

Mayfield
Tullamore



Community & Sustainability Design Guidelines

February 2026



Second Submission

Prepared For
Mayfield Tullamore
Landowners Group

by

NAK 
design strategies

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Introduction

1

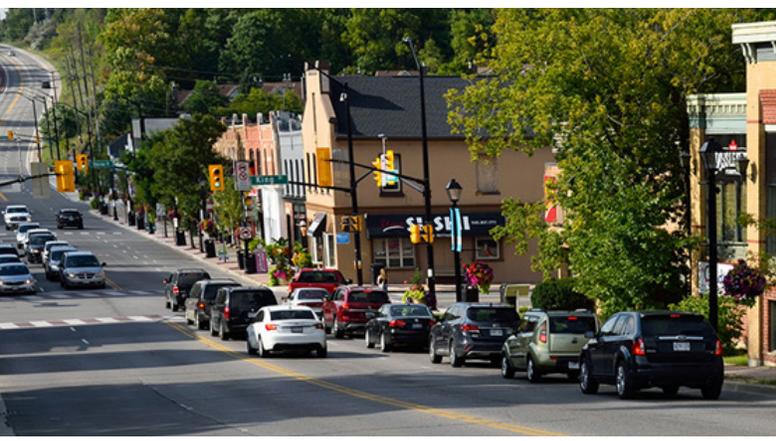
1.1 Document Purpose & Intent

NAK Design Strategies has been retained by Mayfield Tullamore Landowner Group to prepare the Community and Sustainability Design Guidelines as part of the Official Plan amendment application for the Mayfield Tullamore Secondary Plan in the Town of Caledon. The lands subject to this Amendment have recently been brought into the settlement area boundary, and an amendment to the Official Plan, through the preparation and approval of a secondary plan, is required to determine detailed land use designations prior to any development occurring on these lands.

The Mayfield Tullamore Community and Sustainability Design Guidelines (CSDG) sets out to achieve a coordinated approach to urban design throughout the subject lands, providing comprehensive urban design guidelines that reinforce broader planning objectives as outlined in the Region of Peel and Caledon Official Plans.

The primary purpose of these guidelines is to describe clear design direction for implementing the design vision and intent of the proposed community in support of municipal development goals, while retaining the subject lands' own unique design integrity.

This document will provide guidance to all parties involved in delivering a pedestrian friendly, transit-oriented community with mixed uses, a diversity of housing types and densities, a variety of commercial, employment and institutional uses and an emphasis on preserving and enhancing the Natural Heritage System (NHS).



1.2 Background

1.2.1 Community and Surrounding Context

The Mayfield Tullamore Secondary Plan is located in the southern edge of the Town of Caledon, bordering the City of Brampton.

The subject lands are located just east of the Mayfield West community area, bound by Old School Road to the north, Torbram Road to the east, and Mayfield Road to the south, with parcels west of Bramalea Road.

The developments adjacent to Mayfield Tullamore, such as Mayfield West, present an opportunity to create a complementary community, well-connected to existing and planned open space networks, a diversity of land uses, housing options, and major transit networks.

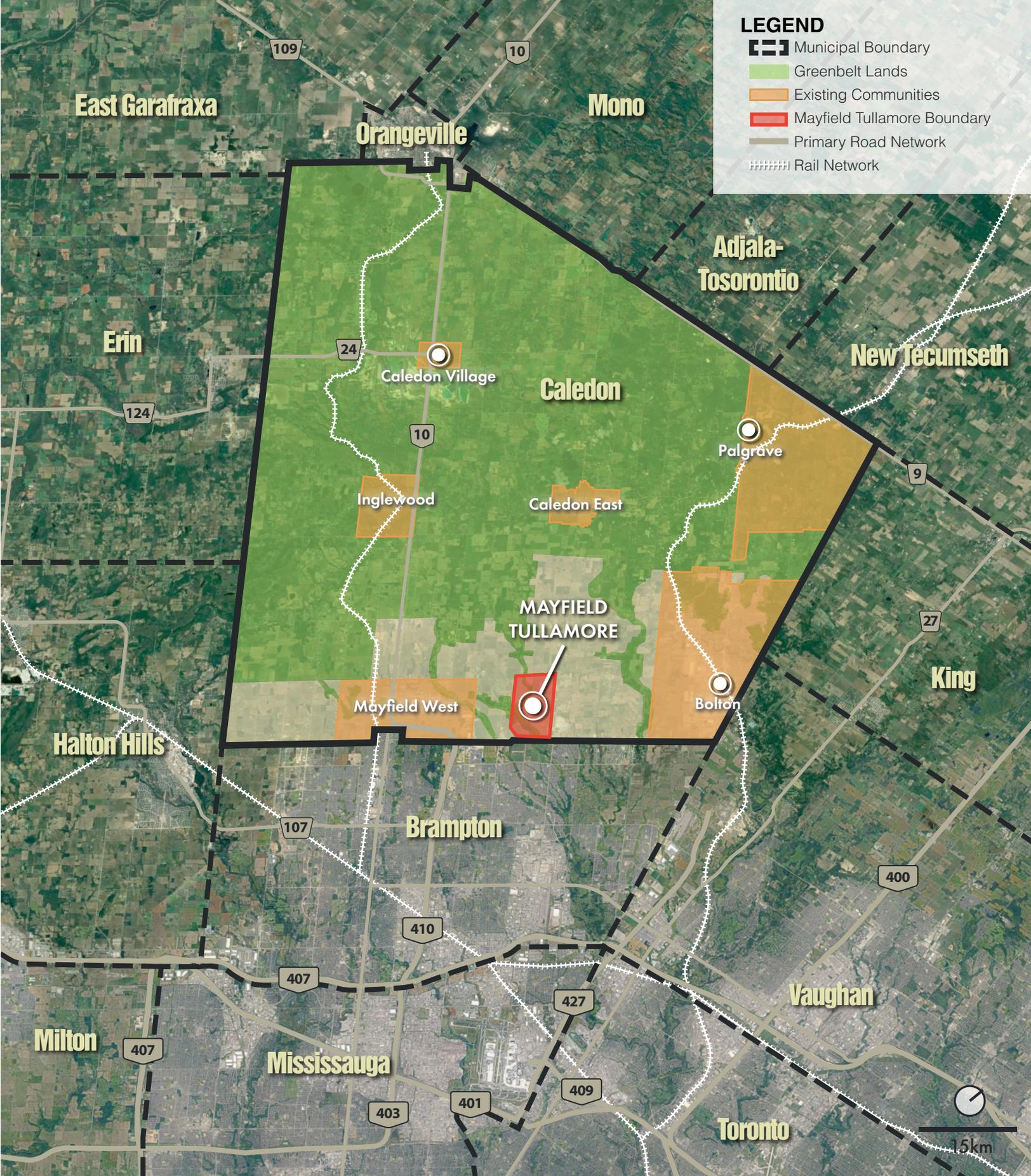


Figure 1.1: Regional context map delineating Mayfield Tullamore and the Town of Caledon within the GTA

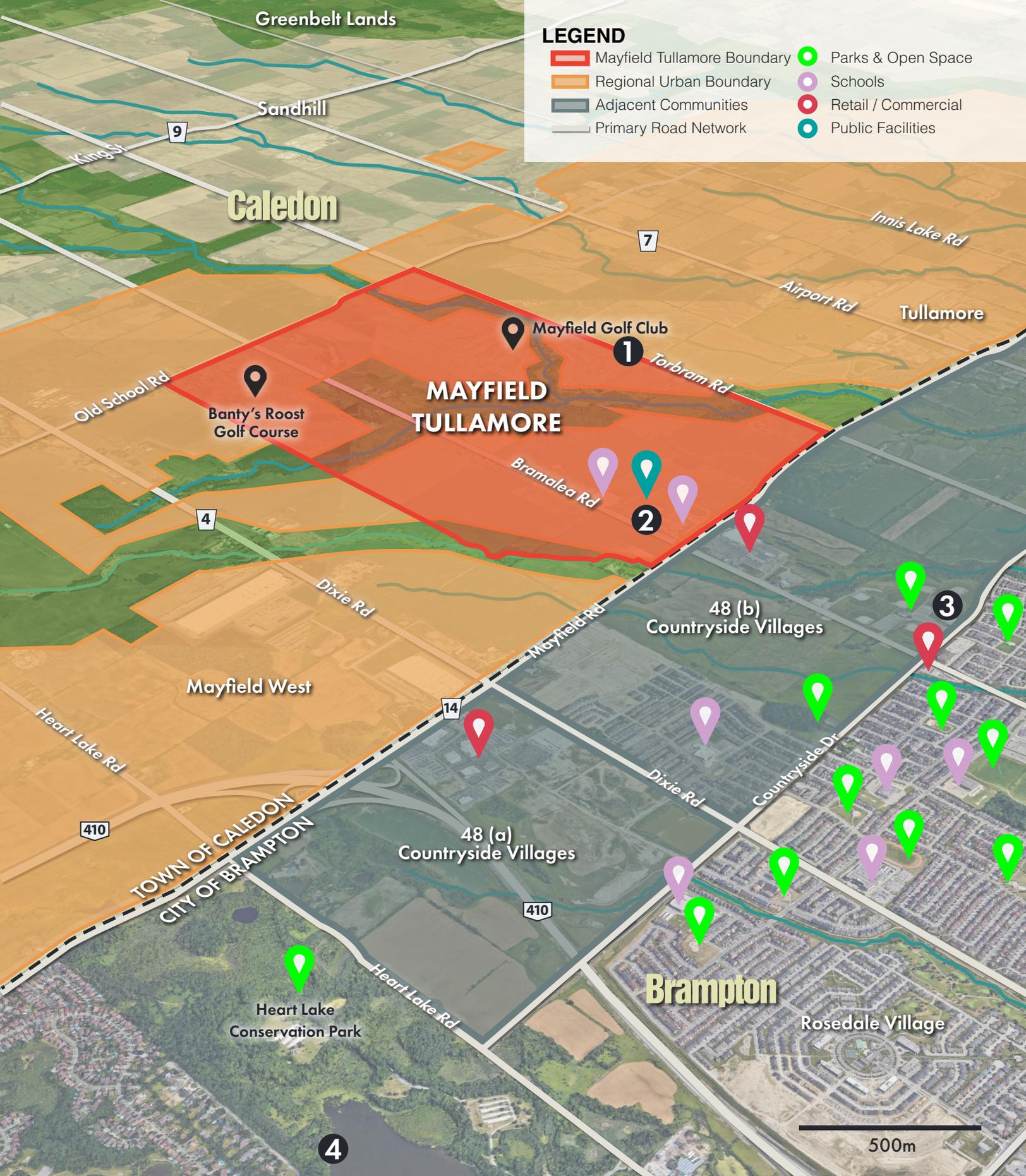


Figure 1.2: Local context map showing the boundary of the Mayfield Tullamore site

The Mayfield Tullamore Secondary Plan comprises an area of approximately 609 hectares (1,505 acres). Of this total, approximately 217 hectares are comprised of the Greenbelt, existing natural heritage features and headwaters of the Humber River watershed, with a net developable area of approx. 392 hectares.

The subject lands are legally described as Part Lots 17 to 22, Concession 4 to 5, Town of Caledon, Regional Municipality of Peel. They are currently and primarily used for agricultural purposes, golf courses (the Mayfield Golf Club and Banty's Roost Golf Course), as well as several dispersed single detached homes and businesses located within the site's boundaries. The Mayfield Recreation Complex, Mayfield Secondary School, and James Grieve Public School are located at the intersection of Bramalea Road and Mayfield Road. Additionally, adjacent to these facilities is an established retail centre.

Neighbouring communities include Mayfield West, a 444 hectare mixed-use community to the southwest of the subject lands. This area is comprised of residential neighbourhoods, industrial and commercial areas, and community facilities. Countryside Villages is a future mixed-use community proposed along the south of Mayfield Road between Dixie and Airport Roads. This development includes the existing Sesquicentennial Park along Bramalea Road which features eight baseball diamonds. Northeast of the Subject Lands is Tullamore, a 118 hectare industrial / commercial centre.

The subject lands are located east of the Heart Lake Conservation Park (169 hectares) within the Etobicoke Creek Watershed. The park features forests, wetlands, and a variety of recreation opportunities including hiking trails, a splash pad and pool.



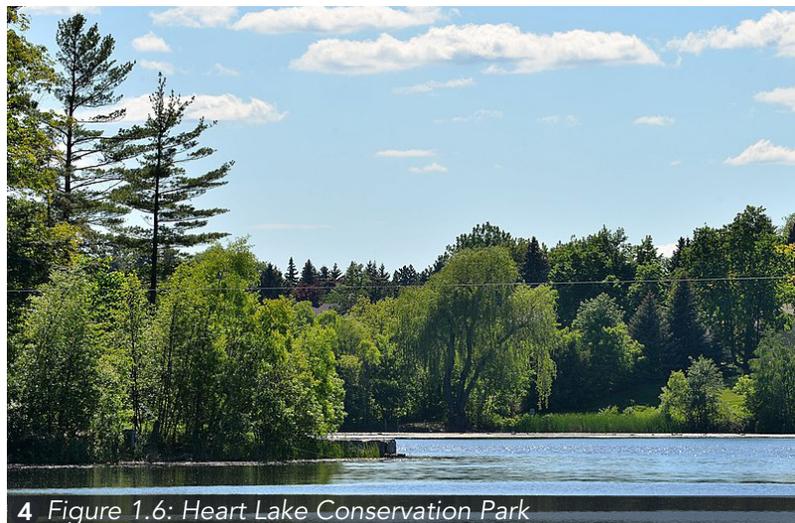
1 Figure 1.3: Existing residential along Torbram Road



2 Figure 1.4: Mayfield Recreation Complex



3 Figure 1.5: Sesquicentennial Park baseball diamonds



4 Figure 1.6: Heart Lake Conservation Park

1.2.2 Policy Framework

Mayfield Tullamore provides an opportunity to develop a complete mixed-use community within the Town of Caledon's established settlement boundary. The proposed community design is therefore subject to several planning and urban design policies which have been discussed in further detail within this section of the Community & Sustainability Design Guidelines.

1.2.2.1 Provincial Planning Statement (2024)

On August 21, 2024 (effective October 2024), the Provincial Planning Statement (PPS) was released with the intent of replacing the 2020 Provincial Policy Statement and the 2019 A Place to Grow: Growth Plan for the Greater Golden Horseshoe. The main objective of this document is to establish a comprehensive vision and direction for land use planning in Ontario.

One of the key policy directions outlined in the PPS aims to build strong communities by promoting efficient development and land use patterns. To that end, the PPS contains several policies that promote intensification, redevelopment, and compact form, particularly in areas well served by public transit.

In Alignment with the PPS, the design of the Mayfield Tullamore Community will adhere to the following policies:

- **Housing:** Provide a range and mix of housing options and densities that efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation to meet the needs of the regional market area (Policy 2.2.1).
- **Infrastructure and Facilities:** Optimize existing infrastructure; plan and co-locate public service facilities along with parks and open space, promoting cost-effectiveness and facilitating service integration, access to transit and active transportation (Policy 3.1.2 and 3.1.4).
- **Natural Heritage:** Maintain, restore, or improve the diversity and connectivity of natural features and the long-term ecological function and biodiversity of natural heritage systems, recognizing linkages between and among naturalized areas, including surface water and ground water features (Policy 4.1.2).



1.2.2.3 Region of Peel Official Plan (2024)

The development policy for the Region of Peel, as outlined in the Region of Peel Official Plan, guides land use planning and development within the Region. The Official Plan provides a comprehensive framework that promotes sustainable growth, economic prosperity, and the enhancement of quality of life for residents.

In May 2024, the Province approved the new 2051 Official Plan for the Region of Peel. This updated plan sets the vision and policies for land use planning and development over the coming decades, specifically addressing the anticipated growth and evolving needs of the region.

The 2051 Official Plan recognizes the importance of responsible and strategic development to accommodate population growth, promote compact and efficient land use, protect natural and cultural heritage, and support vibrant and complete communities. It emphasizes the principles of transit-oriented development, mixed-use communities, and the provision of a range of housing options to meet the diverse needs of the population.

As illustrated in Figure 1.7, the subject lands are regionally designated as Urban System / Bolton Residential Expansion Settlement Area and Greenbelt Protected Countryside / Urban River Valley.

To support Region’s strategic direction, the following elements will be considered in the development and planning of the Mayfield Tullamore community:

- A plan that establishes complete communities that contain living, working and recreational opportunities to meet the diverse needs of the population.
- A plan that encourages the creation of walkable, transit-supportive neighbourhoods to promote sustainable and livable communities.
- A plan that prioritizes the protection of natural features to enhance biodiversity, ecological resilience, and sustainable land use. It

acknowledges the need to strike a balance between urban development and preserving natural heritage, ensuring a healthy environment for present and future generations to enjoy.

- A plan that integrates land use and transportation planning. By aligning these two important aspects, the plan aims to create well-connected communities, reduce reliance on single-occupancy vehicles, and promote sustainable transportation options, fostering vibrant and accessible places for residents and businesses.

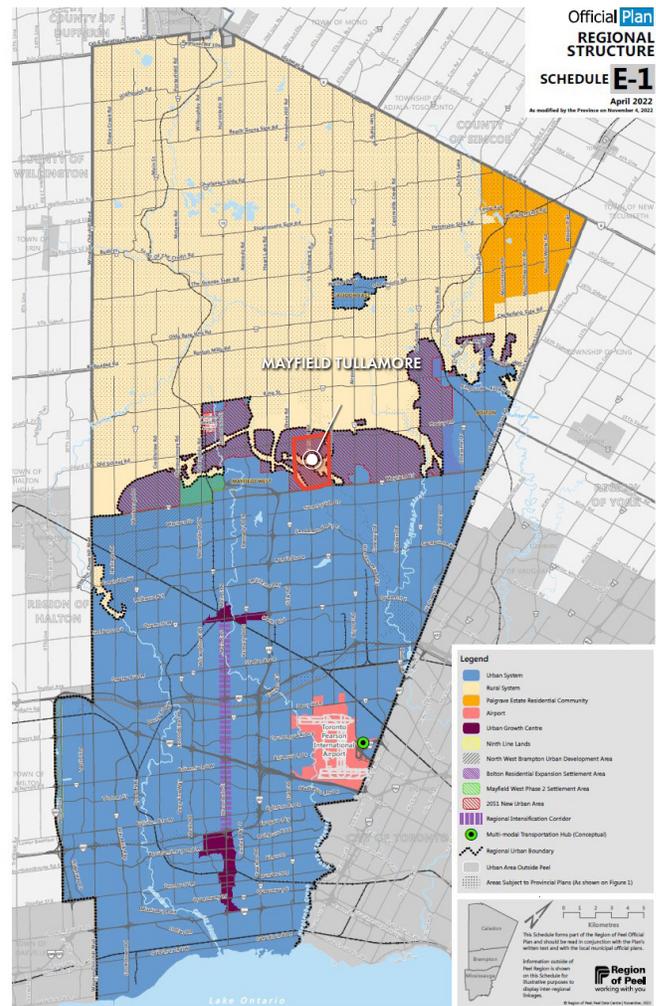


Figure 1.7: Regional Structure (Region of Peel Official Plan, 2022)

FUTURE CALEDON OFFICIAL PLAN

March 2024



1.2.2.4 Town of Caledon Official Plan (2024)

The adopted Town of Caledon Official Plan (OP) serves as a comprehensive guide for the Town's development over the next 20+ years. It is designed to balance the preservation of Caledon's rural character and cultural heritage with the need to adapt to urbanization pressures, fiscal capacity, and the demand for urban services. The principles and objectives outlined in the OP provide a strategic framework for managing growth and ensuring sustainable development.

It is important to note that the 2051 Official Plan has been adopted and awaiting provincial approval, which aims to align with the Growth Plan and the new Region of Peel Official Plan. This update will ensure that the Town's planning policies remain up-to-date and in line with provincial and regional planning directives. The Mayfield Tullamore Secondary Plan will complement and conform to the Town's new Official Plan, ensuring a coordinated and integrated approach to development in the Mayfield Tullamore area.

As depicted in Figure 1.8, the subject lands are currently primarily designated as Prime Agricultural Area, as per the currently enforced OP. In the newly adopted Caledon OP, the lands have been brought into the urban boundary.

To support Town's strategic direction, the following principles will be integrated in the development of the Mayfield Tullamore community:

- Settlement pattern that reinforces the concept of Caledon continuing to be a community of communities and provides the residents with convenient access to opportunities for employment, learning, culture, recreation, and physical and social well-being;
- A hierarchy of roads and a road pattern which minimizes the impact of traffic on sensitive environmental areas, heritage features and human settlement, while at the same time providing for the convenient movement of residents and the movement of through traffic traversing the Town;

- Quality of community life that provides access to community based services in a manner that best responds to the need for employment, learning, shopping, culture, recreation and social opportunities;
- An open space system which promotes a diversity of recreational and leisure opportunities; and
- A mix and range of housing that responds to the needs of the community.

