MAYFIELD WEST PHASE 2

COMMUNITY DESIGN PLAN

Town of Caledon

Final Submission
February 2016

NAK
design strategies

Disclaimer:

The *Mayfield West Phase 2 Community Design Plan* was first initiated in 2011, taking into consideration all the lands in the area bounded by Mayfield Road, Chinguacousy Road, the Etobicoke Creek and McLaughlin Road. However, the Town of Caledon's Official Plan Amendment 226 (OPA 226), as approved by the Ontario Municipal Board (OMB) in October 2013, only allows a total of 206 hectares of land for Mayfield West Phase 2. The area subsequently approved by Peel Region for settlement area boundary expansion is illustrated in Peel Region Official Plan Amendment 29 (ROPA 29). While every effort is made to clearly delineate the boundary and reflect the policies of ROPA 29, any illustrations or discussion for areas beyond the ROPA 29 boundary that may still exist in this document shall be read as for reference purpose only, and must not be interpreted as an intent to presume future settlement area boundary expansions. All future settlement area boundary expansions can only be determined through a municipal comprehensive review.

The Community Design Plan relates to the boundaries and land use designations of the Town of Caledon's Official Plan Amendment 222 (OPA 222). Development within the Mixed Use Policy Area requires an amendment to OPA 222. Any illustration or discussion for land within the Mixed Use Policy Area that exists in this document shall be considered for reference purposes only and shall not be interpreted as an intent to presume such development.

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EXECUTIVE SUMMARY

In 2008, the Town of Caledon initiated the Mayfield West Phase 2 Secondary Plan to strategically identify a location for the population increase anticipated for the planning period 2021 to 2031. The Town Council approved the general terms of reference for Mayfield West Phase 2 with provisions for what the planning exercise will achieve, a projected time frame for completion and the method by which the public can provide input.

In 2011, the Town of Caledon retained NAK Design Strategies to undertake a comprehensive community vision and design study for Mayfield West Phase 2. Collaborating closely with Town staff, Town Council, the consultant team, the Mayfield West Phase 2 Landowner's Group, and areas residents, this study has led to the articulation of a clear vision for the community that is consistent with the established key design tenets of *unique*, *innovative* and *successful*. The process has led to the adoption of a Framework Plan and corresponding set of Community Design Principles, and now culminates with the preparation of the Mayfield West Phase 2 Community Design Plan (CDP).

The Community Design Plan was developed in accordance with provincial legislation and policies, including the *Planning Act*, *Provincial Policy Statement 2005*, *Places to Grow: The Growth Plan for the Greater Golden Horseshoe 2006*, and the *Greenbelt Plan 2005*. It sets out to achieve a coordinated approach to urban design throughout Mayfield West Phase 2, providing comprehensive urban design guidelines that reinforce broader planning objectives as outlined in the Region of Peel and Caledon Official Plans.

In order to address all design-related aspects of the community, the CDP document has been structured in the following manner:

Chapter 1 - Introduction describes the purpose of the CDP, the document structure and the role the CDP will have in guiding the planning, design and implementation of future development within Mayfield West Phase 2.

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

Chapter 3 - Structuring Elements describes those components of the plan which serve as building blocks that help define the various land uses, establish the street hierarchy and network, and create the framework for neighbourhoods.

Chapter 4 - Special Character Areas describes specific areas within the Mayfield West Phase 2 plan that are unique in their design and have a significant influence on the character and identity of the overall community. Building upon the Structuring Elements described in Chapter 3, Special Character Areas define the unique character of the community plan from a design and land use perspective, at a community and neighbourhood scale. The unique character of these areas is reflected in the design of built form, streetscape and open space.

Chapter 5 - Landscape and Open Space Guidelines describes the numerous components of the Mayfield West Phase 2 community that are planned and designed with a unique approach, including the Natural Heritage System, stormwater management facilities, trail and cycling network, parks, schools, views and viewsheds and cultural heritage resources.

Chapter 6 - Streetscape Guidelines describe the function and role the streetscape design plays in the walkability of the community and in promoting and enhancing its identity. It considers the combination of elements within the right-of-way, as well as the adjacent built form relationship, in response to ensuring safety, establishing a high quality and durable built component, reinforcing a comfortable street environment for pedestrians and cyclists as the main social gathering space within the neighbourhood, and contributing to wayfinding, orientation and placemaking.

Chapter 7 - Sustainability and Low-Impact Design describes the key aspects of achieving a community that is transit-oriented, pedestrian and cyclist friendly, and responsibly integrates and protects the prominent Natural Heritage System into the community structure through sustainable development and low-impact design measures. Several sustainable practices shall be integrated as related to transportation, hardscaping, softscaping, water conservation and management, lighting, materials, etc.

Chapter 8 - Built Form provides direction for ensuring high quality building designs and architecture that supports the goal of creating a community that will have a distinct identity rooted in the spirit of the Town of Caledon. It will describe the diversity of built form product that will deliver the required residential densities, as well as commercial, employment and institutional architectural characteristics. The built form design direction will relate to key special character areas in formulating an identifiable character for Mayfield West Phase 2.

Chapter 9 - Implementation describes how the Community Design Plan will be executed through two principal mechanisms, including the draft plan of subdivision and site plan approval processes. It also describes other pertinent community design studies that will direct the design of the community within public and private property streams.

INTRODUCTION

1.1 Document Purpose and Structure

The Mayfield West Phase 2 Community Design Plan (CDP) Document sets out to achieve a coordinated approach to urban design throughout the community, providing comprehensive urban design guidelines that reinforce broader planning objectives as outlined in the Region of Peel and Caledon Official Plans. Although only the area designated as Mayfield West Phase 2 has planning status in accordance with Official Plan Amendment 226 (OPA 226), the CDP will reference a broader potential future development boundary extending westward to Chinguacousy Road and northward to the Greenbelt lands.

The CDP describes design direction for implementing the design vision and intent identified for the community, emphasizing those elements that will contribute to the development of a sustainable, unique, innovative and successful community. It 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 creating, preserving and enhancing the Natural Heritage System (NHS). It does so within the context of establishing a distinct theme for the community that it rooted in the character of the Town of Caledon.

The CDP details the physical design of the community, beginning with the Structuring Elements described in Chapter 3, which include existing woodlands and wetlands, the designated Greenbelt lands, the existing major road network, the Orangeville Brampton Railway (OBRY), the proposed Spine Road and collector road network, and proposed neighbourhood areas.

In Chapter 4, the document details the community's Special Character Areas, which serve as focal points and define neighbourhoods within Mayfield West Phase 2. It identifies and demonstrates the intended character of the east-west Spine Road, mixed-use nodes, the OBRY buffer lands, and crucial interface conditions within the community.

In Chapters 5 to 8, the CDP document describes landscape, open space, streetscape, sustainability and built form guidelines for these character areas and other significant design elements within the community.

Finally, the CDP details the mechanisms and processes by which the guidelines are to be implemented.

1.2 Regional and Local Context

The Mayfield West Phase 2 Community consists of approximately 251.3 hectares (ha.) of land located within the southwestern portion of the Town of Caledon. Of this total, approximately 43.8 ha. are comprised of existing and introduced natural heritage features and an existing railway corridor. The result is a net developable area of approximately 207.5 ha.

The study area is generally north of Mayfield Road, east of Chinguacousy Road, south of the Etobicoke Creek (Greenbelt lands) and west of Hurontario Street. It is legally described as Part Lots 18 to 20, Concession 1 WHS (Chinguacousy), and Part Lots 18 to 20, Concession 2 WHS (Chinguacousy), Town of Caledon, Regional Municipality of Peel.

The existing character is that of gently sloping land with significant woodlots, wetlands, and drainage features. Land uses are predominantly agricultural, with increasing urbanization occurring at a relatively rapid pace on surrounding lands to the south and west.

An existing residential neighbourhood flanks the proposed development site within the southeastern quadrant (as depicted in Figure 1.2) between McLaughlin Road and Hurontario Street, immediately north of Mayfield Road and extending north. This existing residential community is located within the boundary of the City of Brampton. Future phases of Brampton's Mount Pleasant Community residential development is also present south of Mayfield Road.

Additional residential communities are located east of Hurontario Street (Valleywood, Mayfield West Phase 1), while lands west of Chinguacousy Road remain predominantly agricultural.

Figure 1.2 - Regional context plan showing the Town of Caledon in relation to the Greater Toronto Area, as well as the Mayfield West Phase 2 boundary.

COMMUNITY DESIGN VISION

2.1 Community Design Vision and Opportunities

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

Implementing these fundamental tenets in the development of the community will result in several key defining attributes, including, but not limited to, the following:

- A comprehensive, integrated pedestrian and cycling network that will achieve walkable, cycle-friendly and active neighbourhoods;
- A distinct Urban Village Centre that integrates a variety of community uses (retail and service, recreation centre, seniors living, higher density, public squares, secondary school);
- A diversity of residential dwelling types;
- A 'green' buffer land use strategy along the Mayfield Road interface;
- The integration of the railway lands corridor into the community fabric;
- The creation of a community character avenue for the Spine Road;
- Planning for a comprehensive transit network with local and regional connections, including a transit hub;
- An appropriate, compatible land use interface with the Greenbelt lands;
- Compact streets with a primary emphasis on pedestrian comfort;
- Neighbourhood and community parks with innovative programming (ex. community gardens) and potential shared facilities with adjoining schools.

The local context and physical characteristics of the development site present a number of opportunities related to:

- the existing land use and road fabric;
- proximity to Hurontario Street, a major north-south transportation corridor and linkage;
- the existing natural features; and
- the presence of Greenbelt designated lands along the site's northern boundary.

This chapter outlines the nine fundamental guiding principles and seven supporting principles that lay the foundation for the development of a unique, innovative and successful community within Mayfield West Phase 2. It describes the adopted framework plan in relation to the preferred scenario approved in 2010, and briefly outlines the background studies that support the Community Design Plan.

2.2 Community Design Guiding Principles

In May 2009, Town Council endorsed nine guiding principles and seven supporting principles for Mayfield West Phase 2.

The principles serve to define and confirm the overall direction for the community. They reflect the interests, aspirations and desires of a range and mix of interests, including agencies, advisory committees, stakeholders, landowners, Town staff and residents. The principles are intended to 'set the bar high', by challenging all parties to push the boundaries of their own experience and consider diverging points of view in order to devise a plan that is 'as good as it can possibly be'.

The nine guiding principles are intended to achieve:

- A net ecological gain, when practical, possible and advisable;
- An integrated design process;
- A local identity rooted in the spirit of the Town of Caledon;
- A structure for a close-knit small town that fosters self-sufficiency;
- A range and mix of housing;
- Walking, cycling and transit opportunities;
- Maximizing of conservation and innovation (water, waste, energy)
- Community connectivity and integration at all scales;
- Support of adaptive change.

Figure 2.2 on the following page outlines the nine core and seven supporting community design guiding principles.

MAYFIELD WEST PHASE II
Town of Caledon
COMMUNITY DESIGN GUIDING PRINCIPLES

GUIDING PRINCIPLES

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

SUPPORTING PRINCIPLES

NATURAL HERITAGE SYSTEM (NHS)

- Protect and enhance existing woodlands, wetlands and wildlife corridors.
- Scenic views and vistas integrated into community structure.
- Integrate existing heritage landscapes (hedgerows) into introduced open space features.
- Link existing and introduced open spaces where appropriate.
- Integrate trails and pathways as part of an interconnected pedestrian and cycling network.
- Trail and pathway locations to mitigate potential impacts to sensitive environments.
- Inform homeowners of the importance and function of the NHS and related responsibilities.

TRANSPORTATION

- Balance street transportation function with pedestrian street zone and land use.
- Establish hierarchy of roadways and transportation, as well as urban design function.
- Human-scaled street right-of-ways and pavement widths.
- Transit priority for roads designated as part of the transit network.
- Address on-street parking as a key function of streets within mixed-use areas.
- Provide lane-based built form product as appropriate to street/building function.
- Provision for dedicated on-street bike lanes, as part of the overall cycling network.
- Provision for multi-use paths within boulevards along arterial roads.
- Consider roundabouts where pedestrian/cycling flows are not compromised.
- Reconsider current standards related to intersection offsets, turning movements, etc.
- Implement road standards that help achieve a uniquely urban, compact 'village' character.

PARKS AND OPEN SPACES

- Hierarchy of park spaces with flexible design and programming options.
- Alternative urban park spaces that are designed for higher density mixed-use areas.
- Create unique parks that are distinguished through theme, programming, layout and facilities.
- Park type and location to be appropriate for adjacent street classification.
- Ensure a range of passive and active recreation opportunities for all age groups.
- Integrate path connections as a component of the community trail network.
- Generally, all residential areas to be within a 5 minute walk to a park or open space feature.
- Parks shall be designed as focal points within the neighbourhood or community.
- Where feasible, situate parks at the terminus of views.

TRANSIT-ORIENTED DEVELOPMENT

- Reduce commuter travel time and dependence on automobile.
- Provide a comprehensive, interconnected and accessible bus transit service.
- Integrate a transit hub within close proximity to a higher density, mixed-use district.
- Create an identifiable district character for the transit hub location.
- Ensure convenient access to available modes of transit and service types.
- Generally, all neighbourhood areas to be within a 400m radius (5 min. walk) of a transit stop.

STREETSCAPE

- Design of streets shall reinforce pedestrian safety and comfort.
- Variety of building typologies and styles to reinforce attractive, animated street zone.
- Strong building/street relationship.
- Adopt principles of Crime Prevention Through Environmental Design (CPTED).
- Create a uniquely urban boulevard treatment and 'main street' character within mixed-use areas.
- Family of gateway features at key areas used to help distinguish the community.
- Street tree planting strategy to enhance street identification.
- Integrate lay-by street parking for convenient access to retail / service amenities.
- Integrate transit facilities (stops, shelters, seating) with boulevard design at bus stops.

LOW IMPACT DEVELOPMENT (LID) / SUSTAINABLE DESIGN

- Consideration for all LID measures as a key foundation for open space and built form design.
- Innovative approach to urban stormwater management.
- Prevent, retain, detain, use and treat runoff through hydrologically functioning landscapes.
- Minimize or disconnect impervious surfaces and increase flow paths.
- Preserve naturally vegetated areas and soil types that slow runoff and allow infiltration.
- Integrate existing landscape heritage elements into open space features, where feasible.
- Site layout and grading should be integrated with existing grade conditions, where feasible.
- Consider underground parking or parking integrated into built form to reduce surface paving.
- For lighting, achieve a balance between safety / security and energy consumption.
- Establish 'green building' practices for publicly and privately developed built form.
- Building placement should consider orientation for sun and wind.

NEIGHBOURHOOD STRUCTURE

- Create pedestrian scaled neighbourhoods -
  - Walkable (400 metre walking radius to neighbourhood amenities)
  - Interconnected street / block pattern (modified grid)
  - Minimized block lengths for easier navigation
  - Multiple, safe and convenient connections
  - Sidewalks on both sides of the street, where feasible, to promote walkability
- A hierarchy of roads based on a modified grid pattern.
- A patterned community with discernible edges, gateways, centres and corridors.
- Identifiable neighbourhoods with major uses (parks, schools, etc.) as organizing elements.
- Built form type and architectural design to support neighbourhood structure.
- Commercial and civic buildings to reinforce mixed-use centre / urban core areas.
- System of parkland, corridors, swm ponds and NHS to function as primary organizing element.
- Alternative urban park spaces that are designed for higher density mixed-use areas.
- Location of schools to facilitate easy pedestrian, cycling access.
- Integration of SWM ponds as an extension of the NHS to facilitate linkages.

Figure 2.2 - Community Design Guiding Principles.

2.3 Preferred Scenario

In August 2010, Town Council endorsed a preferred scenario for Mayfield West Phase 2. The preferred scenario identified the location for the next phase of growth for Mayfield West, as well as the land uses intended for the area. The preferred scenario included approximately 350 hectares of land within an expanded settlement boundary. The focus here is on lands west of Hurontario Street. Highlights of the plan are as follows:

- 183 hectares of new residential lands west of Highway 10 to accommodate 11,638 new residents, achieving an average overall density of 64 residents per net hectare;
- 16 hectares of new employment located west of Highway 10, to be developed as prestige business / office park uses, for an average density of approximately 70 jobs per hectare;
- A transit hub / centre at the core of the prestige business / office park and commercial centre area, serving higher order transit along the Hurontario Street corridor and future potential local transit service;
- A minimum of 43 hectares of lands associated with the protection and enhancement of the natural heritage system on lands west of Highway 10 (including existing woodlots, wetlands, headwater features and associated buffers and green linkages).
- Upgrade to the existing Highway 410 and Valleywood Blvd. interchange to provide improved connectivity between Highway 410 and the lands east of the Hurontario corridor.

Figure 2.3 depicts the 2010 Preferred Scenario.

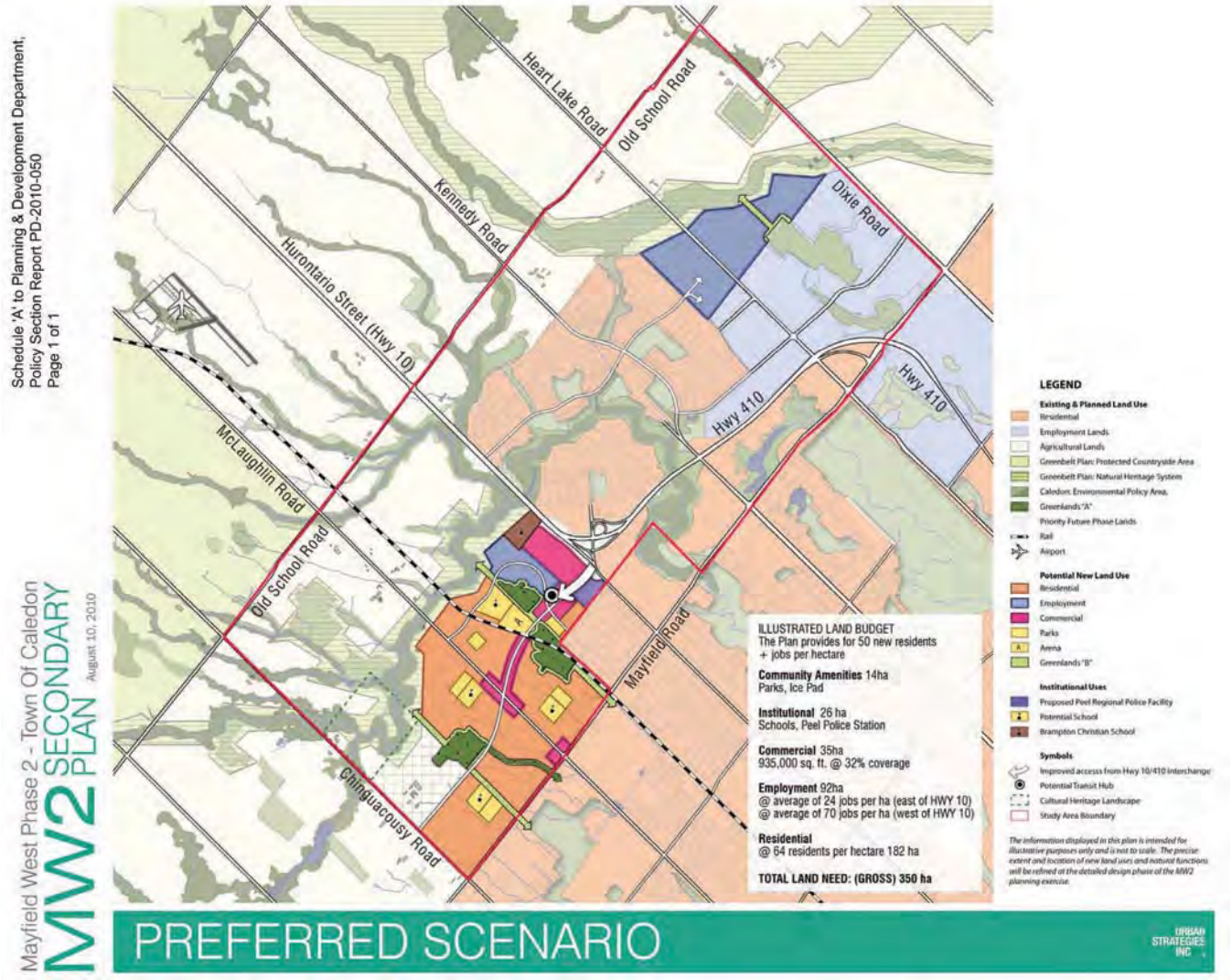


Figure 2.3 - August 2010 Preferred Scenario (Urban Strategies Inc.).

2.4 Framework Plan

Adopted in August 2013, the Mayfield West Phase 2 Framework Plan maintains the integrity of the Preferred Scenario (August 2010) with respect to:

- The location of the commercial mixed-use and employment centres along Hurontario Street;
- The presence of an 'Urban Village Centre' mixed-use node at the heart of the community;
- The creation of NHS corridors based on existing features;
- The establishment of parks and schools as neighbourhood anchors;
- The establishment of the east-west Spine Road as a connection to Hurontario Street;
- The Spine Road requiring a modification to the current Highway 410 and Valleywood Blvd. interchange to provide the required connectivity to the Highway 410 corridor; and,
- The location of the transit hub to serve the commercial mixed-use centre and employment lands in close proximity to Hurontario Street.

In addition to the above, the adopted Framework Plan is characterized as follows:

A. Transit-Oriented Development (TOD)

- Compact and transit-supportive road and block layouts;
- A mix of housing types and densities that will sustain a viable transit program;
- Land use and transit networks that are planned together to ensure appropriate densities and uses are situated to increase ridership.

B. Street Pattern

- The neighbourhood structure presents street patterns that are logical and efficient with direct connections;
- Pedestrian-friendly streets with direct, coherent and safe connections to local destinations;
- The east-west Spine Road is planned as the central character avenue for the community, which links the commercial mixed-use and employment centres at Hurontario Street with the higher density, mixed-use node at the intersection with McLaughlin Rd.;
- The Spine Road is situated to be in close proximity of, and accessible from, all neighbourhoods within a reasonable walking distance.

C. Commercial Mixed-Use Centre

Provides opportunities for various format size commercial uses in close proximity to Hurontario Street, and integrates a transit hub to encourage bus transit connections.

D. Employment Centre

Primarily intended for prestige business / office park employment uses in close proximity to the commercial mixed-use centre and Hurontario Street, to be served by a transit hub.

E. Recreation Facility / Community Park

Situated within the Urban Village Centre with direct frontage onto the Spine Road, in close proximity to transit and within easy access from all neighbourhoods.

F. Parks Network

- Proposes a hierarchy of active and passive use park locations, with larger parks to integrate major, multi-neighbourhood recreation functions and smaller parks serving as a supplement for certain neighbourhoods constrained by natural features, the railway line or major road corridors;
- Includes public open spaces (e.g. village squares) as the focus of neighbourhood / community activity within the Urban Village Centre;
- Provides multi-functional park facilities within close proximity of schools to potentially allow for shared uses;
- All neighbourhoods to be within convenient, safe and walkable distances of a park facility.

G. Natural Heritage System

A substantial, robust NHS will be preserved and designed to meet environmental objectives for creating an ecologically diverse, healthy and sustainable NHS in an urbanized setting.

The proposed land use fabric, including streets, residential blocks, parks, schools and other major land uses, has, in large part, evolved from the prominent NHS layout and will provide vital amenity features within walking distance of each neighbourhood, including the integration of green system trail links.

H. Urban Village Centre

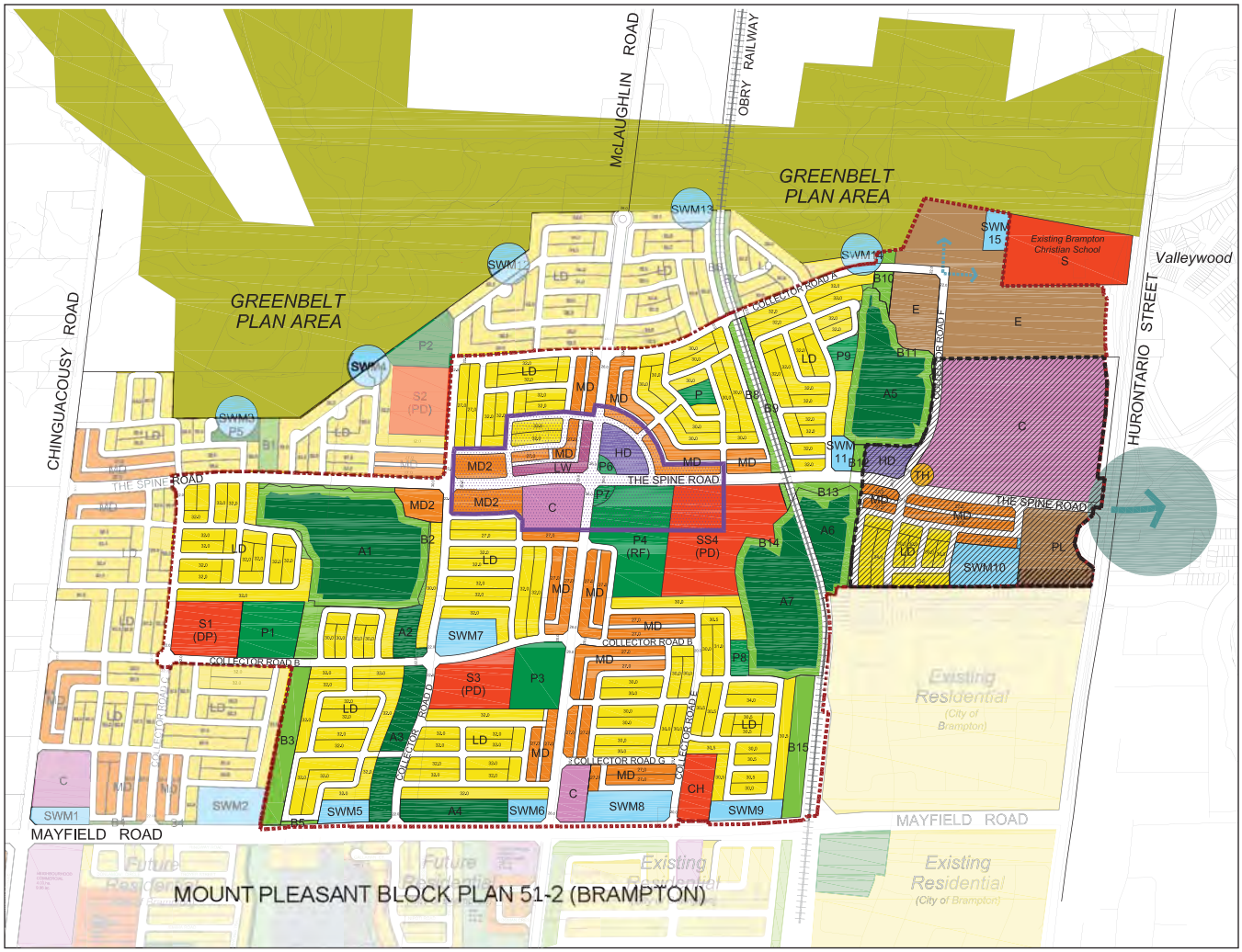
The Urban Village Centre is considered the primary mixed-use node and is envisioned as an important character area forming the 'heart' of the Mayfield West Phase 2 community. It will function as the main gathering space and allows for various amenity, facility and programming opportunities aimed at providing interest throughout the day and evening.

I. Mixed-Use Nodes

Mixed-use nodes provide community amenities within walking distance of each neighbourhood, helping to 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 nodal areas, they provide the necessary base to ensure sustainable support for amenities such as commercial and retail uses, as well as transit ridership.

In addition to the Urban Village Centre, the mixed-use nodes include:

- The Hurontario commercial mixed-use centre;
- The Mayfield Road/ Chinguacousy Road mixed-use area;
- The Hurontario Employment Centre and associated transit hub.



LEGEND

- C — COMMERCIAL
- E — EMPLOYMENT
- LD — LOW DENSITY (SINGLE / SEMI-DETACHED)
- MD — MEDIUM DENSITY (TOWNHOUSE)
- MD2 — MEDIUM DENSITY 2 (STACKED TOWNHOUSE)
- HD — HIGH DENSITY (CONDOS / APARTMENT)
- LW — LIVE-WORK UNITS
- PL — PEEL REGION POLICE FACILITY
- S — ELEMENTARY SCHOOL (PD - Peel District) (DP - Dufferin-Peel)
- SS — SECONDARY SCHOOL (PD - Peel District)
- P — PARK
- P(RF) — RECREATION FACILITY
- SWM — STORMWATER POND FACILITY
- SWM — CONCEPTUAL STORMWATER POND FACILITY (TRCA JURISDICTION)
- TH — TRANSIT HUB
- CH — EXISTING CHURCH
- A — GREENLANDS A
- B — GREENLANDS B
- GREENBELT PLAN AREA
- URBAN VILLAGE CENTRE
- PROPOSED FUTURE MODIFIED INTERCHANGE
- MAYFIELD WEST PHASE 2 BOUNDARY
- MIXED-USE POLICY AREA (OPA 222) (DEVELOPMENT WILL REQUIRE AN AMENDMENT TO OPA 222)

Figure 2.4 - Mayfield West Phase 2 Endorsed Framework Plan, 2013.

2.5 Supporting Background Studies

The lands addressed in the Mayfield West Phase 2 Community Design Plan are subject to provincial policies and the policy requirements of the Region of Peel and Caledon Official Plans. In addition, a set of technical studies were prepared in support of the plan.

A. Comprehensive Environmental Impact Study and Management Plan

This study provides detailed information regarding environmental features, functions, linkages and interdependencies. It recommends environmental protection, management and monitoring measures, assesses the impacts of planned urban development on the ecosystem, and evaluates the proposed land use scenario.

B. Agricultural Impact Assessment

This study is focused on the agricultural resource base, the existing and potential agricultural operations, and the agricultural community. It examines the factors that determine the short and long-term viability of agriculture in the vicinity of Mayfield West, as well as the proliferation of non-agricultural uses, land tenure and fragmentation.

C. Water and Wastewater Servicing Study

The Water and Wastewater Servicing Study includes a full description and analysis of the capacity of the existing infrastructure, and outlines the applicable opportunities and constraints. The study identifies the infrastructure required for new growth within Mayfield West, and examines timing and financial implications of servicing the land use scenario identified in the plan.

D. Cultural Heritage Survey

Cultural heritage resource conservation is required under provincial legislation to be recognized in the land use planning process. The survey identifies the level of significance of any cultural heritage resources, including archaeological resources that exist within and in close proximity to the Mayfield West Community Development Plan Study Area, and makes recommendations for the conservation of heritage resources.

E. Transportation Impact Study

The Transportation Impact Study provides an understanding of the existing and future transportation linkages (pedestrian, cycling, vehicular and transit) that currently contributes and can contribute to an effective and efficient transportation network that supports mobility, accessibility of services and economic viability in Mayfield West. The study includes a full description and analysis of the capacity of the existing infrastructure, as well as applicable opportunities and constraints. The study further identifies the infrastructure required for new growth, as well as the timing and financial implications of servicing the land use scenarios identified in the plan. A Transportation Master Plan is also being prepared in concert with the Transportation Impact Study and Community Design Plan.

F. Noise Impact Assessment

Several potential environmental noise sources exist within and in close proximity to the Mayfield West Community Development Plan Study Area, including road traffic on existing and future roadways, aircraft using the Brampton Airport, and the Orangeville Railway Development Corporation. The noise impact assessment provides an overview of the environmental noise issues and implications affecting the Mayfield West Community Development Plan Study Area.

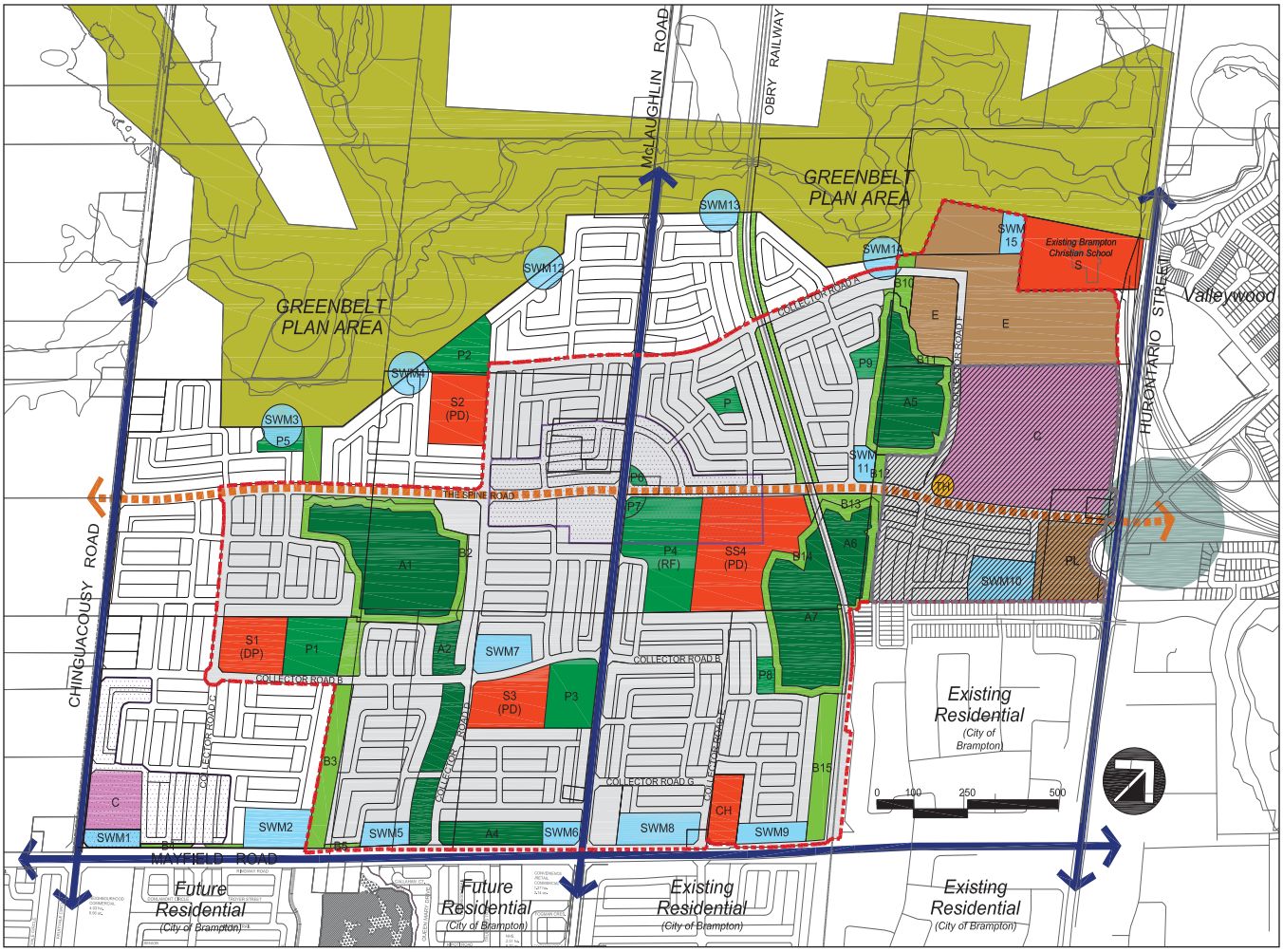
STRUCTURING ELEMENTS

3.1 About the Structuring Elements

The Mayfield West Phase 2 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.

The main structuring elements, described and illustrated in this chapter, include the following -

- Designated Greenbelt
- Existing Woodlands and Wetlands
- Existing Major Road Network
- Orangeville-Brampton Railway (OBRY)
- Proposed Spine Road / Collector Roads
- Proposed Neighbourhood Areas



LEGEND

- MAYFIELD WEST PHASE 2 BOUNDARY
- MIXED-USE POLICY AREA (OPA 222) (DEVELOPMENT WILL REQUIRE AN AMENDMENT TO OPA 222)
- MIXED-USE NODES
- C — COMMERCIAL
- E — EMPLOYMENT
- PL — PEEL REGION POLICE FACILITY
- S — ELEMENTARY SCHOOL
- SS — SECONDARY SCHOOL
- P — PARK
- P(RF) — RECREATION FACILITY
- SWM — STORMWATER POND FACILITY
- EXISTING ARTERIAL ROADS
- SPINE ROAD (MODIFIED ARTERIAL)
- SWM — CONCEPTUAL STORMWATER POND FACILITY (TRCA JURISDICTION)
- TH — TRANSIT HUB
- CH — EXISTING CHURCH
- A — GREENLANDS A
- B — GREENLANDS B
- GREENBELT PLAN AREA
- PROPOSED FUTURE MODIFIED INTERCHANGE

Figure 3.1 - Mayfield West Phase 2 - Structuring Elements.

3.2 Designated Greenbelt

Consistent with the objective aimed at ensuring the sustained integrity of agricultural land uses and associated ecosystems, the Town of Caledon recognizes the lands situated immediately north of Mayfield West Phase 2 as designated Greenbelt Plan Area lands. The *Greenbelt Act* was enacted to provide regulatory protection from urban development and sprawl in the Golden Horseshoe area. While protecting prime agricultural land is its primary purpose, the Greenbelt provides for the protection of the Niagara Escarpment and Oak Ridges Moraine.

Designated Greenbelt lands form the northern boundary of Mayfield West Phase 2, providing opportunities for trail linkages and potentially accommodating stormwater management facilities.

For detailed guidelines related to the interface between proposed development and the Greenbelt Plan Area, refer to Chapter 5, Section 5.2 – Natural Heritage System and 5.3 – Stormwater Management Facilities.

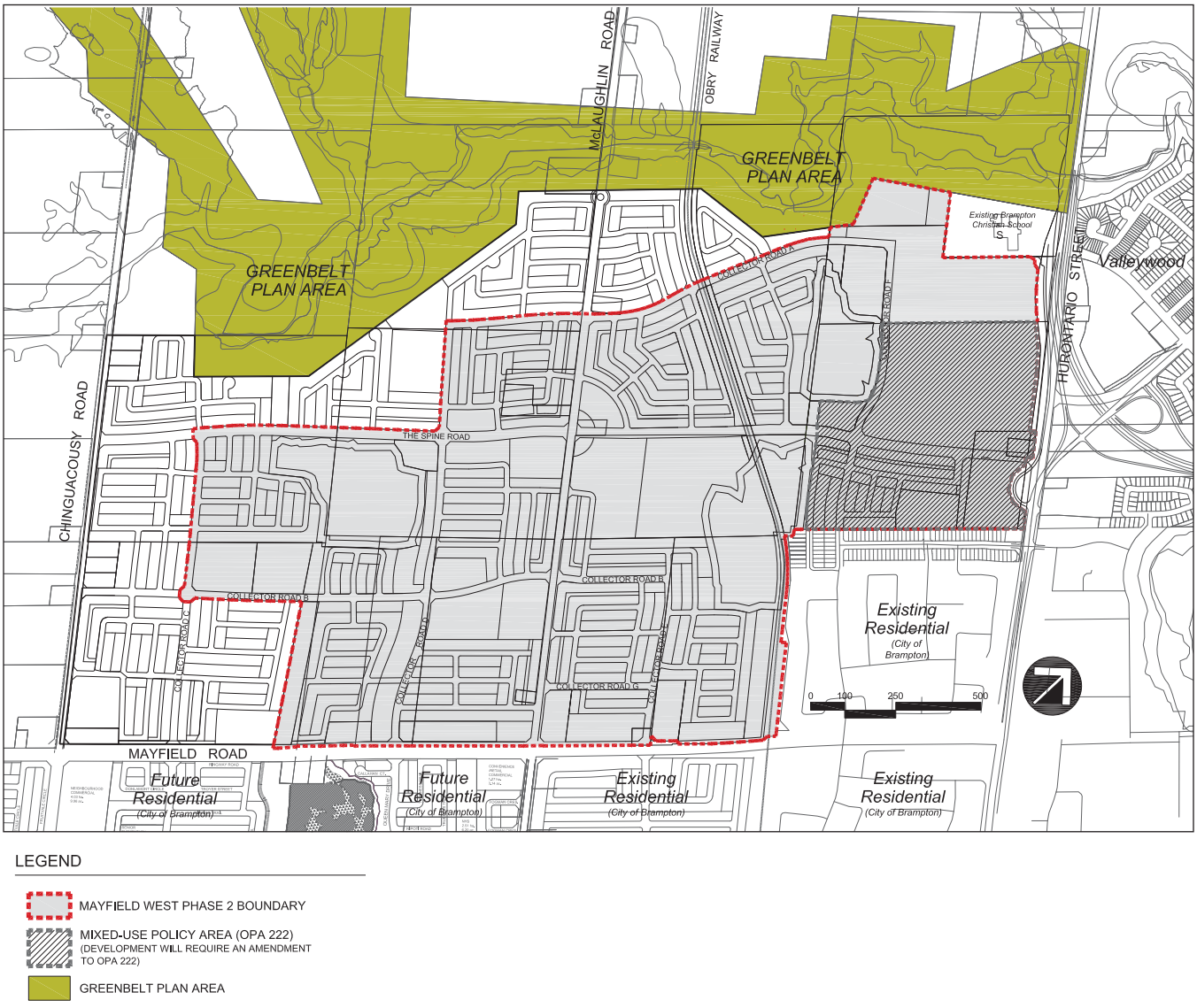


Figure 3.2 - Mayfield West Phase 2 – Greenbelt Plan Area.

