and mitigation strategies shall address cumulative impacts of development on private well users.

7.12.18.4 The phased well monitoring and associated well protection/mitigation strategies shall be utilized and refined at a site-specific scale as part of individual subdivision approvals.

7.12.18.5 As a condition of draft approval, assurances in a form of certification by a qualified professional shall be submitted to the Region of Peel in accordance with the Region's Guidelines for Clearance of Standard Draft Conditions for New Developments on Municipal Services and verifying that the terms of reference for monitoring and well protection/mitigation set out in the MESP [\(or Stage 2 CEISMP\)](#) have been satisfied and that adequate mitigation strategies are in place.

**7.12.19 Energy Conservation**

7.12.19.1 The Town shall encourage development within the Plan Area that is consistent with programs to reduce energy consumption and promote waste reduction. Energy conservation will be encouraged through appropriate site planning, urban design and the use of energy efficient materials and landscaping.

7.12.19.2 All new buildings that are constructed within the Plan Area shall adhere in design, construction and operation to a minimum standard of Energy Star certification.

**7.12.20 Noise and Light Impacts**

7.12.20.1 New residential development shall meet noise level guidelines and policies of the Town of Caledon, Ministry of the Environment and Climate Change, Ministry of Municipal Affairs and Housing, and criteria of the Region of Peel, relating to noise pollution in residential developments.

7.12.20.2 In accordance with the requirements of the Town's Official Plan, a detailed Noise Impact and Mitigation Study will be provided at the plan of subdivision application stage in support of residential development, in particular, adjacent to Highway 10 and Kennedy Road, commercial and industrial land uses, and collector roads.

7.12.20.3 Lighting in new development areas shall be designed to minimize impacts on adjacent areas, the natural environment and the visibility of the night sky.

7.12.20.4 In accordance with Section 7.12.7.1.11, appropriate methods to mitigate the impacts of noise and light may be required between residential areas and Highway 10 upon completion and approval of noise and light studies.

#### **7.12.21 Financial Agreements**

7.12.21.1 Prior to the approval of any development, the Town, in consultation with the Region, shall be satisfied as to the availability of transportation facilities, water supply and sewer capacity to accommodate the development. This may require front-end or accelerated payment agreements and/or other cost-sharing agreements, and limitations to be placed on the development, consistent with the Development Phasing Plan.

#### **7.12.22 Developer Group Agreement(s)**

7.12.22.1 In order to ensure that all affected owners contribute equitably towards the provision of the community and infrastructure facilities such as schools, parks, open space, enhancement and restoration of environmental features, roads and road improvements, internal and external services, stormwater management facilities, and private well monitoring, protection and mitigation, property owners shall be required to enter into one or more Developers' Group Agreements as a condition of the development of their land.

Lands located within the Stage 2 Planning Area, as shown on Schedule B shall not be subject to the developers cost-sharing group agreement for lands outside of the Stage 2 Planning Area. Should cost-sharing for the equitable distribution of costs be required, developers within the Stage 2 Planning Area shall enter into a separate "Stage 2" cost-sharing agreement as a condition of the development of their land.

7.12.22.2 These agreements shall provide for the equitable distribution of the costs, including lands, of the aforementioned community and infrastructure facilities and associated studies where such costs are not dealt with under the *Development Charges Act, 1997*.

7.12.22.3 All non-participating landowners within the Plan Area will not be entitled to development approvals under the provisions of this Secondary Plan until such time as they have joined the Developers Group as participating landowners, and participate in the delivery of infrastructure as required. Prior to approval for any development within the Plan Area, the Town shall require a certificate from the Developers Group cost-sharing trustee confirming the development proponent is in good standing with the Developers Group, as applicable.

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**7.12.23      Land Dedication and Acquisition**

7.12.23.1      The policies of the Town's Official Plan and this Secondary Plan shall apply.

7.12.23.2      Pursuant to Subsection 25(1) of the *Planning Act*, R.S.O. 1990, c P.13, the Town or the Region may acquire and hold any lands required to implement any feature of this Secondary Plan. This may include the expropriation of lands required to implement the road network in the Secondary Plan, where the property owners or the developers' group are unable to secure lands for the construction of the required road infrastructure.

7.12.23.3      An environmental clearance shall be required prior to the conveyance of any lands to the Town. The environmental clearance shall be based on the appropriate level of site assessment as established in Ministry of the Environment and Climate Change guidelines.

**7.12.24      Implementation**

7.12.24.1      The provisions of the Town's Official Plan regarding implementation shall apply with regard to this Secondary Plan.

7.12.24.2      Plans of subdivision shall only be recommended for approval which:

- a) Conform with the policies and designations of this Secondary Plan; and,
- b) Are consistent with the final and approved recommendations of all the supplementary and required studies referred to in this Secondary Plan.

7.12.24.3      This Secondary Plan shall be implemented by an appropriate Zoning By-law or by-laws to zone the lands in accordance with the provisions here. Zoning shall be established at the time of applications for development.

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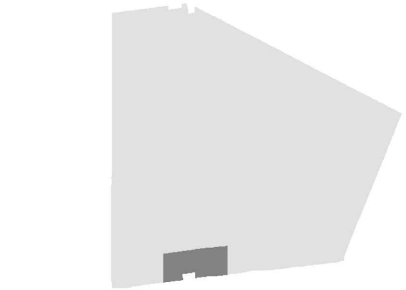
To be re-designated from "Prime Agricultural Area" and "Environmental Policy Area" to "Residential Area", "Mixed High/Medium Density Residential", "Institutional", "Open Space Policy Area", "Environmental Policy Area" and "Gateway Feature"



# Schedule B

## MAYFIELD WEST LAND USE PLAN

- Prime Agricultural Area
- Residential Area
- Residential Policy Area
- Environmental Policy Area
- Open Space Policy Area
- General Commercial
- Institutional
- Mixed High/Medium Density Residential
- Academic/Research Campus
- Prestige Industrial
- General Industrial
- Highway Right-of-Way
- Village Centre Area
- Settlement Boundary 2051
- Mayfield West Study Area
- Boundary of Greenbelt Plan Area
- Greenway Corridor
- Lot and Concession Lines
- Elementary School
- Gateway Feature
- Potential Future Interchange
- Conceptual Road Network
- Provincial Road
- Regional Road
- Local Road
- Railway
- Stage 2 Planning Area



Base Data Source: Town of Caledon



For details of this area refer to Schedule B-2  
"Mayfield West Phase 2 Secondary Plan  
Land Use Plan"

For details of this area refer to Schedule B-1  
"Snell's Hollow Secondary Plan Area - Land Use Plan"