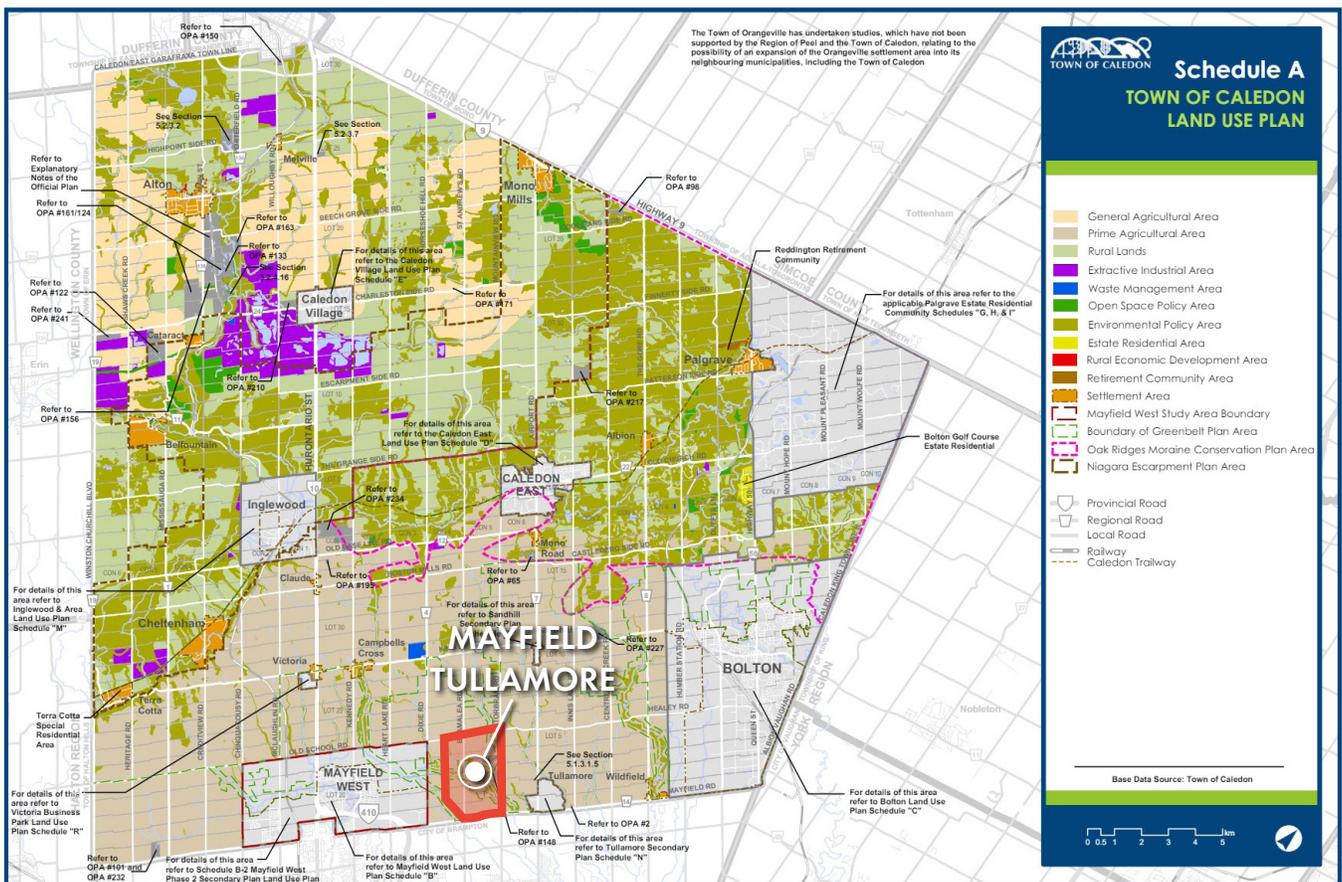


Figure 1.8: Town of Caledon Land Use Plan (Town of Caledon Official Plan, March 2024 Consolidation)

1.2.2.5 Updated Caledon Comprehensive Town-Wide Design Guidelines (2025)

The updated Town-Wide Design Guidelines (TWDGs) offer a comprehensive guide for developing complete, mixed-use neighbourhoods in Caledon, balancing the design of vibrant industries, commercial/retail areas, and open spaces while preserving the Town's unique character.

To support diversified and sustainable uses in the Town's urban areas, the following key design principles, derived from the updated TWDGs, will be adopted in the development of the Mayfield Tullamore community:

- **Create Healthy, Complete, and Accessible Communities:** Development will create diverse, inclusive, and walkable communities that prioritize the physical and mental well-being of residents. This is achieved by ensuring a full range of essential amenities, services, parks, and recreational opportunities are accessible, and incorporating universal design aspects for all ages and abilities.
- **Create High-Quality Transportation Options & Compact Design:** The community design will foster compact and connected development patterns that reduce carbon emissions. It will establish safe, high-quality infrastructure for active transportation (walking and cycling) and complete streets to support future transit opportunities, promoting daily physical activity and reducing reliance on private vehicles.
- **Address Housing Affordability and Choice:** The community will offer a diverse range of housing options (including smaller units, secondary suites, multiplexes, and dedicated affordable housing) to accommodate various lifestyles, incomes, and support the ability for residents to age in place.
- **Address the Changing Climate and Design Great Places:** Greenfield development will create identifiable, unique, and resilient mixed-use communities. This involves implementing low-carbon design and sustainable servicing while ensuring the built and natural environments are complementary, resulting in attractive public spaces and architectural excellence.

1.2.2.6 The Healthy Development Assessment User Guide - Region of Peel (2016)

The Healthy Development Assessment User Guide is adapted from the Health Background Study Framework (HBSF) and is intended to assist in the planning and development of creating healthy, supportive environments for Peel residents. By measuring the health-promoting potential of development proposals, the guide helps identify design standards that are essential to building healthy and complete communities.

The HDA User Guide will act as a tool to assess and implement six Core Elements of the built environment into the design and planning of the Mayfield Tullamore community to ensure the community is suited to fit into Caledon's diverse development context. These core elements will include:

- Density;
- Service Proximity;
- Land Use Mix;
- Street Connectivity;
- Streetscape Characteristics; and
- Efficient Parking.

1.2.2.7 Caledon Active Transportation Master Plan (2024)

The Town of Caledon Active Transportation Master Plan (ATMP) is a long-range transportation planning document that is intended to guide the planning, design, and implementation of cycling and pedestrian facilities within and outside of road rights-of-way. The ATMP identifies a network of active transportation facilities, programs, and policies that aim to make active transportation safe and comfortable for all ages and abilities of people.

As depicted in Figure 1.9, the ATMP network recommendations within the subject lands include multi-use trails throughout the Natural Heritage System and multi-use paths along Old School Road and Bramalea Road.

To support the Town’s active transportation objectives, the following guiding principles will be integrated in the development of the Mayfield Tullamore community:

- The Caledon communities will be linked together both internally and externally by cycling facilities and trails, which will also connect key locations;
- Where possible, cycling facilities and trails will be accessible to people of all ages and abilities, in alignment with AODA requirements; and
- The cycling and trails system will be created and run in a way that protects the environment, helps address climate change, and is fiscally responsible.

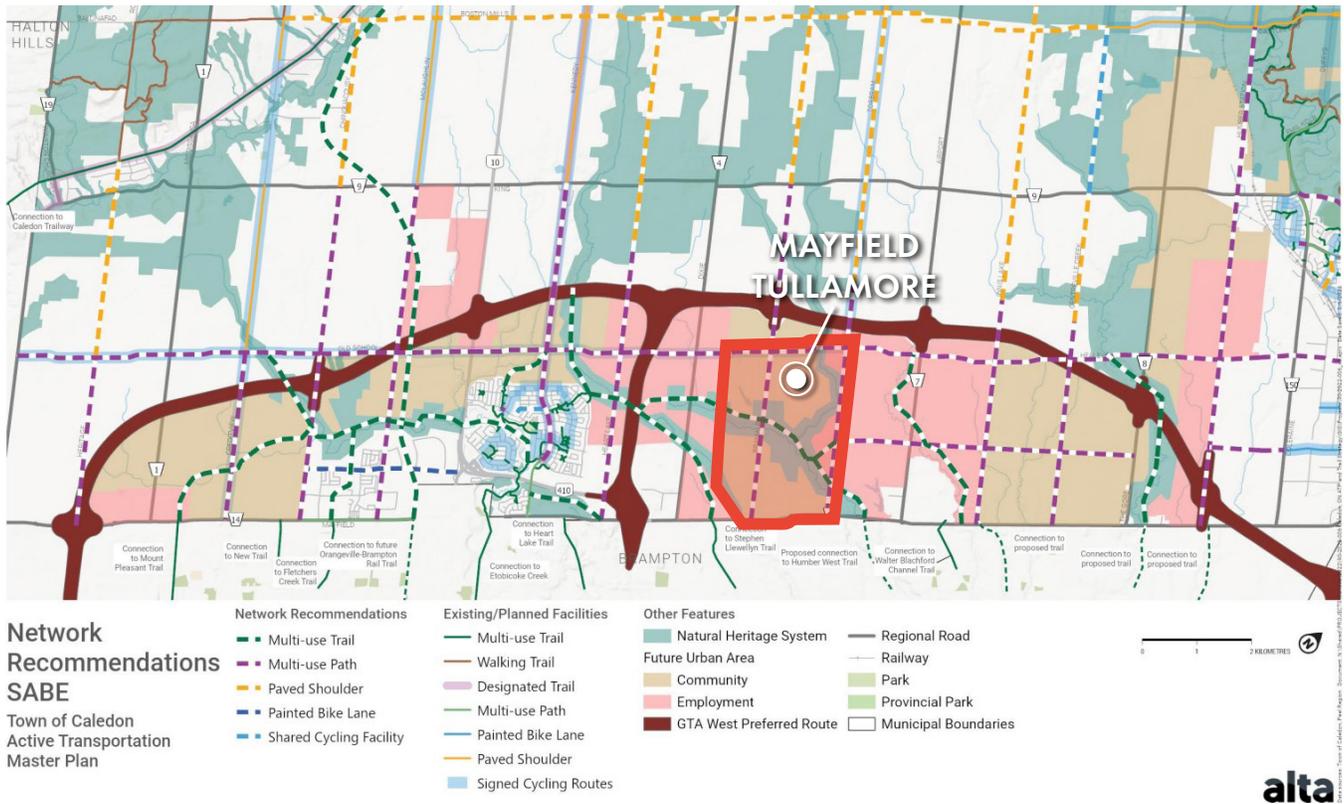


Figure 1.9: Network recommendations in the Settlement Area Boundary Expansion area (Town of Caledon Active Transportation Master Plan, 2024)



Legend

-  Mayfield Tullamore Boundary
-  Location of 12380 Torbram Road
-  Location of 5069 Old School Road
-  Location of 12722 Bramalea Road
-  Location of 4848 Mayfield Road

Figure 1.10: Mayfield Tullamore Location of Listed Heritage Buildings

1.2.2.8 Listed or Designated Buildings

As reflected in Figure C3 Designated Cultural Heritage in the Official Plan, there are currently no designated heritage properties, cultural heritage landscapes, or heritage conservation districts.

There are four (4) Non-Designated Heritage Buildings identified on the lands:

- 12380 Torbrom Road - A late Victorian Gothic style farmhouse with a red-and-buff brick exterior. Dated 1875-1897.
- 5069 Old School Road (Banty's Roost Golf and Country Club) - An italianate style farmhouse with a red-and-buff brick exterior farmhouse. 1875-1899.
- 12722 Bramalea Road - A neoclassical style farmhouse with a fieldstone/rubblestone exterior. 1850-1874.
- 4848 Mayfield Road - A gothic revival style farmhouse with a painted exterior. 1875-1899.



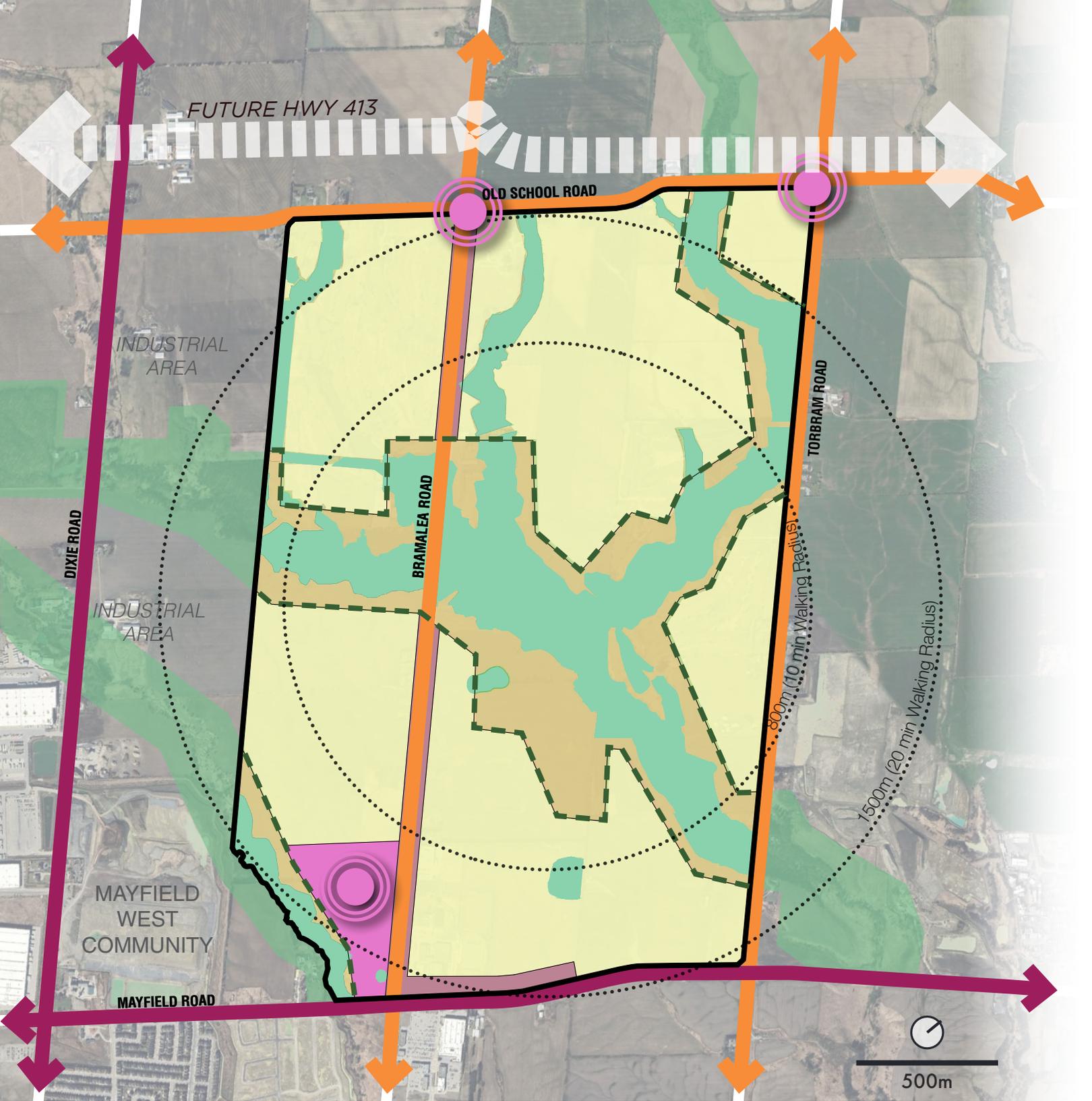
Figure 1.11: Streetview of 12380 Torbrom Road



Figure 1.12: Streetview of 12722 Bramalea Road



Figure 1.13: Streetview of 4848 Mayfield Road



Legend

- | | | |
|-----------------------------|-------------------------------|-------------------|
| Mayfield Tullamore Boundary | Open Space | Regional Arterial |
| Neighbourhood Areas | Natural Heritage System (NHS) | Town Arterial |
| Urban Corridors | Greenbelt Boundary | |
| Neighbourhood Centres | | |

Figure 1.14: Mayfield Tullamore Opportunities and Constraints

1.3 Opportunities and Constraints

Features within the Mayfield Tullamore community present key design opportunities and constraints, including:

1.3.1 Opportunities

NATURAL HERITAGE SYSTEM (NHS):

The existing natural heritage features and headwaters of the Humber River watershed, which flow through the block presents a significant opportunity to strengthen the open space network by introducing trails and connections to surrounding parks and open spaces.

INTERFACE WITH EXISTING AND FUTURE COMMUNITIES:

The community is centrally situated to connect with the existing neighbouring community Mayfield West to the southwest. Countryside Villages is a future mixed-use community proposed south of Mayfield Road. Northeast of the Subject Lands is Tullamore, comprising an industrial/commercial centre. Residents of Mayfield Tullamore will have access to the key amenities offered in each of these communities, such as community uses, schools, accessible transit, the active transportation network, and integrated green spaces.

ACCESS TO DIVERSE TRANSPORTATION ROUTES:

Integrated with arterial roads and collector roads, the proposed street network will provide flexibility for establishing diverse transportation route options with a well-defined and connected hierarchy of complete streets. As well, the future Highway 413 ramp located north of Old School Road on Bramalea Road is easily accessible for the community.

1.3.2 Constraints

NATURAL HERITAGE SYSTEM (NHS):

The interface between the proposed NHS and adjacent proposed development will require careful consideration with respect to existing topography, vegetation, agriculture, and neighbourhood connectivity.

TRANSITIONING BETWEEN RESIDENTIAL AND INDUSTRIAL AREAS:

Ensure a sensitive transition between the proposed Neighbourhood Area and the existing Industrial Area to the west through landscape buffering and strategic building orientation and internal layout.

SURROUNDING TRANSPORTATION ROUTES:

Potential impacts of the future Highway 413 ramp will be addressed through site-specific buffering, setback requirements, and optimized road layouts. These measures will mitigate noise and traffic concerns, ensuring the highway serves as a high-functioning regional connection that supports the area's growth without disrupting local activity.

1.4 Goal and Objectives

The Mayfield Tullamore Secondary Plan will develop as a complete community that is compact, pedestrian and cyclist-friendly, and transit oriented. It will strive to achieve fundamental principles of good planning and exceptional urban design. In support of this goal, growth and development in the community shall achieve the following objectives:



An Environmentally Conscious Community

- A community that includes a Natural Heritage System (NHS) and a network of open spaces and recreational areas within the Secondary Plan which is sensitive and connected to the Greenbelt to provide additional recreational opportunities.



A Complete Community

- A community that provides opportunities for people of all ages and abilities to conveniently access the necessities for daily living, including an appropriate mix of jobs, local stores and services, a full range of housing, transportation options, and community uses.



A Connected Community

- A community that provides a multi-modal transportation network of complete streets and an active transportation and open space network accessible to all users that is well integrated with the Town and Region's transportation system.



An Attractive Community

- A community that provides high-quality public and private spaces with design standards that create attractive and vibrant places.

1.5 Community Design Elements

The Mayfield Tullamore Community Design Guidelines provide guidance for the preparation and the review of development applications including draft plans of subdivision and zoning bylaw amendments. Implementation of this Secondary Plan must demonstrate regard for these guidelines. The Plan structure relates with the guidelines to achieve the following Community Design Elements:

1

Neighbourhood Centres composed of commercial activity and higher-density residential and mixed use development. Urban Corridors along key Arterial Roads that will have a mix of uses with higher density residential built-forms. Neighbourhood Areas are to provide opportunities to live, recreate, learn, shop, work, and worship within a walkable neighbourhood.

2

A range of commercial, recreational, and institutional amenities throughout the Secondary Plan area, including recreational and institutional amenities, which maximize walkability for residents.

3

A range and mix of parks and public open spaces providing neighbourhood focal points to promote walkability and establish a strong community identity and neighbourhood sense of place.

4

A range and mix of housing options, primarily grade-related, will be provided within the Neighbourhood Areas servicing all ages and abilities, and create dynamic streetscapes.

5

A modified grid system of streets that provides high levels of connectivity while minimizing impacts to the natural environment.

6

A complete active transportation system that features both on- and off-road facilities and routes, including a safe, central, off-road corridor generally running within the Greenbelt lands. This system will provide residents with an attractive option to walk or cycle across the Secondary Plan area, offering critical connections to adjacent neighbourhoods, future community areas, and the broader Greenbelt network.

1.6 Design Control

As part of the design control process for Mayfield Tullamore, Architectural Control Guidelines (ACGs) shall be prepared for draft plans of subdivision applications. Additionally, Urban Design Briefs may be required for sites subject to site plan application if sufficient details are not included in the ACGs.

All plans of subdivisions will be subject to the Architectural Control Compliance Review Process and a Control Architect must be hired from the Town's approved list.

ACGs are a written and graphic manual providing division direction regarding the achievement of the built form and public realm policies contained in the Built Environment sections of the Official Plan and the updated TWDGs. The ACGs are a combination of text, plans, illustrative sketches and photos, sections and comparative models or examples that inform the proponent, public and Town about the built form, landscape and structures on private lands within new neighbourhoods.

The ACGs shall be prepared by an Urban Designer, Professional Architect or full member of the Canadian Institute of Planners (MCIP) with a demonstrated specialization in urban design.

1.7 Terminology & Interpretation

In establishing terminology and interpretation, the following hierarchy of compliance shall be established early and used throughout the document:

- **Shall and Will:** The use of the words "Shall" and "Will" denote requirements that must be met;
- **Should:** The use of the word "Should" denotes design requirements that typically must be met but where site specific conditions or the specific merits of a specific design solution may merit flexibility; and
- **May and Encouraged:** The uses of the words "May" and "Encouraged" represent guidelines that are encouraged practices and not rigid requirements.