3.3 Existing Woodlands and Wetlands

The Town of Caledon recognizes that the sustained integrity of the natural environment is essential to the continued ecological, social and economic well-being of the Town and its residents. As such, the Town has adopted goals and objectives aimed at protecting, enhancing and restoring ecosystem functions and processes with respect to woodlands and wetlands, groundwater, fish and wildlife species, and valley and stream corridors.

Existing woodlands and wetlands, as well as existing drainage patterns, form the backbone of the proposed natural heritage system (NHS) and associated linkages. Along with the existing road network, these features provide a framework for the layout of the proposed land use fabric, including streets, residential blocks, schools, parks, etc.

For relevant design criteria, refer to Chapter 5, Section 5.2 – Natural Heritage System.

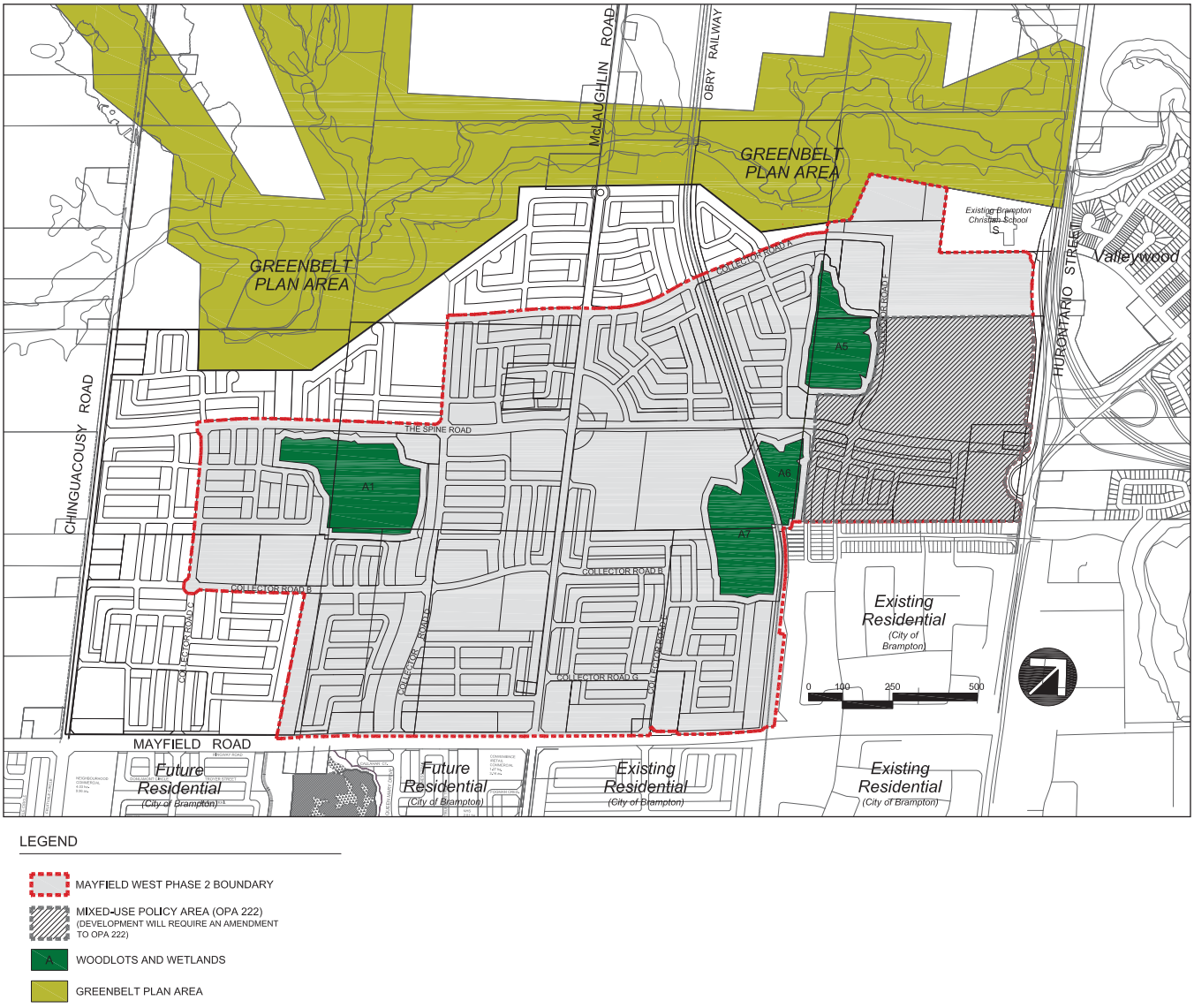


Figure 3.3 - Mayfield West Phase 2 – Existing Woodlands and Wetlands.

3.4 Existing Major Road Network

The Mayfield West Phase 2 framework plan is largely influenced by the existing concession road fabric, which will serve as the major community road network. The network is characterized by north-south (McLaughlin Road and Chinguacousy Road) and east-west (Mayfield Road) arterial roads. Immediately east of the proposed community, Hurontario Street, or Highway 10, serves as a major transportation corridor with connections to Highway 410. Along with the proposed Spine Road, these roadways are expected to carry the majority of vehicular and transit service traffic within the community and neighbouring areas.
The Spine Road will require a modification of the current Highway 410 and Valleywood Blvd. interchange to provide the required connectivity to the Highway 410 corridor.

In conjunction with the proposed Spine Road and natural heritage features, the blocks formed by the major road network establish the framework of individual neighbourhoods, as well as guide the layout of the street hierarchy, parks and open space amenities and other major land uses, including stormwater management facilities, schools, and employment and commercial blocks.

For relevant design criteria, refer to Chapter 4, Section 4.2 – Spine Road Character Avenue, and Chapter 6 – Streetscape Guidelines.

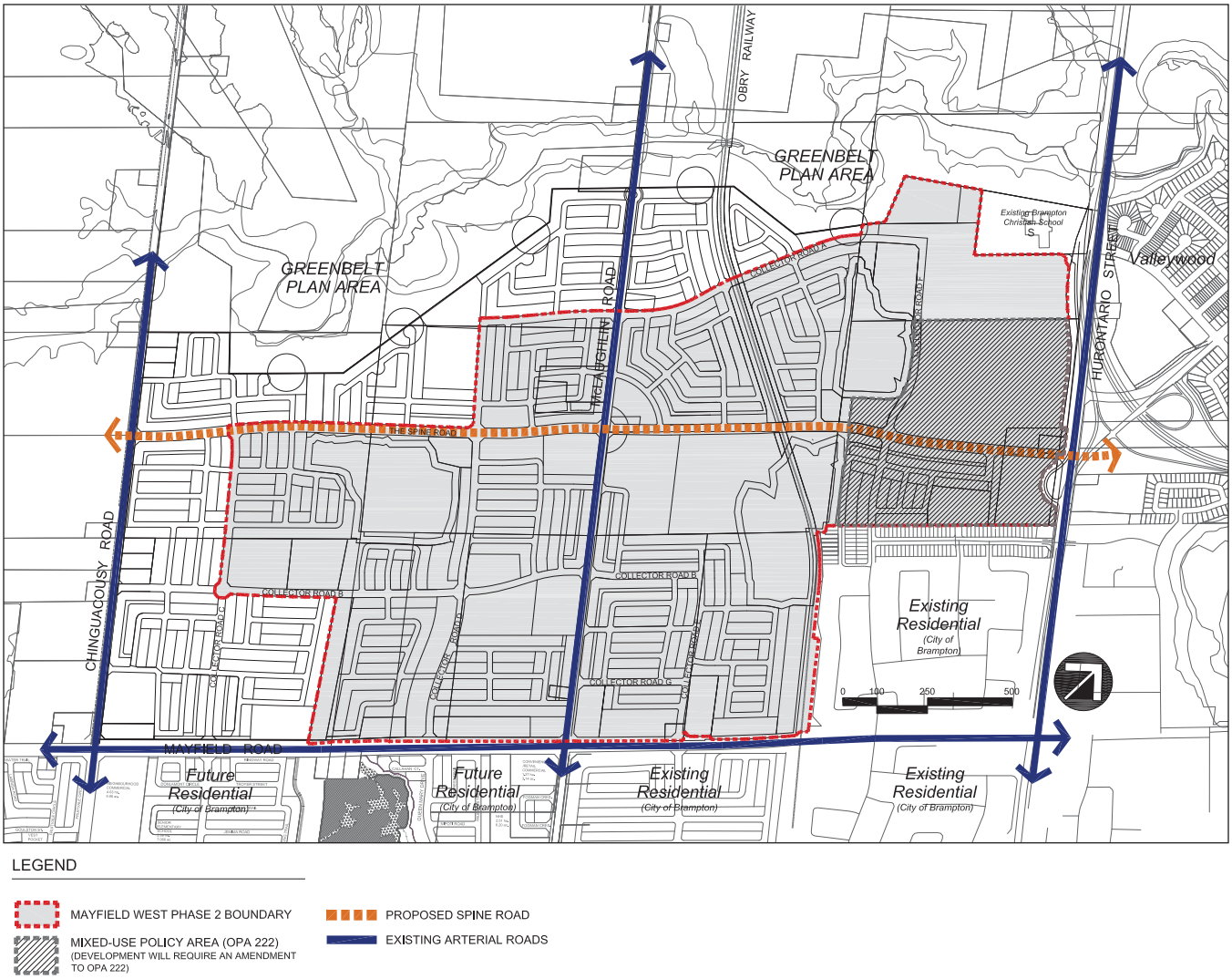


Figure 3.4 - Mayfield West Phase 2 – Existing Major Road Network .

3.5 Orangeville-Brampton Railway (OBRY)

The Orangeville-Brampton Railway (OBRY) is a 55-kilometre short line railway that runs between Orangeville and Mississauga, Ontario. Operated by the Orangeville Railway Development Corporation, it passes through, both, the Town of Caledon and the City of Brampton. The railway currently services several industries in Orangeville and Brampton, and operates a public excursion train through the Credit Valley. Freight trains also make bi-weekly round trips between Orangeville and Mississauga.

As a significant transportation corridor traversing the community, proposed features associated with lands adjacent to the railway line shall be carefully considered to ensure compatibility with the Railway's current use. The buffer lands adjacent to the corridor is intended to function as a community asset, integrating a multi-use trail connection, buffer planting and seating amenities that will serve as a key link in the overall trail network.

For more detailed information and relevant design criteria regarding the proposed character of the OBRY buffer lands, refer to Chapter 4, Section 4.6 – OBRY Buffer Lands.

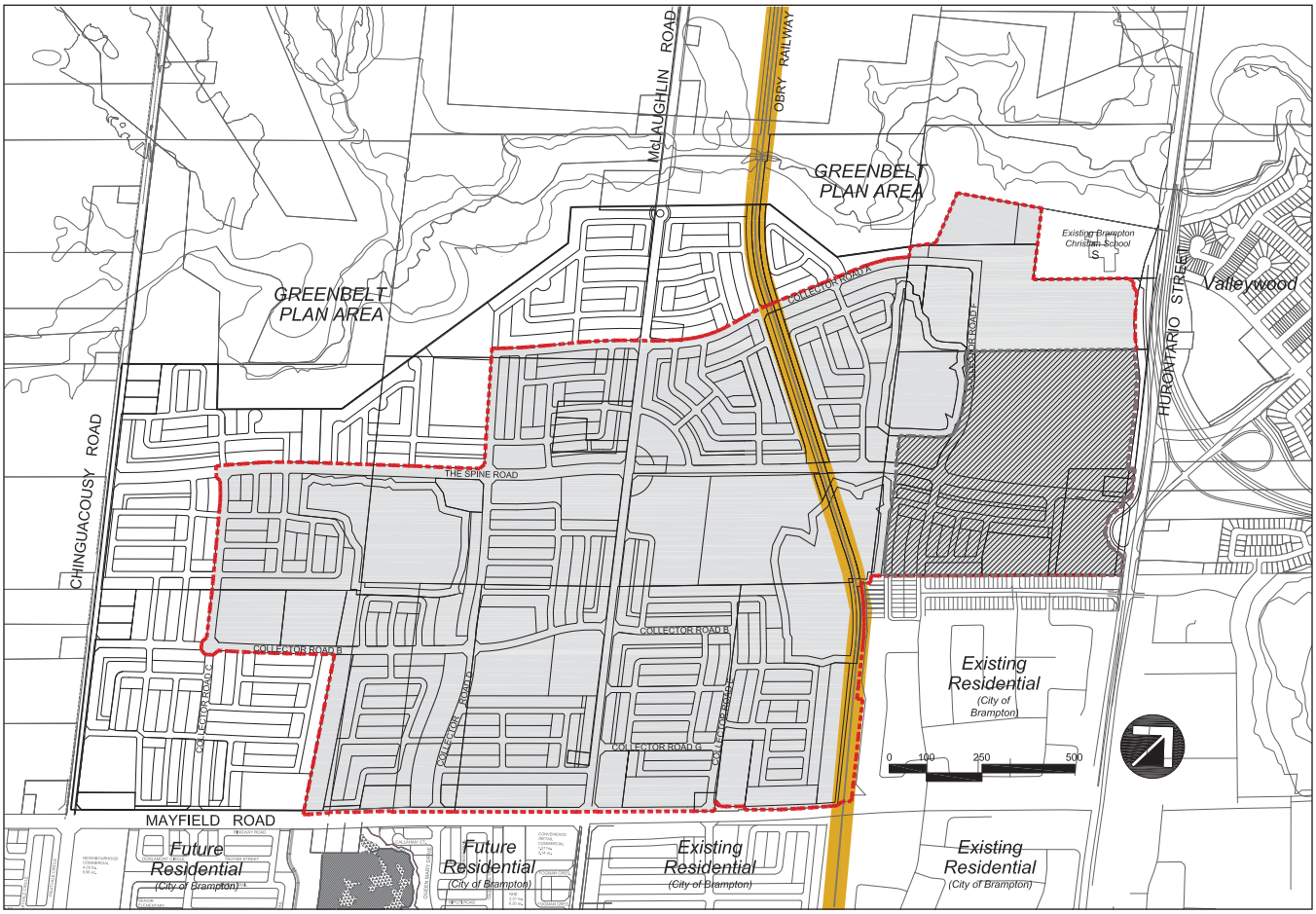


Figure 3.5 - Mayfield West Phase 2 - Existing OBRY Corridor.

3.6 Proposed Spine Road / Collector Roads

Along with the existing arterial road fabric, the proposed Spine Road and collector roads are anticipated to carry the majority of cycling, vehicular and transit service traffic within the community and will serve as a link to neighbouring areas.

Spine Road

The east-west Spine Road is the central character avenue and transit link for Mayfield West Phase 2. It connects the mixed-use centre and employment lands at Hurontario Street with the higher-density mixed-use Urban Village Centre at McLaughlin Road, and continues on through the community to Chinguacousy Road. It shall require a modification of the current Highway 410 and Valleywood Blvd. interchange to provide the required connectivity to the Highway 410 corridor.

The Spine Road's location as a central roadway provides an organizing structure for the various neighbourhoods. Through its location and design, the Spine Road will serve to link neighbourhoods through a common corridor in close proximity and accessible to the whole community, a configuration that is essential to promoting transit use and fostering a pedestrian and cyclist friendly community. The character of the Spine Road will vary according to adjacent land uses and built form.

Collector Roads

The collector road network establishes a 'ring road' in the commercial / mixed-use centre that brings character and definition to these land uses. As a structuring element, it will help distinguish land use types and format sizes, and provide a critical secondary link to Hurontario Street from the north.

Additional north-south connections have been included to connect the community and the Spine Road to established collector roads south of Mayfield Road, with potential for expanded local transit routes.

Integrated with the arterial roads, the collector road network provides flexibility for establishing both regional and local transit route options that will logically connect with the proposed transit hub. On-street bike lanes in each direction provide a safe and comfortable environment for cyclists.

For more detailed information regarding the proposed character of the Spine Road, refer to Chapter 4,

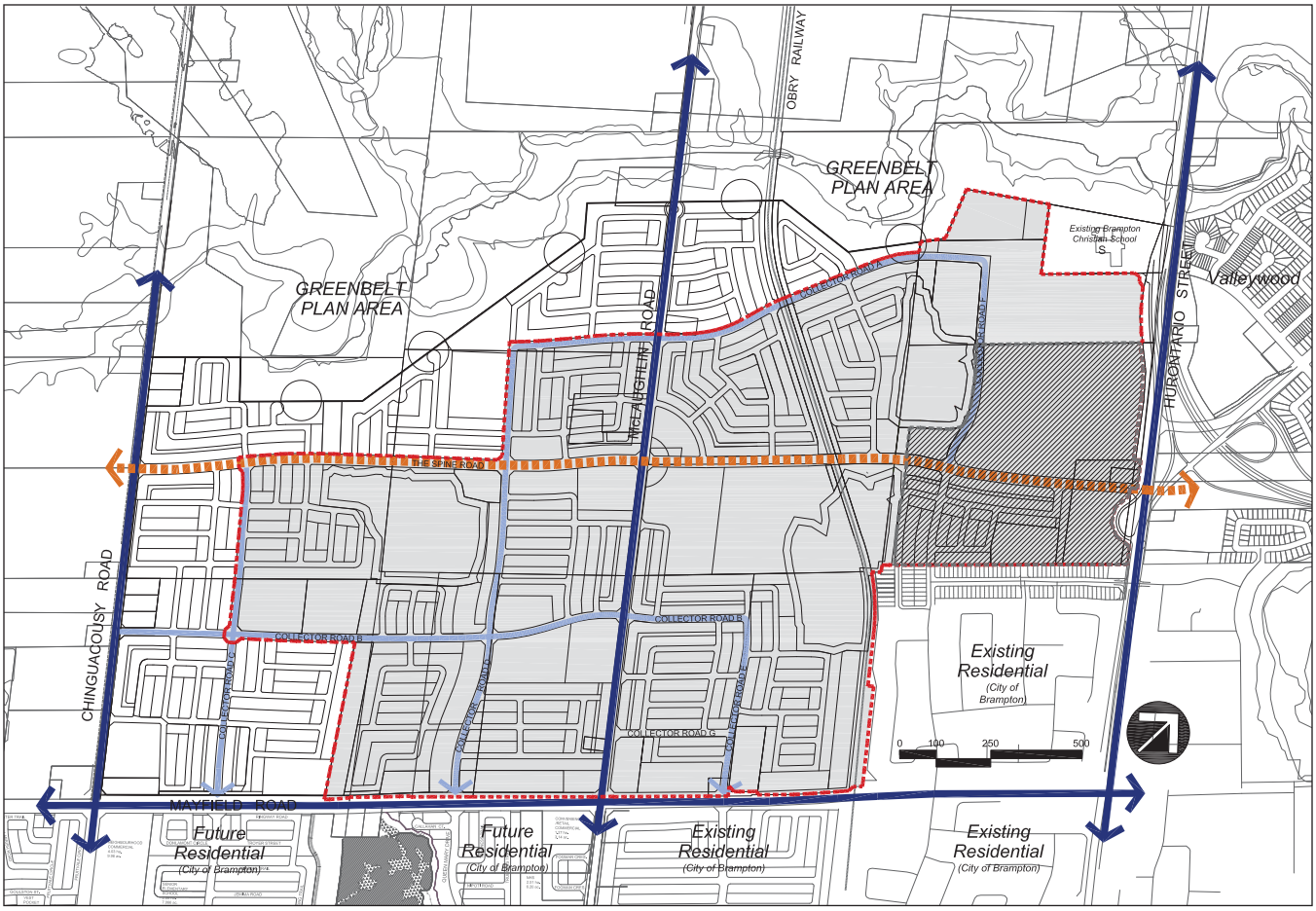


Figure 3.6 - Mayfield West Phase 2 – Proposed Spine Road / Collector Roads.

3.7 Proposed Neighbourhood Areas

The structuring elements described in this section help to establish the framework for neighbourhoods within Mayfield West Phase 2. In particular, the woodlands and wetlands, with their corresponding linkages, and the Spine Road and arterial road network provide the basic structure for individual neighbourhoods. With this structure established, neighbourhood amenities such as parks, schools, transit stops and pedestrian linkages are located within a reasonable walking distance, which corresponds with an approximate five-minute walking radius. Using this approach, ten neighbourhood areas have been identified within Mayfield West Phase 2. In general terms, each individual neighbourhood is served by a designated park space, with easy access to schools, commercial uses and natural areas.

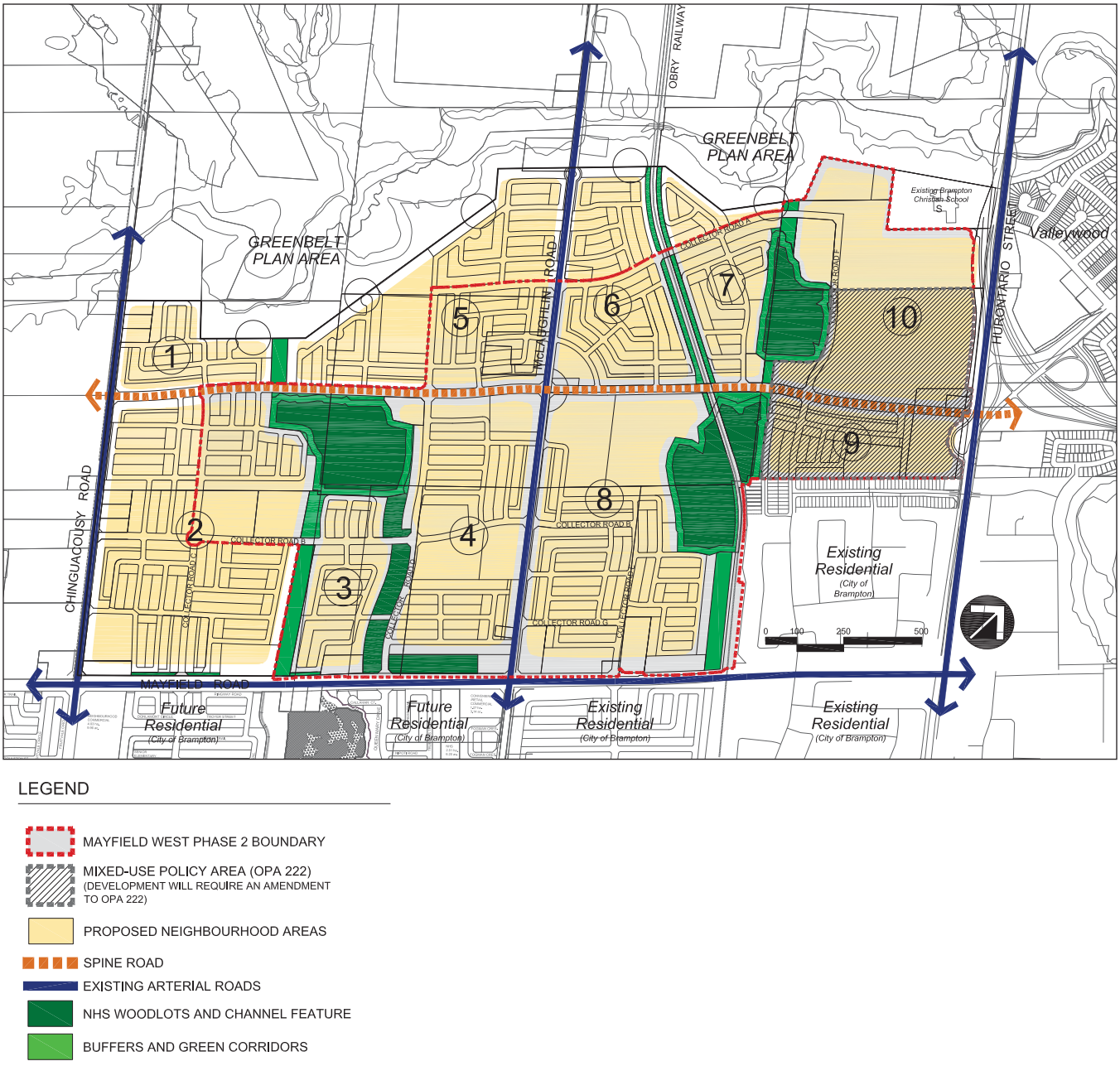


Figure 3.7 - Mayfield West Phase 2 – Proposed Neighbourhood Areas

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SPECIAL CHARACTER AREAS

4.1 About Special Character Areas

Special Character Areas are specific areas within the Mayfield West Phase 2 plan that are unique in their design and/or have a primary function that significantly influences the character and identity of the overall community. Building upon the Structuring Elements described in Chapter 3, Special Character Areas help define the character of the community plan from a design and land use perspective, and at a community and neighbourhood scale. The quality of these areas is reflected in the design of built form, streetscapes and open space.

Several important land use features contribute to an identifiable character for Mayfield West Phase 2. The following are described in this chapter:

- The Spine Road Character Avenue;
- The Urban Village Centre;
- Mixed-use Nodes, including:
  - The Hurontario Commercial Mixed-Use Centre
  - The Mayfield / Chinguacousy Mixed-Use Area;
- The Hurontario Employment Centre;
- Existing Residential Transition (Brampton);
- The Mayfield Road Interface;
- The Greenbelt Plan Area Interface.

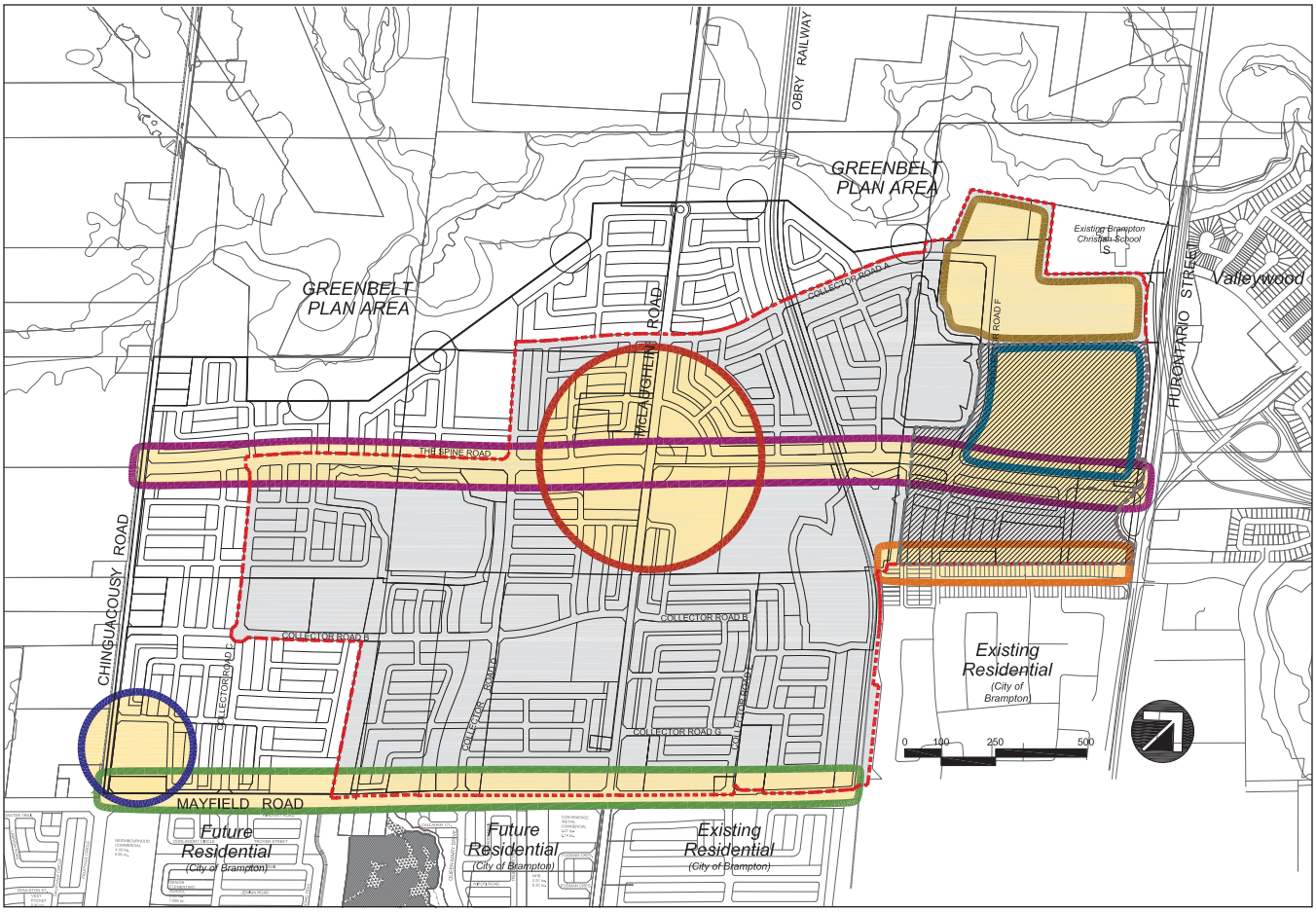


Figure 4.1 – Mayfield West Phase 2 - Special Character Areas.

LEGEND

- MAYFIELD WEST PHASE 2 BOUNDARY
- MIXED-USE POLICY AREA (OPA 222) (DEVELOPMENT WILL REQUIRE AN AMENDMENT TO OPA 222)
- THE SPINE ROAD CHARACTER AVENUE
- URBAN VILLAGE CENTRE
- COMMERCIAL / MIXED-USE CENTRE AT HURONTARIO STREET
- MIXED-USE AREA AT MAYFIELD ROAD AND CHINGUACOUSY ROAD
- EMPLOYMENT LANDS AT HURONTARIO STREET
- INTERFACE WITH EXISTING RESIDENTIAL (CITY OF BRAMPTON)
- INTERFACE WITH MAYFIELD ROAD

4.2 Spine Road Character Avenue

The east-west Spine Road is planned as the central character avenue for Mayfield West Phase 2. It serves a vital function within the community by providing a critical link between neighbourhoods, mixed-use nodes, open space amenities and community facilities. As the main internal transit corridor, it is essential in facilitating public transit, cycling, pedestrian and vehicular connections throughout the community.

The Spine Road is located to be in close proximity to and accessible from all neighbourhoods within a reasonable walking distance. From the east, it links the commercial mixed-use centre at Hurontario Street with the higher density Urban Village Centre at the intersection with McLaughlin Road, before continuing through to Chinguacousy Road.

As a character avenue, the Spine Road shall be distinguished by streetscape treatments corresponding to the land uses and built form types found along its edges. As such, street character will vary according to neighbourhood context, with opportunities to define areas through upgraded streetscape / greenway treatments.

With respect to built form, the Spine Road will feature a variety of housing forms and densities, combined with a concentration of public use amenities found primarily within the Urban Village Centre and commercial mixed-use centre between Collector Road F and Hurontario Street. Right-of-way widths are minimized through these areas to reflect a more comfortable pedestrian scale, with reduced building setbacks that frame the road, yet still accommodate transit, cycling, vehicular movement and streetscape elements.

The eastern section of the Spine Road, from Collector Road F to Hurontario Street, will have higher vehicular traffic volumes attributed to the proposed nearby commercial and employment land uses.

The portion of the Spine Road within the Urban Village Centre will consist of higher-density residential product, including a planned combination of lane-based townhouses and live-work units, and a mid-rise condominium/apartment building at McLaughlin Rd. The intent is to minimize direct driveway frontages onto the Spine Road in order to better facilitate transit, on-street cyclists, strategically placed lay-by parking and strong streetscape connectivity for pedestrian movement.

With respect to the boulevards on the intersection approaches within the Urban Village Centre and the commercial mixed-use centre between Collector Road F and Hurontario Street, the character of the Spine Road shall reflect an urban streetscape treatment, responding to a greater level of pedestrian traffic associated with adjacent higher density residential, street related retail / service functions, public transit facilities and open space amenities.

The western section of the Spine Road is intended to have lower traffic volumes, which will enable a mix of front-loaded, flankage and lane-accessed dwelling types. To avoid a monotonous streetscape appearance, consecutive flankage block conditions shall be minimized by integrating front-facing blocks along the same side or opposite side of the Spine Road.

The character of the Spine Road will be largely influenced by the variety of land uses that define its edges, including medium-to high-density and lane-accessed residential built form, front-loaded residential, flankage conditions, a secondary school, urban plazas, a community park and recreation facility, convenience commercial blocks and interfaces with the Natural Heritage System. The treatment of these uses along the Spine Road will be key to determining the character of the street. In particular, the treatment of the residential flankage conditions will strive to create built-form designs that are oriented to the Spine Road (with driveways on the local street), minimizing the impact of exposed rear yards and associated fencing.

For relevant design criteria related to the Spine Road, refer to Chapter 6 – Streetscape Guidelines, Section 6.4 – The Spine Road. Additional design criteria appears in Chapter 8.0, Section 8.5.12 – Special Character Areas.

Figure 4.2a – Within the Urban Village Centre and commercial mixed-use centre, streetscape treatments shall be more urban in character.

Figure 4.2b – Built form character, height and massing along the Spine Road varies according to use.

Figure 4.2c – In high activity areas, sidewalks along the Spine Road shall be wide enough to accommodate, wheelchairs and strollers.

Figure 4.2d – High-activity areas will reflect a more comfortable pedestrian scale, with reduced building setbacks that frame the road.

Figure 4.2e – Higher-density residential product along the Spine Road will have reduced setbacks and upgraded streetscape / greenway treatments.

Figure 4.2f – Right-of-way widths will accommodate transit, pedestrians, cyclists and vehicular movement.

4.3 Urban Village Centre

The Urban Village Centre is envisioned as an important character area forming the 'heart' of the Mayfield West Phase 2 community. It will function as the primary gathering space for the community, and allow for various amenity and programming opportunities aimed at providing purpose and interest throughout the day and evening. Placemaking is critical to the long-term success of the Urban Village Centre, which shall strive to achieve a setting that reflects high quality design, where people can live, work, shop, learn and play.

Key characteristics / recommendations include:

- Create an Urban Village character at the core of the community, with street-related built form throughout and an emphasis toward safe and efficient pedestrian movement;
- Create a 'main street' character along the Spine Road and McLaughlin Road with reduced building setbacks, access from the sidewalk and on-street parking in strategic locations;
- Provide an urban streetscape treatment in key locations to address the higher-density urban context;
- Integrate medium-density residential uses in the form of townhouses and stacked townhouses, with potential for ground floor retail or work space provided as live-work units;
- Integrate high-density residential uses in the form of a condo / apartment building, with potential for at-grade commercial uses (possible seniors' lifestyle uses);
- Provide built form that responds to the configuration and function of open space features, such as the Village Squares;
- Design the Village Squares as the central focus and community gathering space for the Urban Village Centre;
- The Urban Village Centre will be connected by bus transit along both the Spine Road and McLaughlin Road, and is in close proximity to a proposed transit hub situated within the commercial lands to the east;
- The viability of the retail, service and recreation amenities and facilities depends on the density of the population base within the Urban Village Centre. The Urban Village Centre shall, therefore, encompass a mix of uses that attracts a diversity of people throughout the day and evening, including seniors, students, shoppers, recreation facility users, cyclists and other residents;

Figure 4.3a – The Urban Village Centre shall function as the primary gathering space for the community, with flexibility for various programming.

Figure 4.3b – Mixed-use buildings, such as live-work units, will combine retail with higher-density residential.

Figure 4.3c – Example of a building that responds to the configuration and function of a prominent open space feature.

- The Urban Village Centre shall create conditions that reward the short trip over the long trip. The variety of functions and amenities within the Urban Village Centre is intended to attract pedestrians from the surrounding neighbourhoods as an alternative to residents using their cars to go elsewhere for some of their day-to-day recreation, leisure and shopping requirements;
- The recreation facility shall have a strong orientation toward the Spine Road and McLaughlin Road, as well as the Village Square, to ensure a vibrant, animated street edge;
- A neighbourhood commercial / retail / service block at the south-west corner of the Spine Road and McLaughlin Road serves as an important amenity within the core, allowing neighbourhood residents to shop within walking distance from home or in close proximity to transit;
- Establish a 'village character' for the commercial block with strong built form orientation toward the intersection and the street along the Spine Road and McLaughlin Road, with minimum building setbacks, and access from the sidewalk;
- For the commercial block, encourage a courtyard or cluster configuration that integrates parking, servicing and loading internally, to reduce visual exposure of parking from surrounding roads.
- Commercial and residential built form shall be prominent within the Urban Village Centre, with at least two-storey massing preferred;
- Provide lay-by parking in strategic areas to support higher-density and commercial uses within the Urban Village Centre;
- Consider alternative parking opportunities, such as between live-work or townhouse blocks (as an extension of the adjacent road right-of-way) and underground parking associated with a proposed higher density condominium.
- Consider a coordinated and consistent family of furnishings to help define the character and identity of the core.

For additional relevant design criteria, refer to Chapter 6 – Streetscape Guidelines, Section 6.4 – The Spine Road, and Chapter 8 – Built Form Guidelines, Section 8.5.11 – Special Character Areas.

Figure 4.3d – Street-oriented community buildings with high quality architectural design and materials are key to establishing the character of the Urban Village Centre.

Figure 4.3e – Example of a high-density, adult lifestyle/seniors-focused development that is well-integrated into the main street fabric.

Figure 4.3f – A consistent family of street furnishings will help define the character of the Urban Village Centre.

Figure 4.3g – Urban Village Centre concept plan with key features identified.

Figure 4.3h – Conceptual perspective showing the intersection of McLaughlin Road and the Spine Road, looking east (lane configuration as shown may differ from latest Spine Road plan).

4.4 Mixed-Use Nodes

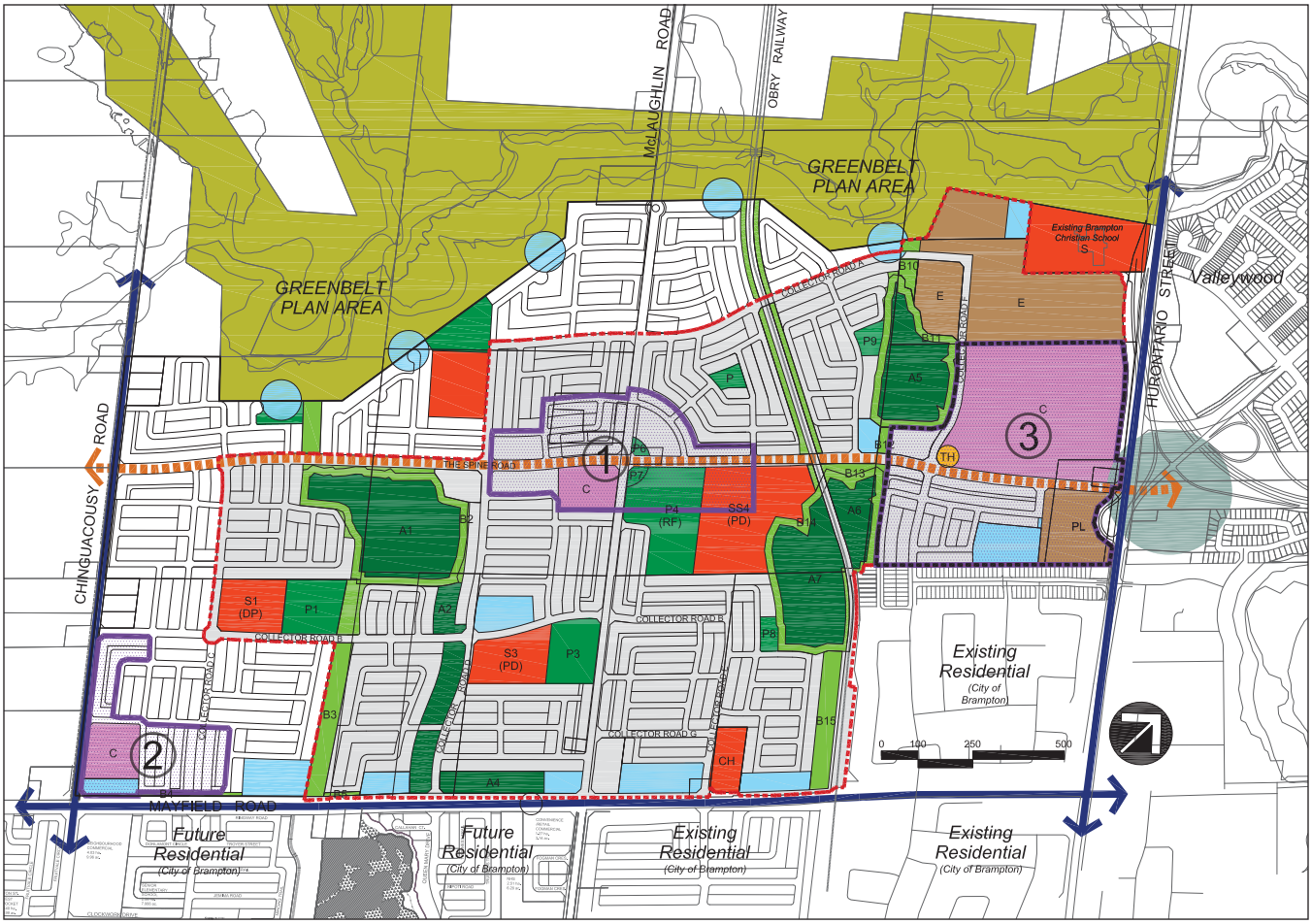
Fundamental to creating a transit-oriented, walkable urban community is the establishment of mixed-use nodes at key locations within the Mayfield West Phase 2 community. Mixed-use nodes strengthen the urban structure and bring a unique character to their surrounding neighbourhoods. By emphasizing the use of public transit and walkability, it is possible to achieve improvements in the livability of new developments, helping progressive communities move toward healthier, more active and more sustainable environments.

Providing community amenities within walking distance of each neighbourhood 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 nodal areas, they provide the critical population base to ensure support for amenities such as commercial and retail uses, community programs, as well as transit ridership.

To create conditions that promote the success of the mixed-use nodes, several measures will be implemented at each nodal area, including:

- Introduce a variety of public use facilities and amenities, including schools, potential retail / office / service space, and parks and open spaces, and ensure these features are integrated into the street fabric of the neighbourhood;
- Integrate high and medium density residential uses, rear- and front-loaded townhouses and stacked townhouses, and planned live-work units;
- Reinforce a walkable, urban village environment by establishing smaller block lengths;
- Provide strategically placed lay-by street parking, allowing convenient access to neighbourhood amenities (retail / service uses, Village Squares), and reducing the perceived scale and related vehicular traffic speed of the street;
- Ensure that convenient, accessible pedestrian connections are provided from street level to retail, service or residential uses, as required;
- Integrate transit stops with the streetscape treatment, and size transit shelters according to the boulevard width, anticipated user frequency and adjacent built form uses;
- Provide for a greater level of pedestrian safety by distinguishing crosswalks at major intersections using enhanced paving treatments;
- Provide a streetscape treatment that is upgraded beyond the Town standard with respect to materials and furnishings in order to enhance the character of the mixed-use node to reflect the prominence of the higher-density urban context. Refer to Chapter 6 Streetscape Guidelines.

Figure 4.4 identifies the locations of the mixed-use nodes within Mayfield West Phase 2.



LEGEND

- MAYFIELD WEST PHASE 2 BOUNDARY
- MIXED-USE POLICY AREA (OPA 222) (DEVELOPMENT WILL REQUIRE AN AMENDMENT TO OPA 222)
- C COMMERCIAL
- E EMPLOYMENT
- PL PEEL REGION POLICE FACILITY
- S ELEMENTARY SCHOOL
- SS SECONDARY SCHOOL
- P PARK
- P(RF) RECREATION FACILITY
- SWM STORMWATER POND FACILITY
- EXISTING ARTERIAL ROADS
- SPINE ROAD
- SWM CONCEPTUAL STORMWATER POND FACILITY (TRCA JURISDICTION)
- TH TRANSIT HUB
- CH EXISTING CHURCH
- A GREENLANDS A
- B GREENLANDS B
- GREENBELT PLAN AREA
- PROPOSED FUTURE MODIFIED INTERCHANGE

MIXED-USE NODES

- MIXED USE NODE
- 1 URBAN VILLAGE CENTRE
- 2 MAYFIELD RD./CHAINGUACOUSY RD. MIXED-USE AREA
- 3 COMMERCIAL/MIXED-USE CENTRE WITH EMPLOYMENT

Figure 4.4 – Mayfield West Phase 2 - Mixed-Use Nodes within the context of the community's structuring elements.

4.4.1 Hurontario Commercial Mixed-Use Centre

The Hurontario Commercial Mixed-Use Centre, framed by Hurontario Street, the Spine Road and Collector Road F, provides the opportunity to integrate unique commercial products, massing and layouts that will help reinforce a 'main street' character with high quality architectural facades and streetscape treatments, particularly along the Spine Road and Collector Road F.

The intent is to develop a successful combination of appropriate retail units that are viable, neighbourhood friendly and walkable. They shall represent an effective balance between street and rear parking access and establish a strong relationship with street frontages along the Spine Road and Collector Road F.

One of the critical aspects of the Hurontario Commercial Mixed-Use Centre will be the integration of the large format or anchor units. Anchor units are a key driver in attracting a sustainable customer base from which other smaller retail units may draw. Commonly, these larger format stores would follow a traditional suburban model in which buildings, composed of cheap materials and minimal architectural input, are oriented inwards towards the parking lot, resulting in poorly articulated facade treatment along the street interface, with little to no access from the street. To avoid repeating this same scenario within the Mixed-Use Centre, three general scenarios could be considered when combining different scales of retail activity such as anchor-type units with smaller format retail, in order to establish an urban, 'main street', neighbourhood friendly commercial district. These are identified as Anchor with Vestibule, Anchor with Combined Vestibule and Liner, and Anchor with Integrated Street Entry and Liner.

The following describes each of these options:

A. Anchor with Vestibule

- This scenario positions the anchor building along the street edge with parking provided internal to the site at the rear of the building. A vestibule is integrated to enable access into the store from both the parking lot and the street, strategically placed to have a direct link with the checkouts within the store. The single exit side also enables easier monitoring for security purposes. Prominent window treatment will define the street facade, combined with high quality architectural design and a strong relationship with the streetscape treatment. The large expanse of windows also provides an opportunity to market the stores products.

B. Anchor with Combined Vestibule and Liner

- This scenario utilizes the vestibule function, but provides a more effective and varied street presence by integrating smaller liner retail units along the street frontage. These smaller units may either be completely independent of the anchor store or affiliated in the form of a 'store within a store' (for example, a cafe linked with a larger bookstore) to create a mutually beneficial partnership. With the vestibule, access to the anchor store is from both the street and rear parking, while each liner unit is accessed from the street frontage. If a smaller unit is partnered with the anchor and access is desired from within the stores, there will likely be security issues that will need to be addressed with the internal layout. In this instance, entrance from the street should be considered the priority.

C. Anchor with Integrated Street Entry and Liner

- This scenario is similar to the combined vestibule and liner, but provides greater presence for the anchor store along the street edge. In addition to the entrance from the parking lot, a street entrance is integrated with the smaller individual liner units. providing a higher profile from a marketing standpoint, but also reinforcing an effective, urban 'main street' retail experience. The security issue related to having two separate entrances can be mitigated when locating the two vestibule areas in close proximity, effectively creating one checkout location.

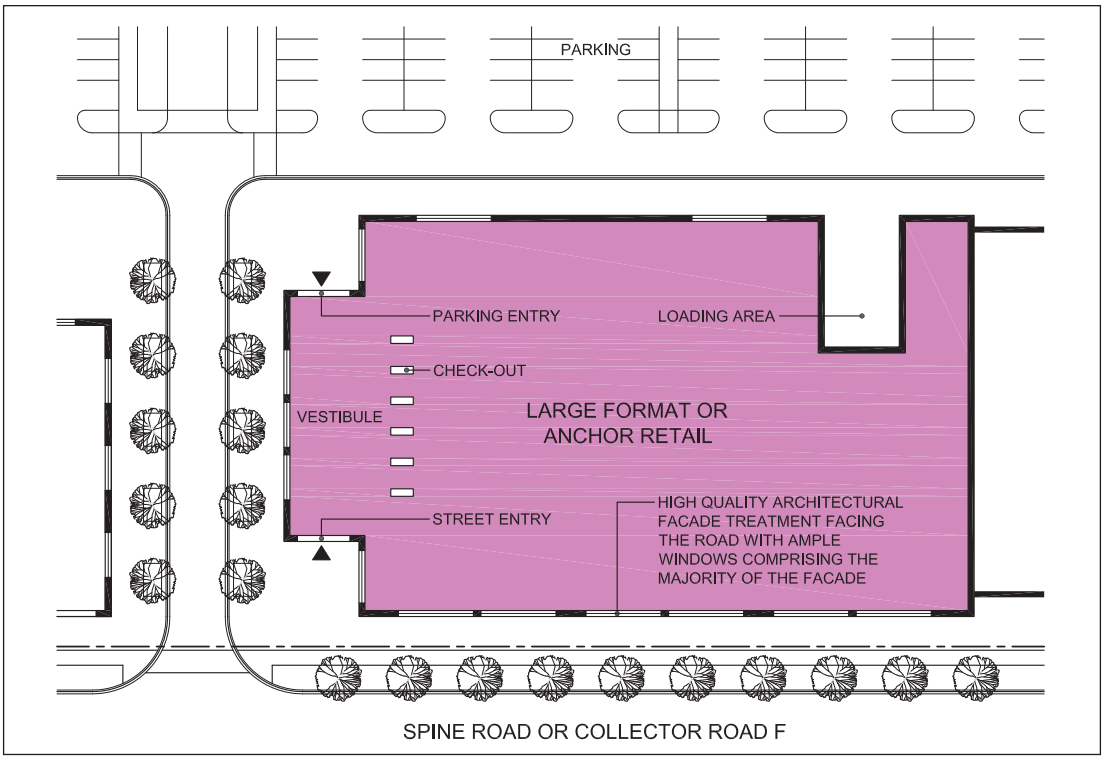


Figure 4.4.1a – Conceptual plan depicting Anchor with Vestibule scenario.

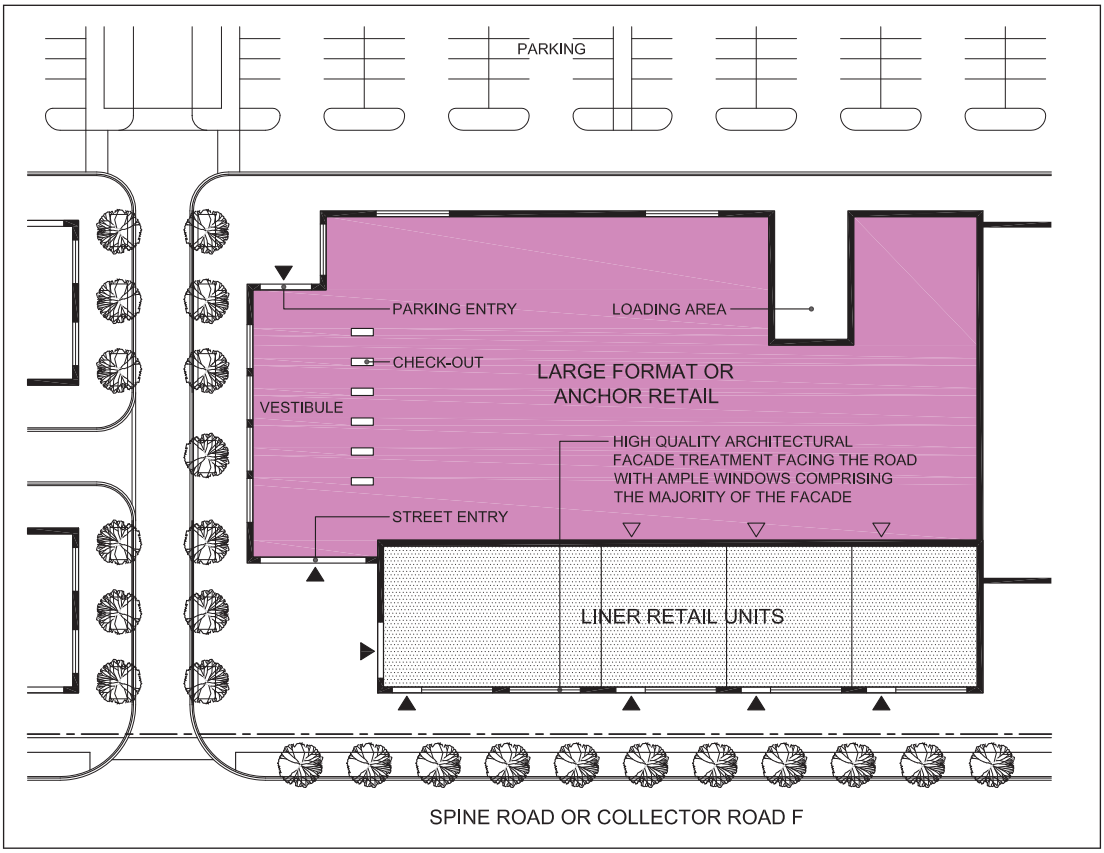


Figure 4.4.1b – Conceptual plan depicting Anchor with Combined Vestibule and Liner scenario.

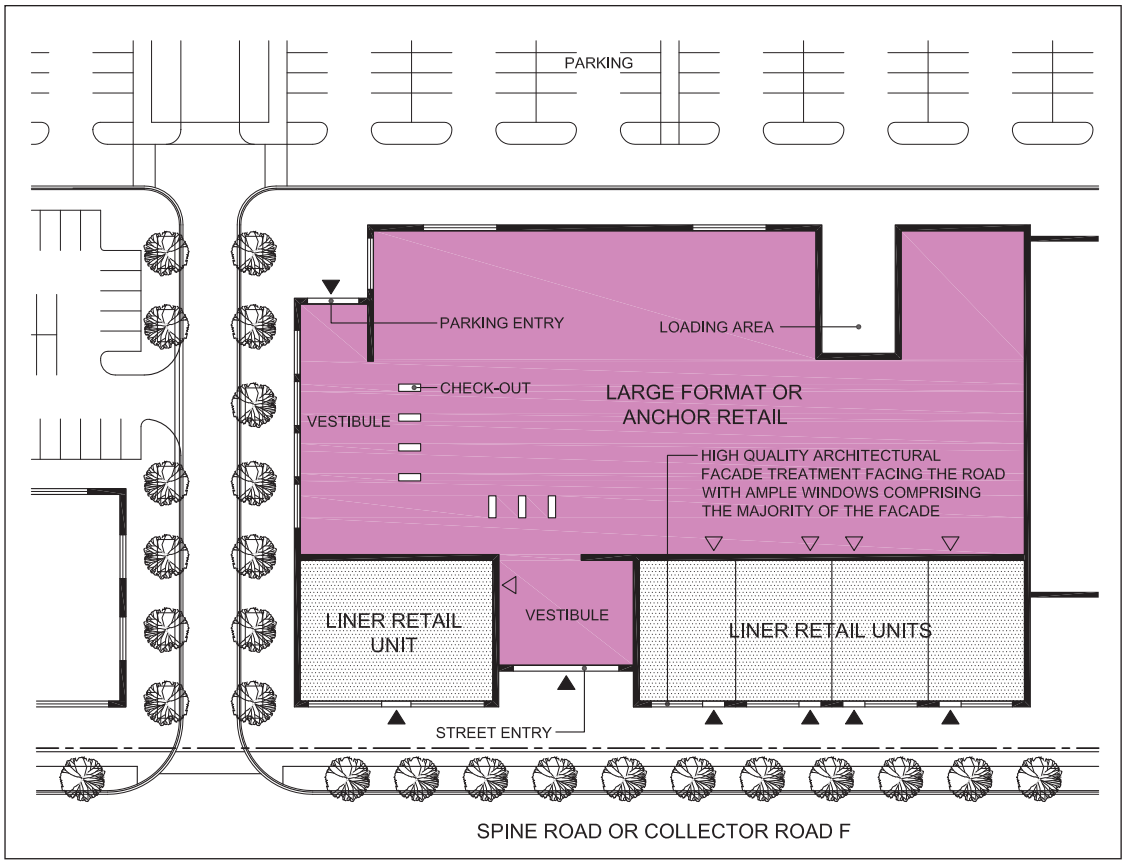


Figure 4.4.1c – Conceptual plan depicting Anchor with Integrated Street Entry and Liner scenario.

Beyond the guidelines pertaining to the integration of anchor units within the Hurontario Commercial Mixed-Use Centre described above, key characteristics / recommendations for the overall layout and design of the development include the following:

- In addition to the anchor unit scenarios described, built form shall relate to the adjacent street frontage, with larger format or 'big box' commercial generally sited toward Hurontario Street and the north extent of the commercial lands, and smaller format options oriented towards the Spine Road and Collector Road F;
- Introduce an internal roadway network within the Mixed-Use Centre, based on a traditional urban grid configuration that encourages safe and comfortable walking and cycling connections to all commercial units;
- An urban grid configuration enables future development to evolve on a block by block basis or phased approach, while also mitigating impacts on existing or retained uses;
- Accommodate a transit hub with form and function that is well integrated into the adjacent Spine Road and/or Collector Road F land uses. The transit hub should be situated to take advantage of connections to the south (Robertson Davies Drive), east and west (Spine Road), to the north (Collector Road F) and, ultimately, to Hurontario Street (refer to Section 6.13.2 – Transit Hub, for Streetscape Guidelines related to this component);
- Vehicular access into the Mixed-Use Centre shall occur from the Spine Road and Collector Road F;
- The architectural character of the commercial built form along the Spine Road shall provide an appropriate transition with the residential development to the south and west;
- Building elevations, particularly those fronting onto the Spine Road and Collector Road F, shall reflect an appropriate level of architectural design and materials that encourages a strong relationship with the street and fosters an urban, 'main street' character, while considering the need for buildings to achieve prescribed levels of energy efficiency;

- South of the Spine Road, clusters of townhouse, medium-density residential and single-detached homes are intended as a transition from 'main street' commercial uses to existing City of Brampton single-detached dwellings to the south.
- Create an urban, 'main street' character along the Spine Road, particularly in close proximity to the Collector Road F intersection, with reduced building setbacks, street-related built form with access from the sidewalk;
- Internal roadways shall integrate typical streetscape components, including boulevards with street trees and standard width sidewalks. Direct connections from adjacent sidewalk to store entry shall be provided;
- Streetscape treatment along the Spine Road and Collector Road F shall reflect an urban character, with more expansive sidewalks and walkway connections for easier pedestrian access, alternative street tree planting conditions to ensure healthy long term tree growth and outdoor furniture, which will contribute to achieving an attractive, vibrant character;
- Where retail buildings are located adjacent to Hurontario Street with entrances oriented internal to the site, a robust landscape buffer shall be installed at the interface between building and road to contribute to a more attractive streetscape. Additionally, blank walls shall be avoided through articulated wall and roof treatments, fenestration and material arrangement to provide a more interesting built form design;
- Given that the described Hurontario Commercial Mixed-Use Centre is situated within the designated Mixed Use Policy Area, all proposed development will require an amendment to OPA 222. Any illustration or description for lands within the Mixed Use Policy Area shall be considered for reference purpose only and shall not be interpreted as an intent to presume such development.

Refer to Section 8.6.1 Commercial Buildings for architectural guidelines pertinent to the Hurontario Commercial Mixed-Use Centre.

Figure 4.4.1d – Commercial uses shall encourage pedestrian activity with comfortable, safe and efficient linkages.

Figure 4.4.1e – Commercial built form shall encourage a 'village character' along the Spine Road.

Figure 4.4.1f – Example of a commercial streetscape treatment that contributes to an animated, urban character.

4.4.2 Mayfield / Chinguacousy Mixed-Use Area

The mixed-use area located at the intersection of Chinguacousy Road and Mayfield Road provides the opportunity to combine commercial uses with higher-density residential. The mixed-use area is located directly across from a planned 'neighbourhood commercial' development on the south side of Mayfield Road, within the limits of the City of Brampton. Key characteristics / recommendations include:

- Create a commercial block with potential for mixed uses, including retail, office and service, as viable, to serve as a gateway for the community from Chinguacousy Road and Mayfield Road. It will complement the planned commercial development on the south of Mayfield Road, establishing a larger commercial centre at this intersection;
- Establish a 'village character' for the commercial block with strong built form orientation toward the intersection and the street along Chinguacousy Road, minimum building setbacks, and access from the sidewalk;
- Encourage a courtyard or cluster configuration that integrates parking, servicing and loading internally, to reduce visual exposure of these functions from surrounding roads;
- The commercial area shall be designed to integrate the stormwater management pond potentially located at the intersection of Chinguacousy Road and Mayfield Road, if applicable;
- Integrate medium-density residential in the form of front- and rear-loaded townhouses;
- Commercial and residential built form shall be prominent at this gateway location, with at least two-storey massing preferred;
- Higher residential density from adjacent lane-based townhouses with on-street parking along local roads will help support the viability of businesses;
- Clusters of townhouse, medium-density residential and single-detached homes are intended as a transition from 'main street' commercial uses to existing single-detached dwellings to the east;
- A stormwater management pond (potential) and buffer block help maintain a 'green edge' and transition along Mayfield Road, providing visual interest and an added amenity for the mixed-use area. If applicable, the pond edge adjacent to the commercial lands can be designed with an urban treatment that is integrated with the commercial development, providing a unique amenity feature for patrons.

Figure 4.4.2a – Example of commercial built form that provides pedestrian access and serves as a gateway.

Figure 4.4.2b: – Example of commercial built form that displays a 'village character' with strong orientation to the street and access from the sidewalk.

Figure 4.4.2c – Front-loaded townhouses with shorter setbacks animate streets near the mixed-use area.

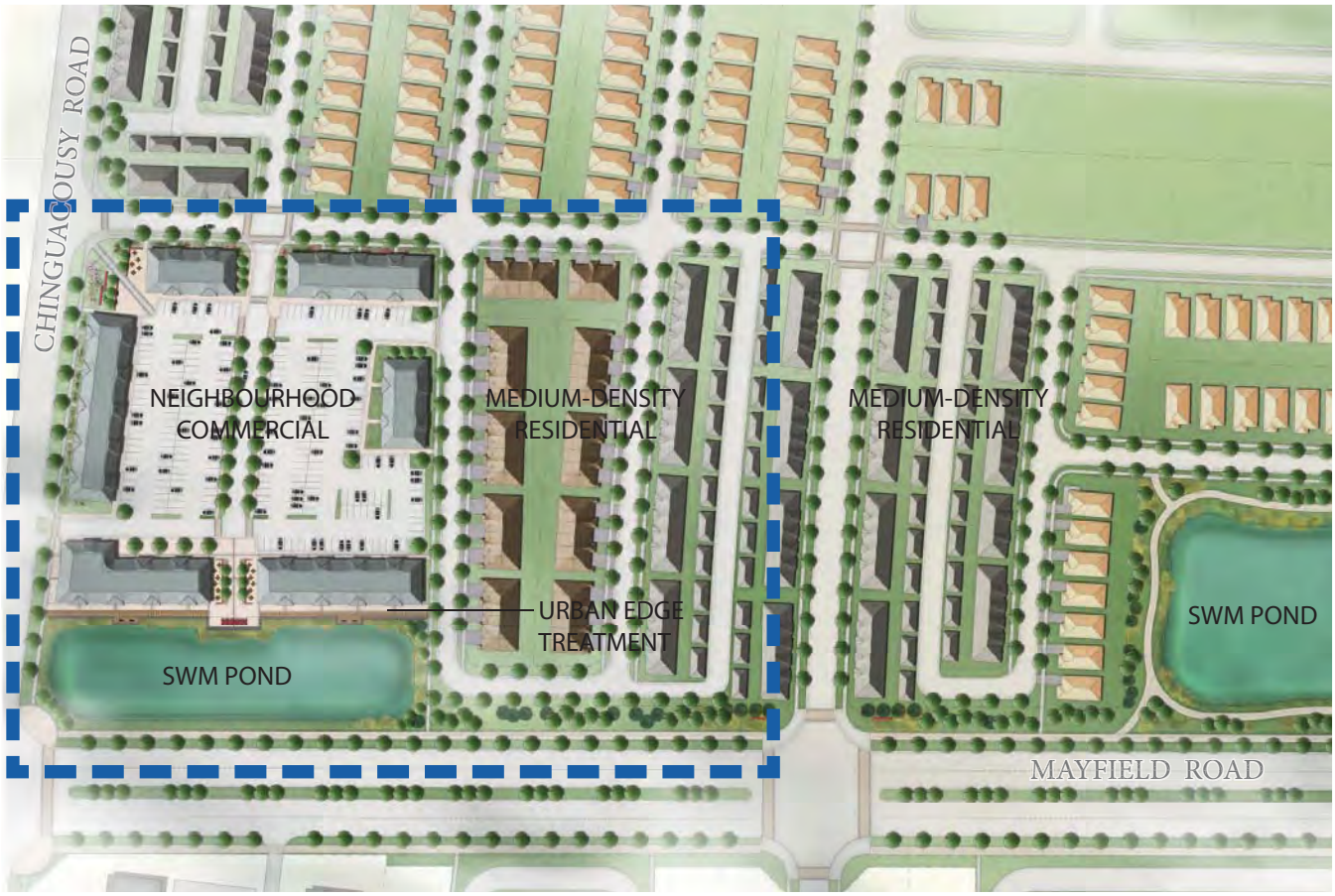


Figure 4.4.2d – Mayfield Road / Chinguacousy Road mixed-use area concept plan with special character features identified.

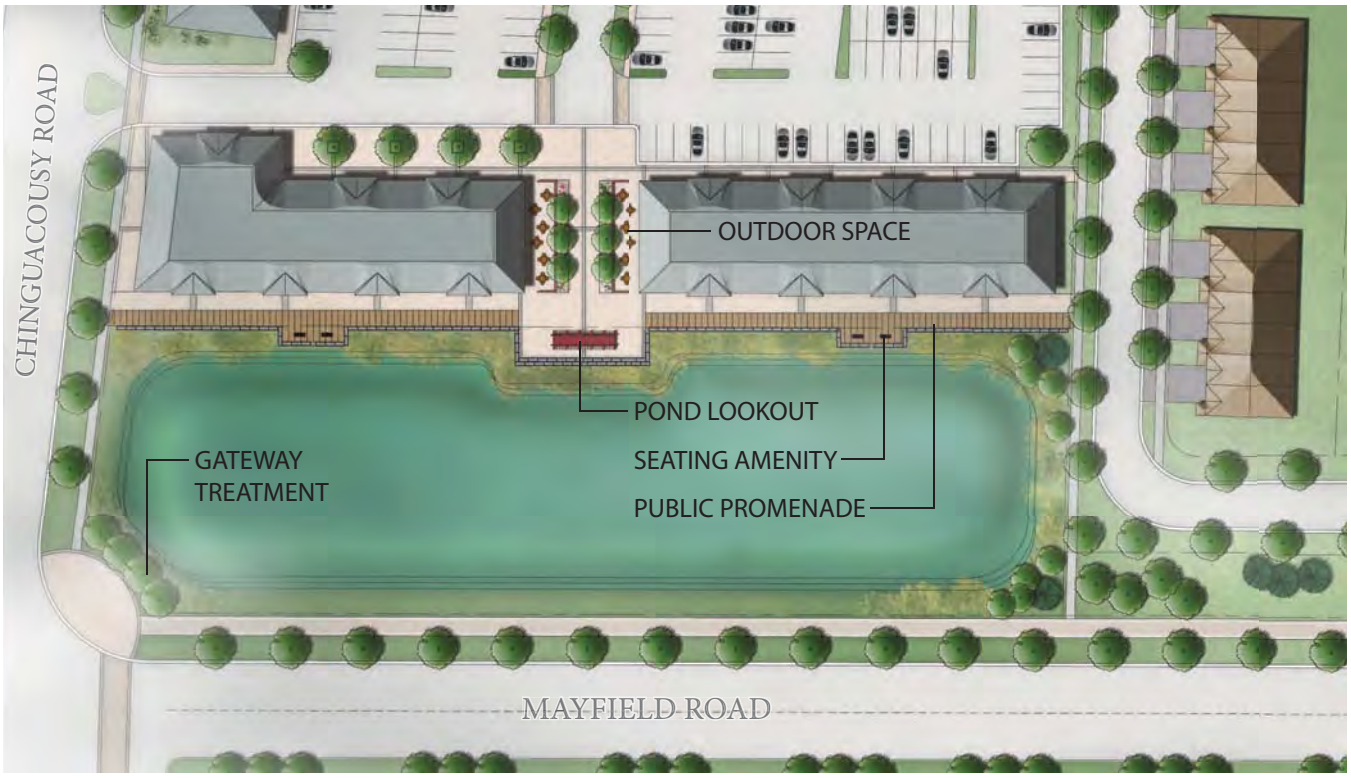


Figure 4.4.2e – Conceptual plan showing the stormwater pond with an urban treatment serving as an important amenity for the commercial area while providing a 'green edge' transition along Mayfield Road.

Figure 4.4.2f – Conceptual plan showing a strong pedestrian gateway feature and direct access to commercial from the sidewalk.

4.5 Hurontario Employment Centre

Employment lands are an important component of the urban fabric of Mayfield West Phase 2, providing a variety of uses and corresponding built form expressions. It is planned that a significant portion of the employment lands will be designated for office use, with potential for some prestige industrial zones. The anticipated range of employment uses will, therefore, include primarily corporate offices, with potential for light industrial related uses, such as industrial oriented office buildings, research and development facilities, incidental sales outlets, data processing centres, etc. The objective is to create an attractive, pedestrian-scaled employment area that responds to the needs and functions of industry. A coordinated and consistent approach shall be adopted for the design of component elements, ranging from streetscape design to site planning / built form and design of open space elements within private lands. Key characteristics / recommendations include:

- Establish distinct and consistent character elements for the site to provide a sense of continuity and integration;
- Promote built form that will accommodate the anticipated range of employment uses while maintaining an appropriate balance of service, parking and open space areas;
- Encourage courtyard buildings or buildings in clusters that integrate parking, servicing and loading internally, to reduce visual exposure of parking from surrounding roads;
- Ensure buildings are oriented toward the street to establish an appropriate street wall;
- Ensure design that is pedestrian-scaled, attractive and employs a high-quality building material palette and landscape design;
- Locate high-quality building designs at key gateway and view terminus locations, as well as attractive building elevations along visually prominent edges;
- Integrate a safe, comfortable and continuous pedestrian system throughout the site, with connections to ensure walkability and promote transit use;
- Parking and service functions that may be visible from the street shall be screened by a landscape buffer treatment;

Figure 4.5a – Example of pedestrian-scaled employment built form.

Figure 4.5b – A continuous and well-identified pedestrian system promotes walkability.

Figure 4.5c – Example of a passive-use amenity space for employees and visitors.

Figure 4.5d – Example of a landscape buffer used to screen a visible parking area from the street.

- Landscape buffers shall be contained within the employment lands and privately maintained;
- A double row of street trees with lower storey planting between sidewalk and built form shall be considered, particularly along Collector Road F, to provide an attractive interface between the road and the proposed employment built form;
- Provide an appropriate streetscape treatment along Collector Road F that integrates and celebrates view opportunities into natural open space features as a character element for the node;
- Provide vehicular routes that function similar to a local street system, with a clear hierarchy of circulation, movement and parking;
- Pedestrian walkways with landscaping shall be provided within parking areas;
- Integrate bicycle parking elements into the design and layout of parking facilities, with convenient access to building entrances and within well-lit areas that provide weather protection options;
- Publicly accessible open space amenities shall be integrated into the site plan design to provide passive use opportunities for employees and visitors to sit, east or congregate;
- The use of gateway features shall be considered for the employment lands to provide a sense of identity, signal a sense of arrival and serve as placemaking and wayfinding elements;
- Consideration shall be given to the implementation of LID or other sustainability measures related to landscape or built form within the Employment Lands, in accordance with the Town of Caledon's *A Guide To Eco-Business Zone Planning & Development for applicable strategies.*

While the design of the Employment Lands will be subject to a separate detailed urban design brief, additional guidelines related to the Employment Lands are found in Chapter 6 – Streetscape Guidelines, Chapter 7 – Sustainability and Low-Impact Design and Chapter 8 – Built Form Guidelines.

Figure 4.5e– A double row of street trees may be used between the road and proposed built form along Collector Road F to strengthen the streetscape presence.

Figure 4.5f – Example of a gateway feature used to provide identity for a site.

Figure 4.5g – Example of bio-retention swales used to manage expansive areas of runoff.

4.6 Existing Residential Transition (Brampton)

South of the Spine Road and immediately east of Hurontario Street, special consideration is given to the compatibility of existing and planned adjoining land uses, in particular where new development abuts existing single-detached residential homes within the City of Brampton. Key characteristics / recommendations include:

- Continue the single-detached lotting northward as an extension of existing residential development, transitioning to medium-density residential in the form of laneway townhouses immediately south of the Spine Road;
- Locate the stormwater management pond facility to serve as a transition and buffer between the existing single-detached dwellings to the south (within Brampton) and the proposed medium-density townhouses along the north side of the pond;
- Locate the stormwater facility lookout so as to offer easy access to the trails and lookout / seating amenity for both new and existing residential development;

Figure 4.6a – Lane-based townhomes serve as a transition between the commercial lands north of the Spine Road and proposed and existing low-density residential lands to the south.

Figure 4.6b – A stormwater management pond provides a functional, attractive and tranquil interface with existing residential.

Figure 4.6c – Conceptual plan showing the proposed transition between new development and the existing single-detached residential community to the south.

4.7 Mayfield Road Interface

At the southern edge of the community, Mayfield Road is a major arterial that will accommodate heavy traffic volumes, and function as a major goods movement corridor. As such, the proposed treatment along Mayfield Road primarily includes land uses that serve to maintain its existing 'green edge' character and to buffer residential uses from the bustle of traffic activity and related noise. Key characteristics / recommendations include:

- Locate stormwater management (SWM) ponds and a channel alternating with buffer blocks and natural corridors along the north side of Mayfield Road, effectively creating a 'green edge' character along the southern boundary of the community;
- Integrate commercial uses (retail or service) combined with medium-density built form to support these uses (front- and rear-loaded townhouses) at the Chinguacousy Road and McLaughlin Road intersections;
- Where commercial uses occur at key intersections along Mayfield Road, built form should be designed with prominent architectural character to fulfill a 'gateway' function for the community;
- Pathways and trails associated with the proposed SWM ponds, channel and natural corridors shall link with the 3.0m multi-use trail designated within the Mayfield Road boulevard, as a key component of the overall MW2 trail network.

For additional relevant design criteria, refer to Chapter 5 – Landscape and Open Space Guidelines.

Figures 4.7a, b and c – The character along Mayfield Road shall establish a 'green edge', including alternating SWM ponds, buffer blocks and NHS corridors.

Figure 4.7d – Conceptual vignette illustrating the land use types and treatment along Mayfield Road, where the intent is to provide a continuous green edge and buffer for residential neighbourhoods

4.8 Greenbelt Plan Area Interface

The designated Greenbelt Plan area along the northern edge of Mayfield West Phase 2 makes a significant contribution to the community's character and the Town's ecological systems. The area's mature woodlands, watercourses and extensive agricultural land operations are valuable attributes which will benefit the community by serving as an integral component of the open space system and optimizing views and vistas.

The interface between the Greenbelt area and adjacent proposed development will require careful consideration with respect to existing topography, vegetation communities and continuing agricultural functions.

The Greenbelt interface along the northern edge of the community will be characterized by a mix of adjacent land uses, including rear residential lotting, SWM ponds, parks, buffer blocks (OBRY line), employment lands and an existing school.

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 railway (OBRY) buffer block.
- Conversely, where environmentally sensitive features and other areas within the Greenbelt 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.
- The Greenbelt 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 school for pedestrians, cyclists and recreational users;
- Any multi-use trail proposed at the interface between the Greenbelt Plan area and the dwellings that back onto it shall be appropriately located and designed to respect sensitive features and functions, as well as the privacy of rear yards;

Figure 4.8a – SWM ponds are a compatible use with the greenbelt area and have been situated along this north interface

Figures 4.8b & c – The Greenbelt interface with the community may integrate linkage opportunities as a component of the overall network

- Stormwater management ponds are considered a compatible use with the purpose and function of the Greenbelt and consideration may be given to locating these facilities partially or entirely within the Greenbelt lands;
- Dwellings backing onto or flanking the publicly accessible areas within the Greenbelt Plan area shall feature upgraded architectural treatment for the exposed rear and side elevations, consistent with the dwelling's front elevation treatment;
- Transitional planting within parks, stormwater management facilities and other introduced features at the interface with the Greenbelt 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 Greenbelt edge.

For relevant design criteria related to this area, refer to Chapter 5, Section 5.2 – Natural Heritage System, Section 5.3 – Stormwater Management Facilities and Section 5.4 – Trail and Cycling Network.

Figure 4.8d – Conceptual sketch showing possible treatment at the interface between residential dwellings and the Greenbelt Area. In this image, a multi-use trail runs along the edge of the natural area as a transition between Greenbelt lands and residential built form.

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LANDSCAPE & OPEN SPACE GUIDELINES

5.1 About the Landscape and Open Space Guidelines

In addition to the design treatment described for the Special Character Areas in Chapter 4, several landscape and open space amenities, features and elements of the Mayfield West Phase 2 community shall be planned, designed and developed with a responsible, creative approach. These components will help define the community as an innovative place to live, work and play, and includes the following:

- The Natural Heritage System;
- Stormwater Management Facilities;
- Trail and Cycling Network;
- Parks;
- Schools;
- Views and Viewsheds;
- Cultural Heritage Resource.

5.2 Natural Heritage System (NHS)

The existing open space system within Mayfield West Phase 2 is an essential component of the community's character and the Region's ecological system. The Town of Caledon Official Plan contains detailed ecosystem planning and management policies whose fundamental objective is to ensure that the integrity of Caledon's ecosystems is protected, maintained and, as applicable, restored and enhanced as land uses change and development occurs. The proposed land use fabric within Mayfield West Phase 2, including streets, residential blocks, parks, schools and other major land uses has, in large part, evolved from the NHS layout and will provide vital amenity features within walking distance of each neighbourhood, including the integration of green system trail links.