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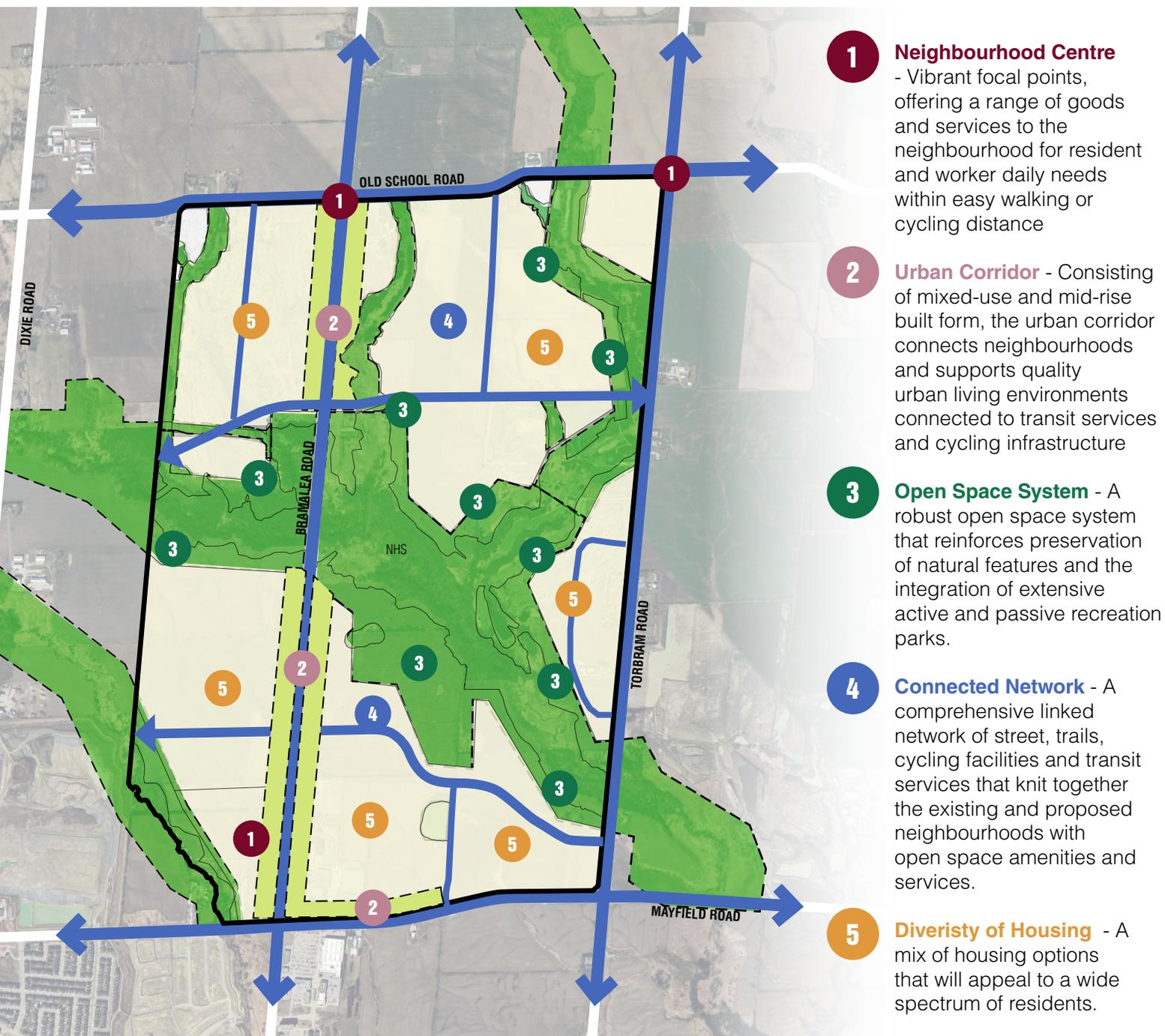


Figure 2.1: Mayfield Tullamore Community Structure Plan

Community Framework

2

2.1 Structuring Elements

The Mayfield Tullamore Secondary Plan Area is organized by structuring elements that will lead to the creation of a “healthy” and “vibrant” complete community with a well-functioning, attractive public realm.

Structuring elements serve as the main building blocks in defining the various land uses, establishing the street hierarchy and network, and creating the framework for neighbourhoods. New developments in greenfield areas should be designed as complete communities that provide jobs, housing, transit, and recreation opportunities, while supporting individual and community health.

As illustrated in Figure 2.1, the primary structuring elements for the Mayfield Tullamore community include:

- Neighbourhood Centre;
- Urban Corridor;
- Open Space System;
- Connected Network;
- Diversity of Housing.



Legend

- Mayfield Tullamore Boundary
- Neighbourhood Areas
- Urban Corridors
- Neighbourhood Centres

- School
- Community Centre
- Fire Station
- Park

- Open Space
- Natural Heritage System (NHS)
- Greenbelt Boundary

Figure 2.2: Mayfield Tullamore Land Uses

2.2 Land Use

New developments in greenfield areas should be designed as complete communities that provide jobs, housing, transit, and recreation opportunities, while supporting individual and community health. In compact communities, infrastructure costs are lower and greenhouse gas emissions and energy use can be decreased when compared to sprawling development. The overall layout of Mayfield Tullamore will be designed to maximize the use of land, while preserving the proposed Natural Heritage System (NHS) and encouraging a mix of uses and modes of transportation, delivering a greater density of people in close proximity to active transportation linkages and transit service.

The proposed land uses for the Mayfield Tullamore community will comprise low to high density mixed-use, integrating a mix of community amenities that will define the character and function of the development. These land uses are envisioned to include:

- **Neighbourhood Areas** - Planned as pockets of neighbourhoods surrounded by the NHS, the neighbourhood areas accommodate a wide range of housing types and forms for all ages and incomes in a more compact built form such as single detached, street townhomes, rear lane townhomes, rear lane stacked townhomes, and back to back townhomes. These areas also accommodate schools, parks, and other institutional uses needed to support development;
- **Urban Corridors** - These corridors are anticipated to be approximately 100 metres in depth on either side of Bramalea Road as well as along Mayfield Road, characterized by a mixture of primarily high intensity forms of development, including retail and service commercial uses, offices and residential apartments, as well as community facilities. A broad range of retail, service, office, cultural, institutional, educational, hospitality, entertainment, recreational and other related uses may be permitted. Medium and high density residential uses are also permitted. Ground-related medium density residential uses may be permitted towards the rear of the Urban Corridor;
- **Neighbourhood Centres** - Planned as vibrant focal points at the intersections of Old School Road and Bramalea Road as well as Old School Road and Torbram Road, these neighbourhood centres will offer a range of goods and services to the neighbourhood for resident and worker daily needs within easy walking or cycling distance. They may comprise of mid-rise or high-rise buildings that provide mix of uses;
- **Schools** - Co-located with or near a park;
- **Parks** - Strategically located throughout the community, within convenient walking distance of all residents;
- **Open Spaces** - Situated throughout to reinforce the preservation of natural features and connect different land uses;
- **Community Centre** - Located adjacent to a proposed park within the open space area, north of Mayfield Road and east of Bramalea Road, a conceptual community centre is proposed to support the recreational needs of anticipated users and residents;
- **Collector Roads** - Serve as connectors between Local Streets and major Arterial Roads.
- **Existing Schools and Recreation Centre** - Situated northeast of the Bramalea Road and Mayfield Road intersection;
- **Existing Bramalea Road** - A north-south Arterial Road which will act as major thoroughfare within the community.



Legend

- Mayfield Tullamore Boundary
- Natural Heritage System (NHS)
- Open Space
- Park
- Greenbelt Boundary

Figure 2.3: Mayfield Tullamore Interface with Existing Natural Areas

2.3 Interface with Existing Natural Areas

The designated NHS within the Mayfield Tullamore community (refer to Figure 2.3) is designed to ensure an ecologically diverse, healthy, and sustainable NHS in an urbanized setting. The primary goal is to preserve the existing natural environment to achieve multiple objectives and targets related to fish and wildlife habitat, connected natural areas and features, community diversity, water management, etc., that will be balanced and implementable.

The proposed land use fabric within the Mayfield Tullamore community, including streets, residential areas, open space features, and buffer elements, evolves from these extensive NHS lands and will provide important vista opportunities within walking distances of residential neighbourhoods and employment districts. As well, the circulation patterns shall allow for convenient and logical access to the proposed trail system integrated into these features.

The interface between the proposed NHS and adjacent proposed development will require careful consideration with respect to existing topography, vegetation communities and continuing agricultural functions. The proposed NHS interface along the south-western edge of the community will be characterized by a mix of adjacent land uses, including rear residential lotting, SWM ponds, parks, buffer blocks and a new school.

Section 4.3 Natural Heritage System (NHS) provides detailed design guidelines for the NHS.

Key characteristics / recommendations include:

- To reinforce the importance of the area, opportunities shall be provided for public visual and physical access by means of a trail and from publicly-owned lands, such as parks, schools, stormwater management facilities and the buffer block;
- The proposed NHS can be integrated into the community through the placement of a continuous trail connection that runs along the entire length of this interface, linking the SWM ponds, parks, employment lands and schools for pedestrians, cyclists and recreational users;
- Stormwater management ponds are considered a compatible use with the purpose and function of the natural features. Consideration should be given to locating these facilities partially or entirely within Greenbelt, but outside of the NHS;
- Conversely, where environmentally sensitive features and other areas within the proposed NHS require protection, public access and encroachment shall be restricted in order to prevent negative impacts or disturbances;
- Measures may include physical barriers such as lot fencing or information signage. A homeowner education and stewardship program shall be implemented in this regard;
- Dwellings backing onto or flanking the publicly accessible areas within the proposed NHS shall feature upgraded architectural treatment for the exposed rear and side elevations, consistent with the dwelling's front elevation treatment; and
- Transitional planting within parks, stormwater management facilities and other introduced features at the interface with the proposed NHS shall utilize a planting palette that consists of native species and is compatible with the existing or proposed plant material found within any natural features along the proposed NHS edge.



Legend

- Mayfield Tullamore Boundary
- Natural Heritage System (NHS)
- Open Space
- Greenbelt Boundary
- Urban Corridor
- Neighbourhood Centre

Figure 2.4: Mayfield Tullamore Character Areas

2.4 Community Character Areas

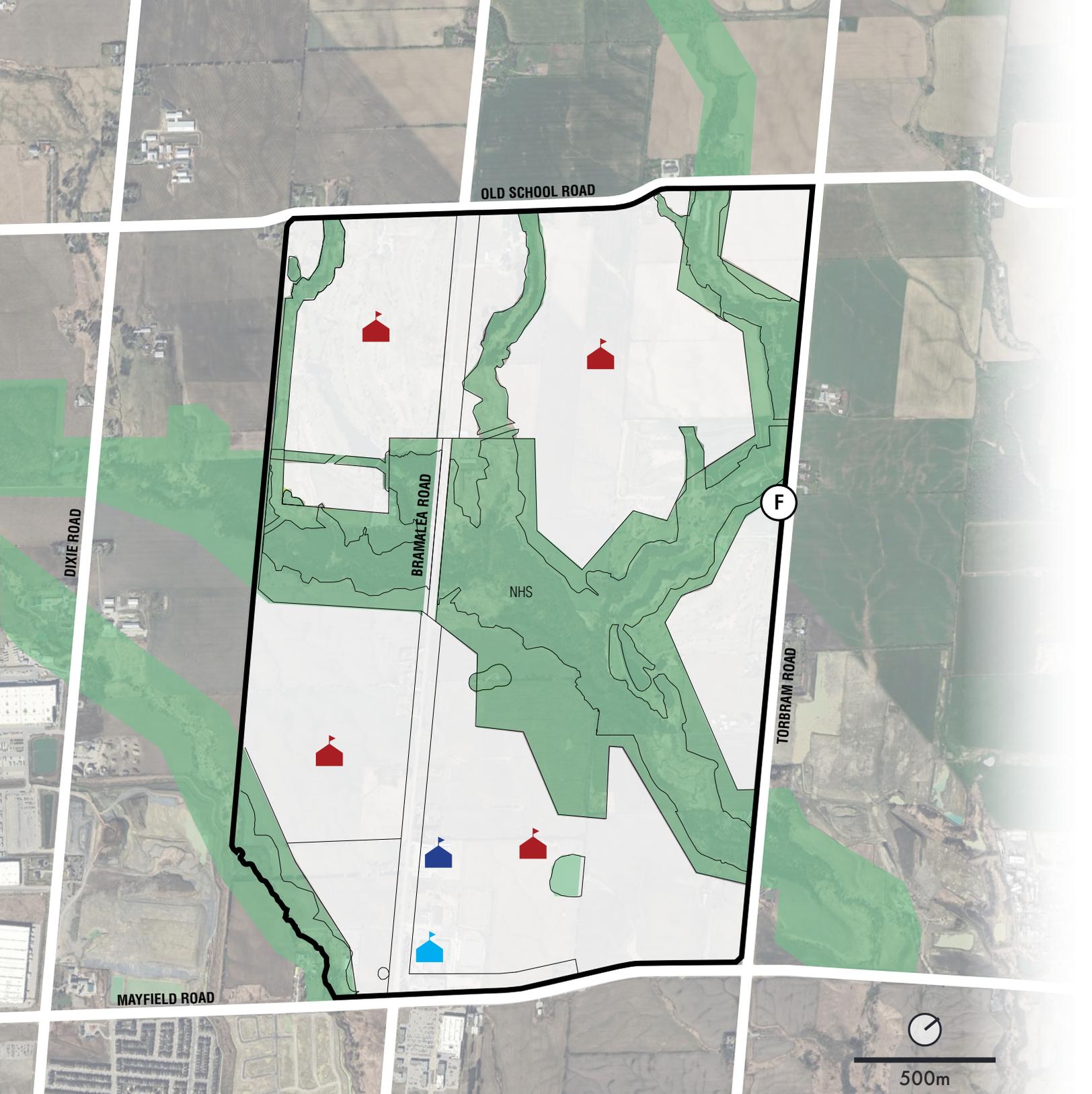
Fundamental to creating a transit-oriented, walkable urban community is the establishment of a mixed use corridor and neighbourhood centres at key locations within the Mayfield Tullamore community. Prominently located along Bramalea Road, with some mixed uses and neighbourhood centres along Old School Road and Mayfield Road, will be the Community Character Areas with potential priority treatments and special design considerations.

As the spine road through the community, the central location of this corridor is accessible to all surrounding districts and neighbourhoods, re-enforcing an active, and walkable community. Special built form and landscape treatments shall be incorporated into the design of the public realm.

Refer to Section 4.6 Landscape & Streetscape Design for guidelines.



Figure 2.5: A mixed-use corridor that contributes to and demonstrates the character of the community



Legend

-  Mayfield Tullamore Boundary
-  Fire Station

-  School
-  Existing Public Secondary School
-  Existing Public Elementary School

Figure 2.6: Mayfield Tullamore Institutional and Emergency Service Locations

2.5 Institutional & Emergency Service Locations

As shown in Figure 2.6, several schools as well as a fire station is proposed for Mayfield Tullamore that will support the function of the community.

Any potential school sites identified will serve as community landmarks, enhancing the character of surrounding neighbourhoods. These sites are selected based on several primary factors:

- Central locations within surrounding neighbourhoods;
- Walking distance from the school's neighbourhood catchment area;
- Suitable street right-of-way access;
- Safe trail connections; and
- Linkages to the open space system through pairing with Neighbourhood Parks.

Further, a fire station with emergency management services is proposed along Torbram Road. In addition to providing emergency response and medical assistance, fire department services foster a sense of unity and support among residents in the Mayfield Tullamore Secondary Plan Area through fire prevention education and community outreach.

Considering the importance of accessibility, the proposed location of the Fire Station along Torbram Road, an Arterial Road, enhances emergency response times for Mayfield Tullamore and surrounding communities within an 8 to 14km area.



Figure 2.7: School with prominent architecture that serves as community landmark

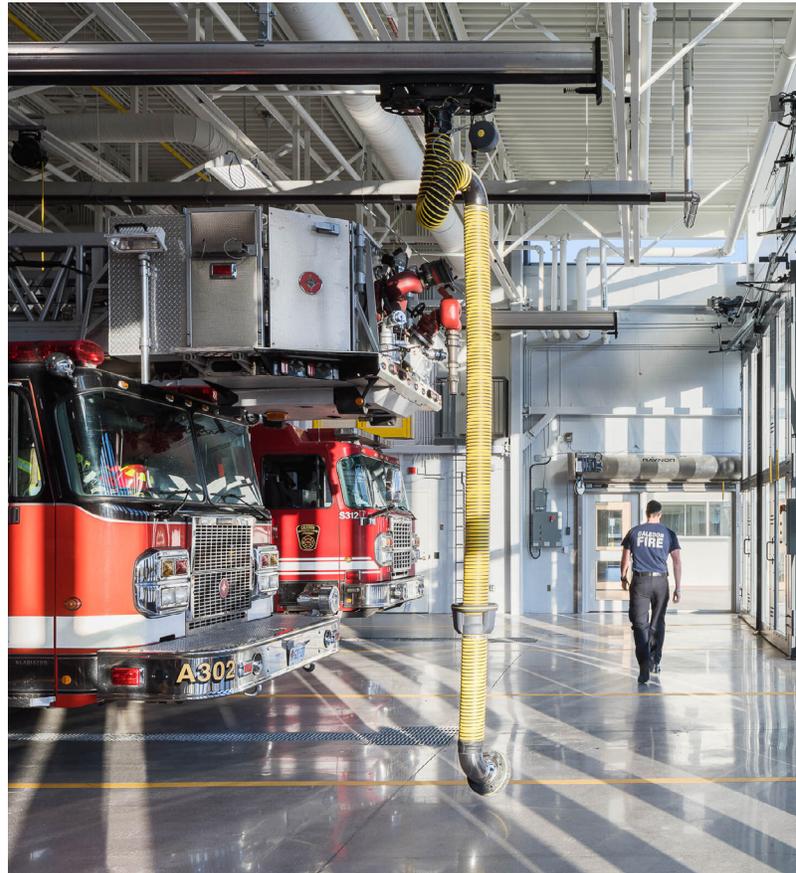


Figure 2.8: Fire station that will provide emergency and medical services for community and beyond



2.6 Diversity of Housing

With the development of Mayfield Tullamore, there is an opportunity to achieve a strategic residential expansion that is responsive to present and future market needs, provides a diverse mix of housing types for a wide spectrum of residents, including attainable options, and positively contributes to the character of the community through high quality architecture, appropriate transitions in building massings and strong street relationships.

The Mayfield Tullamore community shall be organized into a series of coordinated and interconnected neighbourhoods which include a range of housing typologies. Each neighbourhood is characterized by an individual sense of place that collectively contributes to the project's overall vision and experience. The neighbourhood strategy will be developed based on site constraints and opportunities, market conditions, and the overall project vision and goals. These neighbourhoods help to organize and concentrate community activity and can also be useful in determining project phasing.



Figure 2.9: A variety of residential built form

2.7 Attainable & Affordable Housing Strategy

Affordable housing is essential for creating healthy, inclusive, and sustainable communities. When housing is affordable, it enhances quality of life, offering more than just shelter. Affordable and suitable homes support good health and well-being, providing a foundation for financial and social stability.

Access to affordable housing positively impacts school performance, job stability, personal relationships, and both physical and mental health. Moreover, it helps to alleviate pressure on other government services and agencies. Ensuring that everyone has access to affordable housing is key to fostering vibrant, resilient communities where individuals and families can thrive.

Affordable housing should be located where convenient and accessible access to a variety of local services and daily amenities is available, such as employment, health services, full-service grocery stores, educational institutions, recreation and greenspace, walking paths and cycling networks, and public transportation.



Figure 2.10: Examples of affordable housing units that is well-connected and accessible

2.8 Gateways & Entry Features

Gateways and entry features can help identify the Mayfield Tullamore community by creating a sense of arrival, serving as placemaking and wayfinding elements, and enhancing the visual quality of the public street. Together with the proposed built form, the gateway and entry features can largely define the character of the development from the surrounding context.

A single gateway will be located on Town owned property, at Mayfield Road and Bramalea Road, where a 2-metre wide block may be required.

Entry features serve as welcoming enhancements at the neighbourhood level. Positioned on private properties at community and neighbourhood entrances, they focus on providing elevated landscape treatment for specific blocks, including mixed-use, condominium, townhouse, commercial, and employment areas. These features may incorporate, but are not limited to, enhanced planting, public art, distinctive paving, and specialized landscape treatments.

- Entry features on private lands may incorporate enhanced architecture and both hard and soft landscape elements with consideration for low walls, columns, signage, landscape lighting, enhanced paving, and ornamental planting.
- Buildings shall be designed with active facades and prominent built form, and located to frame the entry and reinforce a sense of arrival into intensification areas.
- Gateways and entry features at the intersections of Regional Roads should be coordinated with the Region of Peel and the Town of Caledon.
- Consistency and coordination of materials, colours, forms, and elements shall be provided for the landscape components.



Figure 2.11: Examples of entry features that demonstrates the character of the community

- The design of landscape elements shall be coordinated with the adjacent built form, reinforcing the prominent architectural features.
- Signage design shall be consistent with the proposed architectural theme.
- The design and layout of gateways and entry features shall not impede required view angles.

2.9 Walkability & Service Proximity

With an objective to create a walkable, pedestrian-friendly community, that has close proximity to services, amenities and transit, the community design plan:

- Presents street patterns that are logical and efficient with direct connections;
- Incorporates compact and transit supportive road and block layouts;
- Creates pedestrian-friendly streets with direct, coherent, and safe connections to local destinations;
- Ensures the active transportation network and facilities are well connected to the open space and transit networks;
- Proposes a north-south central character avenue for the community along Bramalea Road, which is situated to be accessible and within walking distance for the whole community;
- Offers a mix of housing types and densities that will sustain a viable transit program.



Figure 2.12: A pedestrian-friendly community with amenities and services close to transit



Figure 2.13: Examples of buildings oriented towards the street to promote casual surveillance and safety

2.10 Community Safety

A 'Sense of Community' motivates residents to work together to improve neighbourhood appearance and deter criminals. In order to promote a safe, pedestrian-friendly community, the design of all new buildings should incorporate the principles of CPTED (Crime Prevention through Environmental Design).