In 2012, a Comprehensive Environmental Impact Study and Management Plan was prepared by AMEC on behalf of the Town of Caledon. Some of the findings of this report are summarized herein.

The Mayfield West Phase 2 study area includes the headwaters of the Fletcher's Creek Subwatershed within the Credit Valley Conservation area, as well as a portion of the headwaters of the Etobicoke Creek Watershed under jurisdiction of the Toronto Region Conservation Authority (TRCA).

Characteristics of the Natural Heritage System include:

- Natural features and habitat complexes in the Mayfield West Phase 2 lands that meet significant functional criteria as woodlands, wetlands, and fish habitat, including one regulated watercourse;
- Permanent and seasonal drainage features;
- Significant plant, wildlife and bird habitat and species;
- Habitat supporting provincially Endangered or Threatened species.

The proposed Natural Heritage System is intended to incorporate all of the existing diverse habitat elements that meet policy criteria, into a connected system which is directly linked to the NHS component of the Greenbelt to the north and to the approved Mount Pleasant Community Block 51-2 NHS in North West Brampton to the south. It shall be designed to meet environmental objectives that aim to create an ecologically diverse, healthy and sustainable NHS in an urbanized setting. The approach will be based on appropriate science related to remediation, restoration and enhancement of the existing natural environment in order to achieve balanced and implementable objectives and targets related to such aspects as fish and wildife habitat, connected natural areas and features, biodiversity and watershed management.

Restoration efforts will be focused on the establishment of new riparian and terrestrial corridors, reinforcing core areas within buffers and edges where possible and naturalizing agricultural fields within portions of the Greenbelt.

Key components of the proposed Natural Heritage System include:

A. Natural Heritage Features

Fragmented woodlots and wetlands which lack significant riparian corridor connections are consolidated within the recommended NHS. Restoration areas are identified where it is recommended that creation of riparian corridors and terrestrial take place. Furthermore, buffers are required for individual features, watercourse corridors and for the Greenbelt NHS.

Key initiatives are related to optimizing the shape, diversity and area of the existing features, as well as creating additional wetland cover and successional elements as part of the buffer, corridor and linkage network (including the rail right-of-way linkage). This approach shall be reinforced with complementary uses, such as parks and stormwater management facilities, as appropriate. Benefits to key biota will result from buffering and linkage of core features, as well as provision of riparian corridors, terrestrial linkages and naturalized habitat within stormwater management facilities.

B. Buffers

The EIS recommends that a 30m buffer threshold be applied to the staked limits of tableland woodlots and wetlands south of the Greenbelt. This corresponds with the minimum 30m Vegetation Protection Zone that is required in the Protected Countryside of the Greenbelt. However, it is subject to refinement through an EIS at the Draft Plan level, an approach consistent with the Town's Official Plan.

In all cases, the minimum buffer applied to natural features shall be guided by the Community-wide

Environmental Implementation Report. Buffers shall not be reduced or combined with intensive infrastructure developments (such as stormwater management facility infrastructure) or intensive recreational uses (i.e. parks). However, consideration of integrated buffers related to these adjoining uses to add efficiency may be appropriate on a case by case basis.

C. Restoration and Enhancement Areas

Restoration and enhancement opportunities encompass buffers, riparian corridor, created linkages and existing agricultural areas in portions of the dedicated Greenbelt area.

The goal of restoration and enhancement efforts is to reinforce functions and attribute diversity such as forest interior, specialized wetland cover, habitat connectivity, natural vegetation community cover extent and diversity (including successional stages). Within the transition zone from agricultural to urban uses, emphasis is on reducing edge effects and integrating a substantial amount of wetland restoration as part of buffers and new linkages.

Within Mayfield West Phase 2, wetland restoration is recommended, in particular, to achieve an overall wetland cover area of approximately 6% for the Secondary Plan area, to meet Environment Canada (2004) subwatershed guideline targets. Localized restoration of agricultural lands located in the Greenbelt will be required to create a continuous, resilient and functional NHS.

D. Watercourse Corridor

One regulated watercourse has been identified to remain immediately west of Collector Road D, south of Collector Road B. The recommended corridor will address the Regulatory Storm floodplain (and riparian storage), meander belt width (plus safety factor), floodplain side slopes (3:1 typical but variable slopes and treatments are desirable), and buffer/setbacks. The design of the final corridor will be determined in consultation with the Town, CVC and MNR, using refined channel design factors. A corridor width of 60 m (minimum, including buffer) has been used as part of the Approved Framework Plan.

The watercourse corridor is intended to create terrestrial habitats and open water features fed with relatively clean runoff supplemented, where feasible, with water from nearby park and school sites and rooftops, and to be integrated with stormwater management facilities, as appropriate.

E. Wetland Creation

On-line floodplain wetlands created within the new riparian corridor will potentially contribute 1.5 hectare of wetland cover. An approximate additional 15 hectare of wetland is recommended to be created as offline wetland features within the terrestrial linkages and buffers. Along with the existing 4.2% wetland cover in the overall study area, this may allow for achievement of 6% wetland cover, which represents a 43% increase over the existing mapped wetland cover.

The design of community trails and active recreation uses within parks shall maintain an appropriate setback between these uses and the sensitive habitats being created (i.e. wetlands and pools).

F. Green Corridors

Two green corridors are identified within Mayfield West Phase 2, which are composed of five terrestrial linkages (B1, B3, B10, B11, B12). These corridors are planned with a minimum width of 50m. They will serve several functions, including providing linkages between core features, incorporating swales created for drainage density compensation and providing habitat structure, cover and special features to provide cover for birds, amphibians, reptiles and small mammals, as well as invertebrates. The recommended locations for linkages are intended to address connectivity between core features within Mayfield West Phase 2 and North West Brampton (Mount Pleasant Community), as well as the Greenbelt.

Figure 5.2a identifies the main components of the Natural Heritage System.

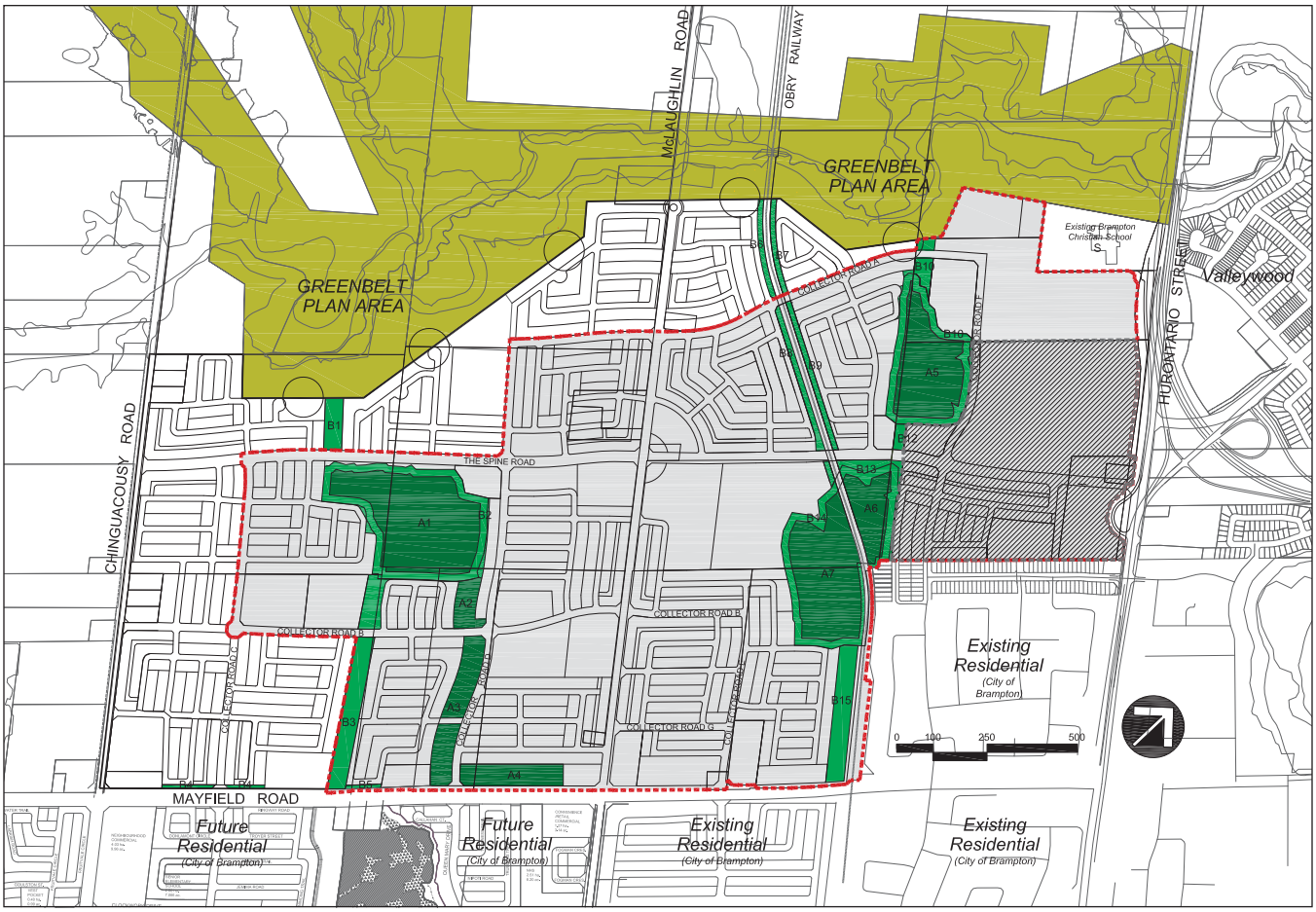


Figure 5.2a – Mayfield West Phase 2 - Natural Heritage System and associated buffers, as well as Greenbelt lands.

LEGEND

- MAYFIELD WEST PHASE 2 BOUNDARY
- MIXED-USE POLICY AREA (OPA 222) (DEVELOPMENT WILL REQUIRE AN AMENDMENT TO OPA 222)
- NHS WOODLOTS AND CHANNEL FEATURE
- BUFFERS AND GREEN CORRIDORS
- GREENBELT PLAN AREA

General Guidelines:

- Existing natural features, including woodlots, wetlands, riparian zones, etc., shall form a system that will be fully integrated into the community's open space system;
- Existing natural features and habitat shall be protected through the use of buffers, as identified in Figure 5.2a;
- Buffer widths vary and will be determined by the characterization of the adjacent natural feature;
- Within each neighbourhood, provide opportunities for visual and physical access from adjacent roads, parks and schools, through the use of single-loaded roads and terminal views in the configuration of blocks, and access via the trail system;
- Where sensitive features are present within the Natural Heritage System, encroachment and public access shall be limited to avoid potential impacts or disturbances, through implementation of physical barriers such as lot fencing and information signage;
- Public and private open space systems shall be designed, located and managed so as not to impact the NHS;
- Provide homeowner education and encourage stewardship by distributing a homeowner's information pamphlet, which shall include information on using native plants and avoiding waste dumping, as well as the potentially harmful impacts of human and animal encroachment within sensitive natural areas.
- 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. Interactive signage with digital links via smart phones or other devices to information about the natural environment, the community or related contact information should be explored and potentially implemented through a homeowners association in collaboration with the Town and Toronto and Region Conservation Authority / Credit Valley Conservation.
- Private open spaces, such as residential rear yards, shall be designed to support adjacent natural features by avoiding potential impacts caused by invasive plant species, drainage alterations, etc. This provision shall be communicated through a homeowner education program.
- 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;
- Native plant species indigenous to the CVC and TRCA jurisdictions shall be utilized in all restoration and buffer plantings, and throughout the NHS;
- In the case of non-residential buildings, storage, loading and parking areas shall be carefully designed to minimize impacts on the Natural Heritage System. To this end, larger setbacks or landscaped buffers with privacy and/or decorative fencing shall be provided;

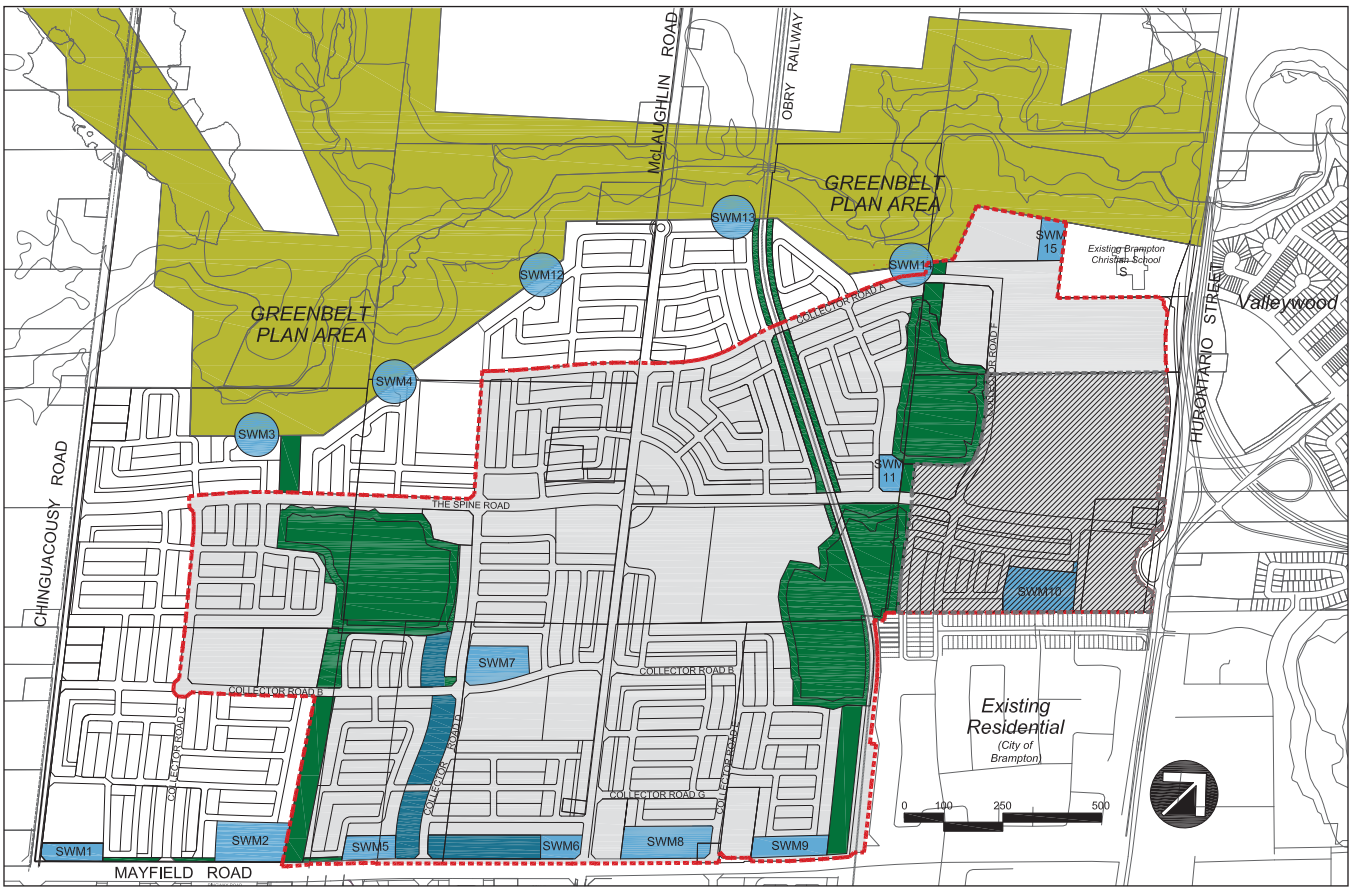
For additional relevant design criteria, refer to Section 5.3 – Stormwater Management Facilities and 5.4 – Trail and Cycling Network.

5.3 Stormwater Management Facilities

Generally located in close proximity to the community's open space system, stormwater management facilities (SWM ponds and channels) are designed to help maintain the ecological integrity of the Natural Heritage System. Primarily, SWM facilities are designed to provide water quality and control systems. Their secondary role is to 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 total of fifteen (15) stormwater management ponds and one (1) channel are planned for Mayfield West Phase 2, although future detailed design analysis may result in a requirement for less ponds. The ponds shall integrate all of the necessary engineering and environmental functions, and will be designed to fit within the context of a higher-density, compact urban development. The five (5) proposed stormwater management facilities that straddle the Greenbelt Plan Area along the community's northern edge (SWM3, SWM4, SWM 12, SWM 13 and SWM 14) represent a land use that is considered compatible with the Greenbelt lands (refer to Figure 5.3a).

Stormwater management pond SWM1, located at the intersection of Mayfield and Chinguacousy Roads, will be designed as a major focal feature of the commercial centre at that location. The landscape treatment along Mayfield Road will include naturalized landscape edges and a multi-use trail, while treatment along the northern edge of the facility will be more formal in character, with potential for outdoor amenity spaces and programmed uses (refer to Figure 5.2a).



LEGEND

- MAYFIELD WEST PHASE 2 BOUNDARY
- MIXED-USE POLICY AREA (OPA 222) (DEVELOPMENT WILL REQUIRE AN AMENDMENT TO OPA 222)
- NHS WOODLOTS AND GREEN CORRIDORS
- GREENBELT AREA
- STORMWATER MANAGEMENT PONDS
- CHANNEL FEATURE

SWM1 0.7ha (1.8ac)	SWM6 0.5ha (1.4ac)	SWM11 0.4ha (1.2ac)
SWM2 1.8ha (4.4ac)	SWM7 1.3ha (3.1ac)	SWM12 0.5ha (1.3ac)
SWM3 0.6ha (1.5ac)	SWM8 1.8ha (4.5ac)	SWM13 0.4ha (1.0ac)
SWM4 0.5ha (1.4ac)	SWM9 1.0ha (2.5ac)	SWM14 0.6ha (1.5ac)
SWM5 0.7ha (1.9ac)	SWM10 1.9ha (4.7ac)	SWM15 0.6ha (1.6ac)
		CHANNEL 4.9ha (12.3ac)

Figure 5.3a – Mayfield West Phase 2 - Proposed Stormwater Management Ponds and Channel Features, in the context of designated NHS features and the Greenbelt Area.

Stormwater management ponds and channels shall be designed as key focal / visual features within the community. The facilities shall enhance the character and appearance of surrounding neighbourhoods, in addition to achieving the functional water quality and quantity objectives. Figure 5.3a shows the location and types of stormwater management facilities.

Stormwater Management Facility 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, unless situated within the Greenbelt Plan Area;
- 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, as well as the channel, shall integrate lookout features at prominent locations, providing views into and across the feature;
- Lookout features shall serve as neighbourhood amenities and will typically include decorative paving, seating elements (benches and/or seat walls) and upgraded planting, to be coordinated with neighbourhood themes. As well, each amenity shall integrate a shade structure;
- Public walking/cycling trails shall encircle ponds and extend along stormwater channels where possible, 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;
- 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 TRCA/CVC species and density standards for stormwater management pond facilities.

Figure 5.3b – Image example showing dwellings fronting onto a stormwater management facility, emphasizing the pond as a key feature of the community.

Figure 5.3c – Image example of a SWM pond lookout functioning as a community amenity space.

Figure 5.3d – Image example showing a stormwater channel feature with built form backing onto it.

Figure 5.3e & f – Conceptual plans showing the layout of potential SWM ponds along Mayfield Road. The top image shows a typical design response, and below shows a more urban treatment associated with the proposed commercial block to the north.

Figure 5.3g – Perspective showing a stormwater management pond as a focal feature, with residential built form fronting onto it. The pond lookout and path linkages enhance the pond's community function by transforming it into a public amenity feature.

5.4 Trail and Cycling Network

A comprehensive, integrated trail and cycling network shall be implemented within Mayfield West Phase 2, contributing to the development of walkable, cycle-friendly and active neighbourhoods. This system will provide safe, attractive and convenient access to community focal points, open spaces and transit, on a local, community and Regional scale, for both commuter and recreation purposes.

Pathways that accommodate pedestrians and cyclists have been identified within the proposed open space system, as well as the street network. The proposed network has been integrated into a contiguous system with the existing Town of Caledon, City of Brampton and Region of Peel networks. It shall be designed in accordance with all applicable accessibility standards.

Bicycle and pedestrian path designations are as follows:

- **Bike Lanes (Arterials):** 1.8m to 2.0m-wide dedicated lanes that accommodate cyclists only, with pavement markings to separate cyclists from motorists;
- **Bike Lanes or Pavement Widening (Collectors):** 1.5m-wide dedicated bike lane or widened pavement that accommodate cyclists;
- **Multi-Use Trail:** 3.0m-wide, paved off-road trails designed to accommodate the needs of cyclists (recreational and commuter), in-line skaters, walkers, joggers, etc., allowing for a wide range of uses and large volume of users;
- **Greenway Trails:** Trails located within Natural Heritage System buffers or introduced natural features including parks, stormwater management ponds and channels. Trail width and surfacing may vary according to context and anticipated uses;
- **Potential Open Space Trail:** There is potential to integrate an open space trail within the Greenbelt Area buffer, subject to additional studies and regulatory approval. This potential trail would extend the entire length of the community and connect with potential stormwater management facility trails.

A proposed crossing of Highway 10 is considered a major asset to the trail and cycling network. It would connect an extension of Collector Road A within Mayfield West Phase 2 and Snelcrest Drive in the Valleywood community, providing access to the library in Valleywood, as well as other neighbourhood features, and, conversely, allowing convenient connections for Valleywood residents to Mayfield West Phase 2 amenities. It also provides an alternative crossing to the Highway 410 interchange for pedestrians and cyclists.

Figure 5.4a on the following page depicts the proposed trail and cycling network.

LEGEND

- MAYFIELD WEST PHASE 2 BOUNDARY
- MIXED-USE POLICY AREA (OPA 222) (DEVELOPMENT WILL REQUIRE AN AMENDMENT TO OPA 222)
- ARTERIAL ROADS - BIKE LANES
- ARTERIAL ROADS - NO BIKE LANES
- COLLECTOR ROADS - BIKE LANES OR PAVEMENT WIDENING / SIDEWALKS ON BOTH SIDES
- POTENTIAL OPEN SPACE LINK
- MULTI-USE PATH
- GREEN SYSTEM TRAIL
- KEY TRAIL / OPEN SPACE LINKAGES
- GREENBELT PLAN AREA
- NATURAL HERITAGE SYSTEM
- PARKS (INTERNAL PATHS)
- SWM PONDS (INTERNAL PATHS)
- SCHOOLS
- EXISTING SCHOOL
- TRAIL GATEWAYS

Figure 5.4a – Mayfield West Phase 2 - Proposed Trail and Cycling Network. NHS features, the Greenbelt area, stormwater management facilities, parks and schools are also shown on the diagram for context.

Trail and Cycling Network Guidelines:

A. Planning and Siting:

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

- Trails and pathways shall provide pedestrian linkages that facilitate the continuity of the Town of Caledon and Region of Peel active transportation networks, including Caledon's Trail Masterplan, enhance the continuity of the Town's open space and transit systems, and provide access to recreational opportunities within each neighbourhood;
- Connect to important community destinations such as parks, schools, the Urban Village Centre, the Community Park and Recreation Centre, the transit hub, commercial areas and the employment lands, as well as the Valleywood community to the east and the Mount Pleasant community to the south;
- Mitigate potential impacts to the designated Natural Heritage System 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 trails established in the City of Brampton to the south;
- On-street bike lanes shall be integrated into the collector and arterial road system, including the Spine Road;
- Trails shall provide a barrier-free experience and be designed to accommodate a wide range of users and abilities. Trail gradients shall meet Municipal 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.);
- Ensure that all contemplated lighting of trails is within areas of high visual exposure to ensure trail users are not directed to areas of low public surveillance during the night.

Figure 5.4b – Image example showing a clearly identified bicycle lane along a collector road.

Figure 5.4c – Image example showing a multi-use trail as a link between natural features and community amenities.

Figure 5.4d – Image example showing a greenway trail integrated within a sensitive natural area.

Figure 5.4e – Pedestrian, cycling and rollerblading uses will be accommodated within multi-use trails and some greenway trails.

B. Trail Elements:

To encourage use and safety, the designated trails within Mayfield West Phase 2 shall incorporate the following elements:

- Pedestrian lighting within park paths, at trail entrances (when close to school routes) or along window streets shall be considered on a case-by-case basis;
- To make points of entry more identifiable, provide markers at key trailhead locations where they coincide with proposed NHS crossings;
- Provide signage information displaying the trail network, 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 Natural Heritage System;
- 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;
- Trail gateway locations provide an opportunity to commemorate notable aspects of Mayfield West Phase 2 in a unique marker or signage form, and shall be integrated throughout the community as a defining character element.
- Locate benches and waste receptacles at accessible key points along the trails, typically at trailhead locations.

C. Integration of Trails within the Natural Heritage System:

While the Natural Heritage System 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;
- Generally, the trails will be located along two north-south green corridors that span the length of Mayfield West Phase 2, as well as within woodlot buffers and along the channel feature.
- Safe pedestrian crossings shall be provided at trail junctions associated with the Spine Road and collector roads.
- 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, unless otherwise authorized by the Town of Caledon. In order to mitigate potential impacts to the NHS, flexibility with respect to trail width and setbacks may be required.

D. Pedestrian Crossings of the Natural Heritage System:

The proposed road crossings of the channel and NHS, including the Spine Road, are situated at advantageous neighbourhood crossing points. The road crossings serve as valuable pedestrian linkage opportunities and are a key component of walkable communities, which encourage pedestrian activity while managing impacts to sensitive natural areas.

E – Trail Crossings for Arterial/Collector Roads:

When trails intersect roads at a mid-block, pedestrians and cyclists shall be directed through signage to the nearest controlled intersection for all road crossings. However, where the nearest controlled intersection is considered too far for it to be a viable trail crossing point, the feasibility for a mid-block controlled or signalized pedestrian cyclist crossing should be considered.

The following design criteria shall apply:

- The Greenway Trail shall terminate at the sidewalk within the right-of-way and a safety transition area that effectively diverts the pedestrian and cyclist from merging directly onto the street (refer to Fig. 5.4h and j);
- Flow control measures, such as a staggered trail entry or railing barriers, shall be provided beyond the street line within the open space block to facilitate a safe transition from trail to crossing;

- Pedestrian/cyclist warning and wayfinding signage shall be placed within the open space blocks, rather than within the road right-of-way. Wayfinding signage that identifies the direction and distance to the nearest controlled intersection, as well as 'road crossing ahead' signs, shall be provided;
- An activated traffic signal may potentially be required for higher volume roads, such as arterial roads. A detailed evaluation will be required on an individual basis.
- In the instance of higher volume roads and in tandem with an activated traffic signal, crosswalks shall be provided to signify the continuance of trail users across the street, enhance visibility and prevent conflicts between pedestrians, cyclists and motorists.
- Crosswalks shall utilize highly visible and distinctive coloured and/or textured materials or markings.
- Mid-block crossings on lower volume roads, such as collector roads, may potentially utilize a 'stop - wait for gap' sign without a marked crosswalk. A detailed evaluation will be required on an individual basis.

F - Key Trail Linkages:

Key trail linkages are identified (Fig. 5.4f) where there are advantageous connections to trails from publicly accessible open space, such as parks, schools and stormwater management ponds. Any paths associated with these open spaces shall be directly linked with the established trail system to reinforce the walkability network.

In some instances, a convenient or desirable connection to a trail, school or park may be identified where a block of residential dwellings separate 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 criteria shall apply:

- Walkway blocks shall be a minimum of 6.0m in width and will include a 3.0m wide asphalt, concrete or unit paved walkway. They shall be short blocks where lighting will not be required.
- Walkway blocks shall not be designed as overflow drainage routes.

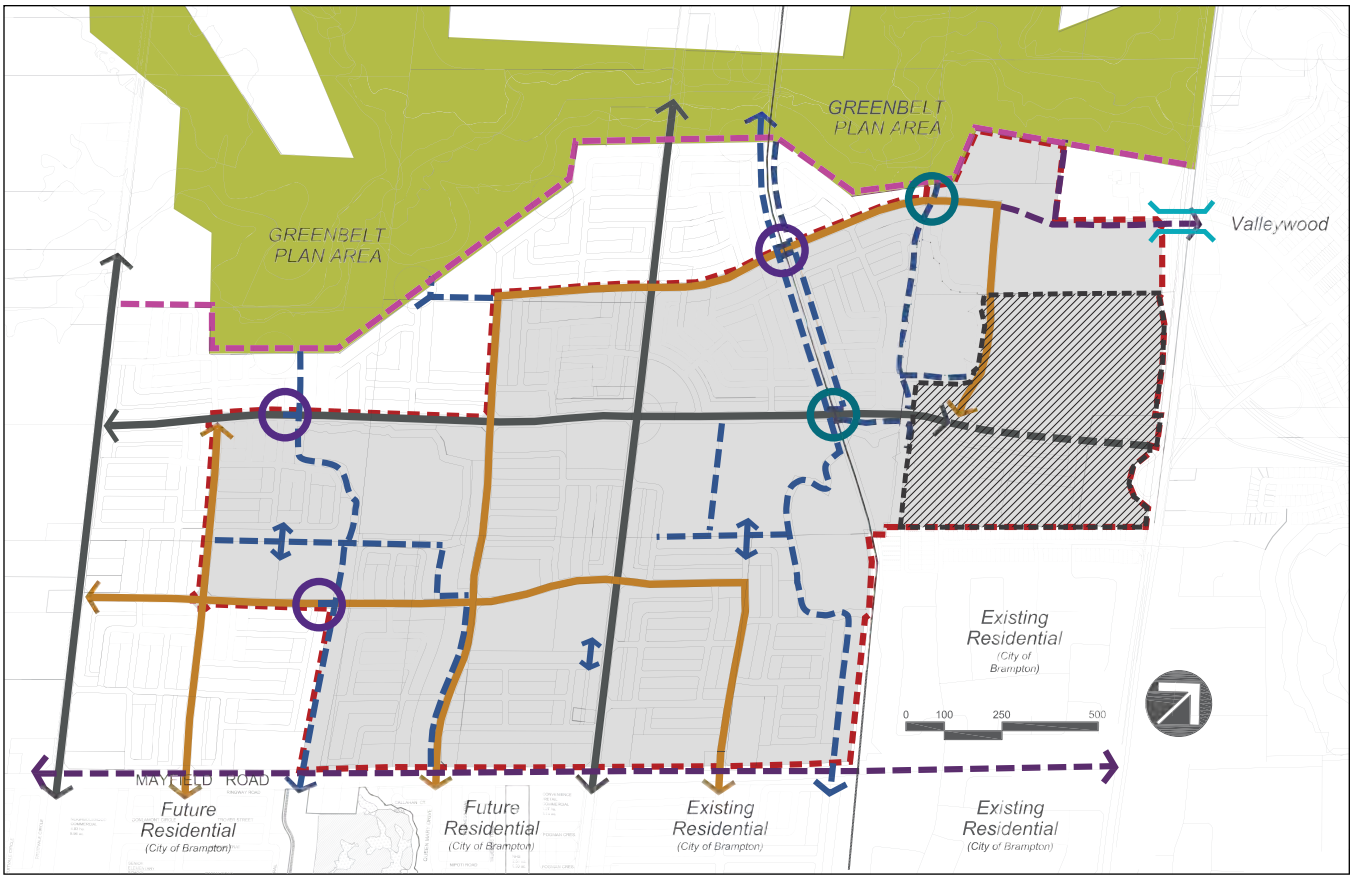


Figure 5.4f – Mayfield West Phase 2 - Proposed Trail and Cycling Network with Potential Intersection and Mid-block Road Crossing Locations. The Spine Road, arterial and collector roads, and the Greenbelt Area is shown for context.

Figure 5.4g – Image example of trail information signage currently used within Caledon. A similar design and structure shall be used for trail gateway locations within Mayfield West Phase 2.

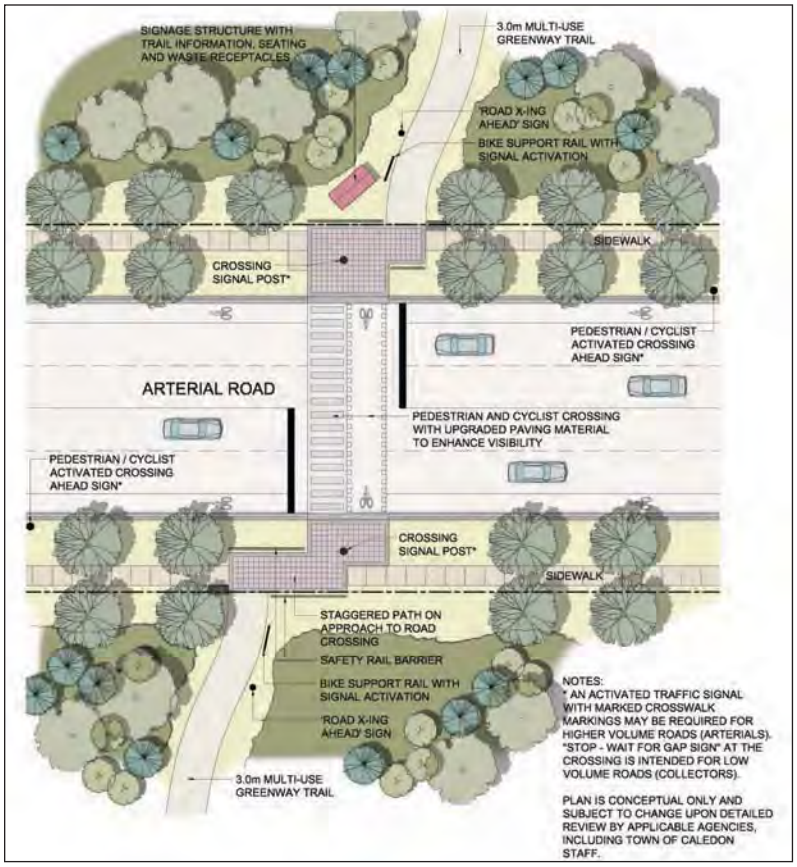


Figure 5.4h – Conceptual plan option for a potential mid-block controlled trail crossing at a higher volume (arterial) road. The crossing will be pedestrian/cyclist activated, whether fully signalized or as an activated crosswalk with amber light sequence.

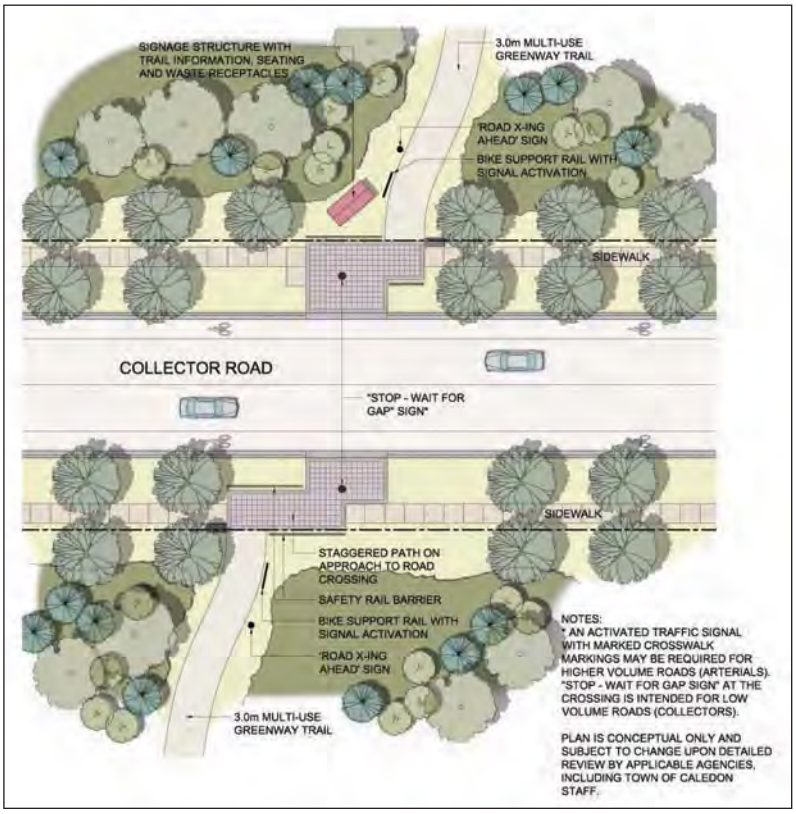


Figure 5.4i – Conceptual plan option for a potential mid-block trail crossing at a lower volume (collector) road. The crossing may utilize a 'stop - wait for gap' sign without a marked crosswalk.

Figure 5.4j – Signage related to pedestrian / cyclist activated signal crossing ahead.

Figure 5.4k – Image example showing a prefabricated steel pedestrian bridge crossing within the NHS.

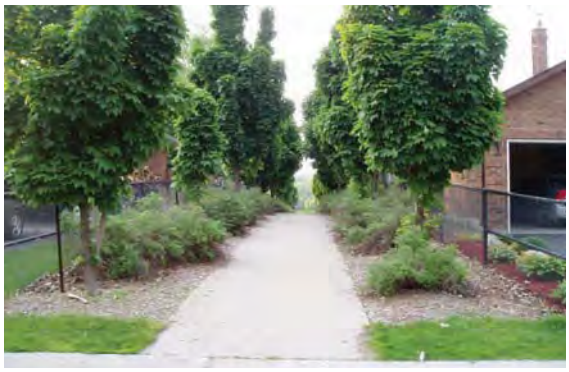


Figure 5.4l – Image example showing a walkway block integrated where a desirable or convenient connection between the street and an open space feature or trail is identified.

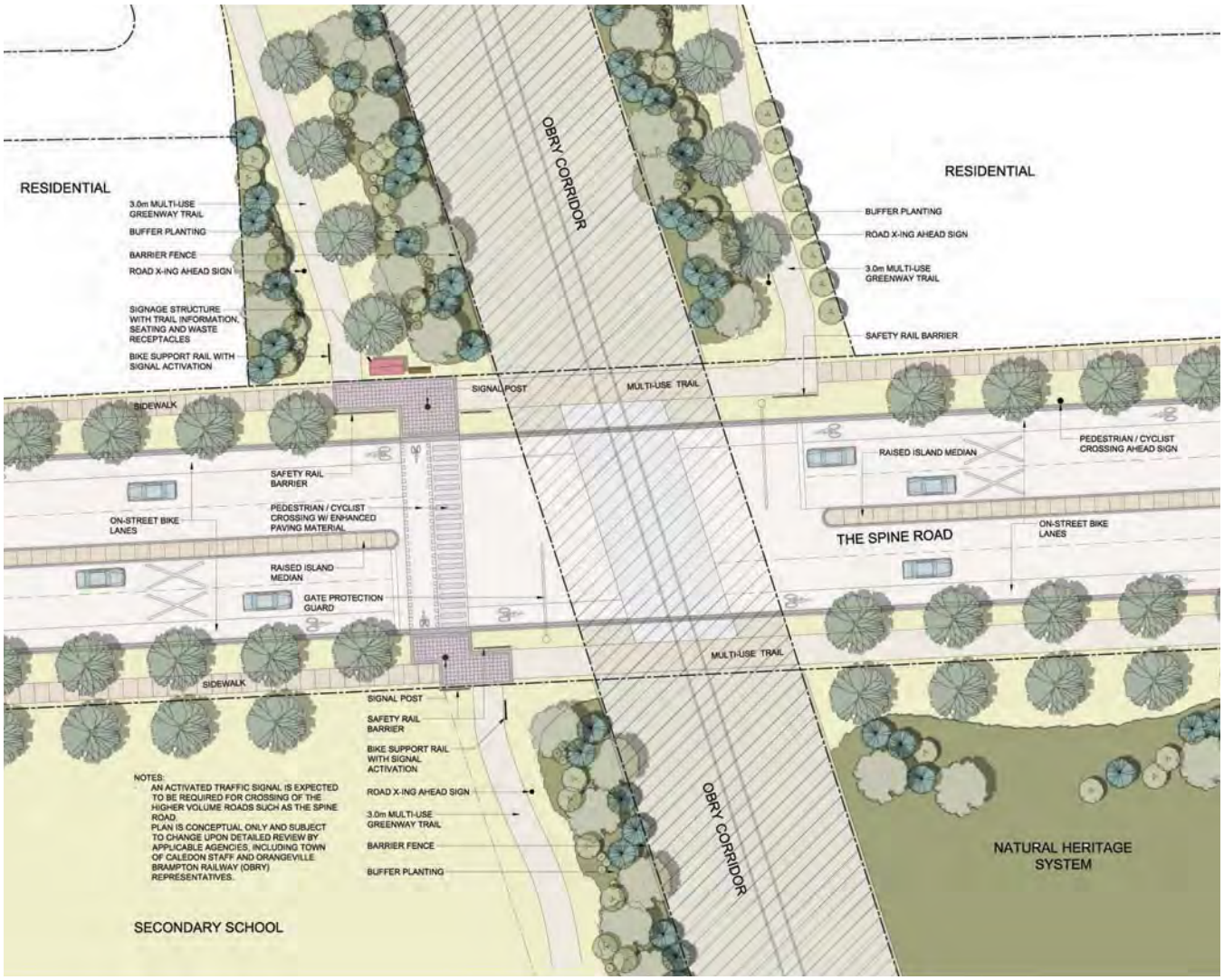


Figure 5.4m – Conceptual plan showing a trail crossing of the Spine Road adjacent to the OBRY Buffer Lands, with associated trail, crosswalk and railway crossing elements.

Figure 5.4n – Image example of a recently installed signalized mid-block trail crossing of an arterial road within Caledon, including pedestrian and cycling signals, transition space and decorative crosswalk paving.

Figure 5.4o – Image example of trail information signage kiosk for prominent trail junctions currently used within Caledon. A similar design and structure shall be used within Mayfield West Phase 2.

Figure 5.4p – Image example of a trail approach to a signalized mid-block crossing of a major arterial road.

Figure 5.4q – One of the components that provides for a more convenient cycling experience is a signal activated rail.

Figure 5.4r – Key signage to be located at important trail junctions to inform users.

Figure 5.4s – Trail gateways provide an opportunity to commemorate notable aspects of the community in a unique form, such as stone natural markers.

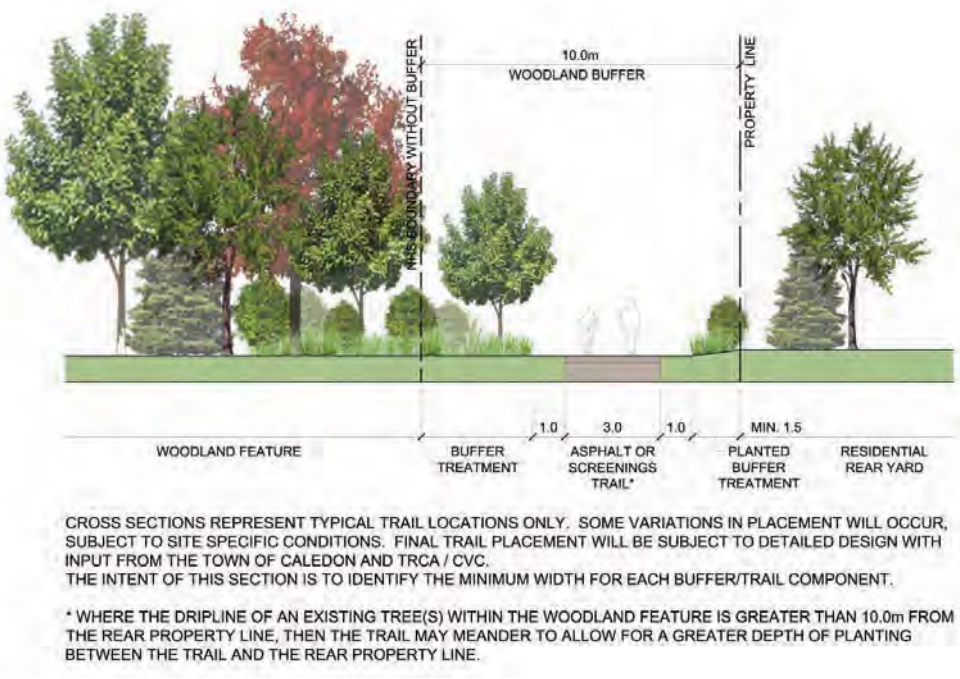


Figure 5.4t – Cross-section depicting a proposed greenway trail within a 10.0m woodland buffer, adjacent to a residential rear yard.

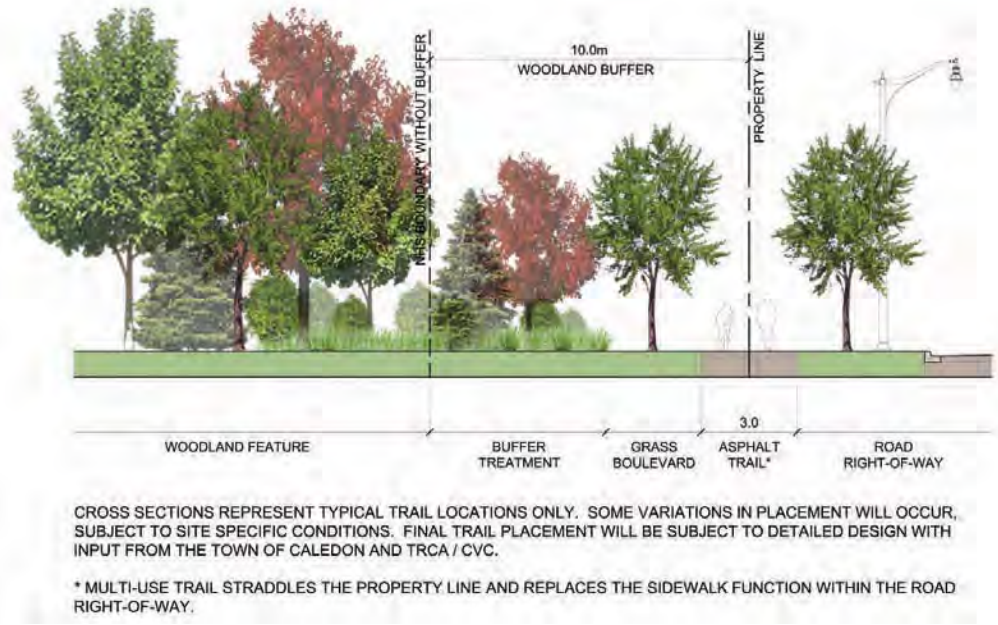


Figure 5.4u – Cross-section depicting a proposed greenway trail within a 10.0m woodland buffer, adjacent to a road right-of-way.

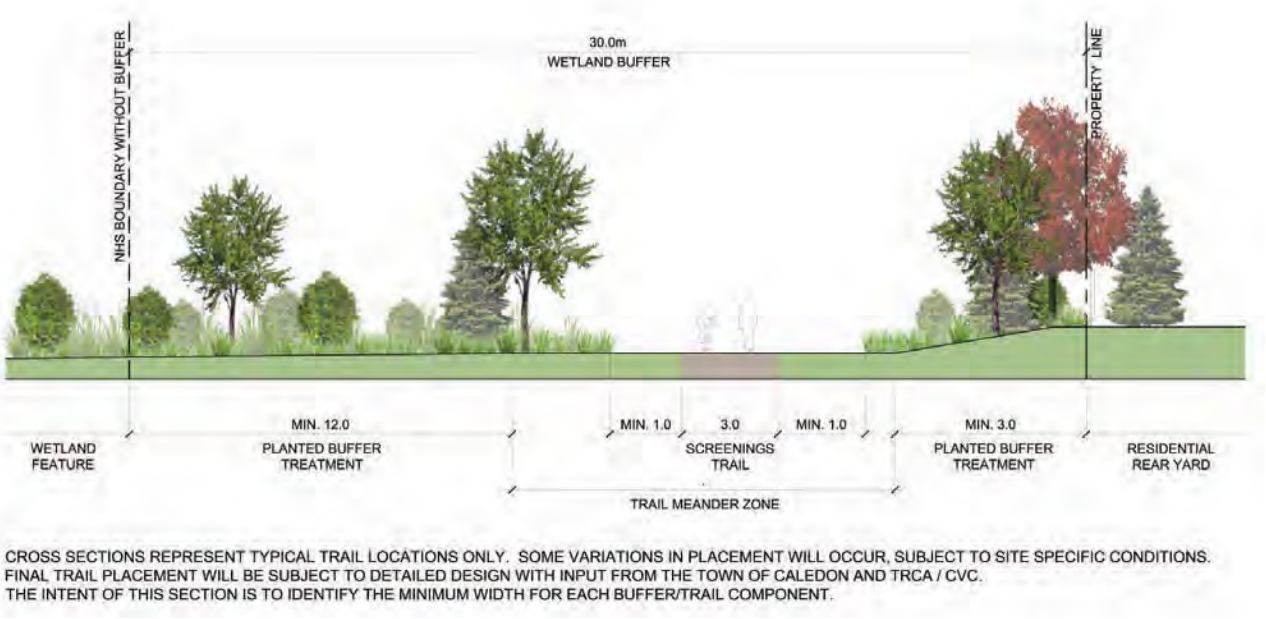


Figure 5.4v – Cross-section depicting a proposed greenway trail within a 30.0m wetland buffer, adjacent to a residential rear yard.

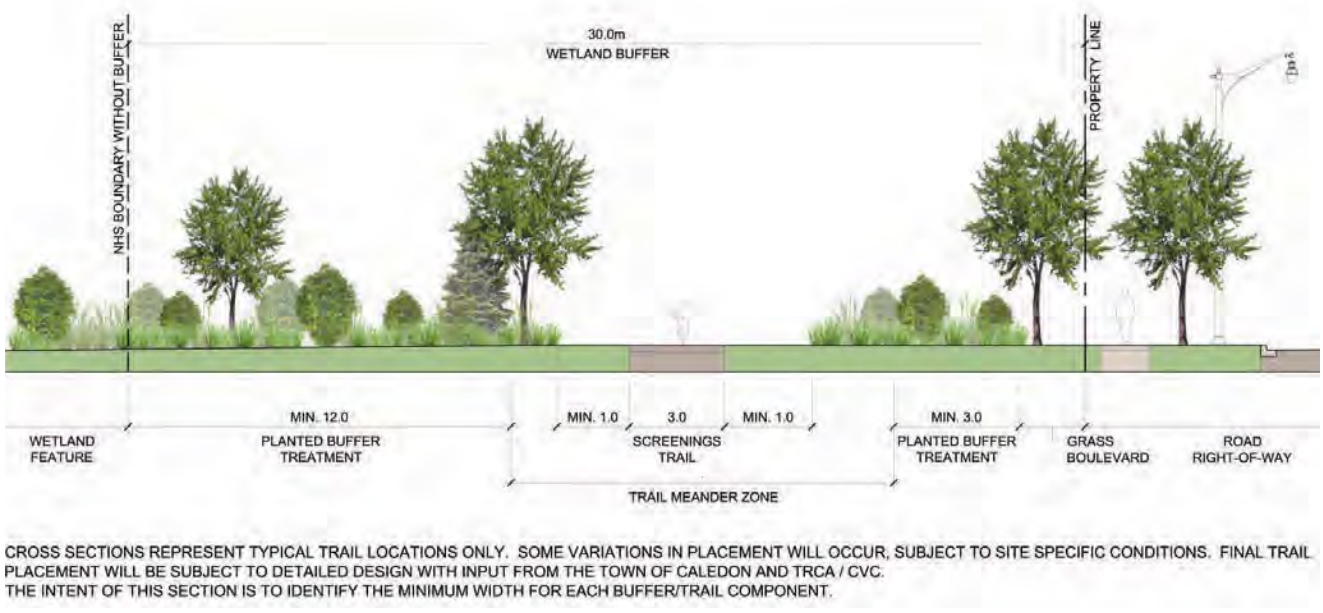


Figure 5.4w – Cross-section depicting a proposed greenway trail within a 30.0m wetland buffer, adjacent to a road right-of-way.

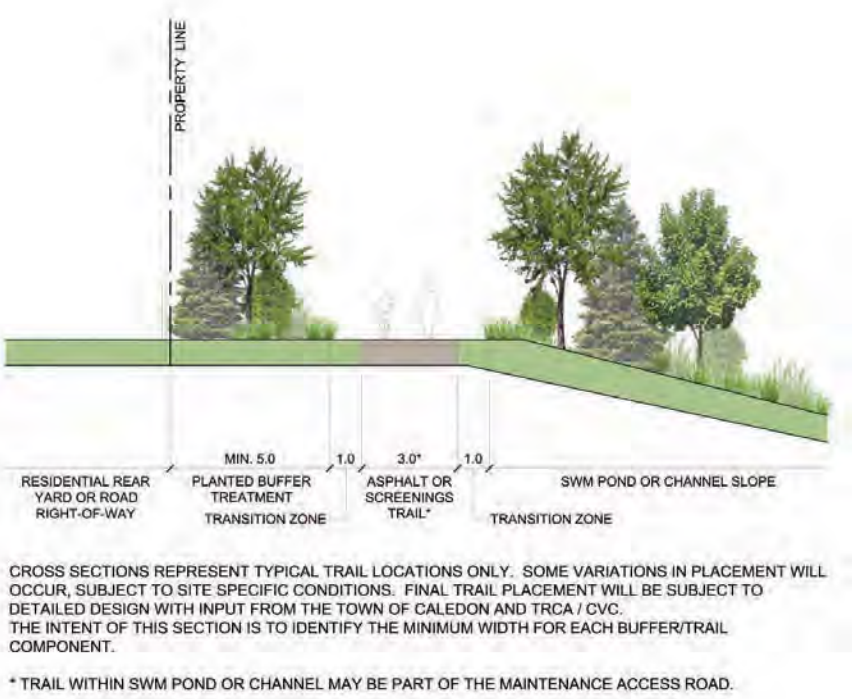


Figure 5.4x – Cross-section depicting a proposed greenway trail within a stormwater management pond or channel facility.

5.5 OBRY Buffer Lands

As a significant transportation corridor traversing the proposed MW2 community, the Orangeville-Brampton Railway (OBRY) shall be carefully considered to ensure compatibility with the Railway's current use and the future predominant residential uses. The proposed 15.0m wide buffer lands adjacent to the railway corridor provide an opportunity to integrate a unique recreation function and open space feature into the community. The buffer lands are situated outside the OBRY right-of-way, on both sides (except where adjacent to the NHS), and will be owned and maintained by the Town of Caledon. A component of the buffer will be a multi-use trail connection, which will serve as a key link in the overall trail network, encouraging walking, cycling and recreational connections throughout the MW2 community and beyond.

Key characteristics / recommendations include:

- Create an interface treatment that serves as an attractive landscape feature, integrating continuous buffer planting and adjacent recreational trail along the length of the railway north of the Spine Road;
- Integrate a landscaped berm on either side of the rail line to act as a sound and physical barrier from passing train traffic. The berm shall feature dense planting to reinforce this edge condition, provide an attractive landscape element and help frame view termini for intersecting streets;
- A barrier fence (typically chainlink fence or equivalent) along the property line between the OBRY lands and the adjacent buffer shall be installed to reinforce safety;
- Integrate a 3.0m-wide multi-use trail within the 15.0m buffer on both sides of the railway line, along the edge of the planted berm. This trail will link with the proposed trail network associated with the NHS to the south, as well as intersecting on-street bike lanes;
- Integrate amenity features at key locations along the trail, including at the intersection with Collector Road A and where local streets terminate at the buffer. The amenity feature shall provide seating, potential shade structure, bike locking, trail signage and information related to the overall trail system, as well as the history and significance of the railway line;
- Introduce safe vehicular and pedestrian crossings of the railway line where it intersects the Spine Road and Collector Road A;
- Provide connections to the trails and pathways network, linking to the wider open space system;
- Dwellings will front onto the local street adjacent to the railway line and buffer, providing an attractive interface and streetscape environment, as well as passive surveillance.

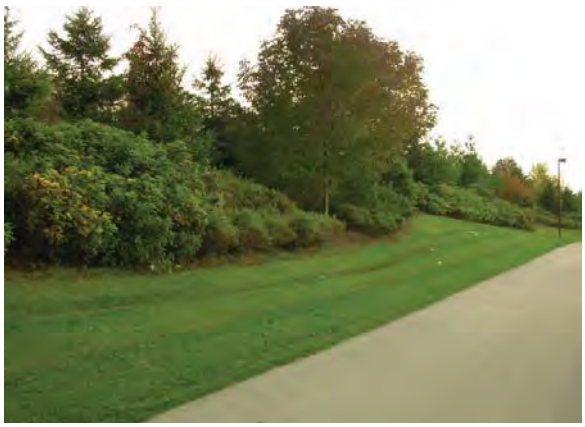


Figure 5.5a,b&c – The interface with the railway line provides opportunities for a landscape buffer which integrates dense plantings, seating amenities, and a multi-use trail.

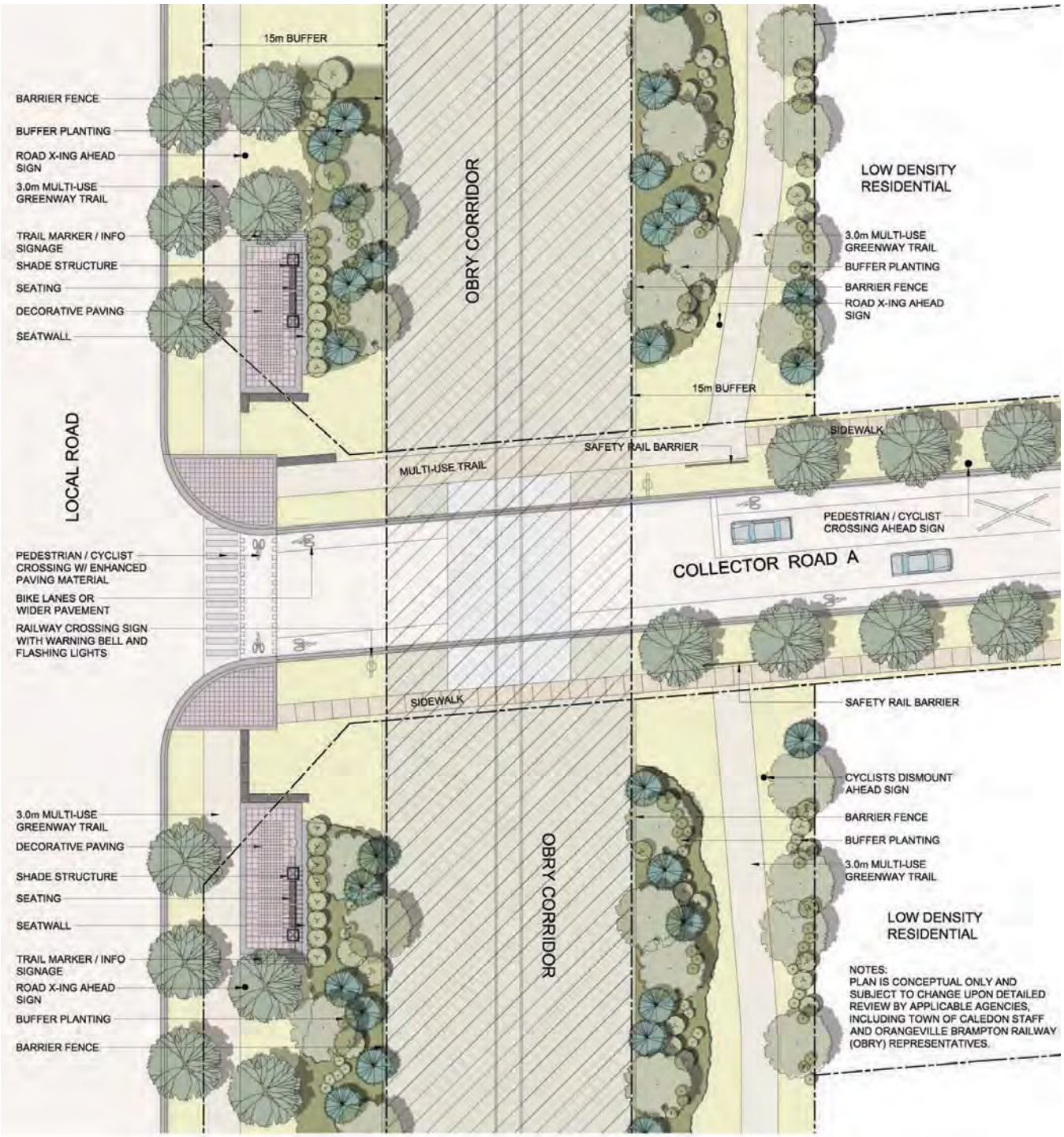


Figure 5.5d – Conceptual plan showing the OBRY Buffer Lands with special character features, including multi-use trail and seating amenities, identified at the Collector Road A crossing.

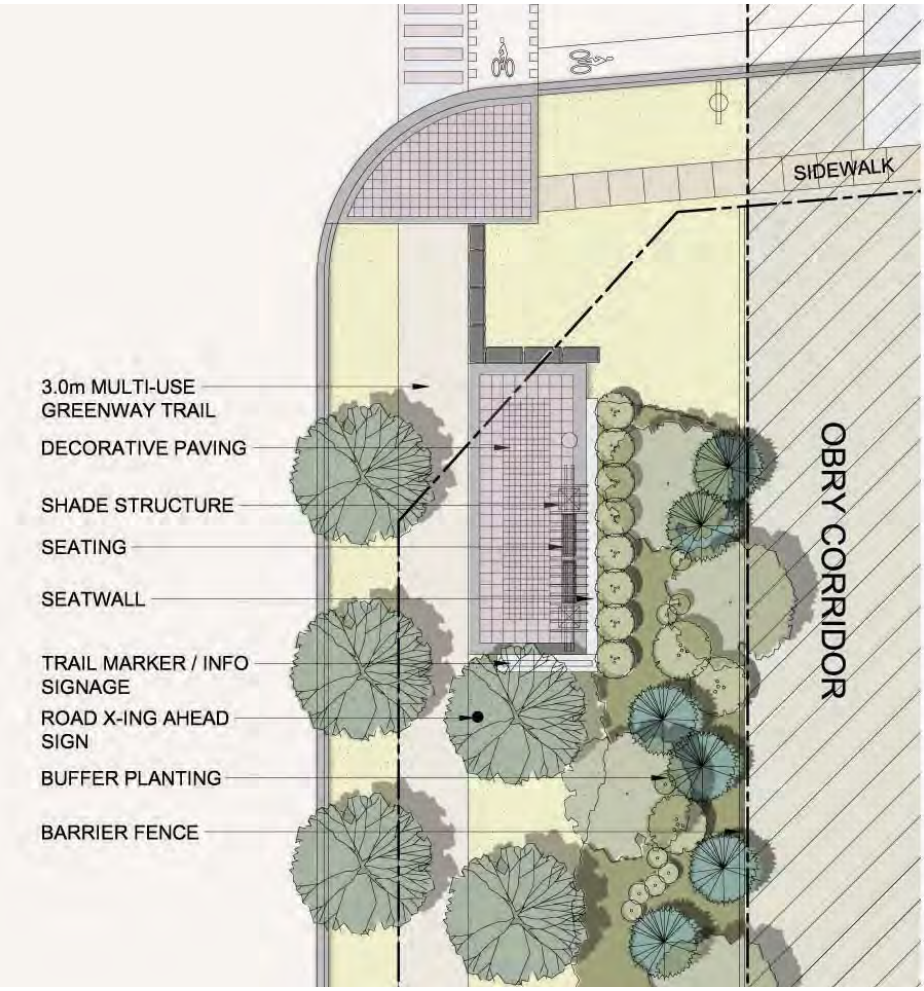


Figure 5.5e – Conceptual sketch of a seating amenity feature at the corner of the railway buffer with Collector Road A.

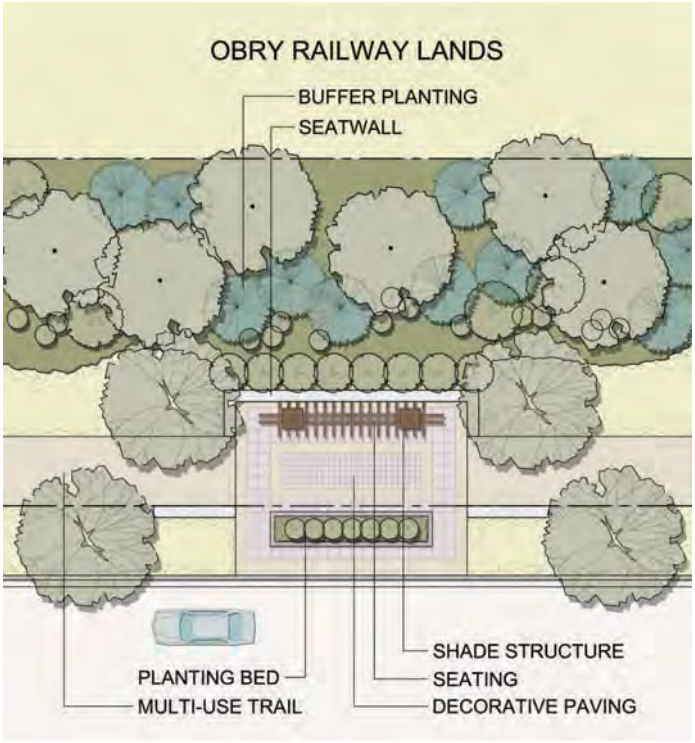


Figure 5.5f – Conceptual sketch of a seating amenity feature at the street terminus view along the railway buffer.

5.6 Parks

An interconnected system of parks and open spaces has been designed to provide a range of passive and active recreation opportunities within walking distance of all neighbourhoods, that contributes to community character and identity within Mayfield West Phase 2.

The parks proposed for the community shall consist of four park types, of which one represents a new park typology, in addition to those described in the Town's *Recreation and Parks Master Plan* (January 2010). These park types include:

- A Community Park/Recreation Centre;
- Community Parks;
- Neighbourhood Parks;
- Village Squares.

A total of 10 parks are identified for Mayfield West Phase 2, consisting of one (1) Community Park/ Recreation Centre, three (3) Community Parks, four (4) Neighbourhood Parks and two (2) Village Squares.

Programming for the parks has been developed in concert with Town staff. Figure 5.6a illustrates the distribution of the various park types across Mayfield West Phase 2.

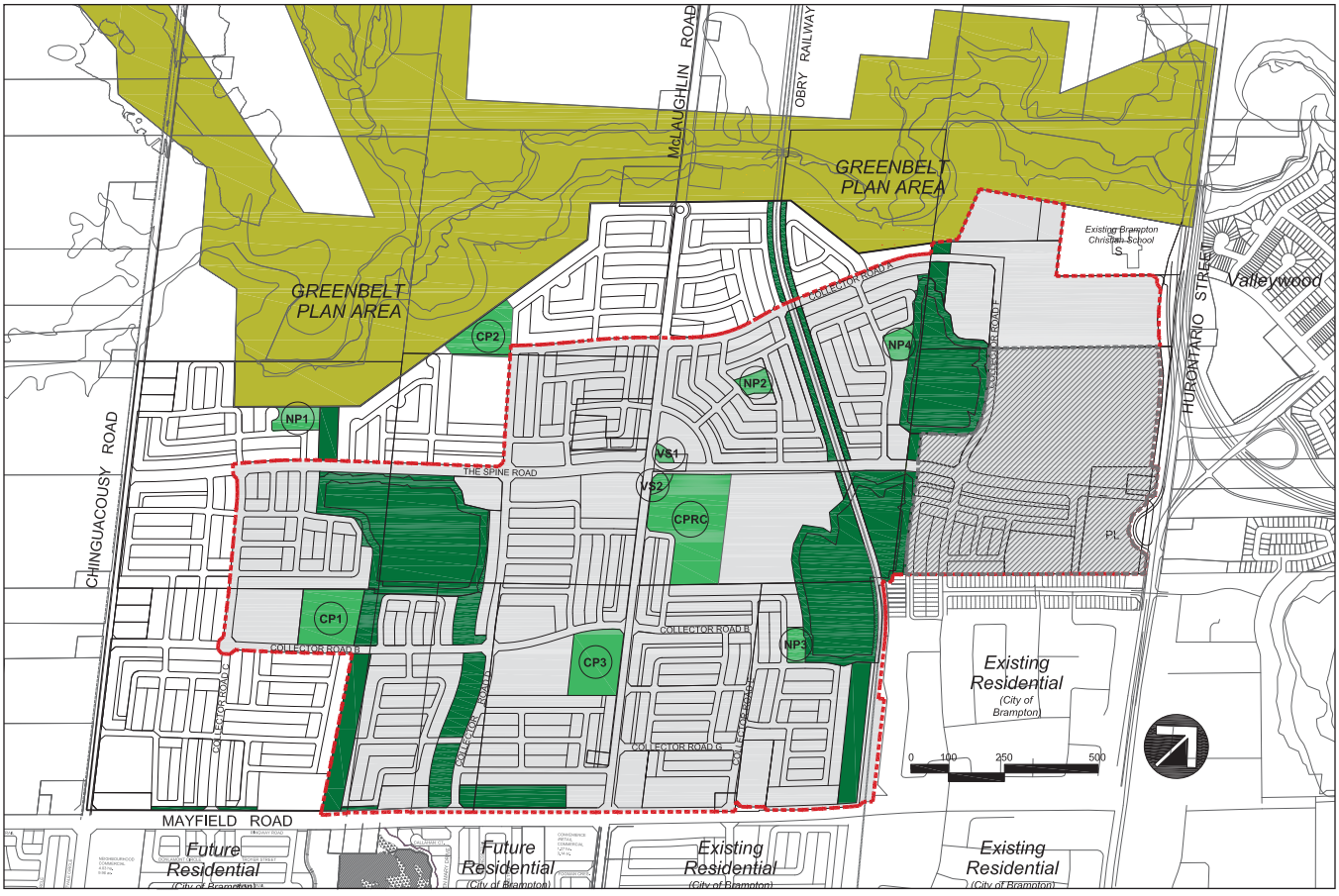


Figure 5.6a – Mayfield West Phase 2 - Proposed Park D distribution. The Greenbelt and Natural Heritage System are also shown on the diagram.

5.6.1 Approaches to Park Design

To complement more traditional park designs and facilities, emphasize a unique and innovative approach to park programming and play elements within Mayfield West Phase 2.

Consider 'playscapes' or play experiences that extend beyond traditional play equipment, are more accessible and inclusive of various age groups, provide choice in play, call upon children to be imaginative, and integrate elements such as topography and natural materials.

Given the community's agrarian heritage, community gardens represent an important and valuable opportunity to link with the past while providing opportunities for wider participation and a sense of ownership in the parks. In addition to the general resident population, the community gardens represent a great activity for seniors and will serve as an educational tool for the adjacent student population. The presence and significance of the community gardens can be further emphasized through a tie in with a regular farmer's market as part of the Village Square programming.

With the growing demand among park users for off-leash dog parks, consideration should also be given to including off-leash areas within the Community Parks.

The design of all parks and open spaces within Mayfield West Phase 2 shall comply with Town of Caledon accessibility and zoning requirements.

Figures 5.5.1 a through d show examples of parks where innovative elements have been successfully integrated within more traditional park design.

Figure 5.6.1a – Community gardens provide the opportunity to celebrate the community's agrarian roots, engage residents across a broad age range and provide an outdoor classroom setting for children to learn about the provenance of food.

Figure 5.6.1b – This adventure playground expands the notion of the traditional sandbox, incorporating natural elements and inviting a range of ages to play according to their level.

Figure 5.6.1c & d – Topography and natural elements can add interest to park features and help create engaging play environments.

5.6.2 Community Park / Recreation Centre

Intended to serve the entire community, the Community Park and Recreation Centre is located prominently at the southeast intersection of McLaughlin Road and the Spine Road within the Urban Village Centre.

Programming for the park, in combination with the adjacent secondary school, shall include parking, regulation size sports fields and running track, junior and senior play structures (including swings), hard court play options (tennis, basketball), a splash pad, a skateboard park, unprogrammed open space, path connections, entry elements, and community gardens.

For additional design criteria related to the Recreation Centre, refer to Chapter 8.0, Section 8.6.3 – Recreation Centre.

Guidelines for the Community Park and Recreation Centre:

- The Community Park/Recreation Centre shall provide both active and passive recreational opportunities for the entire community, reflecting the needs of anticipated users and residents;
- The Recreation Centre building shall be sited and articulated in a manner that engages the intersection of McLaughlin Road and the Spine Road, where a strong built form relationship with the street is established that generates pedestrian activity;
- Building façade and overall design shall complement the Urban Village Centre character with respect to height, massing, materials and architectural treatment;
- The Community Park/Recreation Centre design shall be complementary to the character of the Urban Village Centre through the use of special features such as paving, lighting, site furnishings, landscape details, entry elements and low impact development measures;
- Depending on configuration and location within the park boundary, the parking lot may be sized to take into account the potential use of the adjacent Secondary School parking lot during non-school hours/days;

Figure 5.6.2a – High-quality architecture and a strong orientation and relationship with the street shall establish the Recreation Centre and Community Park as focal elements for the Urban Village Centre.

Figure 5.6.2b & c – A variety of passive and active recreation opportunities are provided to serve the entire 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/ Recreation Centre to other community open space elements, schools and accessible natural areas. These connections shall link to the higher level of pathways associated with main roads as part of the hierarchy of trails and pathways;
- 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 along, both, McLaughlin Road and the Spine Road, with transit stop facilities integrated into the 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.

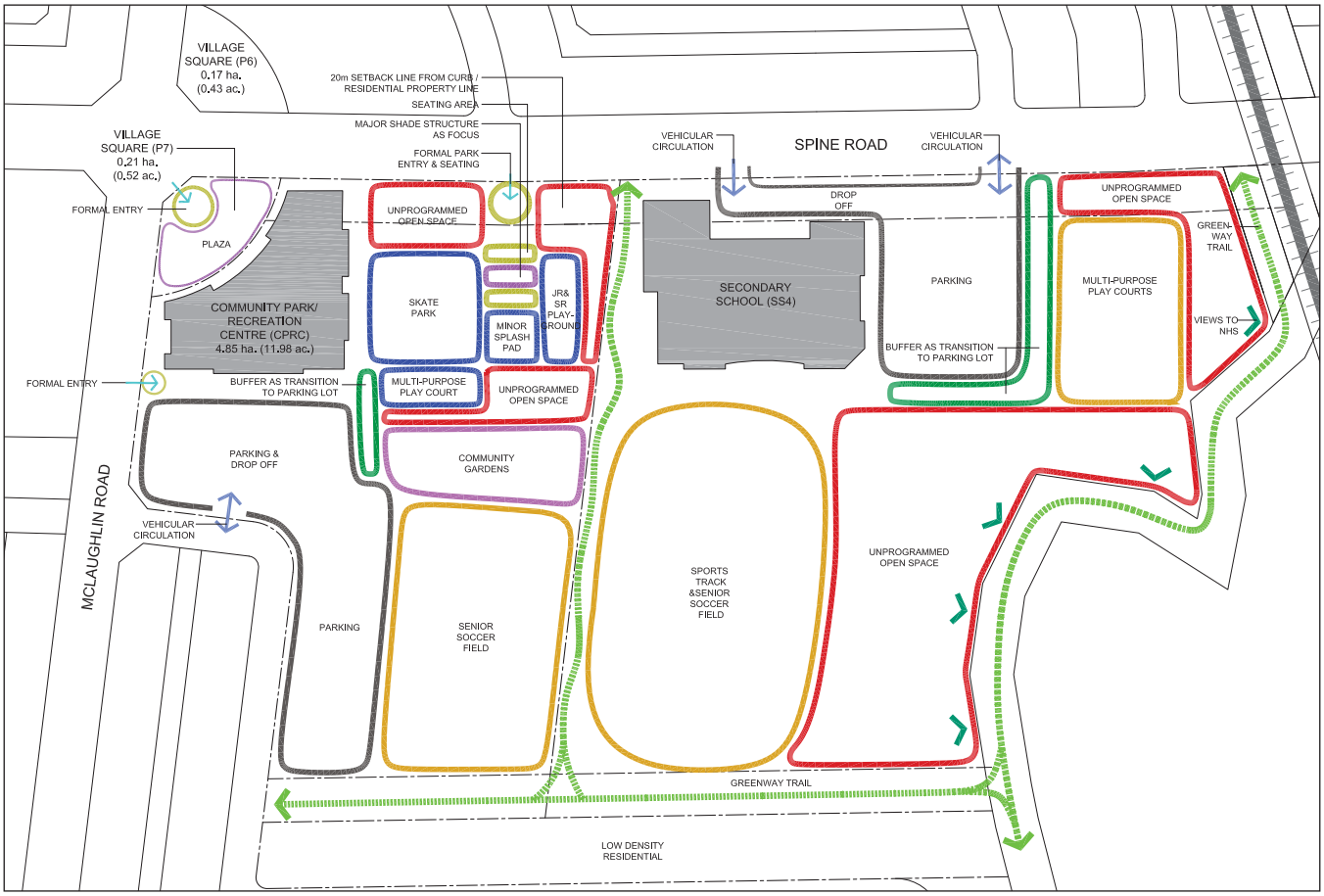


Figure 5.6.2d – Community Park / Recreation Centre and Secondary School conceptual facility fit diagram (detailed design of the facilities shall be determined at the subdivision landscape drawing review stage).

5.6.3 Community Parks

Three Community Parks have been identified within Mayfield West Phase 2. Community Parks have been situated to serve multiple neighbourhoods, all within walking distance. These have been coupled with schools to create, in essence, a neighbourhood hub and focus, with the potential for shared use of facilities, such as parking lots, that will enable better land use efficiencies. Community parks combine, both, active and passive recreation elements and are generally characterized by a mix of open green spaces, recreational features, community gardens, seating amenities and shade structures. Community parks also provide an ideal venue for integrating significant heritage resources, either functionally (repurposing built structures) or as a form of commemoration (utilizing salvaged materials in some form, park naming, etc.).

Like parks, adjacent schools represent important built form and open space elements within the community. Located along prominent streets, the combined school and park blocks shall be designed in a cohesive, attractive and functional manner. Refer to Chapter 8.0 Built Form Guidelines for additional criteria related to the design of school blocks.

Guidelines for Community Parks:

- Community Parks shall be predominantly soft landscaped to allow for a variety of active and passive uses, including programmed and unstructured uses;
- Provide a central green space that will serve as the key recreational and gathering space for neighbourhood residents;
- The park shall integrate facilities that service the broader community, as well as the immediate neighbourhood;
- As a focal point within the neighbourhood, the park shall be sited prominently to promote views to points of interest;
- Points of entry shall be strategically located to ensure convenient access and shall be designed to be consistent or complementary with established neighbourhood themes (including surrounding dwellings and other open space components);
- Playgrounds and/or shade structures (including play structures, swings, etc.) shall be designed as a major focal element of the park;

Figures 5.6.3a, b & c – Image examples showing a variety of Community Park features for passive and active uses.

- Provide a unique character or play experience for each park through park theming and a variety of play equipment types. Repetition of play equipment types and layout shall be avoided amongst different parks;
- Reasonably level and functional open play areas shall be provided for passive recreation use;
- Safe pedestrian and cycling connections shall be provided between the Community Park and other community open space elements, schools and accessible natural areas. These connections shall link to the higher level of pathways associated with main roads, as part of the network of trails and pathways;
- Planting (trees, shrubs, grasses) shall consist of species tolerant of urban conditions, with an emphasis on native species;
- Tree planting within open space areas shall reflect an informal layout with cluster groupings of trees contained within lawn areas to facilitate shaded passive use;
- Community Parks located adjacent to the Greenbelt Plan Area, NHS features or green corridors shall incorporate native and non-invasive plant material within the park and at the interface with the natural feature, utilizing a planting palette that is consistent with the existing or proposed plant material found within the nearby natural feature.
- Although Community Parks are located to facilitate walking connections from all surrounding neighbourhood catchment areas, particular programming may result in a greater demand for parking for the duration of the event. Beyond on-street parking, it is intended that parking in this instance be accomodated through the adjacent school facility during non-school hours. Such an arrangement will require coordination between the applicable school board and the Town's Parks & Recreation department. If such an arrangement is not feasible, then the park facility fit shall integrate parking within the park limits.