- A clear definition between public and private space shall be provided through the design and placement of buildings, fencing and landscaping.
- Lighting shall be designed to relate to the pedestrian scale. It shall be directed downward and inward to mitigate negative impacts on neighbouring uses;
- Ample fenestration facing public areas (streets, walkways) will be required to promote casual surveillance and 'eyes on the street';
- Concepts of 'territorial reinforcement' shall be implemented, including the ample usage of functional front porches that create a transitional area between the street and the home;
- All entries to buildings shall be well lit; and
- Main entrances will generally be visible from the street and clearly defined through architectural treatment.



Figure 2.14: Examples of accessibility strategies to ensure the space is usable for all

2.11 Community Accessibility

Barrier-free accessibility is an integral part of the Mayfield Tullamore community and site design considerations in an effort to eliminate barriers within the built environment so that people with physical disabilities will have more opportunities to participate in everyday life. Designs shall be proposed that are in accordance with the Accessibility for Ontarians with Disabilities Act (AODA) and any other applicable legislation, including Town of Caledon’s Multi-Year Accessibility Plan (2023-2027).

- All new institutional and public buildings shall be accessible to persons with disabilities, in accordance with the Ontario Building Code and AODA;
- Pedestrian networks will be designed to meet the Town’s accessibility standards with minimal slopes, curb ramps, sufficient width, markings, tactile warning strips and guards to support accessibility and safety;
- Pedestrian networks shall be designed as barrier-free routes consisting of continuous and direct walkways, slip-resistant surfaces, trundle domes at roadway crossings, minimal interruptions from access driveways, and free of abrupt changes in grade;
- All street furniture (including benches, planters, waste receptacles, newspaper boxes, etc.) and landscape planting shall be located outside of the main pedestrian networks to ensure clear unobstructed walkways;
- The design of public spaces should consider accessibility and universal design to ensure the space is available for all residents and visitors to use. Parks and recreation facilities will be developed with innovative, high quality, barrier-free amenities and features that support accessibility and inclusion; and
- Appropriate AODA wayfinding signage should be provided.



Street Network & Mobility

3

3.1 Complete Streets

Complete streets are designed for all ages, abilities, and modes of travel. Safety, accessibility walkability, cycling and transit networks are an integral part of complete street design in the Mayfield Tullamore community.

Integrated with Arterial Roads, the proposed street network will provide flexibility for establishing diverse transportation route options with a well-defined and connected hierarchy of streets. Special attention shall be given to the design and character of roads that intersect with the urban corridor and neighbourhood centres to provide another layer to Mayfield Tullamore's street and block structure.

Bramalea Road, Mayfield Road, Torbram Road and Old School Road will allow opportunities for mix of residential, commercial, and service amenities. These will help form the village junction for higher density residential and commercial, bringing residents of the community within walking distance to essential needs and services.

Although the proposed Collector Roads must meet higher vehicular capacity requirements, they will be designed as complete streets. These streets will include a substantial pedestrian realm and a built form with reduced setbacks that frames the street and reduces its perceived scale.

The Highway 413 ramp access at Bramalea Road is located 650 metres north of Old School Road. Consequently, while Bramalea Road may be busier than the parallel routes (Torbram/Dixie), there will be no impact to the land use designations south of Old School Road.



Figure 3.1: An attractive street that balances pedestrian and vehicular movement

3.2 Vehicular Circulation

A well-defined, linked, and easily recognizable hierarchy of streets will form the structure of the community. Designed as a modified grid pattern, the street layout is intended to facilitate movement and circulation, support accessibility and transit ridership, and promote a safe pedestrian and cycling oriented lifestyle. The streets will be designed to minimize block lengths for easier navigation and create terminating views, vistas and other focal points to achieve an attractive public realm.

Vehicular access to the future community will occur from at various gateway locations along Mayfield Road, Old School Road and Torbram Road, making the community accessible and compatible with potential future adjacent developments. Primary gateways are located at the intersections of Old School Road and Bramalea Road from the north side of the community, and Mayfield Road and Bramalea Road from the south side.

The future local street and block network will be designed to manage vehicular circulation by dispersing traffic, discouraging through-traffic on local streets, and ensuring efficient access for residents and emergency services.

Refer to Figure 3.5 for the Mayfield Tullamore Street Hierarchy Plan.



Figure 3.2: Integrated cycling networks encourage active neighbourhoods

3.3 Active Transportation

A connected and comprehensive active transportation network is fundamental to creating a safe, accessible, vibrant, and healthy community in Mayfield Tullamore. This network will integrate pedestrian and cycling circulation to provide attractive, convenient, and safe connections between people and places, supporting residents of all ages and abilities.

The integrated system will provide access to community focal points, parks, open spaces, commercial areas, schools, and public transit, connecting to the broader Town of Caledon, Bolton, City of Brampton, and Region of Peel networks. An interconnected, fine-grain grid street network that avoids excessive block lengths will encourage active transportation and permeability.

Pedestrian and Cycling Infrastructure

The design of both pedestrian and cycling routes is key to fostering a safe and accessible public realm, aligning with all applicable accessibility standards.

Design Guidelines:

- Provide safe, convenient, and accessible pedestrian and cycling connections throughout the community.
- Ensure vehicular access does not compromise these connections.
- Direct pedestrian and cycling connections to bus transit stops shall be provided to promote transit-oriented development and encourage public transit use.
- The future neighbourhood parks are generally located within a comfortable walking distance (400m/5-minute walk) of the majority of residents.
- Internal vehicular routes shall be designed with a clear hierarchy of circulation.



Figure 3.3: Example of a transit stop that coordinated with primary pedestrian linkages and provide a seating areas and weather protection

- Design bike lanes to ensure the safety and comfort of cyclists of all skill levels, providing clear, dedicated lanes separated from vehicular traffic where possible, and incorporating proper signage and lane markings.
- Design intersections and crosswalks to safely accommodate both cyclists and pedestrians.
- All sidewalks shall be designed to reduce barriers for persons with disabilities, seniors, and strollers.
- Pathways accommodating pedestrians and cyclists will be identified within the proposed open space system and the street network.
- A trail network through the Natural Heritage System (NHS) shall tie all parks and open spaces together, providing safe and convenient connections.
- The network should align with the broader Active Transportation Master Plans of the Town of Caledon and the Region of Peel, including prioritizing multi-use pathways on Town Arterial Roads (like Bramalea, Old School, and Torbram Roads) and multi-use trails within the NHS.
- Utilize landscape and paving materials to highlight circulation routes.
- Streetscape elements, such as trees, site furniture, and signage, will link open space design with architectural components to create an attractive and comfortable pedestrian experience.

Cycling Facilities

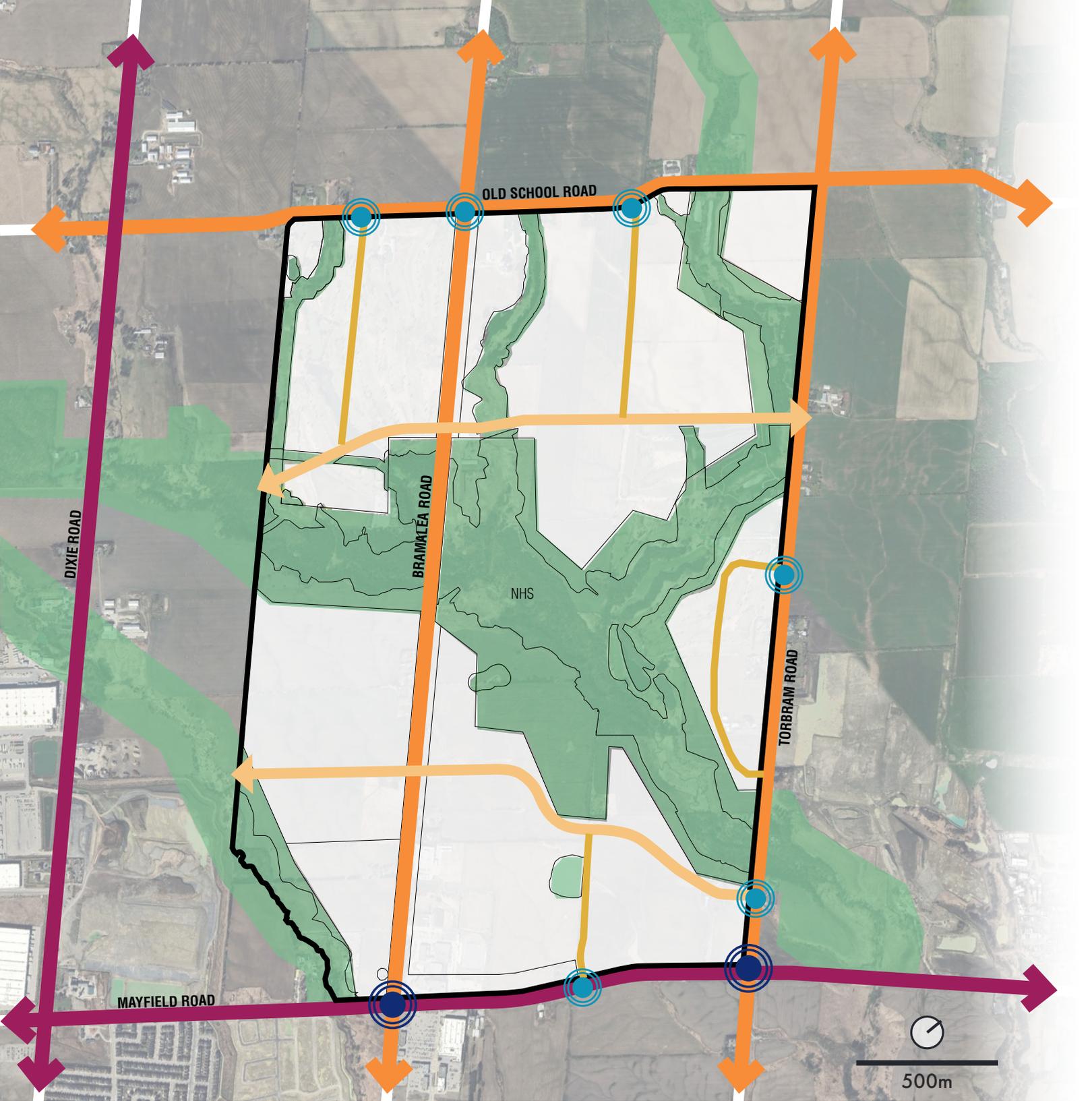
Integrating secure and convenient cycling facilities is fundamental to encouraging cycling as a viable alternative to vehicular connections and supporting a healthier lifestyle.

Design Guidelines:

- Provide parking and/or storage for bicycles at all commercial, institutional, mixed-use, and multi-residential buildings.
- At major public gathering areas, bicycle parking/storage shall be easily accessible, secure, and protected from the elements to the greatest extent practical.
- Outdoor bicycle racks, rings, or posts shall be of a secure design and strategically located in highly visible, easily accessible, and well-lit locations, in close proximity to building entrances.
- Integrate bicycle parking elements into the design and layout of parking facilities, ensuring convenient access to building entrances and weather protection options.
- Consider the inclusion of features such as bike parking, repair stations, and bike share programs to support diverse cycling needs, from recreational rides to commuter trips.



Figure 3.4: Examples of secure bicycle storage integrated outside of, as well as inside buildings



Legend

- Mayfield Tullamore Boundary
- Regional Arterial
- Town Arterial
- Proposed Major Collector Road
- Proposed Minor Collector Road
- Gateway Feature
- Entry Feature

Figure 3.5: Mayfield Tullamore Street Hierarchy

3.4 Street Hierarchy & Connectivity

A well-defined and interconnected hierarchy of streets will form the backbone of the Mayfield Tullamore community, serving as the primary framework for safe and efficient movement while also establishing its identity and character. The street network is meticulously designed to balance functionality with aesthetic appeal, creating spaces that foster social interaction and contribute to a welcoming environment.

The road network in Mayfield Tullamore will follow a modified grid pattern, carefully tailored to accommodate the site's topography, natural features, and future development goals. This approach ensures that streets support diverse transportation needs, from pedestrian and cycling routes to vehicular access, while integrating seamlessly with the community's overall vision.

Design Principles and Objectives include:

- The street hierarchy ensures efficient and safe access for pedestrians, cyclists, and vehicles, promoting an active and accessible community.
- Streets are designed as vibrant spaces for social interaction, with features like seating, landscaping, and public art.
- The road network enhances Mayfield Tullamore's character through thoughtful design of streetscapes, creating a distinctive sense of place.
- The layout supports transit use and provides efficient connections to key destinations and regional routes.
- Short block lengths and strategic vistas enrich the visual experience and highlight community landmarks.

The street network in Mayfield Tullamore shall be carefully crafted to include various components, each serving a distinct function to ensure a balanced and efficient transportation system. These components are integral to creating a vibrant, accessible, and well-connected community and include:

- **Major Arterial Roads:** These roads form the primary transportation routes, linking major destinations within and beyond the community. They are designed to handle higher traffic volumes and provide efficient connections to regional roadways.
- **Collector Roads:** Serving as intermediaries, Collector Roads manage traffic between Arterial Roads and local streets. They balance accessibility with traffic flow and support access to residential, commercial, and recreational areas.
- **Local Streets:** Local Streets provide direct access to residences and local amenities. They are designed to be pedestrian-friendly and foster a sense of community through their design and layout.
- **Laneways:** Laneways offer secondary access points for service functions, including garbage collection and maintenance, while also providing additional routes for pedestrians and cyclists.

Section 3.5 Road Classifications provides design guidelines for each street type.

3.5 Road Classifications

3.5.1 Arterial Roads

Arterial Roads are essential to the functioning of modern communities considering they provide easy access to necessary services and goods, as well as a means of transportation for people living in the area. Furthermore, Arterial Roads along community edges create economic opportunities, allowing businesses to expand their reach and access new customers.

The Town of Caledon relies heavily on its Arterial Roads to provide efficient and safe transit routes for its citizens. As outlined in the 2024 Town of Caledon Multi-Modal Transportation Master Plan, Mayfield Road and Dixie Road are classified as Regional Arterial Roads, while Old School Road, Bramalea Road and Torbram Road are Town Arterial Roads, which all provide connections into and around the Town of Caledon. These roads are designed to accommodate traffic volumes over the long term and act as major thoroughfares that connect residential, commercial, industrial and other land uses.

Arterial Roads and Urban Corridors

The streetscape along certain Arterial Roads may be designated as an Urban Corridor. An Urban Corridor is a mixed-use, predominantly mid-rise, area that promotes connectivity, walkability, and a high quality of urban living. Transit-oriented and cycling-friendly, these corridors support diverse activities for residents and visitors. They promote compact growth with opportunities for attainable housing and convenient access to transit, usually extending about a block from the main road. Typical uses within an Urban Corridor include retail spaces, offices, apartments, and various community facilities.

When an Arterial Road is designated an Urban Corridor, the design must balance traffic movement with the needs of a vibrant urban environment. Development will feature taller building forms, reduced setbacks, and wide sidewalks to prioritize

the pedestrian and transit experience. This approach, using infrastructure and natural features like the NHS, transforms major road streetscapes into vibrant community edges.

3.5.2 Collector Roads

Collector Roads are a vital and integral part of the transportation infrastructure in the Mayfield Tullamore community. They serve as crucial connectors between Local Streets and Arterial Roads, playing a significant role in the overall transportation network.

Recognizing the importance of promoting cycling as a sustainable and healthy mode of transportation, Collector Roads proposed within Mayfield Tullamore may feature designated bike lanes. These lanes are specifically designed to provide safe and dedicated passage for cyclists, enhancing their overall commuting experience. By incorporating bike lanes into the road design, the Town aims to encourage and facilitate cycling as a viable transportation option while prioritizing the safety of cyclists. In areas where an Urban Corridor designation is applied, Collector Roads may also be subject to specific urban design standards to support increased density and mixed-use development, ensuring a cohesive urban environment that complements the major Arterial corridors.

A typical Collector Road R.O.W. may include the following elements:

- Sidewalks on both sides of the street;
- Two-way cycle tracks on one side of the street;
- On-street parking on one side of the street;
- One travel lane in each direction; and
- Row of street trees on both sides of the street.

3.5.3 Local Streets

Local Streets serve residential neighbourhoods and are intended to provide a comfortable pedestrian experience with relatively low levels of local vehicular traffic. Their character varies according to adjacent built form, which may include low and medium density residential built form, mid-rise mixed use, and park frontage. The Local Street network shall facilitate logical, direct, permeable, and safe neighbourhood connections through a modified-grid configuration.

A typical Local Street R.O.W. may include the following elements:

- Two travel lanes with on-street parking on one side;
- Sidewalks provided on both sides of the road, which, depending on adjacent built form use, may extend to the building frontage;
- Street trees situated within the boulevard; and
- Street light poles and luminaires that reflect approved Town standards.

3.5.4 Laneways

Laneways may be proposed in the multi-residential and mixed use areas for townhouse and single-detached dwellings typically situated along Arterial Roads and Collector Roads, on which driveways for individual units and lots are not permitted, as well as within contemplated condominium blocks.

A typical laneway R.O.W. may include the following elements:

- Two travel lanes (one lane in each direction); and
- A mountable curb and a concrete apron on both sides, and access to rear or flankage garage parking.



Figure 3.6: Example of an Urban Corridor condition along an Arterial or Collector Road



Figure 3.7: Example of a local street with sidewalks on both sides



Figure 3.8: Example of a rear laneway condition

3.6 Integrated Transit

The interconnectivity between walking, cycling, and transit is essential to achieving a well-integrated active transportation network in Mayfield Tullamore. Opportunities to reduce car dependence is supported through the coordination of multiple linkage systems, including bus routes, sidewalks, bike lanes, and multi-use paths.

The transit strategy for the community is expected to include extensions to existing Brampton Transit services, as well as new routes along Collector Roads within the community. The potential bus transit service network for Mayfield Tullamore may include an extension to the existing Brampton Transit services.

The local bus route is expected to follow the major Collector Road through the Mayfield Tullamore community and connect to other minor Collector Roads to the north and south. In the fullness of time, it may be anticipated that bus transit will be available on all Collector Road routes. Frequent and conveniently located transit stops will be crucial to establishing an integrated transit system and promoting transit ridership.



Figure 3.9: Example of an accessible public transit stop with surface texture to identify shelter and stop location

Transit Stop Guidelines:

- Situate transit stops in compliance with applicable transit authority guidelines. In particular, they shall be located as close to intersections as possible and coordinated with primary pedestrian linkages, including trail connections and major building entrances;
- Locate transit stops in close proximity to mixed use nodes / commercial areas, schools and other institutional uses;
- For safety reasons, provide a safe level of pedestrian-scaled lighting at transit stops, where street lighting may be inadequate;
- To maximize safety and allow transit users to see approaching buses, design transit shelters in a transparent manner;
- For passenger convenience, locate transit shelters on the boulevard, adjacent to the roadway;
- Provide a 1.5 to 2.0 metre-wide hard surface area in front of shelters to permit safe exit by passengers and wheelchair users. Transit shelters shall be set back 0.5 metres from curbs and sidewalks to avoid damage by snow ploughs;
- Provide a change in surface texture at transit stops to help the visually impaired locate transit stops and shelters;
- Design transit stops to provide seating areas and weather protection, where possible; and
- Provide a concentration of street furniture at transit stops located in key areas.



Public Realm



An interconnected system of parks and open spaces has been strategically planned to offer a variety of passive and active recreation opportunities within walking distance of all neighbourhoods, enhancing the community character and identity of the Mayfield Tullamore Community.

4.1 Parks and Open Space

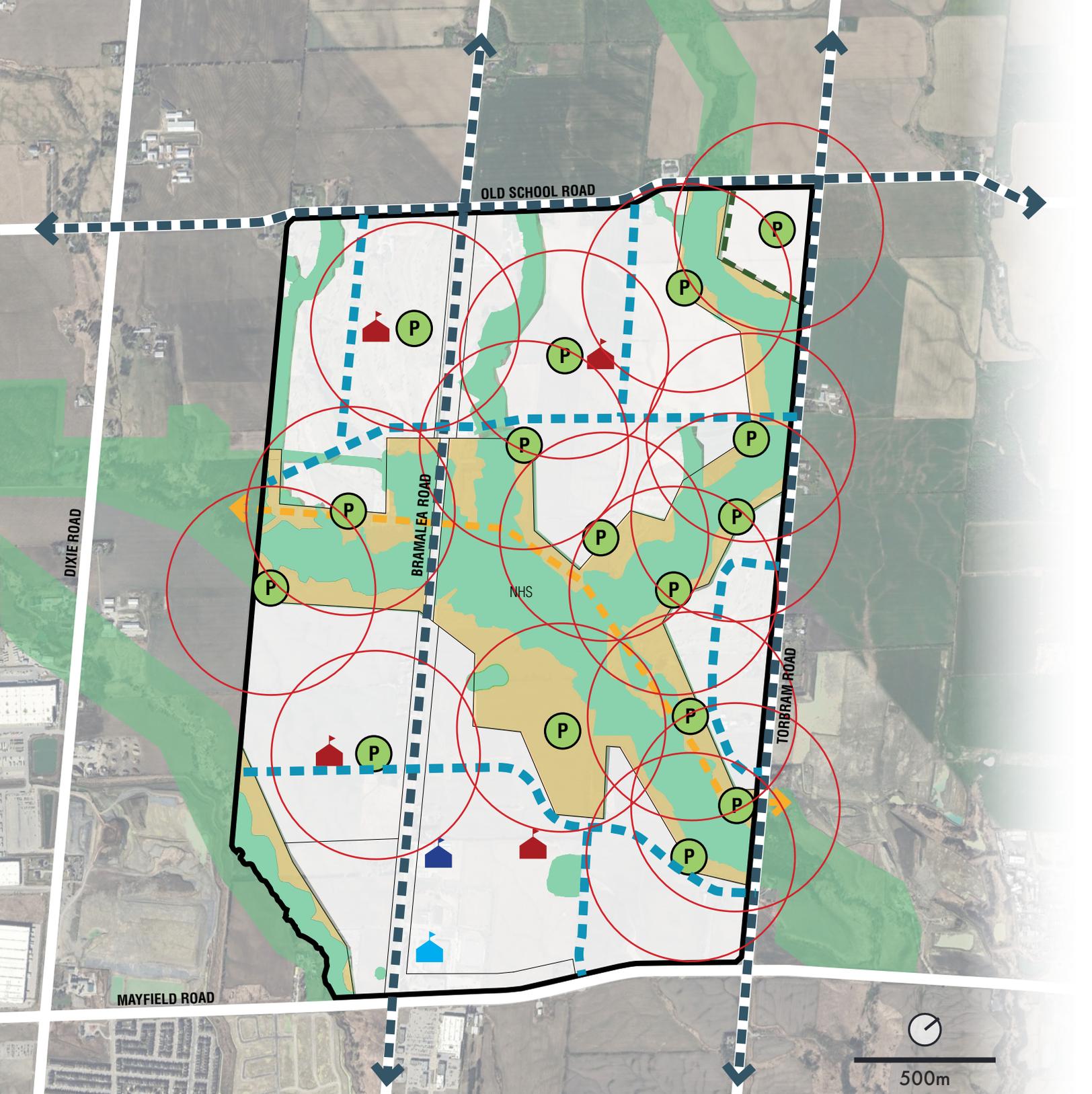
Several recreational amenity spaces are proposed throughout the community in order to provide a balance of passive and active activities for residents. A range of amenities, in combination with connections to the NHS and other open spaces, will improve the diversity, function and appearance of a whole parks system network. It is anticipated that the majority of units within the community will be located within a 5-10 minute walking distance of one of the parks.

The proposed parks within the community are focal points and will generally be composed of open green space, recreation areas, and seating amenities with shade structures. Many of the parks are strategically located adjacent to the NHS, maximizing physical and visual access to this significant natural feature. Each of the park's programming will be specified in consultation with the Town of Caledon to ensure a balance of facilities for a range of ages and abilities, as well as ensure appropriate types of facilities for the anticipated population.

The planning of parks and open space shall align with the Town's parkland hierarchy, the objectives of the Town's Parks Plan (May 2022), the Townwide Design Guidelines, and Part D: Natural Environment System, Parks and Open Space of the Future Caledon Official Plan.

The parks proposed for this community may include the following:

- Community Parks;
- Neighbourhood Parks; and
- Urban Squares and Parkettes.



Legend

- Mayfield Tullamore Boundary
- Natural Heritage System (NHS)
- Open Space
- Park
- 400m Radius (5 minute walk)
- School
- Existing Public Secondary School
- Existing Public Elementary School
- Conceptual/Preliminary Multi-Use Path
- Conceptual/Preliminary Multi-Use Trail
- Conceptual/Preliminary Bike Lane



Figure 4.1: Mayfield Tullamore Open Spaces

4.1.1 Community Parks

As described in Caledon's Parks Plan, Community Parks are a focus for active recreation and are centrally located within settlement area. These parks typically contain playing fields for organized sports, splash pads, and hard surface sport courts along with vehicular parking and/or washrooms where required to support park functions. Strategically positioned to optimize land use, Community Parks are often designed to pair with recreation/community centres or schools, creating vibrant neighbourhood centers. Typically a minimum of 4.0 hectares, these parks are located with significant street frontage on two or more sides and direct access to an Arterial or Collector Road with access to public transit. Strategic placement along transit routes within the urban area ensures efficient accessibility for the intended populace, although their focus remains localized, not extending to the entire city.

Potential locations for Community Parks in Mayfield Tullamore will be near the current Mayfield Recreation Centre/Mayfield School campus, as well as a Community Park in the north side of the community.

Potential features within a Community Park may include:

- Community Centres
- Active sports facilities (e.g., tennis courts, basketball /multi-purpose courts, pickleball courts, lit sports fields, etc.);
- Parking and washroom facilities;
- Formal entries, shade structures, seating, and decorative paving;
- Open grass areas with opportunities for unstructured play and flexible programming;
- Multi-use path(s) with direct connections to the street and pedestrian networks or NHS trails;
- Large playground facility with splash pad (e.g., swings, junior/senior play structures, spring/spinning toys, etc.);
- Outdoor fitness stations;
- Off-leash dog area; and
- Formal gardens and community gardens.



Figure 4.2: Community parks with activities for all ages and abilities



Legend

- | | | |
|---|-----------------------------|---|
| 1. Public Parking | 9. Senior Playground | 18. Gathering Plaza with Feature Pavement |
| 2. Accessible Parking | 10. Junior Playground | 19. Baseball Diamond |
| 3. Community Centre | 11. Senior & Adult Fitness | 20. Open Play Lawn |
| 4. Pathway Connection | 12. Full Size Soccer Field | 21. Pollinator Garden |
| 5. Main Access Pathway with Shade Tree Line | 13. Mini Soccer Field | |
| 6. Pathway Loop | 14. Multi-Sport Courts | |
| 7. Pathway Connection to Trail Network | 15. Pickleball/Tennis Court | |
| 8. Splash Pad/Skate Rink | 16. Dog Park | |
| | 17. Nature Play | |

Figure 4.3: Conceptual Community Park Facility Fit Plan (for demonstration purposes only)



Figure 4.4: Community parks with unique elements and is suitable for all ages

Community Park Design Guidelines:

- The Community Park shall provide both active and passive recreational opportunities for the entire community, reflecting the needs of anticipated users and residents;
- The community centre building shall be sited and articulated in a manner that addresses the street frontage, where a strong built form relationship with the street is established to generate pedestrian activity;
- Building façade and overall design shall complement the character of the community with respect to height, massing, materials, and architectural treatment;
- The use of special features such as paving, lighting, site furnishings, landscape details, entry elements and low impact development measures, shall complement the character of the community;
- Reasonably level and functional open play areas shall be provided for passive recreation use;
- Lighting for sports fields and other park elements shall minimize disturbance to adjacent properties;
- Safe pedestrian and cycling connections shall be provided between the Community Park and other community open space elements, recreation centre, schools, and the NHS;
- The Community Park shall be designed as an accessible facility, meeting all Town of Caledon barrier-free requirements;
- The facility is planned to be served by public transit with transit stop facilities integrated into the nearby/adjacent streetscape;
- Planting (trees, shrubs, grasses) shall consist of species tolerant of urban conditions with an emphasis on native species;
- Tree planting shall reflect an informal layout with cluster groupings of trees contained within lawn areas to facilitate shaded passive use;
- Above-ground utility boxes, meters, etc. shall be located discretely and screened, where possible; and
- A distinctive, landmark play component or an overarching theme is encouraged to establish a unique identity for the Community Park and create a memorable, destination-worthy experience for residents and visitors.



Figure 4.5: A neighbourhood park with passive and active recreational uses

4.1.2 Neighbourhood Parks

Neighbourhood Parks will cater to the needs and interests of the residents living within its general vicinity for both organized and unorganized leisure activities. Typically a minimum 1.0 to 2.0 hectares (as outlined in Future Caledon OP), these parks serve as a central common green space, reflecting and communicating the character of individual neighbourhoods.

The Mayfield Tullamore will include a series of Neighbourhood Parks strategically placed to provide a central focus for individual neighbourhoods. Features within Neighbourhood Parks may include:

- Formal entries, shade structures, seating, and decorative paving;
- Open grass areas with opportunities for unstructured play and flexible programming;
- Multi-use path(s) with lighting and direct connections to the street and pedestrian networks;
- Active sports facilities (e.g., tennis courts, basketball courts, etc.);
- Basketball/ multi-purpose court;
- Playground facilities (e.g., swings, junior/senior play structures, spring/spinning toys, etc.); and
- Formal planting layout, natural or cultural features.

Neighbourhood Park Design Guidelines:

- Neighbourhood Parks shall be predominantly soft landscaped to allow for a variety of active and passive uses, including programmed and unstructured uses;
- Neighbourhood Parks shall be planned and designed as the central focus of each surrounding neighbourhood;
- As a focal point within the neighbourhood, the parks shall be sited with frontages on a minimum of two public streets or lanes to promote views and access;
- Playgrounds and/or shade structures (including play structures, swings, etc.) shall be designed as a major focal element;
- Neighbourhood Parks located adjacent to the NHS shall incorporate native and noninvasive plant material within the park and at the interface with the nearby natural feature; and
- Although these parks are neighbourhood focused and within walking distance of the surrounding catchment area, on-street parking within 50-100 metres of the park shall be provided.



Legend

- | | |
|---------------------------------|---------------------------|
| 1. Pathway Connection | 7. Adult & Senior Fitness |
| 2. Pathway Loop | 8. Open Lawn/Play Field |
| 3. Plaza with Shelter Structure | 9. Bench/Seating Pod |
| 4. Baseball Diamond | 10. Evergreen Tree Buffer |
| 5. Multi-Sport Court | |
| 6. Junior Playground | |

Figure 4.6: Conceptual Neighbourhood Park Facility Fit Plan (for demonstration purposes only)



Figure 4.7: Parkette with play structure



Figure 4.8: Parkette with seating and walkways for passive use

4.1.3 Parkettes

Parkettes are small publicly-accessible open spaces with sitting areas and shade trees that allow for passive use, play, and social interaction. Typically defined as 0.8 hectares or less (as outlined in Future Caledon OP), they serve an important function as uniquely compact public open spaces that respond to the architectural form and street design of the surrounding neighbourhood.

These open spaces will function as a supplement to the proposed Neighbourhood Parks, while reinforcing a identifiable focus for smaller grain neighbourhoods. In doing so, the combined Parkettes and Neighbourhood Parks will ensure all residents will be within a 400m walking radius of a park space with play facilities and 1km walking radius from a community service.

Some of the future Parkettes will function as opportunities to link significant open space features or make these features more accessible and visible to the public realm, while others will provide play facilities in a more immediate walking distance of surrounding residences. Figure 4.8 provides a demonstration of potential features within the proposed Parkettes.

Potential features within Parkettes may include:

- Lawns that provide unprogrammed, passive recreation opportunities;
- Features, including seating, shade structures, and bicycle parking;
- Safe multi-use pathways and pedestrian/cyclist connections;
- Hard and soft landscape elements to identify areas of activity and circulation;
- Lighting provided for pathways and any shade structures, as required;
- More formalized planting structure with ornamental planting beds; and
- Some Parkettes may include playground facilities.



Figure 4.9: Conceptual Parkette Facility Fit Plan (for demonstration purposes only)

Parkette Design Guidelines:

- As a central openspace element for the surrounding residential dwellings, Parkettes will cater to small neighbourhoods that are constrained by major roads or natural heritage features that hinder easy access to a Neighbourhood or Community Park;
- They are designed for social interaction, passive use, and play opportunities, the extent to which will depend on the context and proximity to Neighbourhood Parks;
- Playgrounds may be integrated into the Parkette, particularly where alternative playground locations within Neighbourhood Parks are more than a 5-minute walk away;
- As a neighbourhood focal feature, Parkettes will be typically sited with frontages on a minimum of 2 public streets or lanes to reinforce views and access; and
- Given the limited size of the Parkettes, the extent of asphalt pathways within should be minimized to allow for more usable and permeable open space.



Figure 4.10: Urban Squares with seating, walkways, and hard surfaces for passive use

4.1.4 Urban Squares

Urban Squares are predominantly hard-surfaced public spaces with seating and shade trees, allowing for passive use, events, and social interaction. They may be strategically located in urban, mixed-use areas and are typically smaller than Parkettes, focusing on civic or commercial activity rather than local neighbourhood use.

Potential features within Urban Squares may include:

- Fixed and flexible seating options, such as benches, walls, and movable chairs;
- Shade elements, including mature shade trees and potentially pergolas or canopies;
- Public art or interactive installations to serve as focal points and enhance character;
- Hard-surfaced areas (paving) suitable for markets, festivals, and performances;
- Integrated lighting for safety and to enhance evening use and programmed events; and
- Pedestrian-friendly pathways ensuring accessibility and connectivity to surrounding streets and buildings.

Urban Square Design Guidelines:

- Emphasis shall be placed on passive use, with flexibility to accommodate multi-programmed community gatherings;
- Urban Squares may provide flexible use space to enable neighbourhood programming such as a farmers market, art fair, festival event, etc.;
- Adjacent built form shall have a strong orientation to the Urban Square and help frame the space; and
- In addition to the identified Parkettes, smaller plaza spaces may be integrated throughout the community, particularly within compact residential mid-rise and mixed use blocks. These will supplement open space requirements for residents or commercial customers within immediate adjacent areas.



Legend

1. Pathway Connection
2. Gather Plaza with Seating & Feature Shelter Structure
3. Senior & Adult Fitness

Figure 4.11: Conceptual Urban Square Facility Fit Plan (for demonstration purposes only)

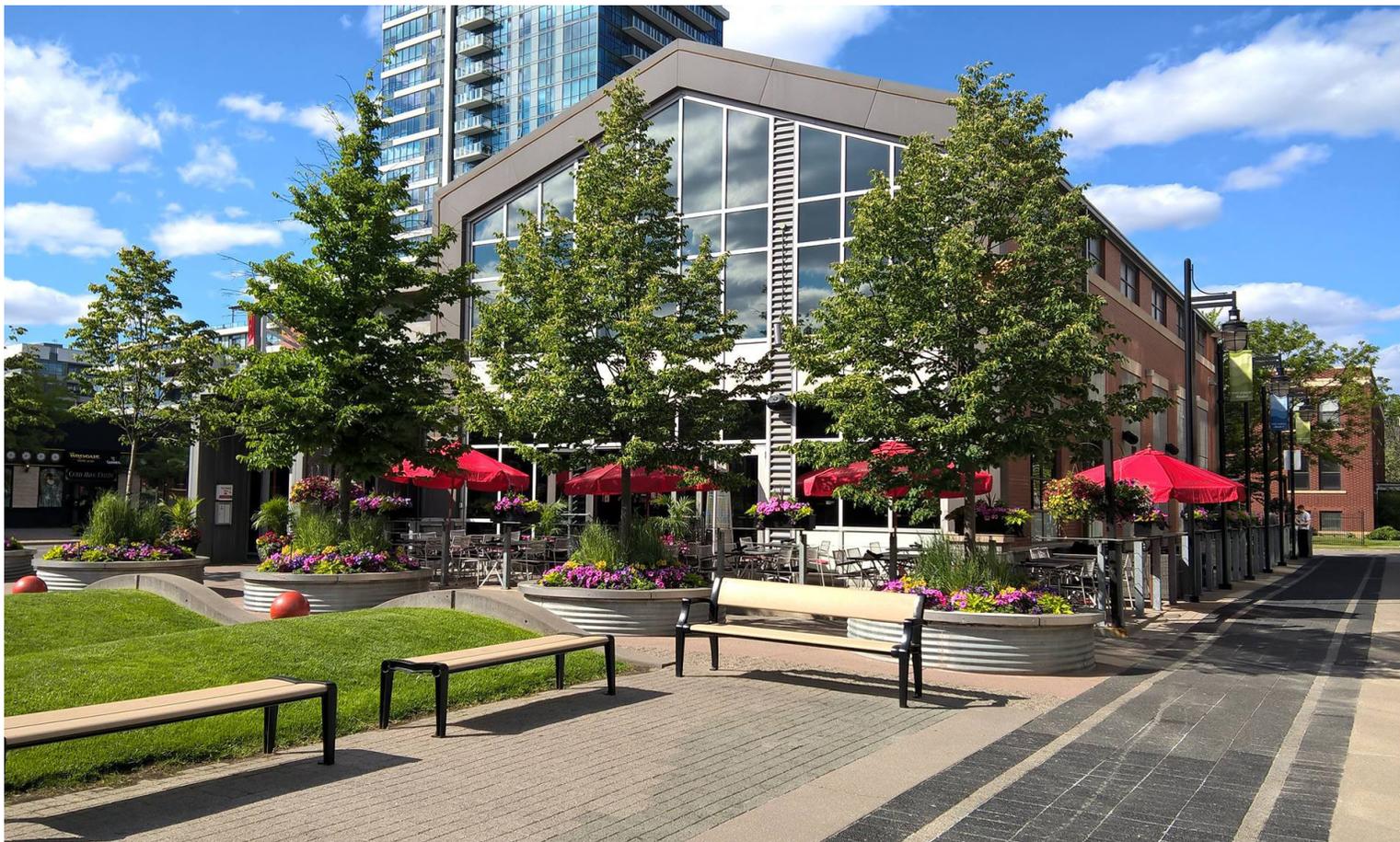


Figure 4.12: Port Credit Urban Square is a central gathering space designed with ample seating and a combination of hard and soft surfaces.



Figure 4.13: Stormwater management pond within community with a pathway and sheltered lookout feature for passive recreational use

4.2 Stormwater Management Facilities

Designed to work in conjunction with the NHS, the stormwater management facilities will help to maintain the ecological integrity of the NHS and provide water quality and control systems. These facilities also complement the parks and open space system through provisions for the extension of the trail network and the integration of community features, such as lookouts and seating areas.

A series of stormwater management ponds (SWM ponds) are planned for the Mayfield Tullamore community. The ponds shall integrate all of the necessary engineering and environmental functions, and will be designed to fit within the context of a compact urban development. The stormwater management ponds shall be planned as key focal/visual features within the community with facilities designed to enhance the character and appearance of surrounding neighbourhoods, in addition to achieving the functional water quality and quantity objectives.

To meet the Town's water balance targets for the subject lands, enhance groundwater recharge,

and reduce runoff peak flows and volumes from the development area, underground storm water management tanks may also be incorporated into the design of open space amenity areas.

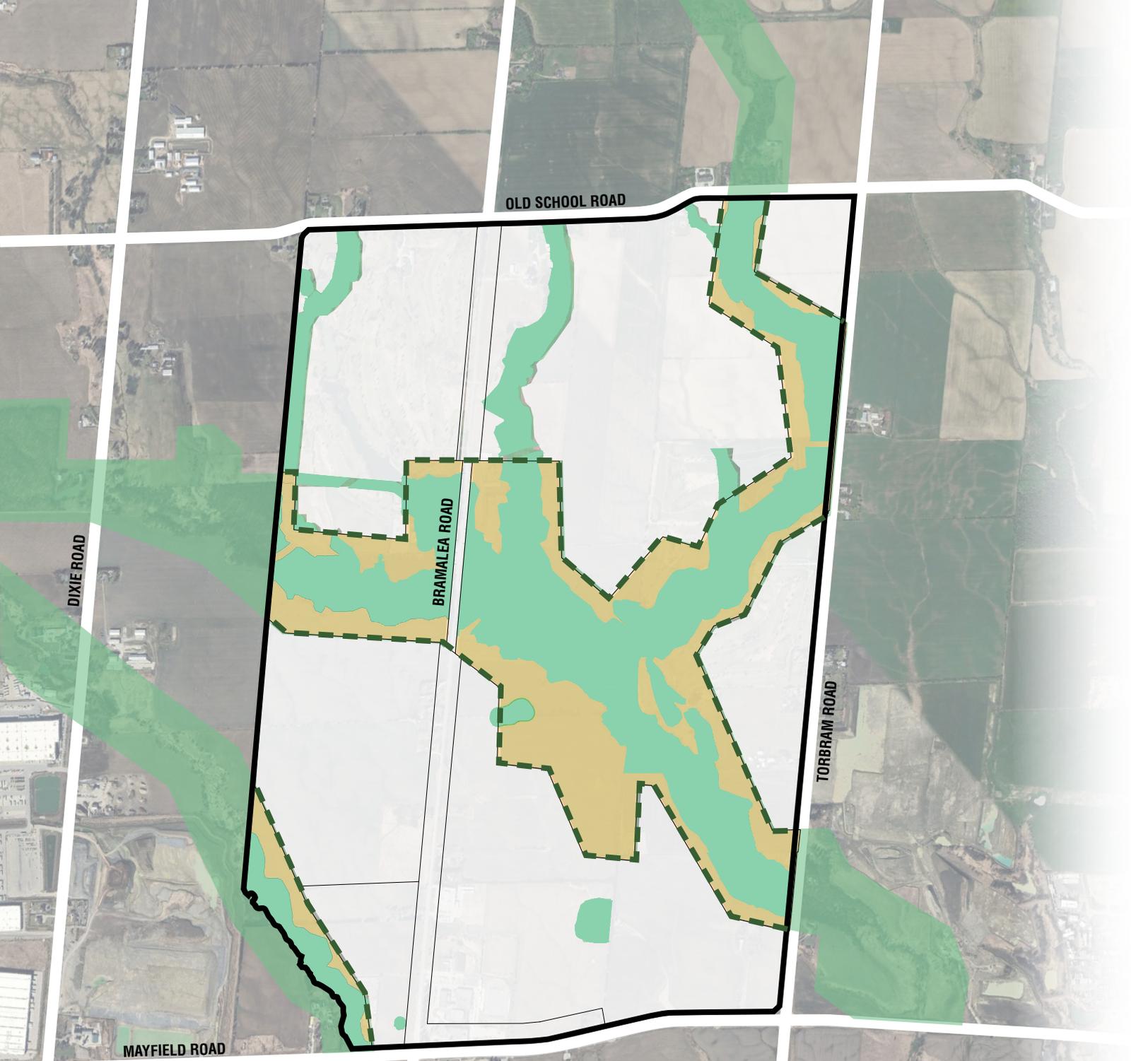
Design Guidelines:

- Appropriate planting shall be used along the slopes of ponds to help achieve a natural pond appearance;
- Pond inlets and outlets shall be concealed using planting, grading, and/or natural stone. Similarly, any utilities located within a stormwater management facility shall be screened from public view using planting, fencing, or other built features, as appropriate;
- The zone between the street and stormwater management facility shall be designed as a transition from an urban streetscape to a naturalized area;
- Each facility shall have significant street frontage to maximize visibility within the community;

- Fencing of ponds adjacent to publicly accessible areas is discouraged. However, where it is desirable to discourage public access to a pond, barrier plantings and living fences consisting of plant material may be utilized in place of fencing;
- Stormwater management ponds shall integrate lookout features at prominent locations, providing views into and across the feature;
- Lookout features shall serve as neighbourhood amenities and may include decorative paving, seating elements (benches and/or seat walls), a shade structure and upgraded planting, to be coordinated with neighbourhood themes;
- Public walking/cycling trails shall encircle ponds, except where immediately adjacent to a sidewalk or multi-use path. The sizing of ponds shall take into account the requirement for these trail connections;
- Maintenance/access roads may double as pedestrian trails and connect to segments of the wider trails and pathways network, where feasible; and
- Naturalized planting shall consist of native species and shall include whips, multi-stem shrubs, trees, grasses and riparian, aquatic and upland species as appropriate to conditions. All planting shall meet applicable Town species and density standards for stormwater management pond facilities.