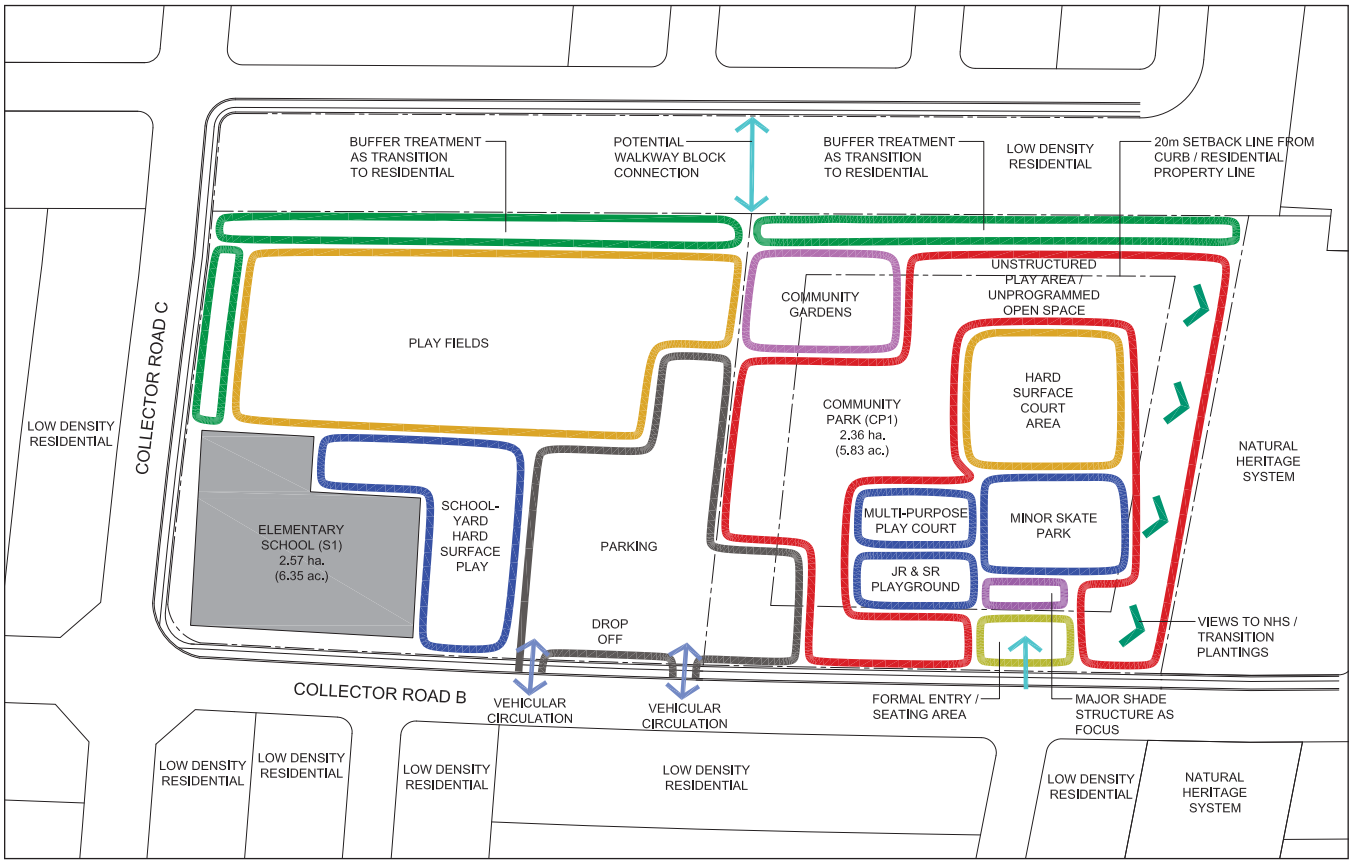


Figure 5.6.3d – Community Park No. 1 conceptual facility fit diagram shown alongside the adjacent Elementary School.

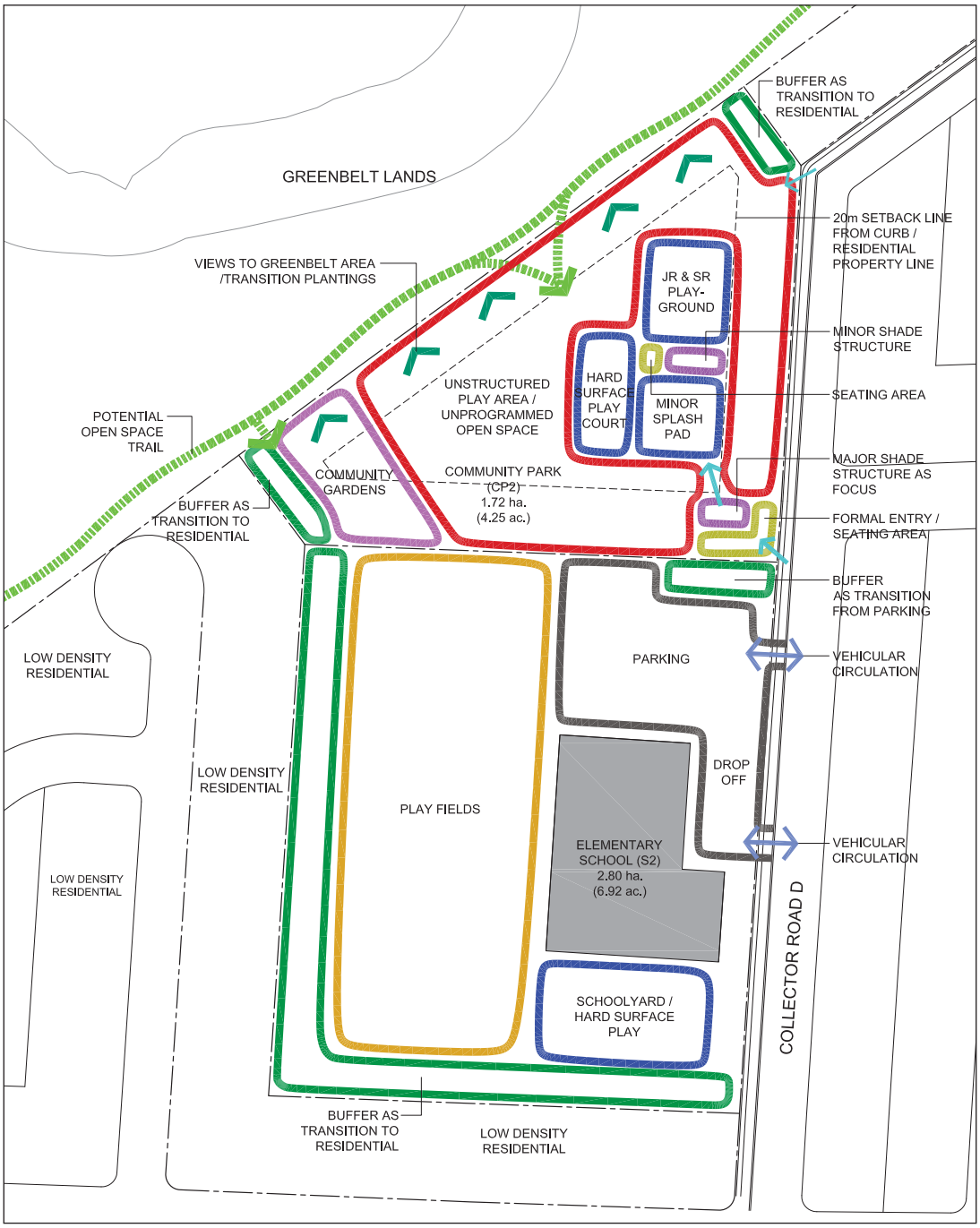


Figure 5.6.3e – Community Park No. 2 conceptual facility fit diagram shown alongside the adjacent Elementary School.

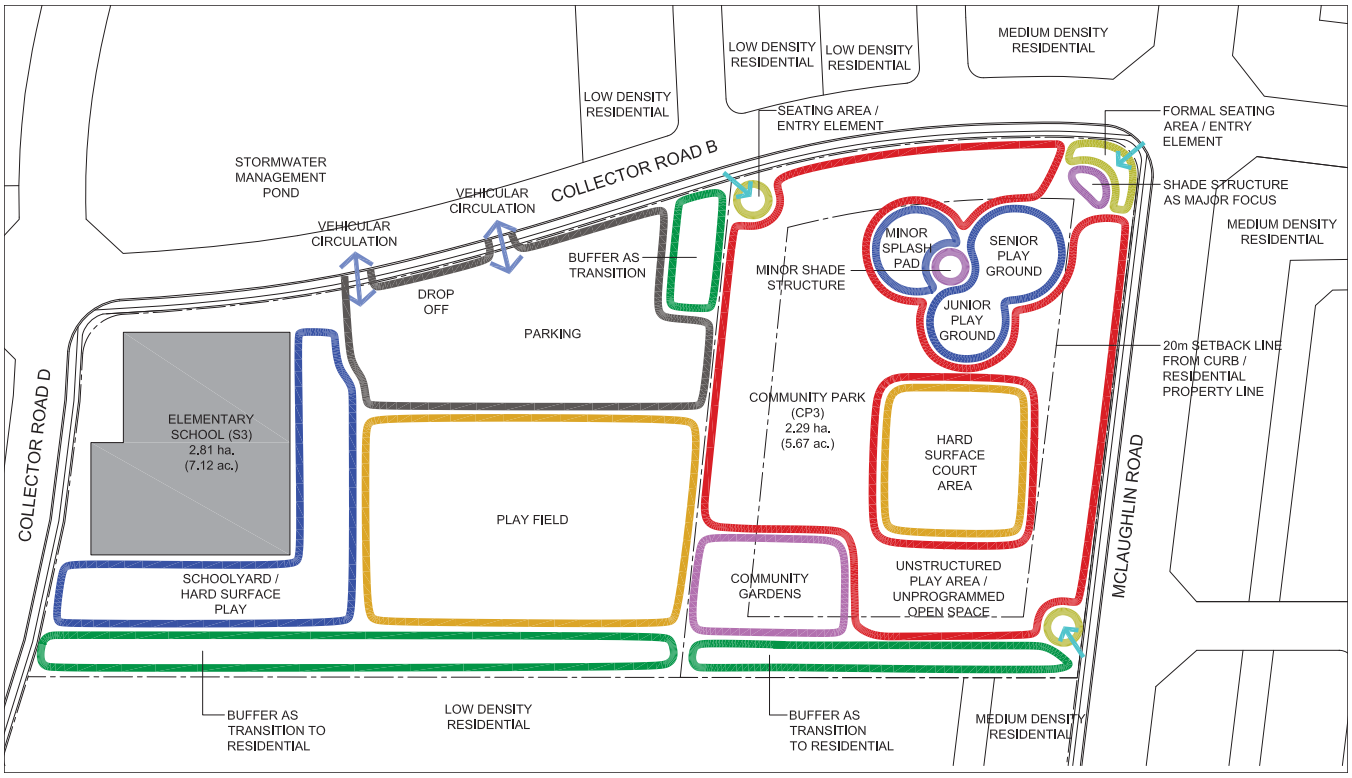


Figure 5.6.3f – Community Park No. 3 conceptual facility fit diagram shown alongside the adjacent Elementary School.

5.6.4 Neighbourhood Parks

Neighbourhood Parks have a neighbourhood focus and provide active and passive recreation opportunities within a reasonable walking distance of the majority of residents,. This park type is particularly relevant where the OBRY corridor or major arterials serve as barriers to safe connections by children to established Community Park locations. Four Neighbourhood Parks have been identified within the community. These parks serve as a central common green space, reflecting and communicating the character of individual neighbourhoods. They offer a place for residents to interact, children to play and social events to occur.

Figure 5.6.4a – Neighbourhood Parks provide a central common green space for the local neighbourhood.

Guidelines for Neighbourhood Parks:

- 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 2 public streets or lanes to promote views and access;
- Key features of the Neighbourhood Park shall be sited to terminate view corridors. The design of hard and soft landscape elements and features, including points of entry, shall be consistent or complementary with established neighbourhood themes (including surrounding dwellings and other open space components);
- Playgrounds and/or shade structures (including play structures, swings, etc.) shall be designed as a major focal element of the Neighbourhood Park;
- Hard and soft landscape elements and features shall be designed to identify areas of activity, circulation, entry points, seating and gathering areas;
- Ensure a unique character or play experience is established for each park through theming and various play equipment types. Repetition of play equipment types and layout shall be avoided amongst different parks;
- Reasonably level and functional open play areas shall be provided for passive recreation use;

Figure 5.6.4b & c – Neighbourhood Parks shall provide a mix of active and passive recreation opportunities for a wide range of residents to enjoy.

- Park lighting shall minimize disturbance to adjacent properties;
- Safe pedestrian and cycling connections shall be provided between the Neighbourhood Park and other community open space elements, schools and accessible natural areas. These connections link to the higher level of pathways associated with main roads, as part of the hierarchy of trails and pathways;
- Although Neighbourhood 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.
- Planting (trees, shrubs, grasses) shall consist of species tolerant of urban conditions with an emphasis on native species;
- Tree planting within open space areas shall reflect an informal layout with cluster groupings of trees contained within lawn areas to facilitate shaded passive use;
- Neighbourhood Parks located adjacent to the Greenbelt Plan Area, NHS features or green corridors shall incorporate native and non-invasive plant material within the park and at the interface with the nearby natural feature, utilizing a planting palette that is consistent with the existing or proposed plant material found within the natural feature.
- Bike racks shall be installed within all parks as part of the park furniture program to promote cycling connections throughout the community.

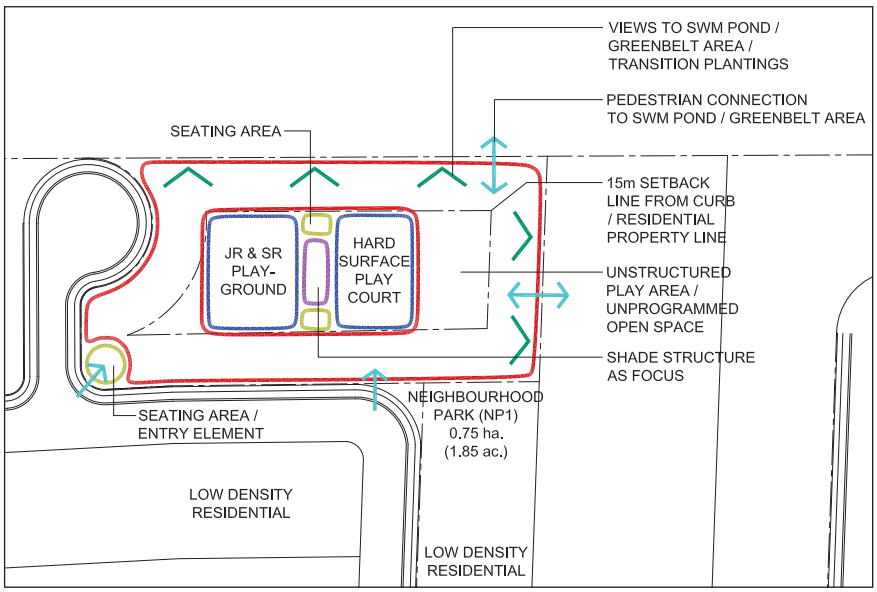
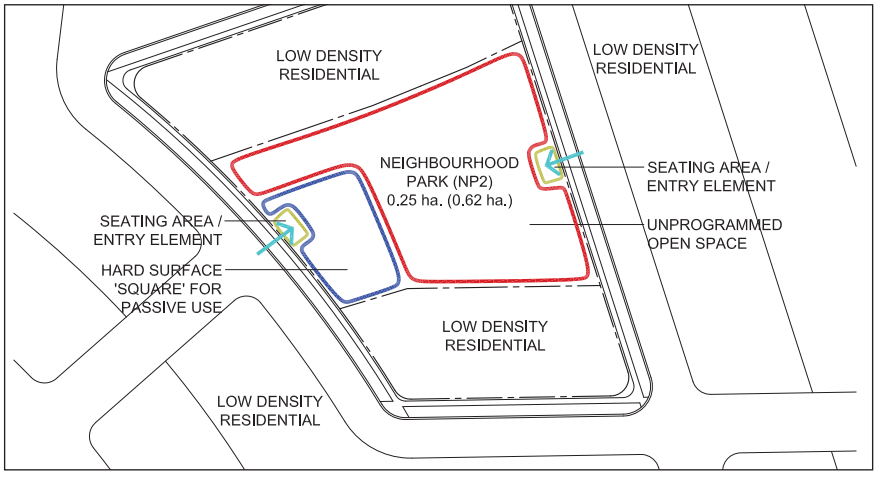


Figure 5.6.4d – Neighbourhood Park No. 1 conceptual facility fit diagram.



Note: NP2 is stipulated as 0.25ha. (0.62 ac.) in size as per the Financial Agreement. The depiction of the park boundary in the plan is larger to represent a potential increase in size to allow for frontage onto 2 local roads.

Figure 5.6.4e – Neighbourhood Park No. 2 conceptual facility fit diagram.

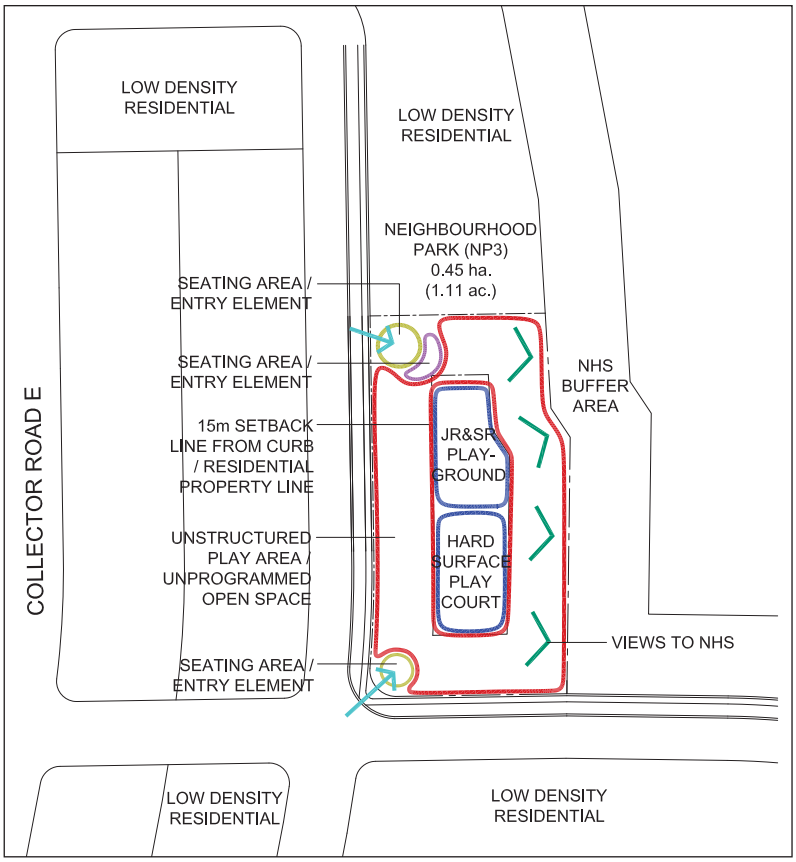


Figure 5.6.4f – Neighbourhood Park No. 3 conceptual facility fit diagram.

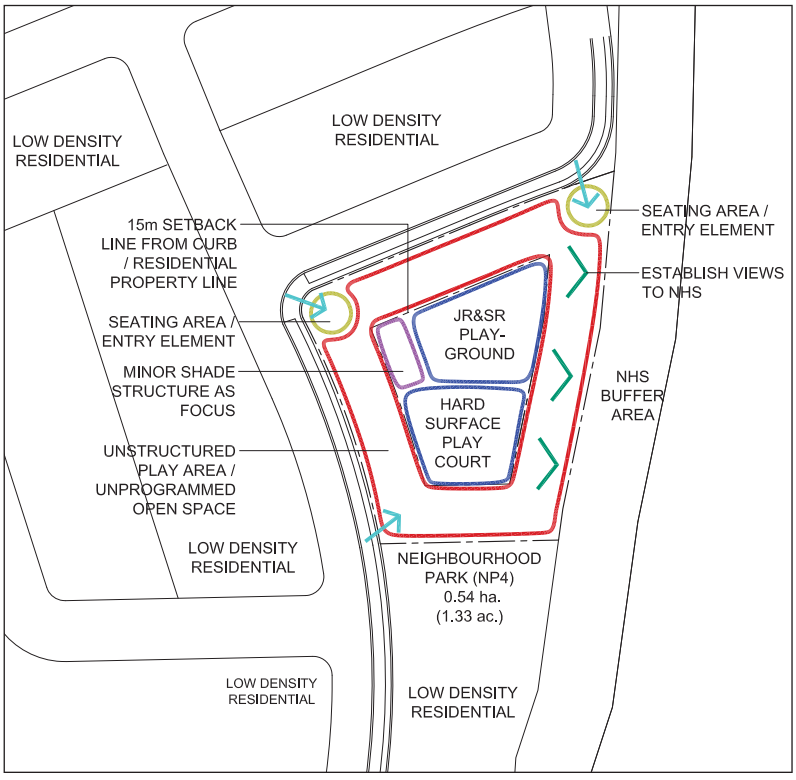


Figure 5.6.4g – Neighbourhood Park No. 4 conceptual facility fit diagram.

5.6.5 Village Squares

Village Squares represent a uniquely urban, compact public open space that responds to the architectural form and street design of the Urban Village Centre. Village Squares provide community open spaces that encourage public gatherings, are more passive-use oriented and are largely characterized by an urban form. Village Squares have the flexibility to adapt to, both, traditional residential and more urban, mixed-use settings. Two Village Squares have been identified for the community and are located at the intersection of the Spine Road and McLaughlan Road, within the Urban Village Centre.

Figure 5.6.5a&b: – Village Squares shall reflect a more urban influence that will function as a multi-programmed community gathering space.

Guidelines for Village Squares:

- As the central open space element for the Urban Village Centre, Village Squares establish a unique character for the area. They provide a more urban open space that responds to the surrounding land uses (retail, service, school, residential uses), architectural styles and higher-density population;
- Emphasis shall be placed on passive use, with flexibility to accommodate multi-programmed community gatherings;
- Village Squares function as a primary focal point of the Urban Village Centre and provide a key public gathering place with potential opportunities for neighbourhood-level programming, such as a farmer's market, art displays, etc.;
- The design of a Village Square shall incorporate more formal elements, with a typically greater percentage of hardscape compared with soft landscape to allow for more flexible use;
- To distinguish them from other neighbourhood parks and to reinforce the character of the Urban Village Centre, materials and furniture within the Village Squares shall be selected to withstand intensive use from a higher concentration of activity;
- Key features of the Village Square shall be sited to terminate view corridors. The design of hard and soft landscape elements and features, including points of entry, shall be consistent with neighbourhood themes (including surrounding architecture and other open space components), while being sufficiently distinctive to establish a unique character;

- Adjacent built form shall have a strong orientation to the square;
- Hard and soft landscape elements and features will be designed to identify areas of activity, circulation, entry points, seating and gathering areas;
- Lighting selection and location shall mitigate disturbance to adjacent properties;
- Village Squares are typically characterized by a more formal planting scheme;
- Planting (trees, shrubs, grasses) shall consist of species tolerant of urban conditions with an emphasis on native species;
- Transit stops should be integrated where possible, and transit stop components (seating areas, shelters) shall be designed consistent with or complementary to the street furniture selected for the Urban Village Centre and Village Square;
- Integration of the following components shall be considered:
    - seating areas, shade structures and unstructured play areas;
    - decorative paving;
    - alternative lighting types and designs consistent with the street furniture selected throughout the Urban Village Centre;
    - urban tree planting treatment (tree grates, irrigated trenches);
    - formal planting / floral displays;
    - heritage commemoration opportunities;
    - unstructured play areas;
    - focal elements (water features, public art elements).

5.7 Schools

Four potential school sites have been identified within Mayfield West Phase 2, including two Peel District elementary schools, one Dufferin-Peel elementary school and one Peel District secondary school.

Schools serve as landmarks for the community and, along with adjacent parks, help define the character of the surrounding neighbourhoods where they are located.

Potential school sites have been identified based on several primary factors, including:

- Locations that are generally central to surrounding neighbourhoods;
- Locations within walking distance from the school's neighbourhood catchment area;
- Locations along suitable street right-of-ways;
- Locations with access to safe trail connections;
- Locations with linkages to the open space system through pairing with Neighbourhood Parks.

Guidelines pertaining to school sites are indicated on the following page. Refer to Chapter 8, Section 8.6.2 – Schools, for additional guideline information.

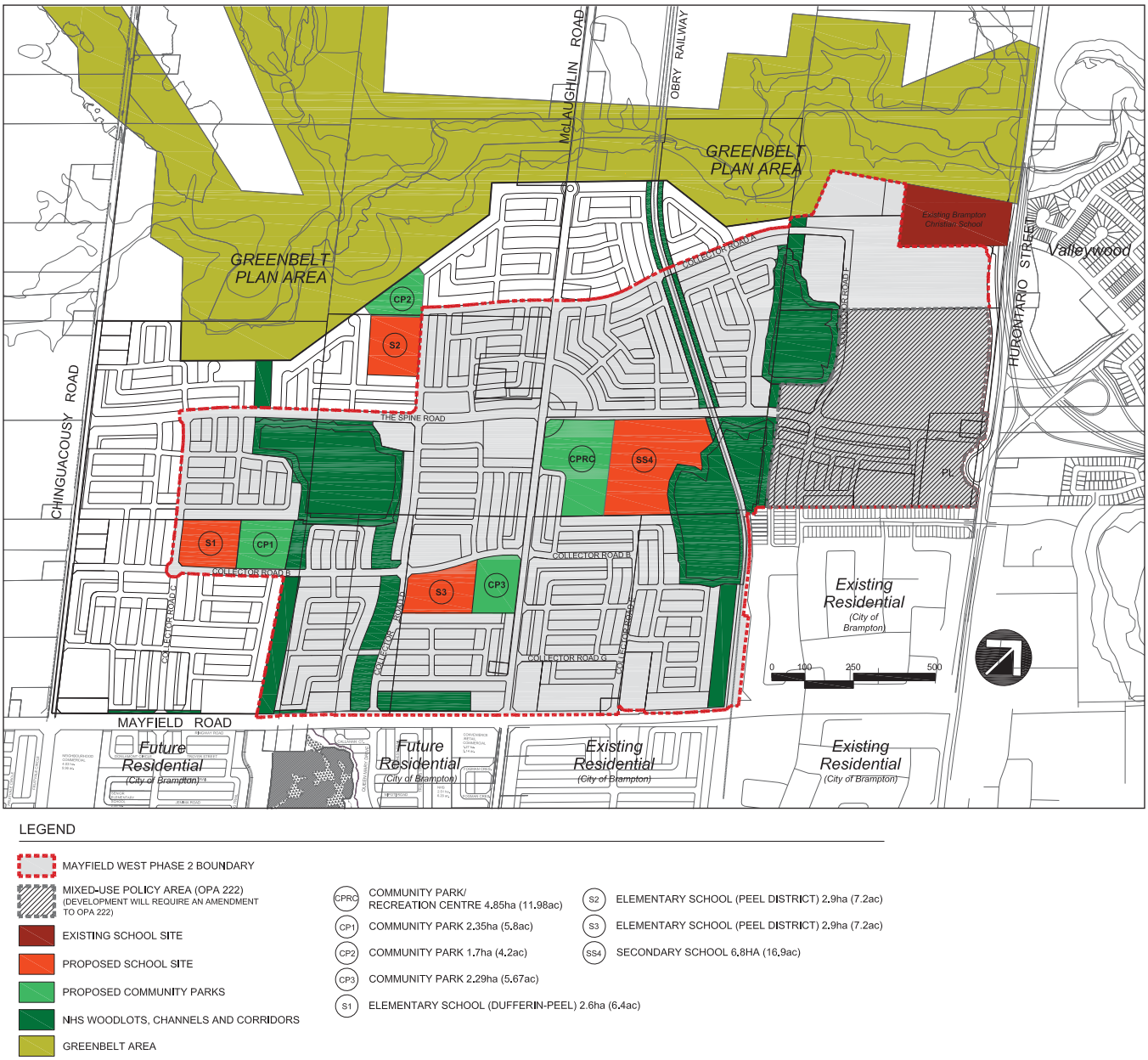


Figure 5.7a – Mayfield West Phase 2 - Proposed School Sites and Adjacent Neighbourhood Parks, with corresponding school and park identification numbers. NHS features and the Greenbelt Area are also shown on the diagram.

Guidelines for Schools:

- Minimize the impact of parking facilities through siting at the rear or side of the school and the use of landscape buffers. A passenger pick-up / drop-off area shall be sited within the school site;
- School grounds shall be physically and visually connected to adjacent park sites and any fenced areas shall not impede public access to and through school grounds after hours;
- The design of school grounds should accommodate potential community use outside of school hours;
- Landscaping in the form of trees, shrubs and hardscaping shall be designed to complement the school building, buffer adjacent residential uses and parking areas, and provide opportunities for shade in strategic areas;
- Perimeter fencing and gateway features located in proximity to the street edge shall be consistent or complementary with the prevailing architectural theme of the school and neighbourhood;
- Avoid potential conflicts between pedestrian and vehicular routes. Adequate setbacks shall be provided between building entrances and on-site traffic routes;
- Pedestrian routes shall be clearly defined and provide easy, direct and barrier-free access to school entrances;
- School parking areas, driveways and walkways shall be adequately illuminated. Pedestrian-scaled lighting is encouraged to define pedestrian routes and to complement any larger scaled lighting used specifically for the parking area.
- The provision of parking should be shared and coordinated with adjacent park programming during non-school hours, pending coordination between the applicable school board and the Town of Caledon's Parks & Recreation department.
- Lighting designed for school buildings shall be consistent or complementary with the architectural theme of the school. Lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties;
- Signage should be incorporated into the building architecture.
- Ground level signage should be horizontal in orientation and at a pedestrian scale. Where possible, ground level signage should be integrated with landscape features, such as entry walls, planters, columns, etc.;
- 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.
- Bike racks shall be installed for all schools in highly visible locations close to points of entry.

Figure 5.7b – Image example of a contemporary school building with a strong built form presence along the street.

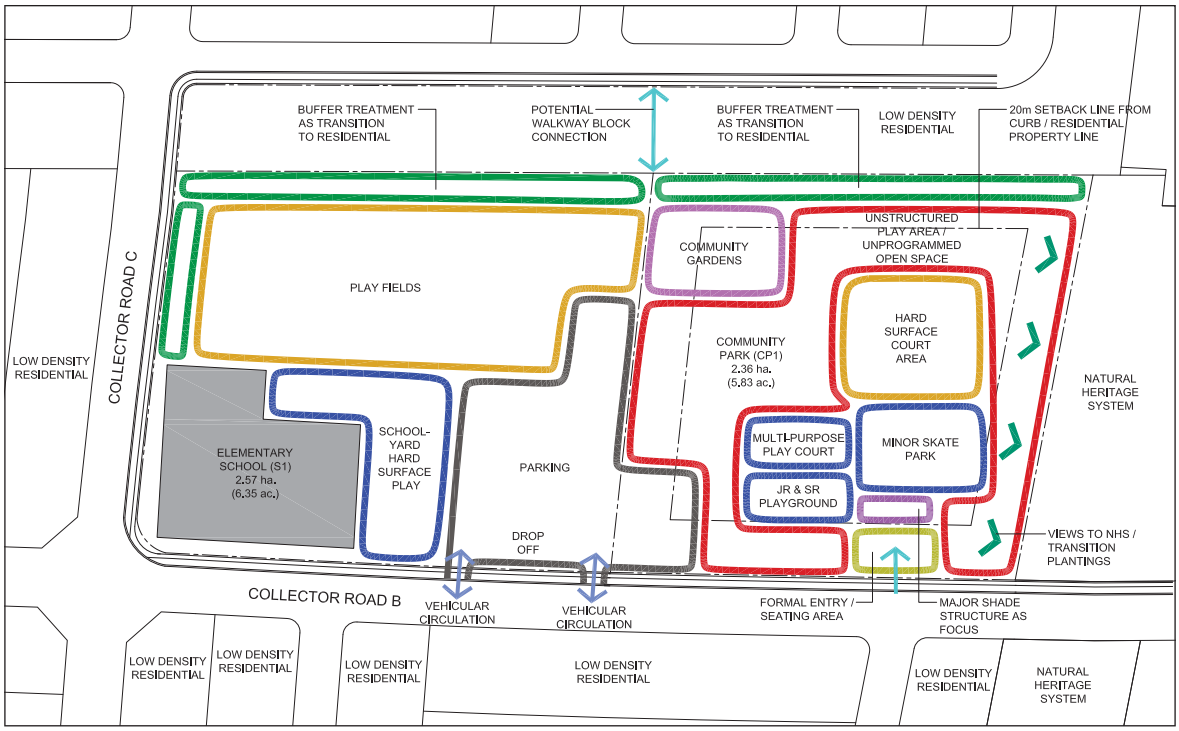


Figure 5.7c – Elementary School No. 1 conceptual facility fit diagram shown alongside the adjacent Community Park.

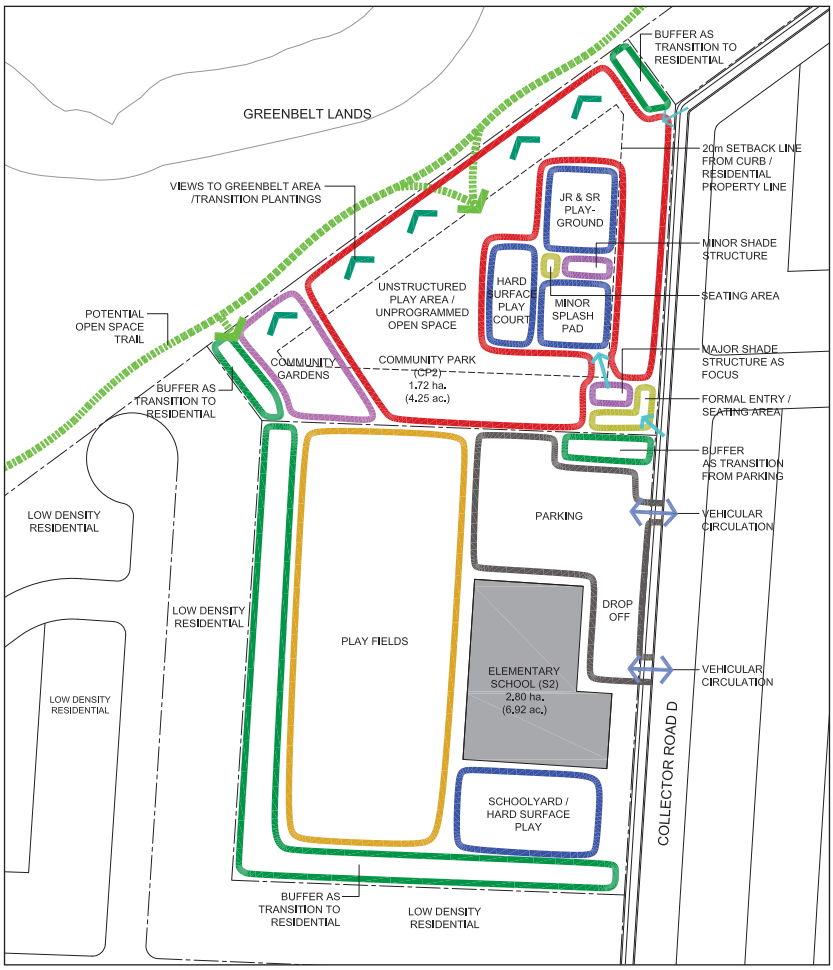


Figure 5.7d – Elementary School No. 2 conceptual facility fit diagram shown alongside the adjacent Community Park.

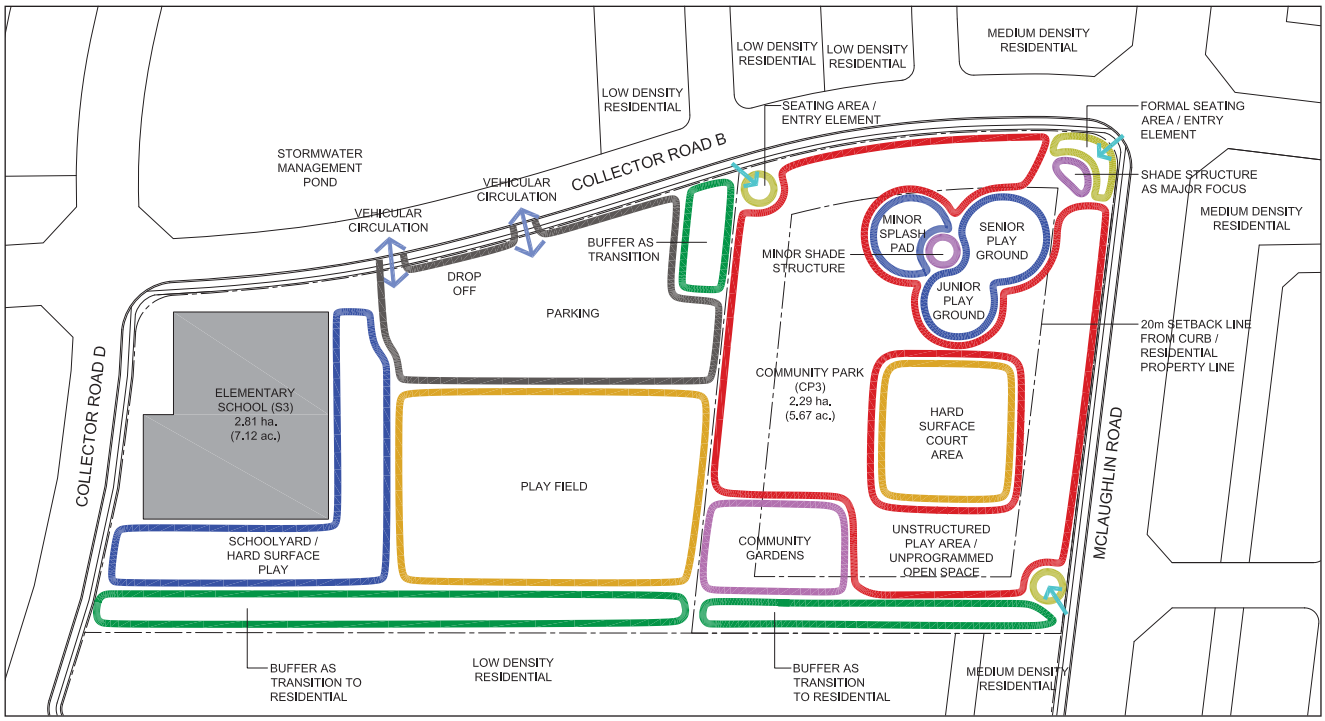


Figure 5.7e – Elementary School No. 3 conceptual facility fit diagram shown alongside the adjacent Community Park.