Figure 4.14: Stormwater management pond with naturalized planting to support water quality function



- Legend**
-  Mayfield Tullamore Boundary
 -  Natural Heritage System (NHS)
 -  Open Space
 -  Greenbelt Boundary

Figure 4.15: Mayfield Tullamore NHS

4.3 Natural Heritage System (NHS)

The natural heritage system (NHS) within Mayfield Tullamore is designed to ensure an ecologically diverse, healthy, and sustainable natural environment in an urbanized setting. The proposed land use fabric, including streets, residential areas, and parks, evolves alongside NHS lands and will provide important vista opportunities within walking distances of the community. As well, the circulation pattern within the community will allow for convenient and logical access to the proposed trail system integrated into these features.

Design Guidelines:

- The importance of the area shall be reinforced, and opportunities provided for public visual and physical access by means of a trail and from publicly-owned lands, such as the walkway blocks;
- Conversely, where environmentally sensitive features and other areas within the NHS require protection, public access and encroachment shall be restricted in order to prevent negative impacts or disturbances. Measures may include physical barriers, such as lot fencing or information signage;
- A planting palette shall be utilized for transitional planting within introduced open space features (parks, compensation areas) at the interface with the NHS that consists of native species and is compatible with the existing or proposed plant material found within any natural features along the NHS edge;
- Information signage related to the natural features, habitats, and functions of the NHS shall be installed at key trail or publicly accessible junctions along the perimeter of the NHS.
- Streetscapes located along the edge of the NHS shall be designed with careful consideration for natural areas and any sensitive features they may contain, including the planting of native street trees and buffer vegetation;



Figure 4.16: Native street trees and buffer vegetation shall be designed with careful consideration for adjacent natural areas



Figure 4.17: The community shall be designed to regard and enhance the existing NHS

- Fencing will be required between private property and the NHS to help control access and prevent encroachment into the system; and
- Gates are not permitted between private property and NHS, parks, open space, etc.



Figure 4.18: Multi-use trails that provide access into the NHS that contributes to the pedestrian and cycling network and can be used for recreational purposes

4.4 Community Trails

The development of an extensive recreation trail system proposed for the Mayfield Tullamore community will provide access to the NHS from the pedestrian circulation established within the development. The trail will connect to planned or existing pathways throughout the broader development lands as a comprehensive pedestrian linkage network.

The NHS shall be integrated into the community through the placement of a continuous trail connection that runs north-south through the community, linking the SWM ponds, open spaces, residential, mixed use, and adjacent employment areas for pedestrians, cyclists, and recreational users. The trail and cycling network shall be consistent with the structure and applicable policies within the Town's Recreation & Parks Master Plan, the Caledon Trails Master Plan, Caledon's Development Standards, Policies & Guidelines, and the Peel Region Active Transportation Plan.

In alignment with Town policy, trail typologies proposed in Mayfield Tullamore may include:

- **Multi-use Paths:** Multi-use paths are bidirectional facilities physically separated from the roadway that can be used by people walking and cycling. There is currently an existing multi-use path (Regional) on Mayfield Road;
- **Multi-use Trails:** Multi-use trails have either a paved or packed unpaved surface and are wider to accommodate different uses such as cycling, walking, and horseback riding; and
- **Hiking Trails:** These are trails that have a natural surface and are often narrower in width. They may have rules around permitted use, such as walking only.



Figure 4.19: Image example of information signage related to natural heritage features, habitats and functions of the NHS installed at key trail locations

4.4.1 Trail Network Location

Trails and pathways shall create pedestrian linkages that seamlessly integrate with the Town of Caledon and Region of Peel’s active transportation networks, including Caledon’s Trail Master Plan. These connections will enhance the continuity of the Town’s open space and transit systems while providing convenient access to recreational opportunities within each neighbourhood.

The trail and cycling network shall comply with the following broad objectives.

- Trails and pathways shall provide pedestrian linkages that enhance the continuity of the Town’s trail and cycling networks and provide access to recreational opportunities within each neighbourhood;
- Potential impacts to the designated NHS shall be mitigated as a primary criterion for proposed trail locations within these lands;
- Adequate buffers between residential property limits and proposed trails will be addressed through the final approval of future development applications;
- The trail network shall be integrated into the Town-wide path system and linked with applicable trails established in the Town of Caledon;
- Trails shall provide a barrier-free experience and be designed to accommodate a wide range of users and abilities. Trail gradients shall meet Town and Provincial standards;
- To promote user safety, trail lighting shall be considered where night travel is anticipated.
- Trails shall not be lit where adjacent to sensitive habitat environments or where light may spill over onto adjacent private areas (backyards, residential windows, etc.); and
- All contemplated lighting of trails shall be within areas of high visual exposure to ensure trail users are not directed to areas of low public surveillance during the night.

4.4.2 Trail Elements & Wayfinding

To encourage use and safety, the designated trails within Mayfield Tullamore shall incorporate the following -

- Pedestrian lighting within park paths, at trail entrances or along window streets shall be considered on a case-by-case basis;
- Signage information displaying the trail network shall be provided, encouraging trail users to stay on the designated path to avoid damage to adjacent sensitive environments, educate trail users on the purpose and importance of the natural system, as well as inform users of the winter maintenance expectation;
- Trail gateways shall be strategically located at access points to the NHS;
- Special elements shall be provided at trail entrances and may include gateway markers, signage information kiosk, landscaping, seating, waste receptacles, bike racks, signal activated bike rails, community mailboxes, decorative paving, and interpretive signage;

- Trailheads provide an opportunity to commemorate notable aspects of the local area in a unique marker or signage form, which can be integrated throughout the community as a defining character element. In doing so, the design and materials shall continue to reflect the standard design language adopted by the Town; and
- Benches and waste receptacles shall be located at accessible key points along the trails, typically at trailhead locations.

4.4.3 Integration of Trails within the NHS

A key component of the trail and cycling network is the integration of the trail within the NHS. Design considerations may include the following -

- While the NHS can be considered green infrastructure with respect to functions such as floodplain management, water quality improvement, etc., there are limitations related to the integration of trails within its boundaries and associated buffers;
- Proposed trails and pathways shall be appropriately located and designed to respect significant hazards or sensitive features and functions;
- Mitigation measures will be undertaken to avoid and/or minimize any impacts to natural features and/or functions, and to restore and enhance those local areas that may be affected by pedestrian crossings;
- The design of any trails contemplated within the NHS lands shall be composed of screenings material, depending on location and anticipated frequency of use, unless otherwise authorized by the Town of Caledon; and
- In order to mitigate potential impacts to the NHS, flexibility with respect to trail width and setbacks may be required.



Figure 4.20: Example of coordinated trailhead and information signage

4.4.4 Active Transportation Crossings

Traffic calming is key to promoting walkability and creating a safe pedestrian, and cyclist-friendly environment. Enhanced paving or painting shall be provided for the active transportation crossings at key signalized intersections, to define pedestrian and cyclist crossings, serve as traffic calming, and add character to the street. Design considerations in this regard may include the following -

- Signal control intersections shall be installed at Collector Road intersections. Considerations for crossings may include distinctive treatments such as enhanced painting or paved crossing installation;
- The crossing treatment shall clearly distinguish between pedestrian and cycling crossing lanes where applicable;
- Key community amenity facilities (schools, parks, trailheads, etc.) should be linked by controlled crossings at strategic locations to recognize these priority connections;
- To assist pedestrians with visual impairments, curb ramp designs shall have raised tactile surfaces or materials with contrasting texture and sound properties.

4.4.5 Walkway Blocks

In some instances, a convenient or desirable connection to a trail, open space, or neighbourhood may be identified where a block of residential dwellings separates these uses from a street. If this is the case, the integration of a walkway block may be considered to facilitate this connection. The following design guidelines shall apply for walkway blocks:

- Walkway blocks will be a minimum of 6.0m in width and shall provide planting on both side of the 3.0m walkway to provide screening;
- Wider walkway blocks may include sod strips with narrow crowned trees, where space permits; and
- Walkway blocks shall not be designed as overflow drainage routes.



Figure 4.21: Examples of walkways to ensure safe pedestrian circulation and connectivity



Figure 4.22: Example of street furniture, planting and patios in spill out areas from adjacent at-grade commercial store fronts that activate the public realm

4.5 Landscape & Streetscape Design

The design of the streetscape is crucial in defining the function and identity of Mayfield Tullamore. Within the community, the character of the public realm will be significantly influenced by the streetscape elements both within the community and along its edges.

Design solutions in the community should thoughtfully integrate the various elements and functions within the right-of-way and their relationship with the adjacent built form. This approach ensures safety, establishes a high-quality and durable built environment, and reinforces a comfortable street setting for pedestrians and cyclists, making it a primary social gathering space within the neighbourhood.

Well-designed streetscapes in Mayfield Tullamore will enhance wayfinding, orientation, and placemaking, contributing to a cohesive and vibrant community. Through careful consideration of streetscape elements, Mayfield Tullamore will foster a strong sense of identity and ensure that public spaces are inviting and functional for all residents.

4.6 Streetscape Elements

Mayfield Tullamore’s streetscape will play a key role in promoting and enhancing the identity of a community. A carefully considered combination of elements within the right-of-way can create an inviting and unique public realm experience for residents and visitors. To reinforce the character and identity of the community and ensure the safety, comfort and accessibility of pedestrians, cyclists and motorists, the design of streetscape elements shall be coordinated and consistent with the vision established for Mayfield Tullamore.

The following sections contain guidelines related to:

- Street Lighting;
- Street Furniture;
- Utilities; and
- Street Tree Planting Strategy.

4.6.1 Street Lighting

The design and selection of street lighting elements plays a key role in establishing the character of the public realm. When selecting light fixtures, consideration should be given to aesthetics, maintenance, cost effectiveness and energy efficiency. Selection and placement of lighting fixtures shall be in compliance with established Town of Caledon standards.

- Lighting design (pole and luminaire) shall be coordinated with the architectural design and other street furnishings to promote a consistent and definable character for the community;
- Select light poles and luminaires that are appropriate to the site and function to avoid underlit or excessively lit areas and light pollution;
- Lighting utility boxes shall be located to minimize their visibility, in compliance with Town of Caledon standards. Boxes shall not be located along the frontage of parks;
- Ensure that there is no light encroachment into natural areas to avoid impacts on wildlife;
- Ensure 'night sky' compliance as a component of sustainable design, with illumination directed downwards;
- Consideration may be given to establishing a hierarchy of coordinated light standards which are sized according to use related to vehicular routes, parking areas, walkway blocks and open space amenities, as appropriate; and
- Opportunities should be considered for renewable energy use, such as solar-powered lighting along park paths and natural trails.

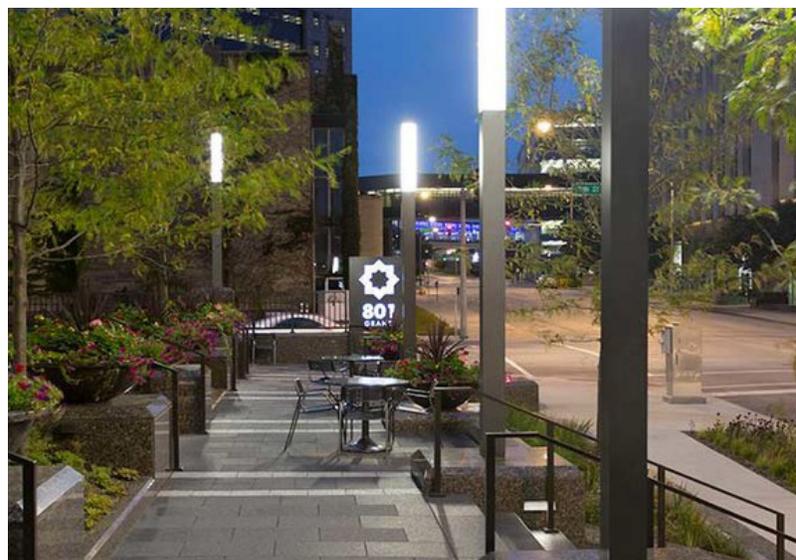


Figure 4.23: Examples of pedestrian scaled lighting fixtures and streetscape elements to create an enjoyable public realm



Figure 4.24: Examples of street furniture that demonstrates the character of the community

4.6.2 Street Furniture

Attractive, sturdy and accessible street furniture is fundamental to the visual appeal and use of streets and public spaces. It plays an important role in defining the streetscape and reinforces the community identity. A cohesive design palette for the Mayfield Tullamore community may be explored in collaboration with the Town, establishing an aesthetic that would be reflected in the site furniture, lighting, and potentially the park features.

Design Guidelines:

- Street furniture shall be provided in high pedestrian traffic areas and in key open space areas such as parks, storm water management pond lookouts and at trailhead amenity locations;
- Furniture within community character areas, in particular, shall include benches, waste receptacles and bicycle racks, rings or posts, and shall be complementary to the selected street lighting design. The colour, material, form and style of street furniture shall be consistent with and complementary to the established design theme for the community;
- The placement and layout of furnishings shall encourage safe use, maintain all accessibility requirements and be appropriate to the adjacent built form type and function;
- As much as possible, furnishings shall be vandal resistant and low-maintenance, with readily available componentry; and
- Special paving treatments may be provided at key crosswalks in the mixed use areas, or within areas of social congregation.

4.6.3 Traffic Calming and Pedestrian Crosswalks

Traffic calming is key to promoting walkability and creating a safe, pedestrian-friendly environment. Pedestrian crosswalks serve to demarcate a safe route for pedestrians to cross the street, thereby delineating a separation between the pedestrian realm and vehicular zones and encourage traffic calming. Providing visual cues for slowing traffic speeds, encourages cautious driving, and reinforces pedestrian priority zones.

Design Guidelines

- In high pedestrian traffic areas, a formal pedestrian crosswalk installation shall be provided at every four-way intersection;
- Signalized pedestrian crosswalks shall be provided at locations where important civic destinations are situated or where significant walking traffic is anticipated and where commercial uses are planned;
- To enhance visibility and minimize conflicts between pedestrians and motorists, crosswalks at key intersections shall utilize distinctive coloured and/or textured materials or markings;
- Pedestrian crosswalks shall be highly visible to motorists and include signage where appropriate;
- To assist pedestrians with visual impairments, curb ramp designs shall have raised tactile surfaces or materials with contrasting texture and sound properties; and
- Crosswalk materials shall consist of either zebra stripes (using retroreflective thermoplastic markings), broom finished concrete, concrete unit pavers, impressed concrete or an upgraded impressed asphalt (such as Streetprint XD).



Figure 4.25: Examples of street calming measures to enhance public realm and ensure pedestrians are safe and feel safe while walking



Figure 4.26: Examples of treatments to hide view of utilities from the street

4.6.3 Utilities

Any utilities and utility-related boxes or structures should be designed and sited to minimize their visual impact on the public and private realm, where feasible.

Design Guidelines:

- Along main roads, and within mixed-use areas, utilities shall be strategically located to mitigate visual impacts and avoid physical barriers to pedestrian flow;
- Architectural design shall mitigate the visual impact of utility functions. This may include incorporating utilities into the building massing or within an unobtrusive recessed wall niche, landscape screening, or by siting utilities on side walls (perpendicular to the street);
- Utilities required for parks and open space areas will be located within these uses. All other utility boxes/ structures are not permitted within or in front of park or open space blocks;
- Utility companies are encouraged to incorporate graffiti maintenance controls for applicable utility boxes; and
- Lighting utility boxes shall be located to minimize their visibility, in compliance with Town of Caledon standards. Boxes shall not be located along the frontage of parks.

4.6.4 Healthy Street Tree and Planting Strategy

Proposed planting for the overall Mayfield Tullamore community shall achieve a balance between enhancing the vegetated environment through ecological sustainability and urban tree canopy, and meeting aesthetic requirements. An effective planting strategy can help establish the character of neighbourhoods within the community and should relate to the street type and adjacent land use.

Street Tree and Planting Guidelines:

- All tree species shall be selected from the Town's approved tree species list;
- The size requirements established by the Town with respect to trees, shrubs, and groundcover shall be adhered to;
- A variety of deciduous and coniferous trees and shrubs shall be integrated for year-round interest, seasonal variation, texture, and shape;
- Where applicable, planting (trees and shrubs) shall comprise hardy species tolerant of urban conditions (pollution/salt/drought tolerant, compacted soils);
- The planting of native species is encouraged.
- The use of native, non-invasive tree species is required for streets and areas adjacent to natural open spaces, including NHS features, buffers and stormwater management ponds;
- Deciduous trees shall be placed to let sunlight and warmth into buildings and open space areas during winter, while in summer creating a canopy that shields people and buildings from sun, glare, and heat; and
- Good quality native soil shall be retained on site and enhanced, if required, with locally sourced soil of equal or better quality.

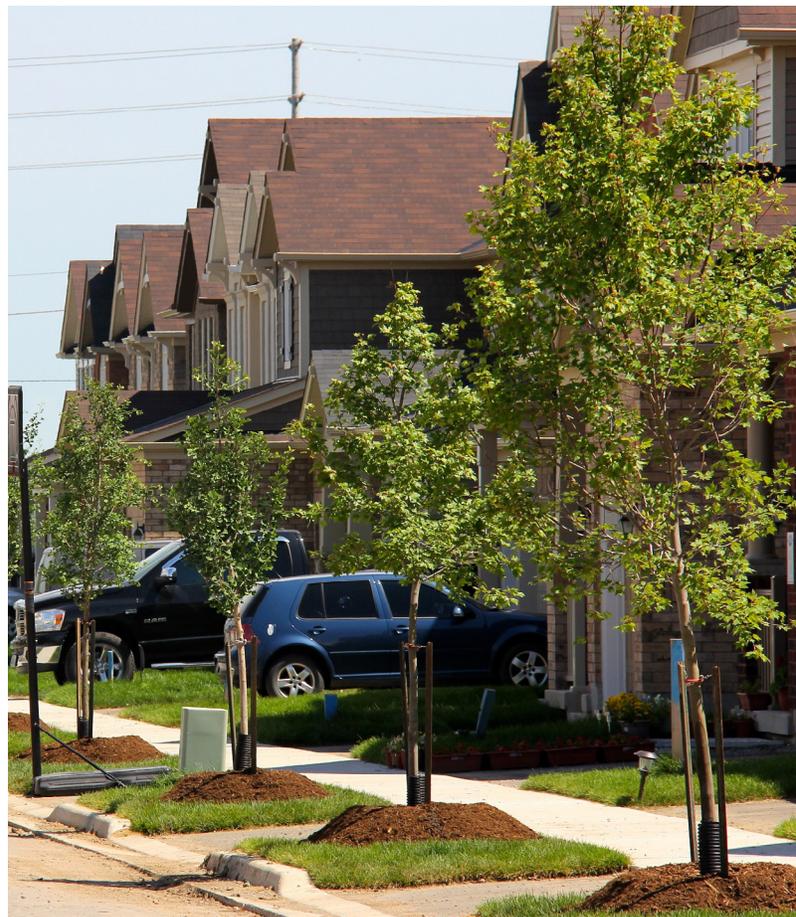


Figure 4.27: Examples of streetscape canopies to enhance public realm and contribute to biodiversity



Figure 4.28: Examples of front yard planting to enhance public realm and contribute to biodiversity

- Should irrigation be required, consideration should be given to an efficient drip irrigation system using non-potable sources and rainwater harvesting techniques (roof, parking lot, grey water).
- A priority should be placed on utilizing xeriscape planting techniques and selecting drought tolerant species to conserve water.
- The use of infiltration trenches, dry swales and naturalized bioswales adjacent to parking areas shall be encouraged to improve on-site infiltration.
- Ornamental or flowering trees shall be considered for key entry streets to help define or emphasize community and neighbourhood gateways;
- Unless otherwise stipulated, street trees shall be located within the grass boulevard between sidewalk and curb, with the intent of creating a prominent, continuous canopy on both sides of the street;
- Trees of the same species should be planted on both sides of the street and may extend the length of the block or street, with the objective of creating a uniform canopy;
- To foster greater biodiversity, avoid street tree monocultures that repeat the same species over large areas;
- Street tree sizes shall comply with Town of Caledon minimum caliper size standards. However, a larger caliper size (approx. 80- 100mm cal.) should be considered to highlight character streets, focal areas or significant entry points along roads that intersect with the urban corridor and neighbourhood centres.
- Minimum distance separation between street trees and below and above-ground utilities shall be in accordance with Town of Caledon standards.
- A hard surface splash strip along the inside of the curb for arterial and Collector Roads shall be integrated to reduce salt damage to grass boulevards.

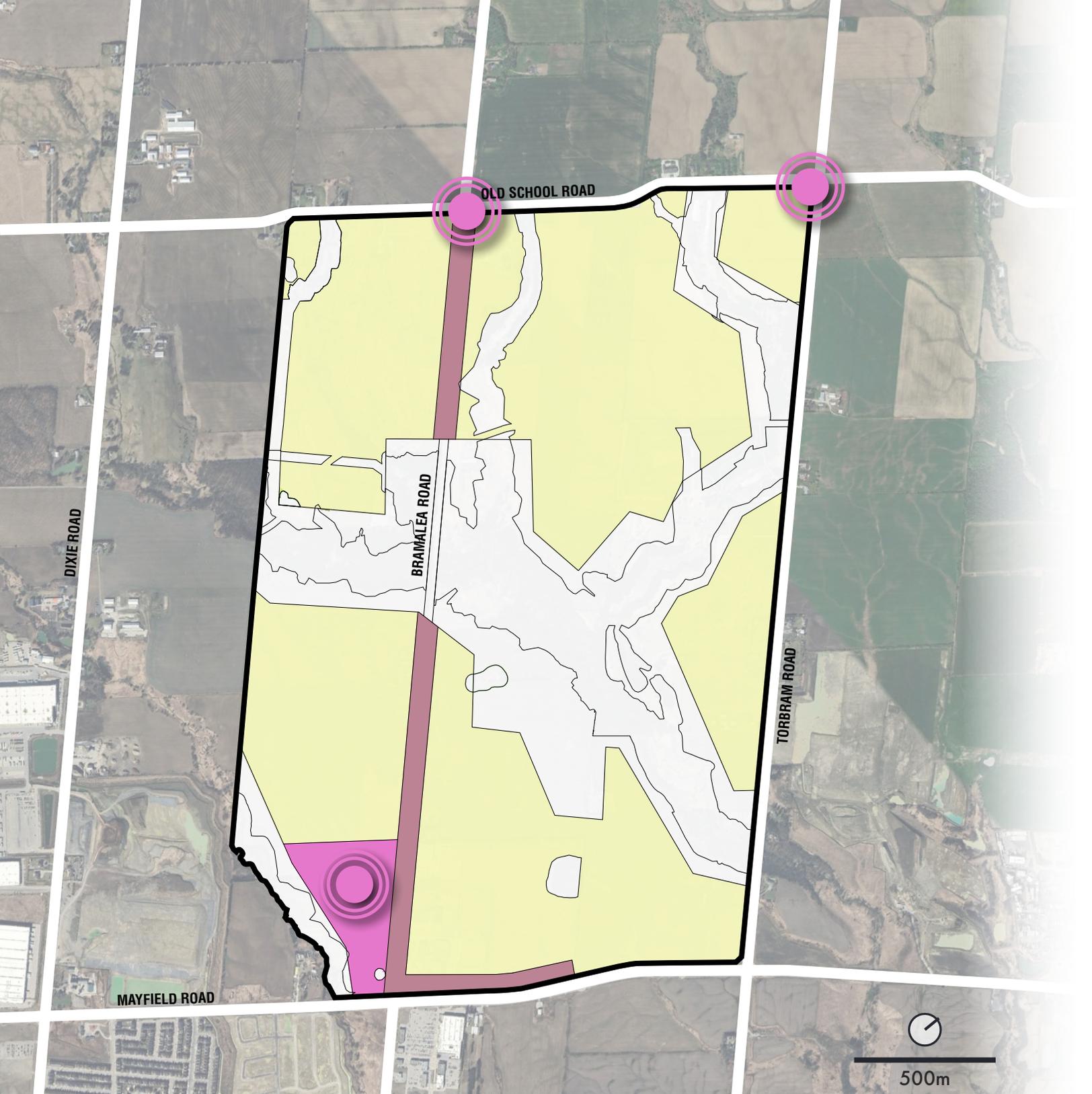
Preliminary Architectural Guidelines

5.1 Built Form Character

A quality built form character within the Mayfield Tullamore community shall be achieved for all built form types, delivering architecture that is rich and varied in its form and treatments, creating a distinctive community with visually appealing streetscapes. New built form should support placemaking and foster a safe, attractive, pedestrian-oriented urban environment. The Town of Caledon's history and heritage will serve as inspiration for the development of architectural styles and themes for each neighbourhood and district area.

Combining traditional and contemporary architectural influences to establish a legible community design vision, the proposed built form character will recognize timeless heritage influences while responding to intensified contemporary building forms. It is intended that a wide range of building typologies proposed will provide marketplace choice for residents of different incomes, households and lifestyles.

Architectural styles and design proposals will be evaluated through an architectural control process and site plan approval process (where necessary). As described in section 1.5 Design Control, Architectural Control Guidelines will be prepared for Mayfield Tullamore to provide clear design guidance on the design of buildings (such as individual homes, industrial buildings, commercial buildings, etc. through the proper articulation of their built form. These guidelines will be updated through an amendment to this document or a future ACG's submission, and shall adhere the general architectural guidelines provided in Section 9.0 of the updated TWDGs.



Legend

-  Mayfield Tullamore Boundary
-  Neighbourhood Area
-  Urban Corridor
-  Neighbourhood Centre

Figure 5.1: Mayfield Tullamore Built Form

5.2 Built Form Typologies

Low-rise residential development will account for the majority of new built form constructed within the Mayfield Tullamore community. A wide variety of housing choices will therefore be provided to create a diverse, yet cohesive, community for residents of different incomes, households and lifestyles. The various architectural forms within the development shall provide for a harmonious mix of attractive architecture which may incorporate both traditional/heritage and modern/contemporary influences to reflect a high quality character with a cohesive and legible community identity.

It is important that new residential buildings are designed to be complementary to the design of the public realm. Building elevations exposed to public view will be designed in such a way so as to ensure attractive, harmonious streetscapes are realized.

Outlined on the following pages are design objectives for the various dwelling types that may be constructed within the Mayfield Tullamore community. Additional and/or detailed architectural guidelines, as part of individual draft plan/zoning applications, for all potential dwelling types may be added to this document as the Mayfield Tullamore plan evolves.

Built form may include, but are not limited to, the following:

- Single and Semi-Detached Dwellings (with/without laneways);
- On-Street Townhouses;
- Lane Townhouses (public/private laneways);
- Stacked Townhouses;
- Back-To-Back Townhouses;
- Mid Rise Apartment Buildings;
- Multi-Plexes;
- High-Density Apartments; and
- Mixed-use Buildings.

5.3 Priority Lots

Priority Lots are located within those areas of the community that have a higher degree of public visibility. Their visual prominence within the streetscape and public open spaces requires that the siting, architectural design and landscape treatment for dwellings on these lots be of an exemplary quality to serve as landmarks within the community.

The vision for the community should be reflected in the siting and design of built form on priority lots, such as buildings located at gateways, corner lots or adjacent to public open space. Built form on priority lots will require special design consideration to ensure an attractive built form character is achieved.

Priority Lots in the Mayfield Tullamore community include:

- Corner lot / gateway dwellings;
- View terminus dwellings;
- High exposure side/rear elevations;
- Park facing dwellings; and
- Community edge/window street lot dwellings.

The proposed priority lots will be further detailed in the ACG or through an amendment to the CDG.

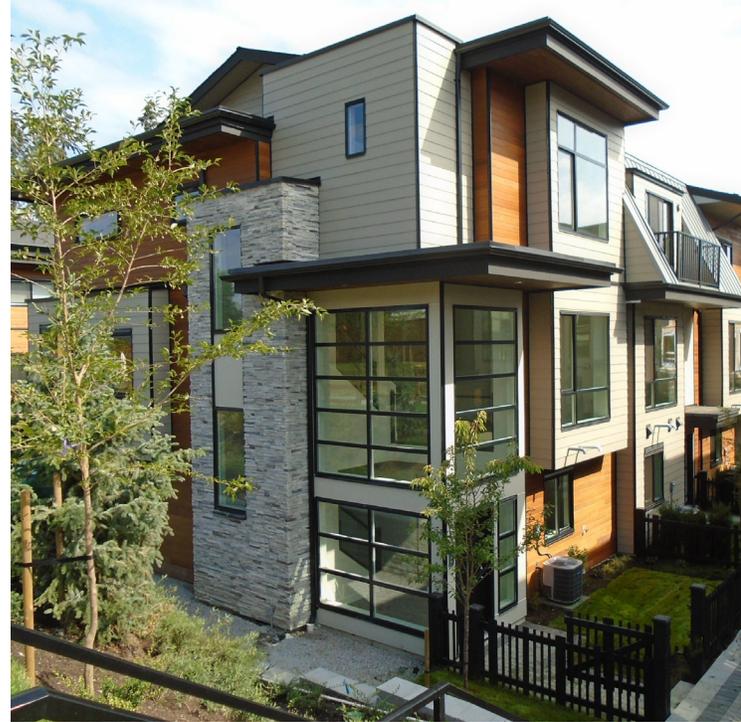


Figure 5.2: Examples of gateway dwellings

5.3.1 Gateway Dwellings

Gateway lot dwellings are characterized by a very high-profile location that results in a significant impact on the perception of the image, character and quality of the community from the outside.

Design Guidelines:

- Where possible, incorporate greater height or massing than is typical in the adjacent streetscapes;
- Feature strong and distinctive architectural elements, such as prominent gables and/or projecting bays;
- Incorporate consistent main cladding, architectural detail and treatment on the front, flankage and rear elevations;
- Associated landscape features, both hardscape and softscape, may be integrated with built form massing to emphasize the gateway function; and
- Although designed as a corner lot with facade treatment addressing both street frontages, the main entry, garage and porch should primarily address the short (front facing) street frontage, particularly where the flankage of the dwelling faces major and minor Arterial Roads.

Community Edge / Window Street Dwellings

Streetscapes containing community edge / window street dwellings are those situated on single loaded roads along the edges of the community. Window streets, in particular, are designed as Local Streets and allow front loaded housing to face onto higher order roads (i.e. Arterial Roads) while maintaining the benefit of driveway access from a Local Street. This arrangement ensures that undesirable reverse frontage lot conditions are avoided. Given the prominence of these locations, the dwellings and associated streetscape treatment will help establish the community's character and identity from the surrounding areas.

Design Guidelines:

- Due to their prominent public visibility, community window street dwellings shall provide a high level of architectural detailing and articulation to reflect the quality of the community; and
- Minimum 2-storey building massing shall be provided to relate to the scale of the combined roadways, as well as the prominence of the adjacent higher order road. Single storey built form in these locations is not acceptable.



Figure 5.3: Examples of corner lot dwellings

5.3.2 Corner Lot Dwellings

Dwellings on corner lots typically have the highest degree of public visibility within the streetscape and are important in portraying the image, character, and quality of the community.

Design Guidelines:

- Dwelling designs must be appropriate for corner locations, with dual façades that address both streets (e.g. porches and balconies, large windows, side entrances, etc.). Dwelling designs intended for internal lots will not be permitted unless the flankage elevation is upgraded to address the street;
- Both street frontages for corner lot dwellings shall reflect similar levels of architectural design and detail with respect to massing, roofline character, fenestration, materials, details, etc;
- Distinctive architectural elements, such as porches, porticos, bay windows, ample fenestration, window treatment, wall articulation, brick arrangement and colour, etc. appropriate to the architectural style of the dwelling, are encouraged on the flankage side to create an interesting streetscape and emphasize the corner dwelling's landmark function;
- The main entry of the corner dwelling is preferred on the long elevation facing the flanking street, located at or close to the corner. Alternatively, the shorter (front facing) side of the lot may still integrate the main entry for the dwelling provided it is close to the corner;
- Driveway access on corner lots should generally be provided from the minor street;
- Rear lane garages on corner lots shall have upgraded side elevations facing the street; and
- At corner gateway locations, porches and main entries shall be oriented away from the corner and associated gateway feature to ensure appropriate accessibility.

5.3.3 View Terminus and Elbow Lot Dwellings

View terminus lots occur at the top of 'T' intersections, where one road terminates at a right angle to the other, and at street elbows. Dwellings in these locations play an important visual role within the streetscape by terminating long view corridors.

On curved, elbowed or cul-de-sac streets, special opportunities exist on the outside or visually highlighted side of the road bend to create a special grouping of buildings. The overall streetscape design of these areas must include consideration of the group of buildings.

Design Guidelines:

- A prominent architectural element shall be provided to terminate the view;
- Select models that present visual interest with architectural treatment and de-emphasize the presence of the garage and driveway locations, favouring a larger area for landscaped treatment in the front yard;
- Driveways shall be located to the outside of a pair of view terminus dwellings, where feasible, to increase landscaping opportunities and reduce the visibility of the garage;
- Buildings of high architectural quality should be set back from the street on the lots at the curve with the buildings on the adjacent lots stepping back as a transition from the balance of the street;
- Sensitive and comprehensive driveway placement is essential to avoid driveways on adjoining lots merging at the streetline and to provide enhanced opportunities for special landscaping treatments at the terminus of the site line; and
- The houses should be sited to minimize the visual impact of the garage.



Figure 5.4: Examples of view terminus or elbow lot dwellings



Figure 5.5: Example of park facing dwelling



Figure 5.6: Example of high exposure rear elevations

5.3.4 Park and Pond Facing Dwellings

Given the prominence of the proposed stormwater management ponds, the school, and the parks, and their function as a focus and gathering space for the community, dwellings that front onto these features shall be designed in a manner that considers and complements the exposure from this public open space.

Design Guidelines:

- Dwellings that are very visible from the main gathering space within the community shall implement an enhanced architectural treatment consistent with the architectural style, such as substantial front porches, prominent, well proportioned windows, a projecting bay, articulated wall treatment and other design elements that enhances the front elevation;
- The use of upgraded materials and detailing, such as stone or precast elements, dichromatic brick, quoining, etc. shall be integrated into the elevation design;
- Park facing dwellings shall have available a variety of model types, elevation types and colour packages. However, a cohesive, harmonious relationship shall be achieved for all lots; and

- Dwellings adjacent to public open space shall be sited such that the driveway and garage is furthest away from the edge of the open space, where possible.

5.3.5 High Exposure Side/Rear Elevations

Where a building's side or rear elevations are exposed to the public realm, the façades shall be well articulated and detailed, providing visual interest through use of materials, colours, ample fenestration, wall articulation, and style appropriate architectural detailing.

Design Guidelines:

- Applicable enhancements on the exposed elevations include elements such as:
- Bay windows or other additional fenestration, and enhancement of windows with shutters, muntin bars, frieze board, precast, or brick detailing;
- Gables and dormers; and
- Wall articulations.

5.4 Low Rise Residential Design Guidelines

Within the low-rise residential blocks, a range of typologies may be proposed. In addition to the relevant policies in the Town's Official Plan, the following low-rise building guidelines should be considered:

Building Types

- A combination of typologies are proposed, including single detached, street townhomes, rear lane townhomes, rear lane stacked townhomes, and back to back townhouses.

Orientation

- Built form should have a strong orientation to the street with minimal setbacks to provide the appropriately scaled street edge along all public and condominium roads.

Height & Massing

- Low-rise built form will range from 2 to 3-storeys and may include a 4th storey loft;
- Building scale and architectural styles should be provided in a manner that reinforces an attractive, active, human-scaled street environment;
- Prominent building massing and architectural treatment should be provided at the street edge to create street animation and enable access to buildings from adjacent sidewalks; and
- Townhouse built form should be designed with a unified language, using a consistent material palette, while introducing variations in massing, heights, rooflines, colours, and entrance features within each block to create a cohesive yet articulated streetscape.

Architectural Elements and Materials

- Building designs should be visually attractive with articulated facades, ample fenestration, interesting roof lines, and prominent entrances;
- Ample fenestration should be provided along building sides fronting onto the streets to visually connect with the streetscape;
- The design of flat-roofed buildings should incorporate cornice/parapet treatments;
- Built form located adjacent to open spaces, street intersections and/or exposed to important view termini should have architectural emphasis / enhancement to create visual interest; and
- The use of high quality, durable, low maintenance building materials should be specified to achieve the desired architectural theme of the building.

Services / Utilities

- Architectural design should mitigate the visual impact of utility functions. This may include incorporating utilities into the building massing or within an unobtrusive recessed wall niche, landscape screening, or by siting utilities on side walls (perpendicular to the street).

The following section provides additional guidelines for each of the proposed low rise residential building typologies.



Figure 5.7: Example of single detached dwellings

5.4.1 Single & Semi-Detached

Single detached dwellings will be a feature of the community, occupying a wide range of lot sizes and frontages to ensure that there is diversity in the housing options available. The architecture, color palette, and landscaping of each home should complement the neighbouring homes and create a cohesive look. In addition to contributing to the overall aesthetic, single detached dwellings should also be designed to meet the needs of the community. This includes taking into consideration factors such as the age and lifestyle of the residents. For example, homes in a family-friendly neighbourhood may have larger yards and play areas, or may offer at-grade units with accessibility in mind. In addition, there are opportunities to provide additional residential units in basements and/or as garden suites, conforming to the Zoning By-law and the updated TWDGs.

Design Guidelines:

- Building elevations visible from public areas should incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades;
- For corner units, both street facing elevations

should be given a similar level of architectural treatment. Main entries for these dwellings are encouraged to be oriented to the flanking lot line;

- Corner lot dwellings should be a minimum of 2 storeys;
- Dwelling designs with covered front porches or porticos where appropriate to the architectural style are encouraged; and
- Attached street-facing garages should be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape.



Figure 5.8: Examples of street townhome dwellings

5.4.2 Street Townhomes

Townhome dwellings are an efficient use of land and an energy conservative housing form that will add built form diversity to the development of Mayfield Tullamore. They are proposed to be located in areas of the development where a denser housing form is desired, and may occur on public streets or on private streets in the medium density blocks.

Street townhomes may be 2 to 3-storeys, and will typically have a single car, front-facing garage accessed from the street, accommodating 2 cars per unit (1 in garage and 1 on driveway).

Design Guidelines:

- Mixing of townhouse block sizes within the street can help provide visual diversity in the streetscape;
- Townhome block composition should display massing and design continuity, while achieving adequate elevation variety, where appropriate to a given architectural style;
- Facade articulation is encouraged to avoid large unbroken expanses of roof or wall planes;
- The main front entry should be oriented to the front lot line for interior units and to the flanking lot line for corner units; and
- Each townhome block should have appropriate façade detailing, materials and colours consistent with its architectural style.



Figure 5.9: Examples of rear lane townhome dwellings

5.4.3 Rear Lane Townhomes

Rear lane townhomes, with rear garages accessed from a public or private laneway, may occur within special areas of the community having higher public visibility and pedestrian activity, on public streets or on private streets in the medium density blocks. This form of housing contributes positively to the built form character and urban streetscape appearance of the neighbourhood by removing garages and driveways from the public realm and establishing a strong uninterrupted street edge that is more urban in character.

Design Guidelines:

- Rear lane townhomes may feature 2 to 3-storey building massing to provide an appropriate transition with low density residential and establish a built form scale appropriate to the planned street hierarchy. Heightened building massing at main intersections should be considered;
- Garages will be accessed from a rear laneway and may be either attached to the dwelling or detached from the dwelling. Single or double garages are permitted;
- Garages shall be complementary to the main dwelling in material, massing, character and quality;
- Front entrances shall be directly linked to the public sidewalk with a walkway. Definition of the private front yard space may occur through the use of low fencing and/or edge planting; and
- Outdoor amenity areas may take the form of a functional raised terrace/balcony.

5.4.4 Stacked Townhomes

Stacked Townhomes may occur within medium density and mixed-use blocks in Mayfield Tullamore. This building type is typically a multilevel condominium housing form (typically 3 to 4-storeys, comprising individual units stacked on one another) with rear facing garages or surface parking areas. This building type provides a low-rise, compact built form yielding relatively high densities.

Design Guidelines:

- Main parking areas and garages shall be located away from main avenues and any Collector Roads;
- Private outdoor amenity space is required for each unit and typically takes the form of a functional balcony or terrace for the upper level units and an at-grade or sunken courtyard for the lower level units;
- Façades shall be developed to create a 'main street' appearance and shall incorporate architectural elements appropriate to the design theme of the development;
- Flat roofs may be permitted to allow for rooftop terraces;
- Pedestrian walkways within stacked townhouse blocks shall provide safe and direct access between dwelling entrances, parking areas, amenity areas and adjacent streets;
- Main entrances shall be ground-related, requiring minimal stairs to access, subject to site grading conditions; and
- Banked and screened utility meters shall be provided and located on internal end units where feasible, subject to compliance with local utility company regulations.



Figure 5.10: Examples of rear lane stacked townhomes



Figure 5.11: Examples of back-to-back townhome dwellings

5.4.5 Back to Back Townhomes

Back to back townhomes may occur on public streets or on private streets in medium density and mixed-use blocks in Mayfield Tullamore. This type of townhouse is typically a 3-storey housing form with front facing garages accessed from a public or private road. As the name suggests, there is a common demising wall along the rear of the unit in addition to the traditional interior side walls. Outdoor amenity space is provided in the form of a balcony typically located above the garage.