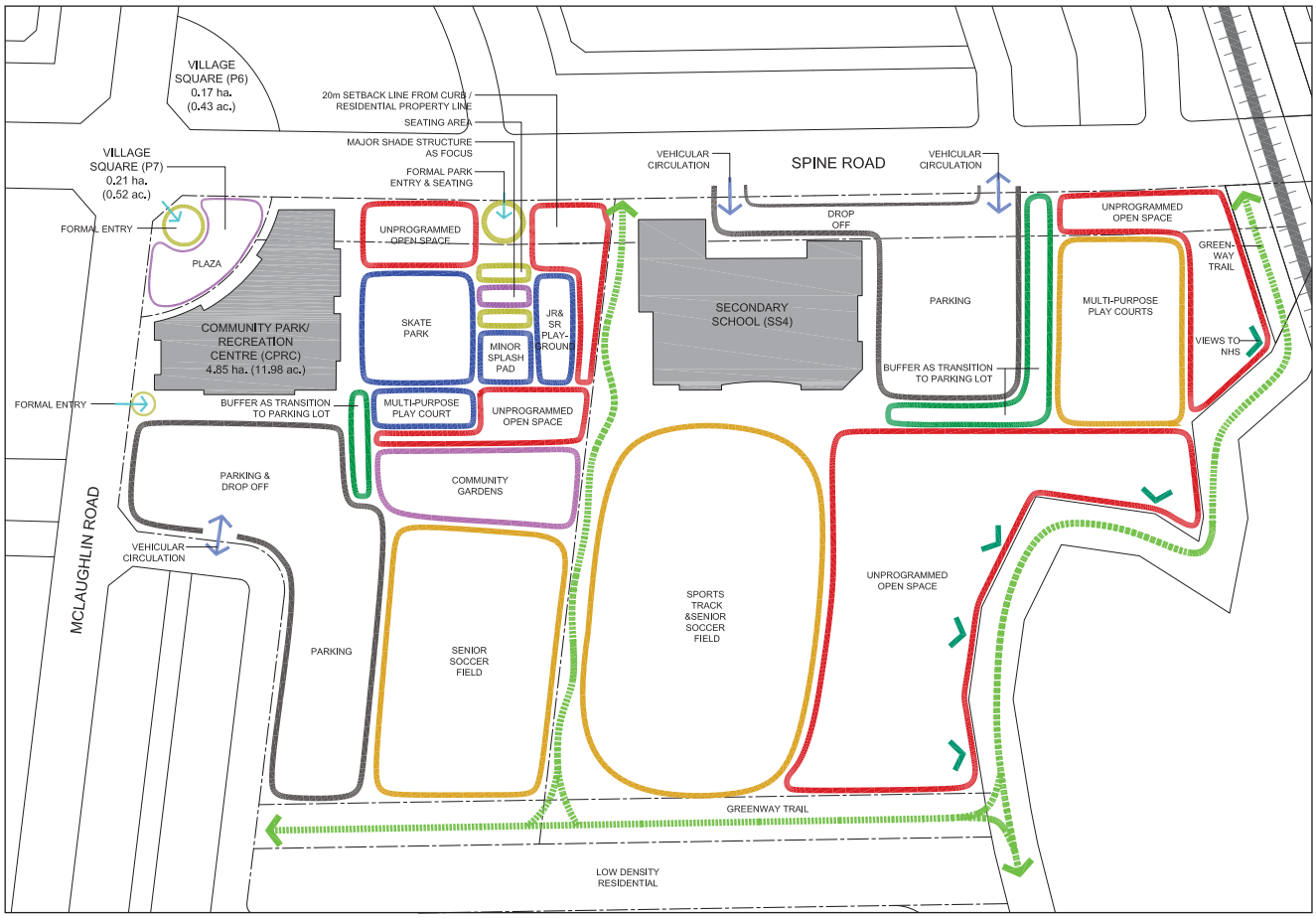


Figure 5.7f – Secondary School conceptual facility fit diagram shown alongside the adjacent Community Park / Recreation Centre.

5.8 Views and Viewsheds

Public access to Natural Heritage System views and viewsheds is an integral component of an attractive, walkable and sustainable community. Within Mayfield West Phase 2, views will be dominated by existing woodlands, wetlands and associated buffers, natural corridors, stormwater management facilities, including an engineered channel, and the Greenbelt Plan Area. These natural features will provide attractive views from various vantage points within the community. These views have significantly influenced the configuration of the proposed land uses and endorsed framework plan, including the layout of the road network and the block plan, as well as the siting of parks and schools.

Strategic viewshed opportunities have been integrated into the community through consideration of the following principles:

- Streets have been oriented to maximize views towards NHS features, including the use of single-loaded roads and window streets;
- Emphasis has been placed on providing access points to natural features by locating pedestrian amenities (trailheads, multi-use trail network) along potential view corridors;
- Publicly accessible open spaces (such as parks, swm ponds, etc.) have been situated adjacent to natural features, where appropriate, to maintain visual exposure and access for the broader community;
- Architectural built form shall be located, oriented and designed to maintain or emphasize views.

Through the application of these principles, viewsheds and corresponding views have been identified in order to guide the design of the surrounding urban fabric. As such, viewsheds are defined as publicly accessible viewing opportunities either along a road right-of-way, a trail network or an open space block (park, swm pond) located adjacent to the NHS. The quality and character of the resulting view opportunity can be described as either long / expansive views, which typically afford an extensive vista or longitudinal view over a large distance, or short views, which are usually framed by a woodland edge or have built community features (roads, built form, etc.) in the background.

Important views and viewsheds have been captured with the following land use components and are depicted in the Views and Viewsheds diagram on the following page (refer to Fig. 5.8).

A. Arterial and Collector Road crossings of natural features and frontage:

- The Spine Road and Collector Roads A and B will cross NHS features, the channel and green corridors, providing long, expansive view opportunities for both pedestrians, cyclists and motorists;
- Beyond these road crossings, a significant extent of road frontage has been established along the NHS and channel feature, and along open space features such as parks, swm ponds and the OBRY buffer.

B. Window Streets

In certain situations, window streets and cul-de-sacs have been located to provide viewing and access to the NHS, particularly in areas where other viewing opportunities were not feasible.

C. Parks

Five parks have been situated adjacent to the NHS, Greenbelt Plan Area and green corridors to provide view opportunities and linkages with the trail system.

D. Stormwater Management Ponds

Stormwater management ponds are similar to parks from a view standpoint as they serve as an extension of the NHS, providing views from either within the pond along pedestrian routes or along the perimeter of the pond within the adjacent road right-of-way.

E. Trail Network

The community is characterized by a comprehensive trail network, a significant extent of which is integrated into the NHS, enabling views for a large portion of the NHS and making views accessible from within all neighbourhoods.

These viewsheds represent an extensive program of publicly accessible views to natural features throughout Mayfield West Phase 2, allowing for an NHS that is fully integrated into the visual, physical and cultural fabric of the community.

Additional opportunities to integrate potential vistas and landscape amenity features along trails and street frontages may be considered at the detailed design stage.

Figure 5.8 below illustrates the view opportunities.

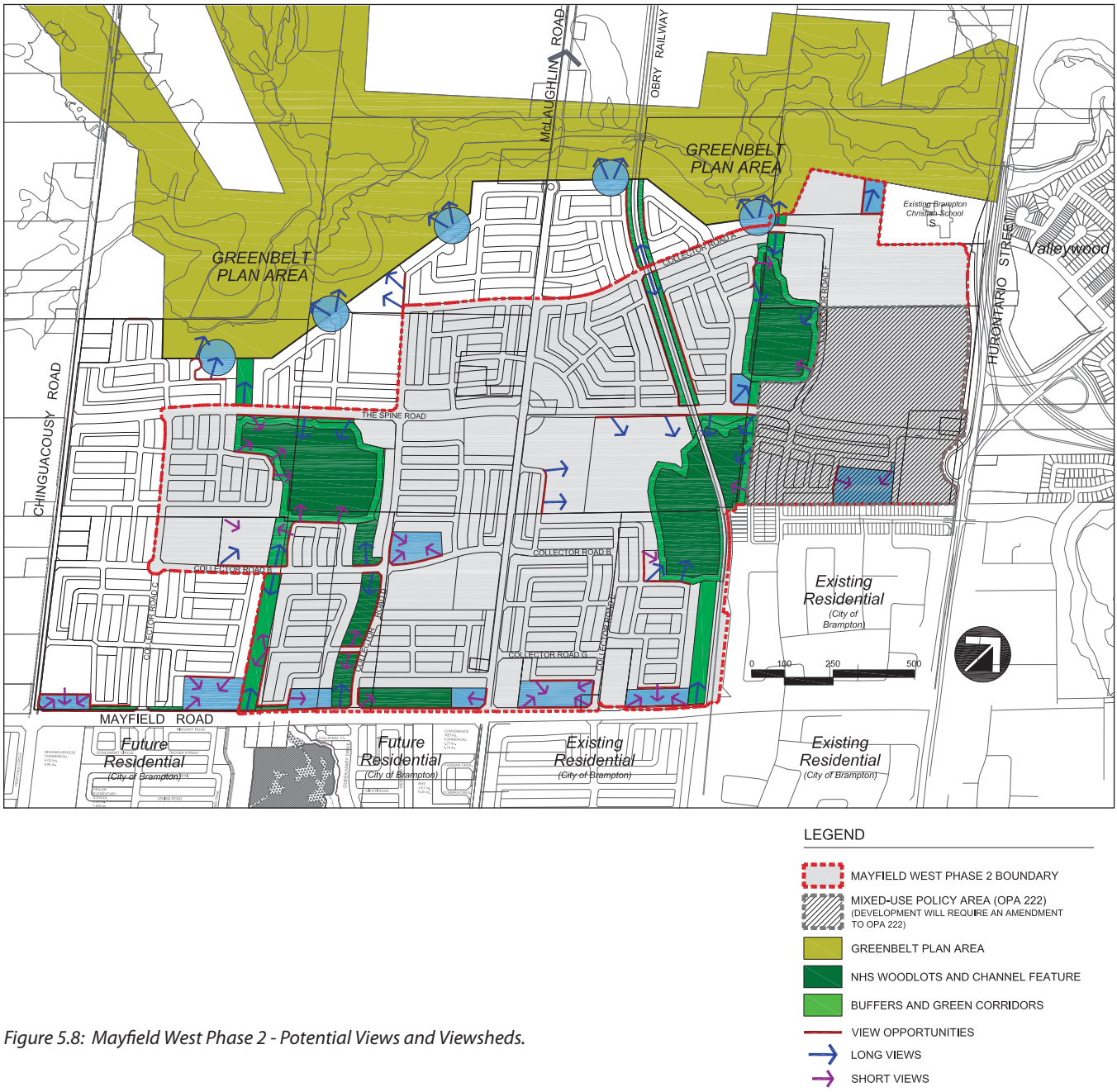


Figure 5.8: Mayfield West Phase 2 - Potential Views and Viewsheds.

5.9 Cultural Heritage Resource

Located on the west side of McLaughlin Road, near the northern boundary of the site, is the Lyons/ Groat property, a heritage property consisting of a farm house and barn complex that is of interest due to its nineteenth century architectural style. While the exact date of erection of the structure is unknown, its construction is attributed to the Lyons family, who owned and farmed the property during the nineteenth century, with alterations likely made by the Groats, also farmers, during the twentieth century.

The Lyons/Groat property is located at 12502 McLaughlin Road and is listed in the Town of Caledon Heritage Register approved by Town Council as per the Ontario Heritage Act (OHA) (but is not designated under Part IV or V of the Act).

The gable roofed barn was reputed to be constructed in the 1860s, although it was razed and reconfigured in the 1920s, while the gambrel roofed barn was constructed in the 1930s. Together the barns form an 'L' shaped structure. The gable roofed barn is a heavy timber structure that rests on a random coursed, stone rubble foundation and is clad with wood boards. The roof is clad with corrugated metal sheets over a wooden roof deck.

In keeping with the Town's Official Plan, which calls for the promotion and "continuing public and private awareness, appreciation and enjoyment of Caledon's cultural heritage", there is a unique opportunity to celebrate and commemorate this important piece of Caledon's heritage by integrating its salvaged materials into the design and construction of features within the Community Park and Village Squares, due to the prominence of these public open spaces.

The following commemorative initiatives shall be considered for these locations, in close collaboration with Town staff:

- Integrate remnant materials (i. e. salvaged barn stone, timbers, boards and other materials as appropriate) into various Community Park and Village Square components, such as signage, seatwalls, shade structures, architectural elements, etc.;
- Name recognition in which primary components of the Community Park or Village Square bear the name of the Lyons/Groat families, for example the Lyons/Groat Pavilion or Lyons/Groat Gardens;
- Interpretive signage within the park or square that describes the old barn and Caledon's farming legacy;
- Planting palettes that reflect garden designs common to the early settlement period of the area.

Figure 5.9a – Photograph showing the existing gable roofed barn structure.

Figure 5.9b – Image example of how heritage stone materials can be reused as a commemorative park element.

Figure 5.9c – Image example showing how reclaimed materials can be adapted into an interpretive park feature.

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STREETSCAPE GUIDELINES

6.1 About the Streetscape Guidelines

The design of the streetscape is fundamental to establishing the function and identity of a community. The character of the public realm within Mayfield West Phase 2 will be largely influenced by the streetscape elements within the community and along its edges.

Design solutions need to consider the combination of elements and functions within the right-of-way, as well as the adjacent built form relationship, in response to ensuring safety, establishing a high quality and durable built component, reinforcing a comfortable street environment for pedestrians and cyclists as a main social gathering space within the neighbourhood, and contributing to wayfinding, orientation and placemaking.

Streetscape design involves a variety of elements and strategies. These are discussed in this section with respect to the following:

- Street Hierarchy;
- General Guidelines;
- The Spine Road;
- Arterial Roads;
- Collector Roads;
- Local Roads and Window Streets;
- Laneways;
- Streetscape Elements;
- Community Gateways.

6.2 Street Hierarchy

A well-defined and connected hierarchy of streets forms the main structure of the community. It provides for the safe and convenient movement of pedestrians, cyclists and vehicles, serves as a common space for social interaction and establishes the initial visible impression of the community.

Designed as a modified grid pattern, the road network established for Mayfield West Phase 2 responds to the site's topography, natural features and future uses planned along the community's edges. The proposed road layout is intended to facilitate movement and circulation, support accessibility and transit ridership, and promote a safe pedestrian and cycling oriented lifestyle.

The roads are designed to minimize block lengths for easier navigation and create terminating views, vistas and other focal points to achieve an attractive public realm.

The proposed road network consists of major arterial roads, collector roads, local roads, window streets and laneways.

Figure 6.1 depicts the proposed street hierarchy. Individual street types are described in further detail in the following pages.

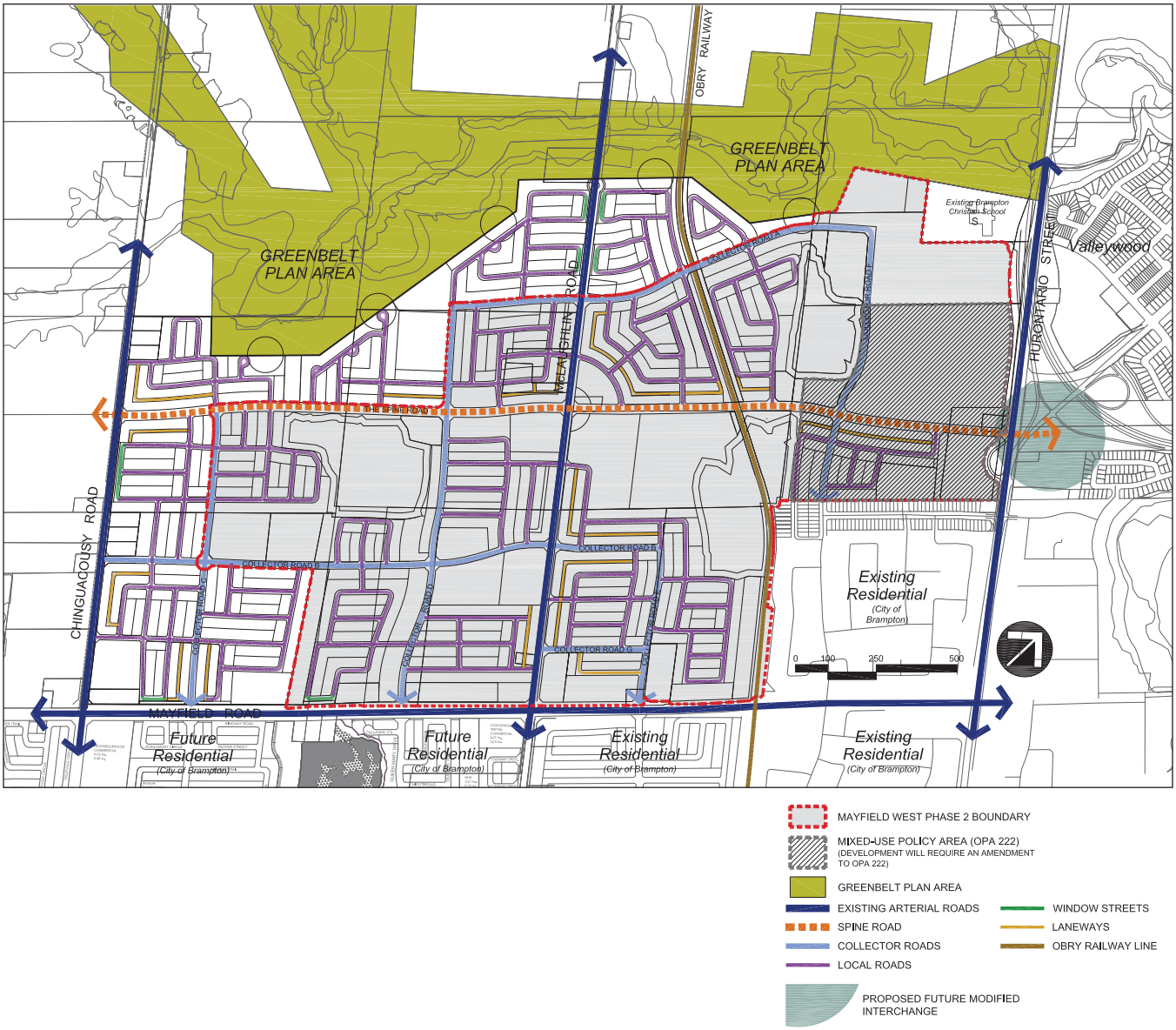

Figure 6.1 – Mayfield West Phase 2 - Proposed Street Hierarchy.

6.3 General Guidelines

Sidewalks and Pedestrian Circulation:

- Provide safe and accessible pedestrian connections. Vehicular access shall ensure that these pedestrian connections are not compromised;
- Internal vehicular routes shall be designed with a clear hierarchy of circulation and parking, and coordinated with the pedestrian circulation network;
- Utilize landscape and paving materials to highlight circulation routes;
- Streetscape elements, such as trees, site furniture and signage, will link open space design with the architectural components to create a comfortable pedestrian experience and attractive Urban Village Centre. Refer to Section 6.10 Streetscape Elements;
- Direct pedestrian connections to bus transit stops shall be provided to encourage the use of public transit;
- Within commercial or employment lands, internal site walkways shall be a minimum of 1.5m to 2.0m in width and paved with an identifiable hard surface material (typically concrete) that is consistent and coordinated throughout;
- Sidewalks shall be located on both sides of arterial and collector roads, and shall have a minimum width of 1.5m, with wider sidewalks (2.0m) specified in locations where heavier pedestrian traffic is anticipated;
- Local streets may have sidewalks on both sides or a single side, depending on location, maintenance and operation requirements, and strategic connection opportunities;
- Should the Town of Caledon conclude that the maintenance requirements associated with sidewalks on both sides of local streets is cost prohibitive or otherwise unwarranted based on the configuration and/or extent of adjacent land uses, then consideration may be given to a single sidewalk configuration.
- If a single sidewalk is contemplated for a local road, it shall be located on the dwelling side of the street and/or where direct pedestrian connections are deemed more desirable;
- The width and texture of sidewalks may change within higher pedestrian activity nodes such as the Urban Village Centre, at transit stops, and adjacent to parks, public open spaces and commercial areas, particularly where an urban streetscape approach is utilized and there is heavier pedestrian usage anticipated.

Bike Lanes:

- Bike lanes are 2.0m wide along the Spine Road from Chinguacousy Road to Collector Road F;
- Bike lanes are 1.8m wide along McLaughlin Road and Chinguacousy Road;
- Along collector roads with bike lanes or widened pavement, the width of bike lanes or widened pavement shall be 1.5m;
- Due to significant traffic volumes anticipated between Hurontario Street and the west limit of the commercial block, bike lanes will not be provided along the Spine Road east of Collector Road F. Rather, a bike route shall be provided on the local street that runs parallel to the Spine Road, immediately south, between Collector Road F and the Police Lands. The wayfinding strategy shall appropriately identify this change in routes.

Parking:

- Parking in the vicinity of the Spine Road will be in the form of lay-by parking, flankage parking, commercial block parking, recreation centre parking and potential underground parking associated with the proposed mid-rise condominium;
- 2.5m layby parking bays shall be provided adjacent to live-work units along the Spine Road and McLaughlin Road, within the Urban Village Centre;
- Additional lay-by parking may be considered adjacent to other commercial uses and higher density residential uses within the Urban Village Centre. This can only be assessed with a full analysis of the function of the roadway (Spine Road or McLaughlin Rd.), anticipated vehicular egress/ingress locations, right-of-way width, boulevard treatment, etc.;
- Within commercial or employment blocks, parking, service and loading areas shall be located to the rear of buildings, screened from prominent views;

6.4 The Spine Road

As the central character avenue for Mayfield West Phase 2, the Spine Road serves a vital function within the community by providing a range of land uses and residential types that attract people for a multitude of reasons, using all modes of transportation – walking, cycling, bus transit and vehicles. The character and function of the streetscape will reflect the adjacent land use and, therefore, will transition from one section to another.

The following elements and treatments characterize the Spine Road:

- Lay-by parking at strategic locations;
- On-street bike lanes;
- Boulevards transitioning from standard treatments to more unique urban treatments within the Urban Village Centre and adjacent to the Hurontario commercial mixed-use centre, near the intersection with Collector Road F. Treatments shall include urban boulevards and tree planting, including options for tree grates or raised planters where pedestrian traffic is anticipated to be high;
- Island medians with decorative paving options. Asphalt is not an acceptable material for island medians;
- Decorative paved crosswalks at major intersections and at NHS pedestrian path crossings;
- Street lighting with fixtures for hanging baskets and banners throughout the Urban Village Centre.

With respect to built form, the Spine Road will be defined by a variety of housing forms and densities, with a concentration of public use amenities found primarily within the Urban Village Centre.

Within the Urban Village Centre, right-of-way widths present a more comfortable pedestrian scale with reduced building setbacks that frame the road while balancing cycling, transit and vehicular movement.

Outside of the Urban Village Centre, the character of the Spine Road will be largely influenced by the variety of land uses found along its edges, including front- and lane-accessed single-detached and townhouse dwellings, residential flankage conditions, a high-density block, high school and Natural Heritage System frontage. The treatment of these uses along the Spine Road is essential to the character of the street. Residential flankages, in particular, shall mitigate the impacts of rear yards and associated fencing.

Right-of-way dimensions along the Spine Road will be as follows, with widening as necessary to accommodate turning lanes (from west to east):

- 27.0m – from Chinguacousy Road to Collector Road D, transitioning to 29.0m at the intersection;
- 29.0m – from Collector Road D to midway to McLaughlin Road;
- 31.5m – west of McLaughlin adjacent to the proposed live-work and commercial block;
- 35.0m - west of the McLaughlin Road intersection;
- 29.0m - east of McLaughlin Road intersection to secondary school;
- 32.0m – transition to the secondary school entrance;
- 35.0m – east of secondary school entrance to Collector Road F;
- 34.0m – east from Collector Road F intersection;
- 31.0m - transition to commercial block entrance;
- 37.0m – from commercial block entrance to Hurontario Street.

The following sections provide guidelines related to the streetscape design of the Spine Road. Figure 6.4d indicates the various streetscape zones, while the figures in sections 6.4.1 to 6.4.5 illustrate conceptual streetscape treatments along the Spine Road, which vary according to adjacent land use and built form.

Landscape Guidelines for the Spine Road:

Boulevard Treatment:

- Within the Urban Village Centre, the boulevard treatment shall transition from standard street trees in grass between sidewalk and curb to a more urban, hardscape treatment with consideration for special elements, such as tree grates (metal grates or precast concrete covers) or raised planters with continuous soil trenches, decorative paving accents and street furniture (benches, bike racks, waste receptacles, etc.);
- A regularly spaced row of canopy street trees, typically spaced 10.0-12.0m on centre, shall be provided between sidewalk and curb, either within a grass boulevard or hard surface treatment, depending on location or adjacent use;
- Boulevard treatments adjacent to lay-by parking shall consist of a hardscape treatment to facilitate pedestrian connections between parked cars and sidewalk.

Pedestrian Crosswalks:

- At key intersections, pedestrian crosswalks shall be distinguished with an enhanced paving treatment. Refer to section 6.10.8 Traffic Calming / Pedestrian Crosswalks.

Island Medians:

- Island medians proposed at major intersections along the Spine Road shall be a maximum of 2.0m wide. As the median width is not sufficient to allow planting, alternative decorative paving treatments shall be considered, such as impressed colour concrete, broom finished concrete or broom finished with impressed concrete banding or borders, or impressed coloured asphalt. Asphalt is not considered an appropriate paving treatment for island medians and will not be permitted.

Figures 6.4a & b – Image examples showing possible boulevard treatment along the Spine Road. Treatments should vary according to adjacent land uses, with a more hardscape approach used for high pedestrian traffic areas such as within the Urban Village Centre.

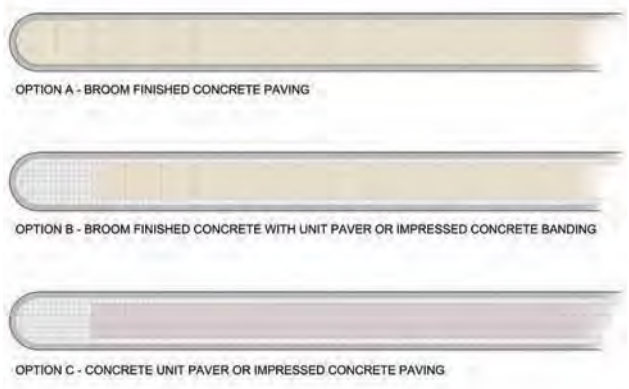

Figure 6.4c – Conceptual 2.0m wide island median paving options. To enhance the streetscape character, decorative paving shall be considered as an alternative to broom finished concrete.

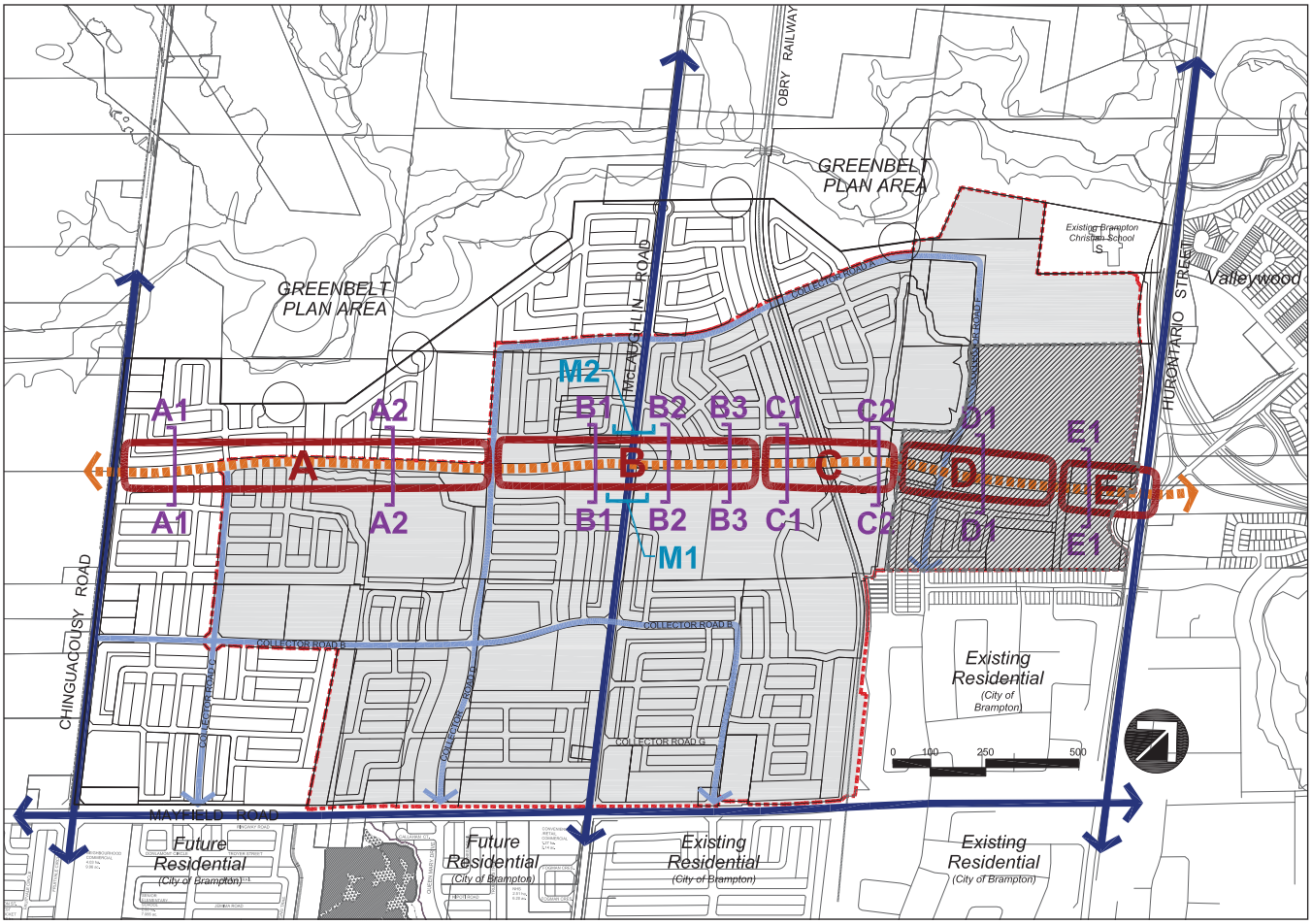

Figure 6.4d – Mayfield West Phase 2 - Streetscape zones and section locations along the Spine Road.

6.4.1 Spine Road Zone A

Zone A is generally associated with the area west of the Urban Village Centre. The intent for this segment of the Spine Road (and all others, as well) is to limit the right-of-way width as appropriate to vehicular traffic levels to help achieve a pedestrian- and cyclist-friendly environment.

- The roadway cross-section is a three lane road with a single lane in each direction and a continuous middle left turn lane. It will also have a curbside on-street bike lane in each direction;
- Land uses within Zone A primarily include front- and lane-accessed single-detached and townhouse dwellings, flankage single-detached dwellings, as well as frontage along the NHS;
- The streetscape is intended to be more traditional within this zone, with a sidewalk setback from the property line and grass boulevards with street trees between sidewalk and curb;
- All engineering dimensions, including taper lengths, curb radii, utility setbacks, etc., to be confirmed at detail design stage;
- A concrete splash pad shall be provided at the curb edge for all zones of the Spine Road with grass boulevards. A distinctive colour and/ or pattern shall be established for the pad to distinguish the Spine Road from other arterial roads.

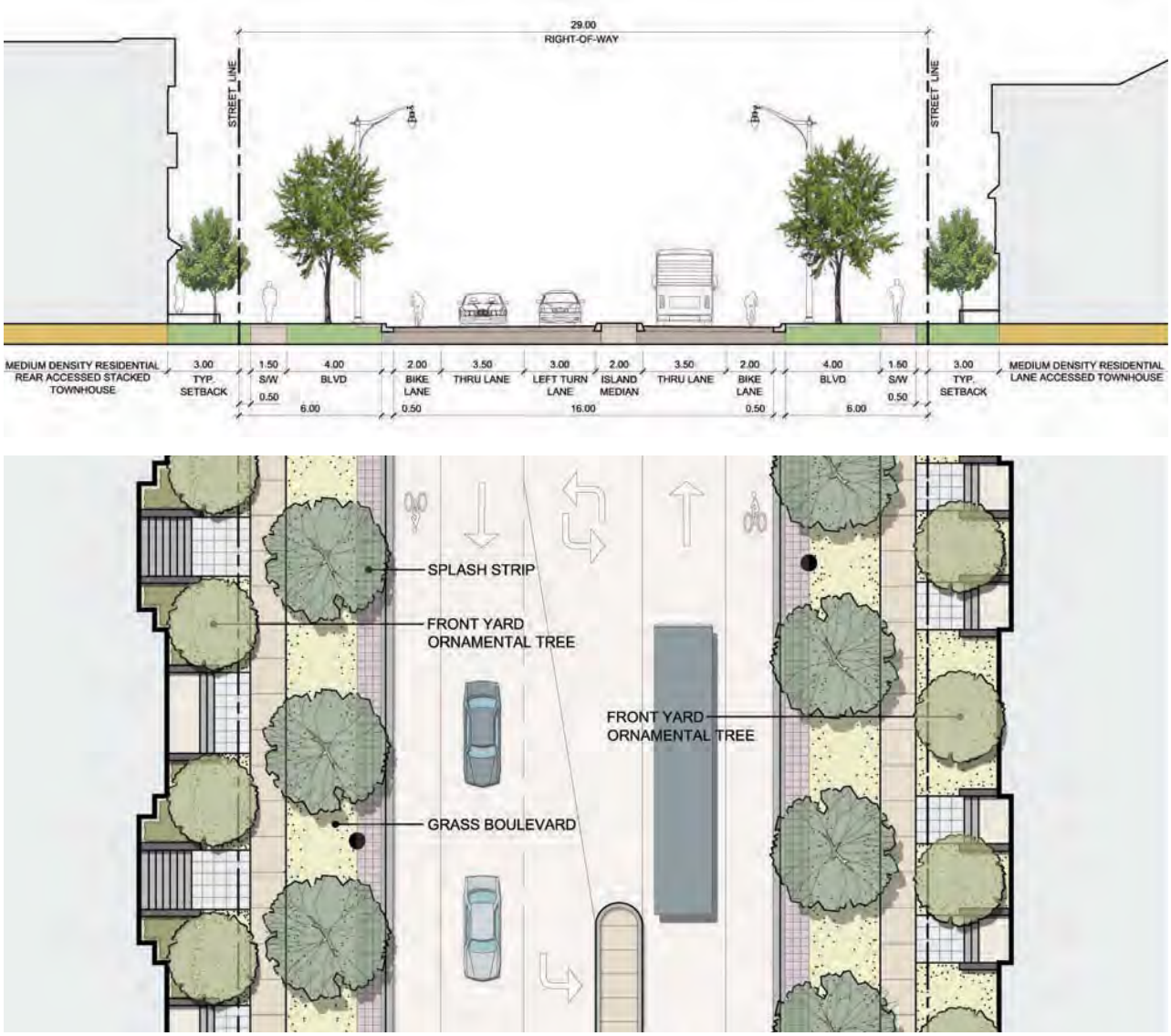

Figure 6.4.1b – Section A1-A1: Conceptual Spine Road treatment west of Collector Road D intersection (29.0m ROW) with 2 thru lanes, left turn lane, island median, on-street bike lanes, and street trees in grass boulevard adjacent to lane-accessed townhouses (looking west).

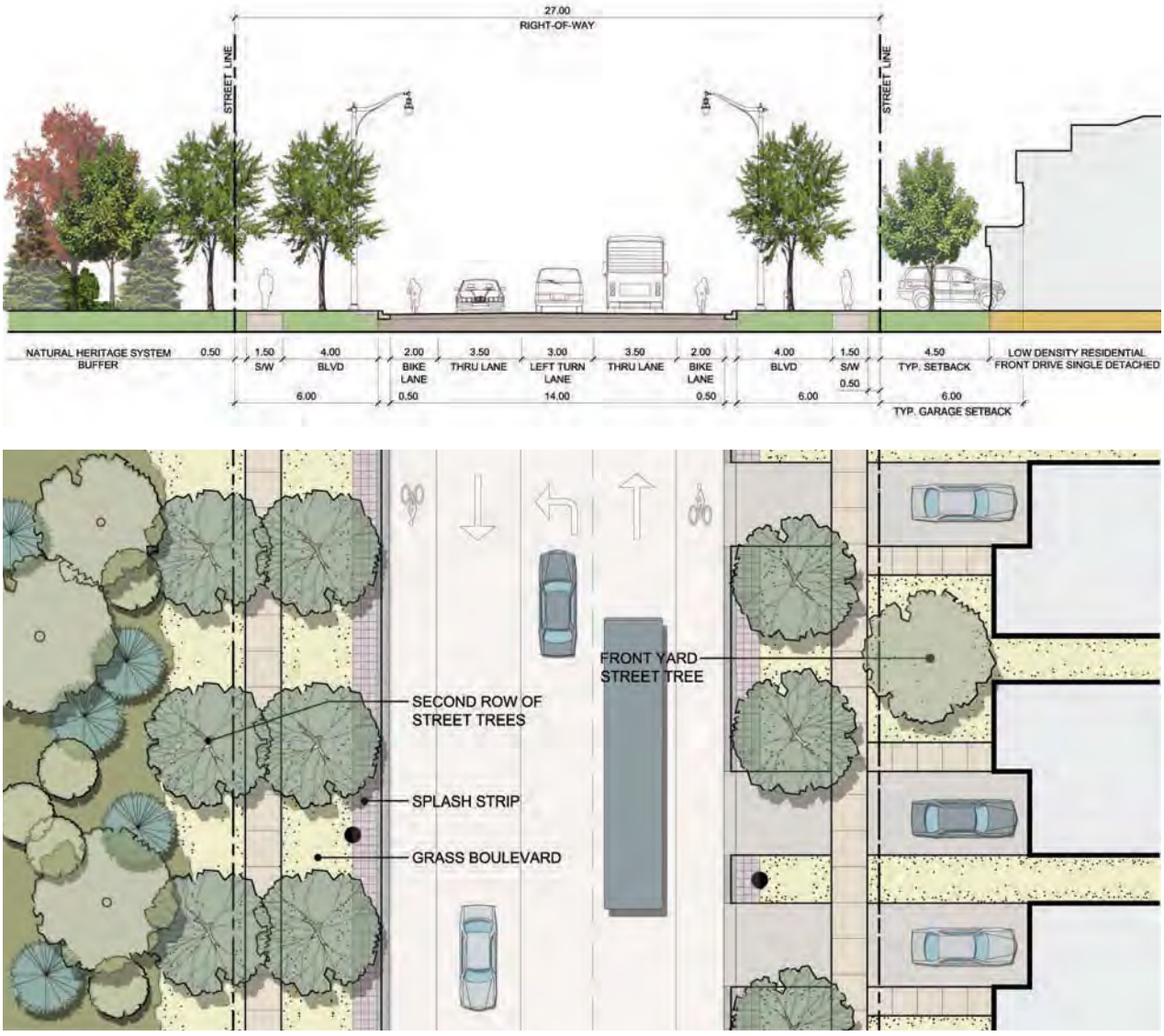

Figure 6.4.1a – Section A2-A2: Conceptual Spine Road treatment west of Collector Road D (27.0m ROW) with 2 thru lanes, left turn lane, on-street bike lanes, and street trees in grass boulevard adjacent to NHS lands and front driveway single-detached dwellings (looking west).

6.4.2 Spine Road Zone B

Zone B is generally associated with the Urban Village Centre. Given that the area will contain a variety of uses that are intended to attract users from throughout the community, the intent is to create a streetscape that will respond to a greater density of pedestrians accessing retail stores, services, townhouses, live-work units, etc. directly from the adjacent sidewalk. The streetscape within this zone should function as a gathering place in itself, one that reflects the character of the community and the function of the Urban Village Centre.

- The roadway will continue as a three-lane cross-section (except for widening at the McLaughlin Road intersection), with one lane in each direction, a centre turn lane and a curbside 2.0m-wide bike lane in each direction;
- The streetscape will have an urban character, largely characterized by hard surface materials to accommodate a greater influx of pedestrians (i.e. wider expanses of hard surface paving). Street tree placement may consider tree grates or raised curb planters with continuous soil trenches;
- A family of streetscape furniture will be integrated into the design (lighting, benches, waste receptacles, bike racks, etc.) while still ensuring an adequate clearway for pedestrians;
- Allowances will be made for lay-by parking to provide convenient access to adjacent retail and services.