Design Guidelines:

- Flat roofs and/or rooftop terraces are permitted;
 - Garages shall not project beyond the front wall or porch face of the dwelling;
 - Utility meters and air conditioning units should be located away from immediate public view; and
 - Entrances to each unit should be ground-related requiring no more than a few stairs to access, subject to site grading conditions.
- Mixing of townhouse block sizes along the street can help provide visual diversity of the streetscape;
 - Privacy screens should be provided between outdoor amenity spaces of neighbouring units;
 - Since balconies will be facing the street, they must be well-detailed to suit the architectural style of the building using upgraded, durable and low-maintenance materials;
 - Façades should be developed to incorporate architectural elements found on lower density housing forms such as peaked roofs, gables, porches and roof overhangs;



Figure 5.12: Mid-rise buildings with appropriate density transitions

5.5 Mid-Rise Residential & Mixed Use Design Guidelines

With a mix of densities being offered in the community, the mid-rise residential buildings will include a range of configurations that can be attached to or share the block with high-rise buildings resulting in the juxtaposition of heights and punctuation of roofscape profiles that avoid monotony of massing along the streetscape. Blocks containing mid-rise buildings have been configured in a variety of forms to aid in stepping-down the height and scale of taller buildings, transitioning between building types and establishing the appropriate height to proportionately frame larger-scale open spaces to create a sense of enclosure. Mid-rise building forms may include mixed-use, residential, and health care/institutional land uses. The following mid-rise building guidelines should be considered:

Design Guidelines:

- Mid-rise building heights typically range from 5 to 12 storeys, with podiums as low as 1 storey;
- Buildings should be designed to mitigate any negative impact upon surrounding development;

- A shadow impact study may be required, depending on building height, location and orientation relative to adjacent land uses;
- Ground level floor heights should generally be taller than upper floor heights to create a strong street presence and provide opportunities for flexible space, such as commercial and service uses;
- Building setbacks should be minimized to relate well to the adjacent roadway and open space areas, while allowing sufficient space for a comfortable pedestrian zone and landscape planting opportunities;
- Building façades should provide visual interest through use of materials, colours, ample fenestration, wall articulation and style appropriate architectural detailing. All façades exposed to public view should be well articulated and detailed;
- Corner buildings should provide façades which appropriately address both street frontages;
- Main entrances should be designed as a focal point of the building. They should typically be recessed or covered and provide visibility to

interior lobbies to allow for safe and convenient arrival and departure from the building. Main entrances shall also be ground-related and wheelchair accessible;

- Building materials and detailing should be used to establish a lower building and upper building:
 - Lower building - the first few storeys of a mid-rise building, including the ground floor and any additional floors with direct relationship to the street and public realm. Generally, this would include those storeys forming the streetwall and not those stepped back from the streetwall.
 - Upper building - above the lower building, designed to fit with and achieve an appropriate relationship with the lower building, the public realm, and neighbouring properties.
- Where flat-roofed buildings are contemplated, a strong cornice line should be provided;
- Apartment units should include private open space amenity areas (i.e. balconies/ terraces) to enhance the private living environment of residents. Balconies must be well-detailed to suit the architectural style of the building and appropriately sized to comfortably accommodate seating;
- Underground parking is preferred to avoid unsightly large expanses of parking typically associated with higher density buildings;
- Underground parking will enable a greater proportion of the site area to be utilized as outdoor amenity space for residents, which is particularly important for seniors-focused dwellings where residents benefit from a closer proximity to these outdoor features;
- Where surface parking is provided, it should be done so in a non-obtrusive manner, away from areas of high visibility. Surface parking areas should be screened from street views through the use of landscape planting (including features such as metal fencing with masonry columns) or building siting to provide appropriate screening;



UPPER BUILDING

LOWER BUILDING

Figure 5.13: Building materials and detailing are used to establish a lower and upper portion of the building

- Garbage facilities should be incorporated into the overall design of the building and hidden from areas of high visibility;
- Mechanical equipment should be screened from public view and integrated into the design of the building;
- Lighting should be directed inward and downward to mitigate negative impacts on neighbouring uses; and
- Where a common open space or internal courtyard area occurs, a tot lot play facility may be integrated within the site to complement amenities in the community park.



Figure 5.14: Example of commercial buildings

5.6 Non Residential Design Guidelines

5.6.1 Commercial Buildings

Commercial and office uses are permitted in designated Neighbourhood Centre areas. They shall be designed and sited appropriate to their prominence and function as community focal elements. Commercial uses should contribute to the public realm and will attract walkable connections from surrounding neighbourhoods.

The design of successful and attractive office / commercial developments hold in common several key characteristics, including:

- Buildings that have a strong relationship with the street frontage, with minimal setbacks from the street edge.
- Well-articulated, attractive street façades using high quality materials.
- Building massing that is appropriate to the scale of the street and reinforces comfortable pedestrian connections.
- Display windows and/or glazing that comprise most of the ground/street level portion of a commercial building.
- Building entrances that strike a balance between direct access from the adjacent street and rear parking areas.
- Parking areas that do not dominate street frontages and are substantially screened from views by built form and landscape features.
- Signage design that is appropriate to the architectural style.



Figure 5.15: Examples of site design for commercial blocks

5.6.1.1 Site Design

- The design of the built form and landscape shall achieve an identifiable theme and scale that is appropriate to the surrounding context and effectively relates at the pedestrian level.
- Buildings shall have a positive relationship to the street, with the primary façade parallel and close to the roadway to appropriately address, define, and relate to the adjacent street frontages and sidewalks.
- Buildings shall be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation.
- Main entrances should be grade-related and face the street/sidewalk where feasible, be accessible from the sidewalk adjacent to the street and be given design emphasis. Barrier-free access shall be provided at the ground level of all buildings and to public destinations within each development site, as per applicable AODA standards.
- Outdoor patios should be considered in the design of the building where it may support adjacent commercial use to help animate the street.
- Pedestrian routes shall be well defined and provide direct connection to parking areas, building entrances, transit shelters, and adjacent developments. Sidewalk widths shall be maximized along storefronts with consideration to the provision of an appropriate canopy or arcade treatment for pedestrian weather protection.
- High quality site furniture (benches, public art, community notice boards, mail boxes, trash cans, bicycle racks) shall be provided to support the community character and function.



Figure 5.16: Examples of massing and facade treatment and parking for commercial buildings

5.6.1.2 Built Form & Massing

- Prominent building massing and high quality architectural design shall be provided at the street edges. Well-articulated façades shall be provided for visual interest.

5.6.1.3 Façade Treatment

- Architectural styles and materials for commercial buildings shall be compatible and complementary to other buildings within the mixed use area or commercial block to reinforce the desired community character. The use of masonry brick as a dominant wall cladding material is preferred.
- Corner buildings shall address both street frontages in a consistent manner and appropriately reinforce their landmark status in the streetscape.

5.6.1.4 Parking

- Surface parking areas shall predominantly be located to the side or rear of the building to ensure a strong built form edge along the surrounding streets and minimize views to unsightly parking from adjacent neighbourhoods. Where visible from the street, parking areas shall be screened through the use of edge landscaping and/or architectural elements.
- Large parking areas shall be broken into smaller pedestrian-scale blocks defined by landscaping and walkways. Landscaped medians, appropriately sized for healthy tree growth, shall terminate parking aisles in key areas.
- Where surface parking may be adjacent to a main building, a landscape strip should be provided to screen the parking from the building and adjacent sidewalk.
- Parking areas should include pedestrian walkways with landscape planting provided for shade and to reduce the perceived scale of the parking surface.
- A snow storage strategy shall be devised in conjunction with planting plans to ensure snow piles do not affect vegetation for parking lot areas.



Figure 5.17: Examples of lighting and signage for commercial buildings

5.6.1.5 Loading & Service Areas

- Loading, service, and garbage areas shall be integrated into the building design or located away from public view and screened to minimize negative impacts.
- Utility meters, transformers, and HVAC equipment should be located away from public views. Rooftop mechanical equipment shall be screened from ground level view by integration into the roof form or provision of a parapet. Utility pipes shall run internally for all commercial buildings.

5.6.1.6 Signage & Lighting

- A consistent and compatible approach to signage shall be provided throughout the commercial site as a means to establish a coordinated image. Signage shall be reflective of the architectural style of the node, while respecting the business community's desire for corporate logos. Signage shall be secondary to the architectural design and massing of the building. Signage may be internally or externally lit. Cut-out signage is preferred and backlit box-signage is discouraged.
- Sidewalks, parking areas, driveways, and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting. Lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties. A consistent approach to site lighting shall be implemented.



Figure 5.18: Prominent and inviting building entrance, surrounded by seating and planting for casual surveillance and outdoor gathering

5.6.2 Institutional Buildings

The permitted uses on lands designated Community Area may include Institutional Buildings such as schools, day care centres, places of worship, long term care facilities, residential care facilities, community facilities/services, and other similar institutional uses. Institutional buildings such as schools typically serve as landmark buildings within a community. They shall be strategically located in the residential areas to provide safe and logical accessibility by pedestrians, cyclists and motorists, and to achieve maximum visibility from surrounding areas, through siting at a prominent intersection and providing linkages with the open space system and trail network.

5.6.2.1 Site Design

- Buildings shall be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation. Vehicle circulation at the front of the school shall, typically, be limited to drop off zones.
- Conflicts between pedestrian and vehicular routes shall be avoided. Adequate setback between building entrances and on-site traffic routes should be provided. Pedestrian routes should be well defined and provide easy, direct and barrier-free access to school entrances.
- Paved surfaces on school sites shall be provided in accordance with the applicable School Board requirements for parking and barrier-free play areas.

5.6.2.2 Built Form and Massing

- School buildings located on corner sites should be situated close to the intersection and address both street frontages in a consistent manner. Main entrances shall be directly visible from the street and be given design emphasis.
- A strong built form relationship to the surrounding streets should be created through minimum building set-backs and direct access to the main entry from adjacent sidewalks.
- 2 to 3-storey building massing shall be provided.

5.6.2.3 Facade Treatment

- Each school may develop its own distinct visual identity, while harmoniously blending into the community fabric. Architectural styles, materials and colours should relate to the character envisioned for the surrounding community.
- High quality building materials shall be used, including brick or stone as the main wall materials.
- Schools shall incorporate prominent building features into their design, which will help to reinforce their landmark function within the community.



Figure 5.19: Examples of massing and facade treatment for institutional buildings

5.6.2.3 Parking

- Minimize the impact of main parking facilities from the street edge through siting (at the rear or side of buildings away from the street) and landscape buffer treatment.
- Parking areas, driveways and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting.

5.6.2.4 Loading & Service Areas

- Loading, service and garbage areas shall be integrated into the building design or located away from public view and screened to minimize negative impacts.
- Utility meters, transformers and HVAC equipment shall be located away from prominent public views.
- Rooftop mechanical equipment shall be screened from ground level view by integrating into the roof or a parapet.

5.6.2.5 Signage & Lighting

- Signage shall be incorporated into the building architecture. Where ground level signage is used it shall be designed as a landscape feature, integrating other components such as planting, lighting, etc.
- Lighting for school buildings shall be integrated into the architecture. Lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties.

5.6.3 Community Centre

A community centre is proposed north of Mayfield Road, with the intention to replace the existing Mayfield Recreational Complex, to provide a variety of programs, activities and services for all kinds of users throughout the day and evening. It aims to serve as a focal point for social interaction, recreation, and learning, catering to the diverse needs and interests of residents. From fitness classes to cultural events, the centre will be designed to enhance the quality of life for individuals and families in the area of Mayfield Tullamore, fostering a strong sense of community and belonging.

Design Guidelines:

- The community centre shall be designed as a landmark civic building that serves the community and beyond;
- Consideration may be given to elevating the building pad to give the building a sense of prominence and importance;
- The architectural style of the community centre shall be distinguished, timeless and prominent. Design elements shall be well-articulated to express a legible rhythm and scale, consistent with the architectural style. Long repetitive expanses of wall surfaces shall be avoided;
- Main building entries shall be emphasized by strong design elements, such as oversized doors, large windows and/or other architectural elements;
- The incorporation of a strong vertical design feature should be considered to create emphasis and to become a major character element;
- The building should have a strong base element to visually anchor the building to the site;
- Roof or cornice elements should be expressed to cap the architectural mass of the building;
- Main parking areas shall be situated behind the building or in a less prominent location away from the main street;



Figure 5.20: Examples of a community centre with programs and activities for several users throughout different times of day

- Loading, service and garbage areas shall be integrated into the building design or located away from prominent public view and screened to minimize negative impacts;
- Utility meters, transformers and HVAC equipment shall be located away from prominent public views; and
- Rooftop mechanical equipment shall be screened from ground level view by integration into the roof or a parapet.



Sustainable Development

6

6.1 Compact Development

The current Provincial policy framework directs new development taking place in designated growth areas to occur adjacent to the existing built-up area, have a compact form, and a mix of uses and densities that allow for the efficient use of land. The Mayfield Tullamore community builds on these concepts by providing an opportunity to establish a healthy and resilient community within the Town adjacent to the already built-up areas of north Brampton.

The proposed residential, commercial, institutional and mixed use buildings will strengthen the urban structure and bring a unique character and focus to surrounding adjacent neighbourhoods. By emphasizing walkability, cycling connections and the use of public transit, it is possible to achieve improvements in the livability of new developments, helping progressive communities move toward healthier, more active, and more sustainable practices.

Providing community amenities within walking distance helps attract residents, workers, and visitors for a variety of reasons and at different times of the day and week. As population densities increase within the Urban Corridors and Neighbourhood Centres, they provide the critical population base to ensure support for amenities such as commercial uses, community programs, as well as transit ridership.

The following general guidelines support sustainable, compact development:

- A mix of uses shall be provided, including residential, institutional, parks, and commercial, focusing amenities in strategic areas within walking distance to facilitate active transportation and, ultimately, support a more compact urban form;
- A wide range and mix of housing types and sizes shall be provided, allowing residents of various life stages to reside within Mayfield Tullamore;
- An appropriate transition between higher density mixed use mid rise building massing and adjacent lower density residential shall be achieved to ensure a compatible fit throughout the neighbourhoods; and
- Higher densities shall reinforce significant edges and corridors.



Figure 6.1: Examples of low impact design in public spaces

6.2 Low Impact Development

The Town of Caledon requires development proponents to submit a Sustainability Design Brief as part of a complete development application, which addresses sustainability objectives in compliance with the Official Plan and Caledon’s Green Development Standards.

A comprehensive approach to the implementation of effective Low-Impact Design (LID) strategies will address the following general categories for the Mayfield Tullamore community:

6.2.1 Hardscaping

Hardscaping generally involves the selection of paving materials that allow for increased permeability and infiltration, as well as high albedo capabilities, while ensuring circulation and maintenance requirements are met for pedestrian, cycling and vehicular movements.

The following design principles should therefore be implemented when considering sustainable hardscape design:

- Preference shall be given to the selection of permeable or porous paving materials, such as

open joint pavers, porous concrete or asphalt and/or precast turf-grid products;

- Paved areas used for snow storage are encouraged to integrate permeable paving to absorb snow melt on site;
- Where possible, utilize surface materials that contain recycled or sustainable materials;
- The use of light coloured surface materials, such as concrete, white asphalt or light-coloured unit pavers is encouraged to decrease heat absorption and ambient surface temperatures (urban heat island effect); and
- All paving materials and installation to be selected and designed to withstand traffic impacts and maintenance requirements.

6.2.2 Softscaping

Softscaping generally involves the selection of plant and vegetation material that improves quality of living in regards to urban beautification, air purification and establishment of areas intended for passive and active recreation.

The following design principles shall therefore be implemented when considering sustainable softscape design:

- Native, naturalized low maintenance planting shall be specified where appropriate.
- A priority shall be placed on utilizing xeriscape planting techniques, selecting drought-tolerant species to conserve water where feasible and appropriate.
- Landscape features, such as berms, tree and shrub groupings, and 'green' walls may be utilized to screen undesirable views to adjacent or nearby uses (traffic, railway tracks, buildings) and on-site servicing areas (parking or loading docks);
- Provide landscaping that increases the urban canopy, creates comfortable micro-climate conditions, mitigates negative seasonal effects (wind breaks or shade) and contributes to overall biodiversity.
- Strategically place dense deciduous canopy trees to let sunlight and warmth into buildings and public open spaces and sidewalks during winter, while in summer creating a canopy that shields people and buildings from sun, glare and heat, and allows breezes to flow through;
- 'Green' screens and other landscape wall features may be situated on or near building façades to reduce ambient heat and minimize air conditioning requirements; and
- Use only organic or biological fertilizers and weed and pest controls, without potentially toxic contaminants.



Figure 6.2: Examples of softscape treatments



Figure 6.3: Examples of water conservation and management strategies that can be implemented throughout the development

6.2.3 Water Conservation and Management

Water conservation and management strategies will provide a variety of options applicable to the public and private realm with consideration for the following:

- Green roofs that utilize a vegetated layer on top of flat roofs to provide rainfall retention, reduction in heat island temperatures, as well as aesthetic benefits;
- Infiltration galleries and trenches that are used to capture and store rainfall within sub-surface granular trenches that is released between rainfall events. This is particularly applicable to open spaces and surface parking areas;
- Bioretention cells and rain gardens utilize vegetation in combination with subsurface infrastructure to provide a combination of infiltration and evapotranspiration. This is potentially applicable to parking areas and outdoor amenity areas;
- Stormwater planters function similar to bioretention cells or rain gardens that may have particular application for urban streetscapes in the form of raised curb or low wall planters within the boulevard that enable runoff from adjacent paved areas (sidewalks) to enter into the planter;

6.2.4 Lighting

- Achieve a balance between safety and security and a reduction in energy consumption;
- Utilize energy efficient luminaires and bulbs to satisfy lighting requirements; and
- Select lighting poles, luminaires and light levels that are appropriate to the site and function to avoid excessive illumination and light pollution.

6.3 Renewable Energy

6.3.1 Energy Reduction Solutions

With a goal to reduce the overall energy consumption in the Mayfield Tullamore community, several measures can have an impact on reducing greenhouse gas emissions, including the following:

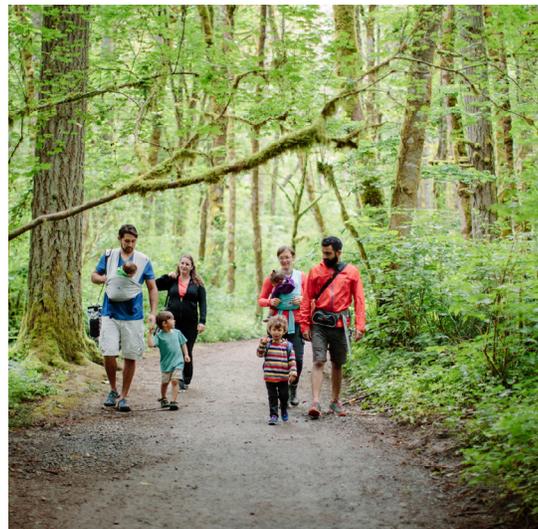
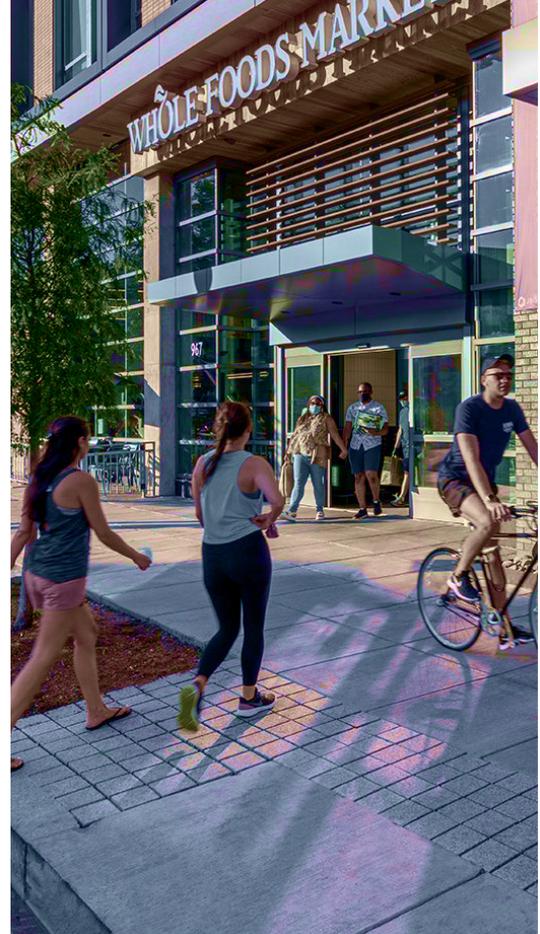
- Incorporate Energy Star residential building construction methods and technologies to reduce energy demand;
- Residential Buildings will be encouraged incorporate energy conservation measures resulting in Energy Star certification for New Homes and/or New Energy Star for Multi-Unit Residential Buildings with efficient building design using aggressive building standards;
- Use of LED street lights, which represent the latest in lighting technology. In comparison to High Pressure Sodium (HPS) street lights, LED lights are extremely energy efficient, generate very little heat, and are made of non-toxic materials that can be recycled. This technology also provides superior visibility with more even light dispersion and through targeted placement can reduce light pollution, helping to maintain native wildlife populations, habitats, and sensitive ecological functions; and
- Incorporate electric vehicle (EV) charging stations or equipment in key locations, such as medium density mixed-use or residential buildings, residentially-base employment, and municipal parking lots and/or parking structures.

6.3.2 Sustainability and Environmental Responsibility

- Sustainable design practices, including energy efficiency, water conservation, waste reduction, and the use of environmentally friendly materials, should be prioritized;
- Green spaces, such as courtyards, a campus green, healing gardens, and green roofs, should be integrated to promote biodiversity, mitigate urban heat island effects, and improve air quality; and
- The use of renewable energy sources, such as solar panels and geothermal heating and cooling systems, should be encouraged to reduce the carbon footprint of buildings and promote resilience to climate change.



Figure 6.4: Example of EV Charging Station that is accessible and located in a key location



Conclusion



7.1 Conclusion

The purpose of this document is to provide a comprehensive framework of design guidelines and criteria that will ensure the proposed Mayfield Tullamore community aligns with the established Municipal policies and principles. By adhering to these guidelines, the development will contribute to the overarching goal of creating a sustainable new community in south Caledon.

The Mayfield Tullamore community will support the Town's vision, goals, and principles toward creating a distinct, accessible, pedestrian oriented, and transit-supportive development with diverse employment opportunities and an enhanced natural environment that is sustained for current and future benefits.

This document may be updated or an amendment to it maybe required once other studies of the Secondary Plan are completed and all comments have been clarified or resolved.



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