Figure 6.4.2a – Section B1-B1: Conceptual Spine Road treatment west of McLaughlin Road (35.0m ROW) with 2 thru lanes, left turn lane, lay-by parking on one side, on-street bike lanes, and street trees in grates adjacent to commercial and live-work units (looking west).

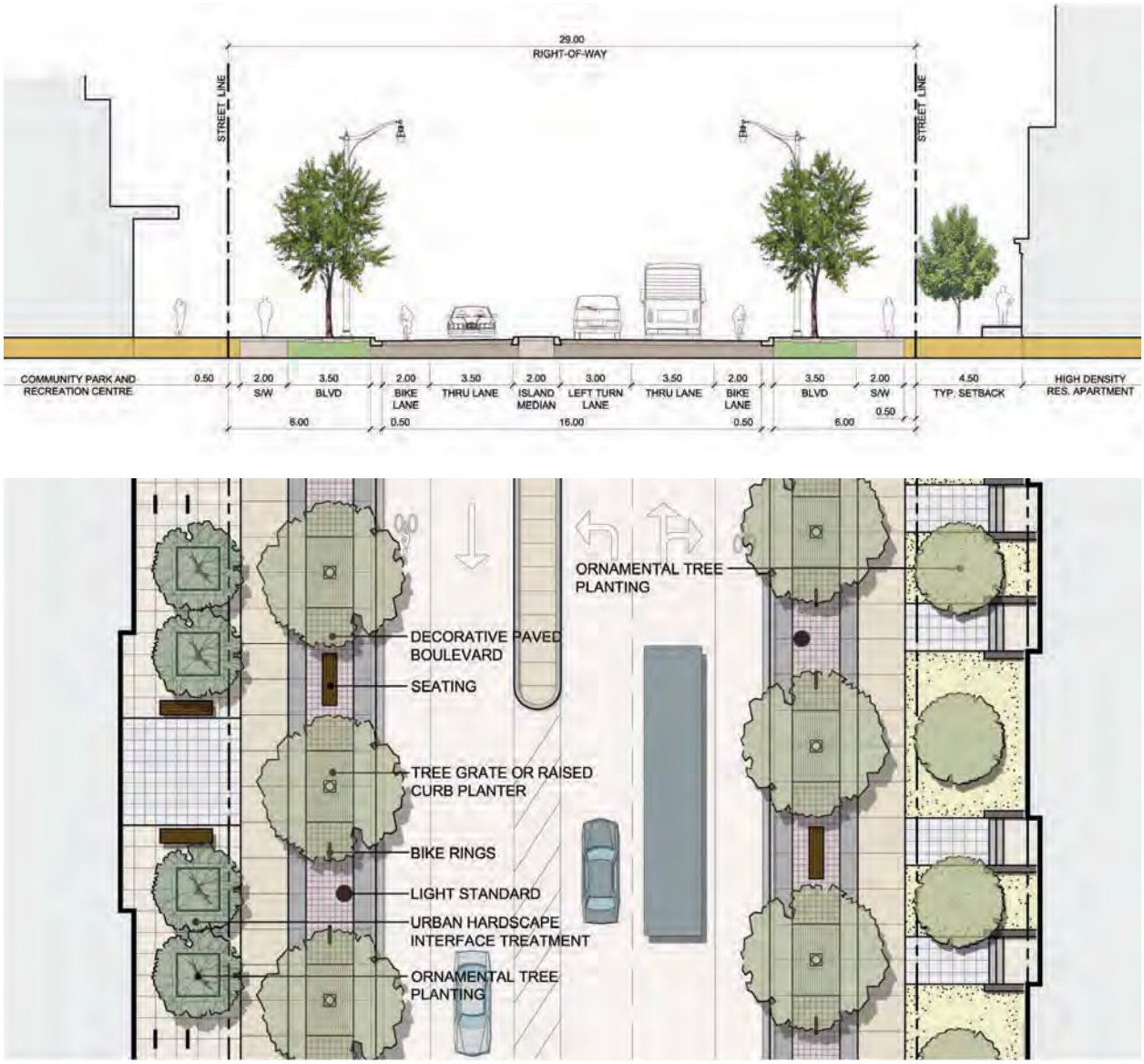

Figure 6.4.2b – Section B2-B2: Conceptual Spine Road treatment east of McLaughlin Road (toward intersection) (29.0m ROW) with 2 thru lanes, left turn lane, island median, on-street bike lanes and street trees in grates adjacent the Community Park/ Recreation Centre and high-density residential (looking west).

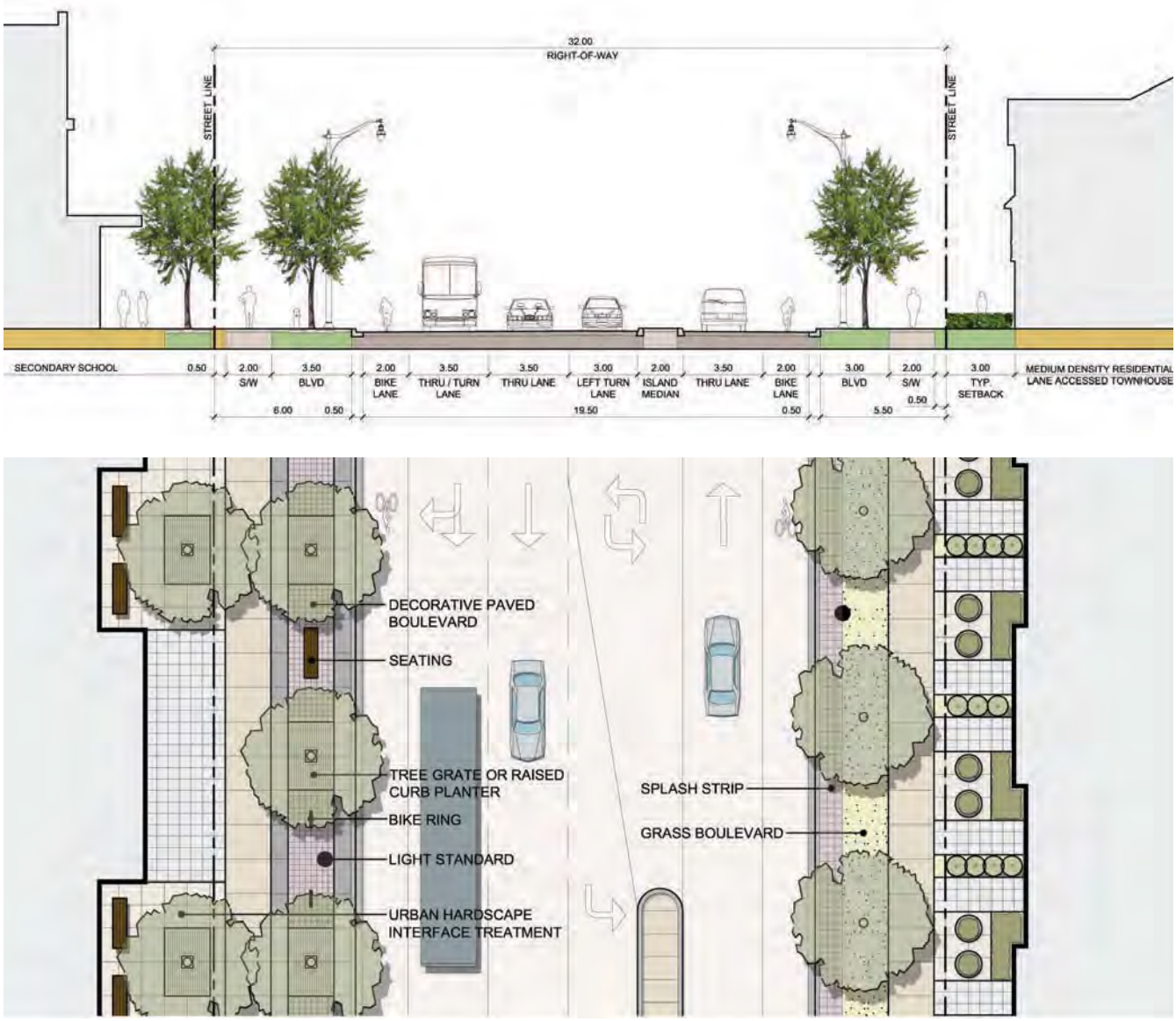

Figure 6.4.2e – Section B3-B3: Conceptual Spine Road treatment west of secondary school entrance (32.0m ROW) with 2 thru lanes, right turn into school or thru, left turn lane, island median, on-street bike lanes and street trees in grass boulevard (adjacent to medium density) or hard surface treatment (adjacent to school) (looking west).

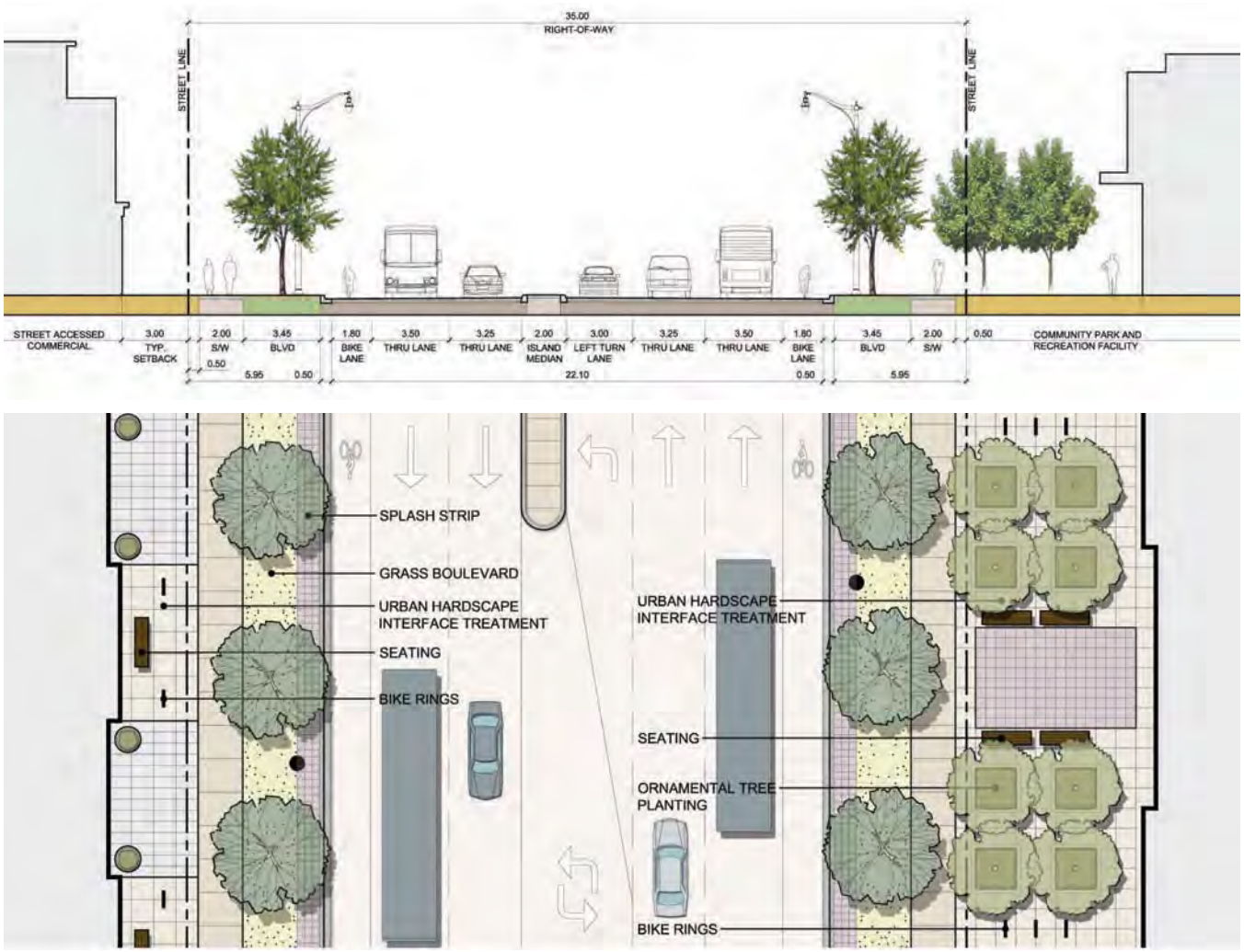

Figure 6.4.2c – Section M1-M1: Conceptual treatment along McLaughlin Road (towards Spine Road intersection) (35.0m ROW) with 4 thru lanes, left turn lane, island median, on-street bike lanes and street trees in grass boulevard adjacent to street-accessed commercial and Community Park/Recreation Centre/Village Square (looking north).

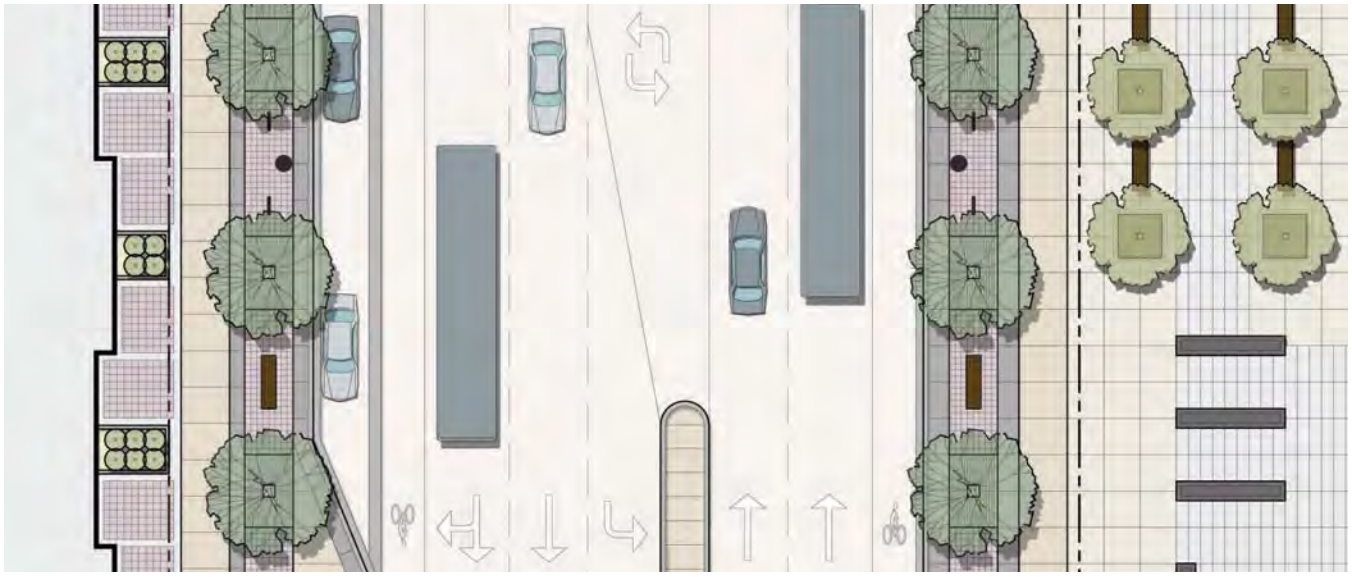

Figure 6.4.2d – Section M2-M2: Conceptual treatment along McLaughlin Road (north of Spine Road intersection) (37.5m ROW) with 4 thru lanes, left turn lane, island median, on-street bike lanes, layby parking and street trees in urban boulevard condition adjacent live-work units and Village Square (looking north).

6.4.3 Spine Road Zone C

Zone C is generally associated with the area located between the secondary school entrance and the high-density block west of Collector Road F. Land uses on the south side are open space, either secondary school lands or NHS frontage. The north side is characterized by lane-accessed townhouses, OBRY buffer lands and a stormwater management facility.

- The roadway cross-section is five lanes with two lanes in each direction, a middle left turn lane and centre median at intersections, as well as a curbside 2.0m-wide bike lane in each direction;
- The sidewalk along the south side transitions to a 3.0m multi-use path between OBRY corridor and Collector Road F.
- The streetscape character is largely influenced by the variety of land uses found along the Spine Road, with predominantly green edges.

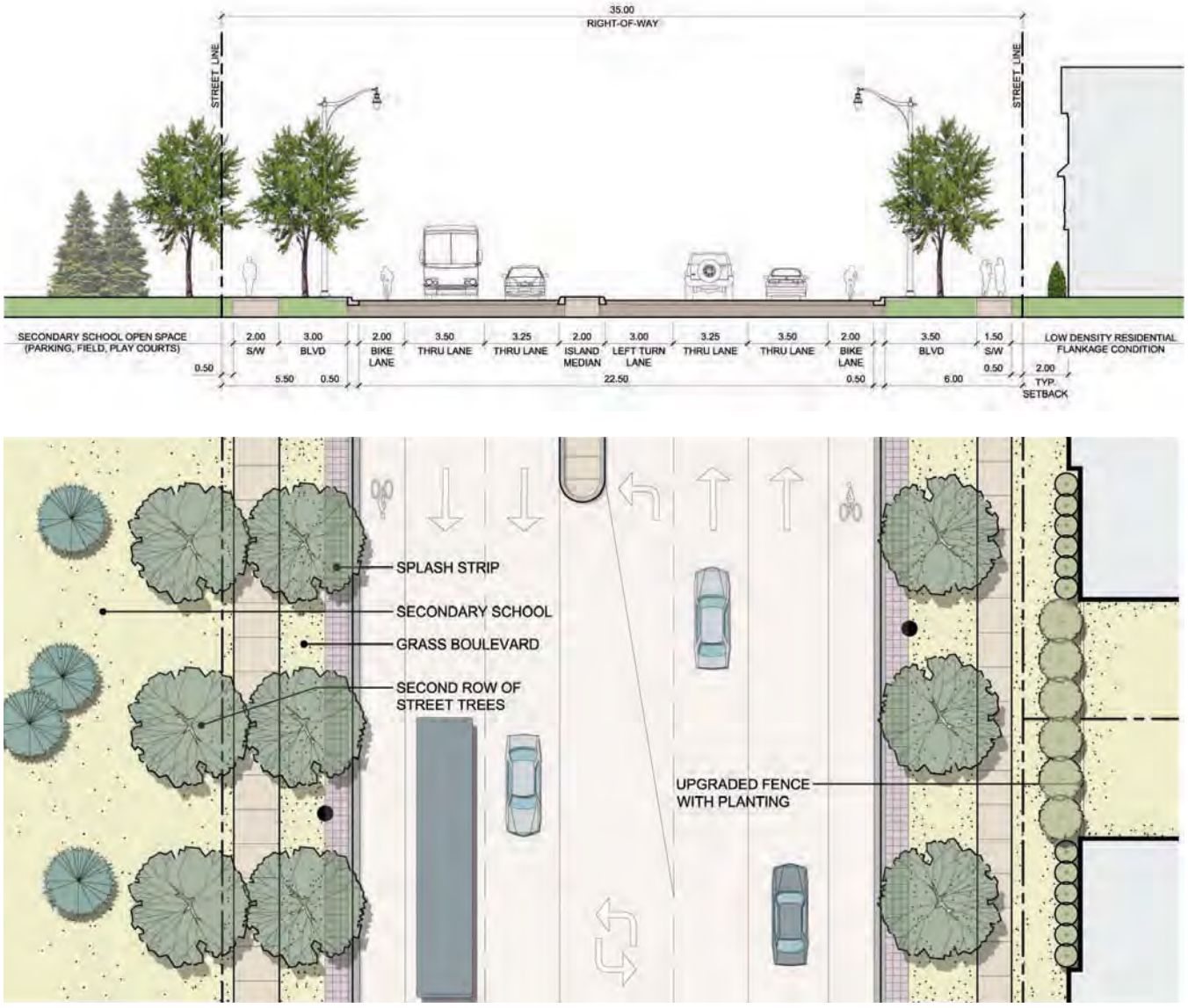

Figure 6.4.3a – Section C1-C1: Conceptual Spine Road treatment east of secondary school entrance (35.0m ROW) with 4 thru lanes, left turn lane, island median at intersection, on-street bike lanes and street trees in grass boulevard adjacent secondary school open space and flankage low density residential (looking west).

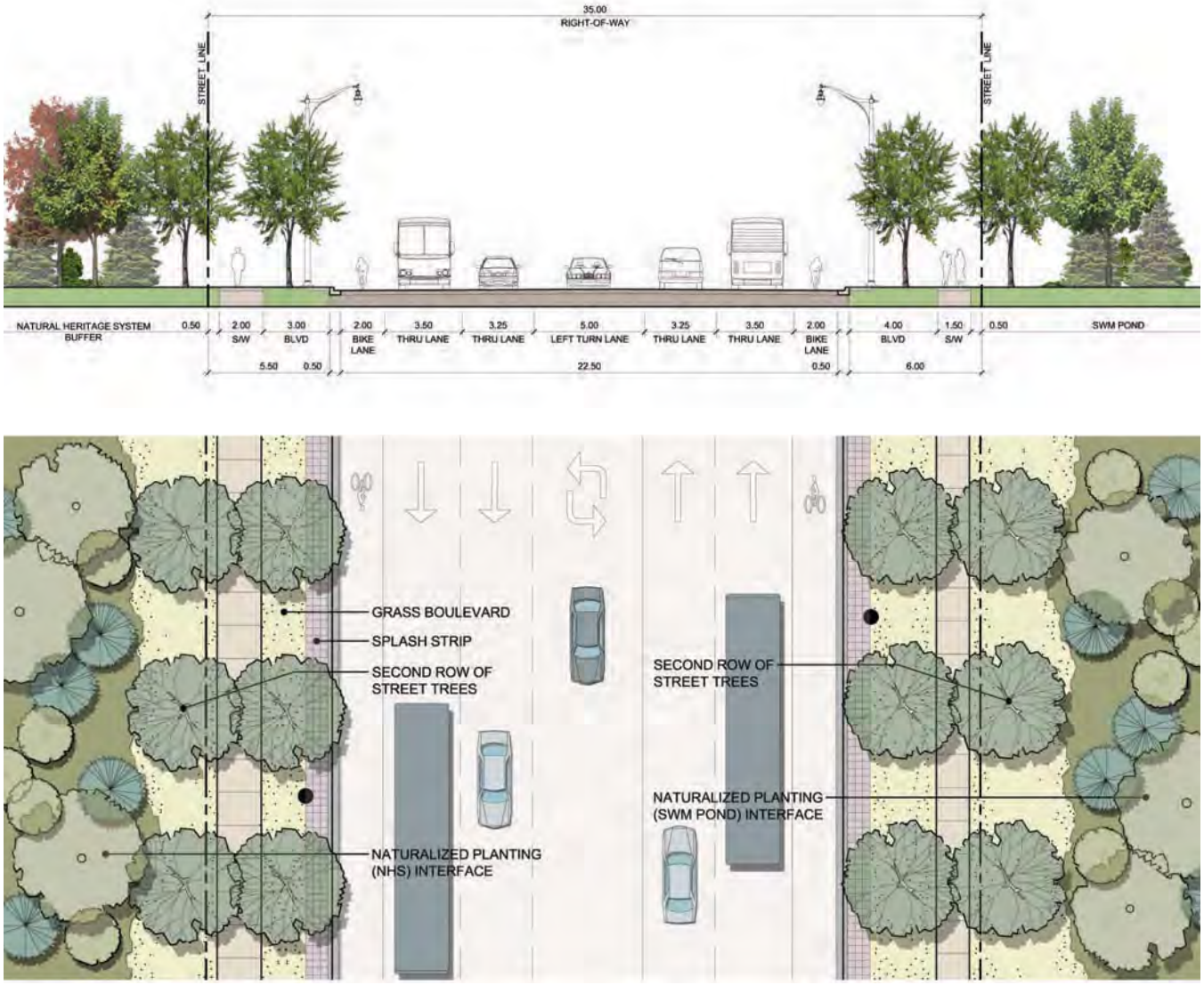

Figure 6.4.3b – Section C2-C2: Conceptual Spine Road treatment east of OBRY (35.0m ROW) with 4 thru lanes, left turn lane, on-street bike lanes and a double row of street trees in grass boulevard adjacent Natural Heritage System frontage and the stormwater management facility

6.4.4 Spine Road Zone D

Zone D is associated with the high-density block located west of Collector Road F and the commercial lands extending to the entrance to the Hurontario Street commercial mixed-use centre. It is characterized by high-density residential, a transit hub and street-accessed commercial along the north side, and lane-accessed townhouses on the south side.

- The roadway cross-section is five lanes with two lanes in each direction, a left turn lane and centre median at intersections, and a curbside 2.0m-wide bike lane in each direction;
- Along the north side of the Spine Road, smaller format retail may be in place that is street accessed, in which case the streetscape should be somewhat similar to the Urban Village Centre with hard surface materials, street trees in grates or raised planters, and street furniture. Such a treatment will accommodate pedestrians and create a more urban, pedestrian-oriented environment in proximity to the transit hub and medium- and high-density residential uses;

- Three boulevard treatments are considered:
  - **Option 1:** Street trees in grass boulevards on both sides of the Spine Road;
  - **Option 2:** Street trees in grates and hard boulevard treatments on both sides of the Spine Road;
  - **Option 3:** Street trees in raised planters and hard boulevard treatments on both sides of the Spine Road.

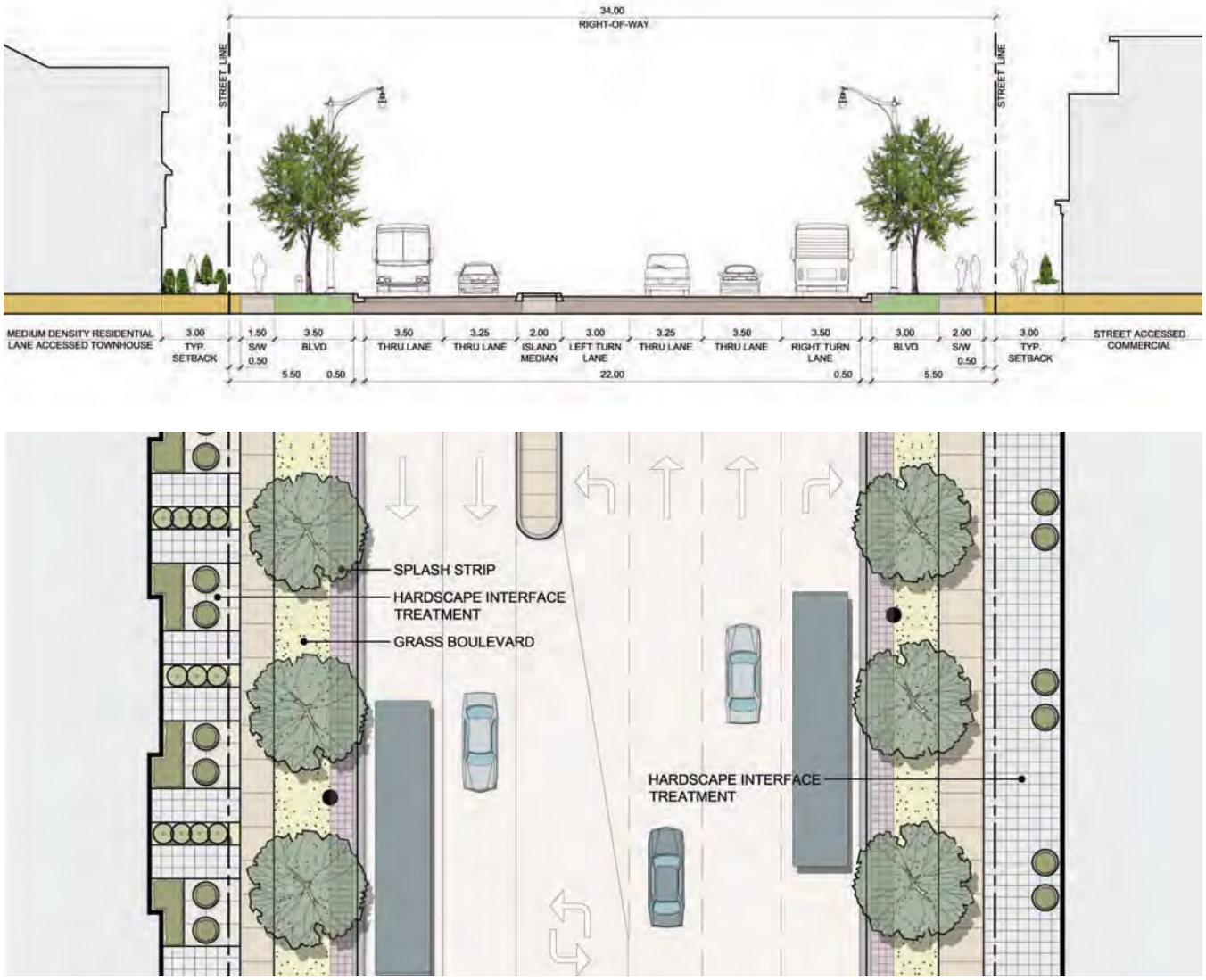

Figure 6.4.4a – Section D1-D1: Option 1 - Conceptual Spine Road treatment east of Collector Road F (34.0m ROW) with 4 thru lanes, left turn lane, island median at intersection and street trees in grass boulevard option (looking west).

Figure 6.4.4b – Section D1-D1: Option 2 - Conceptual Spine Road treatment east of Collector Road F (34.0m ROW) with 4 thru lanes, left turn lane, island median at intersection and street trees in tree grates option (looking west).

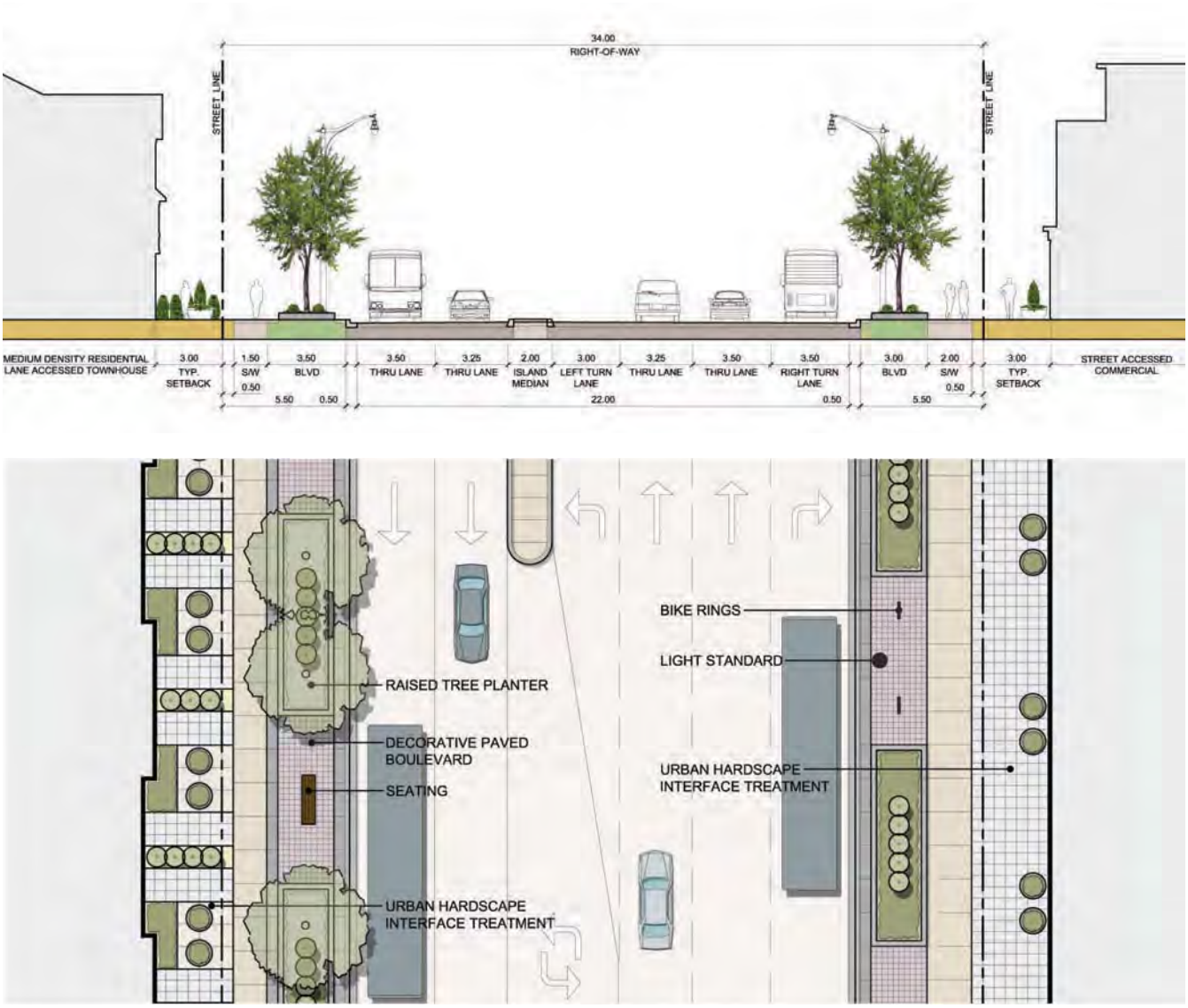

Figure 6.4.4c – Section D1-D1: Option 3 - Conceptual Spine Road treatment east of Collector Road F (34.0m ROW) with 4 thru lanes, left turn lane, island median at intersection and street trees in raised planter option (looking west).

6.4.5 Spine Road Zone E

Zone E is associated with the area located west of the entrance to the Hurontario Street commercial mixed-use centre. Peel Region Police lands / employment uses are located along the south side of the Spine Road, while larger format commercial uses are planned on the north side.

- The roadway cross-section is six lanes with two lanes in each direction, and left and right turn lanes;
- Due to the anticipated complexity of turn lanes at Hurontario Street / Hwy. 410 and no planned continuation of a cycling link at this junction extending to the east, curbside bike lanes are not provided within this zone. Rather, cyclists who wish to continue eastward will be directed to the local road running parallel and to the south of the Spine Road.
- Within this zone, the streetscape response may transition according to adjacent land use;
- Boulevards adjacent to larger box retail functions with access from an interior parking area will be characterized by street trees in a grass boulevard between the sidewalk and curb, with additional buffer planting and a second row of street trees between the sidewalk and building face. This same treatment should be integrated on the opposite side adjacent to the Police lands.

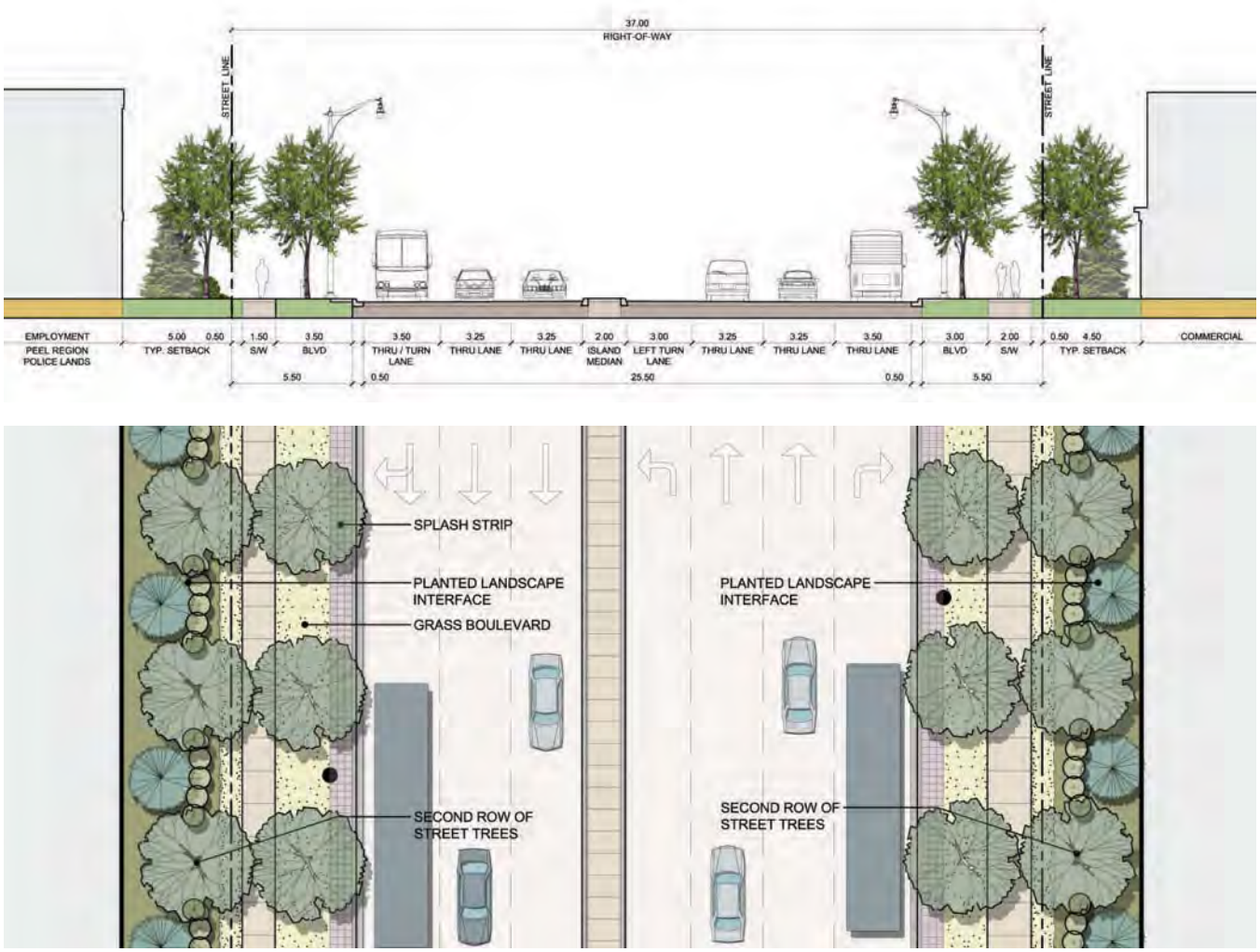

Figure 6.4.5 – Section E1-E1: Conceptual Spine Road treatment Hurontario Street to commercial entrance (37.0m ROW) with 6 thru lanes, left turn lane, right turn lane option, island median and street trees in grass boulevard adjacent to Peel Region Police Employment Lands and commercial uses (looking west).

6.5 Arterial Roads

Arterial roads are designed to carry larger volumes of traffic and bus transit service at moderate to high speeds over long distances. Their character varies according to land uses. Within Mayfield West Phase 2, the character for McLaughlin Road and Chinguacousy Road is described as follows.

McLaughlin Road:

- Between Mayfield Road and Collector Road A, the character along McLaughlin Road is largely defined by a mix of lane-accessed medium-density residential dwellings alternating with a stormwater management facility, parks, the Recreation Centre and commercial uses;
- The roadway cross-section is five lanes, with two lanes in each direction, a left turn lane, a centre median at intersections and curbside 1.8m-wide bike lanes;
- Sidewalk widths vary according to land uses and anticipated pedestrian traffic levels;
- The right-of-way width is approximately 35.0m, widening to 37.5m adjacent to the live-work units, where it accommodates lay-by parking;
- At the intersection with Collector Road A, the roadway narrows to 28.0m;
- North of Collector Road A, the right-of-way width narrows to 24.0m approaching the roundabout at the community's north limit, where the cross-section is one lane in each direction.

For design criteria related to the roundabout, refer to Section 6.8.3 – Roundabout Treatment.

Chinguacousy Road:

- Between Mayfield Road and the north limit of the community, the character along Chinguacousy is predominantly agricultural along the west side, while uses along the east side are characterized by a mix of functions including stormwater management facilities, commercial uses, lane-accessed townhouses and single-detached residential flankage conditions along a window street;
- The roadway cross-section is one lane in each direction with a 35.0m right-of-way width;
- The right-of-way width allows for future expansion of the roadway and the proposed streetscape treatment reflects this potential.

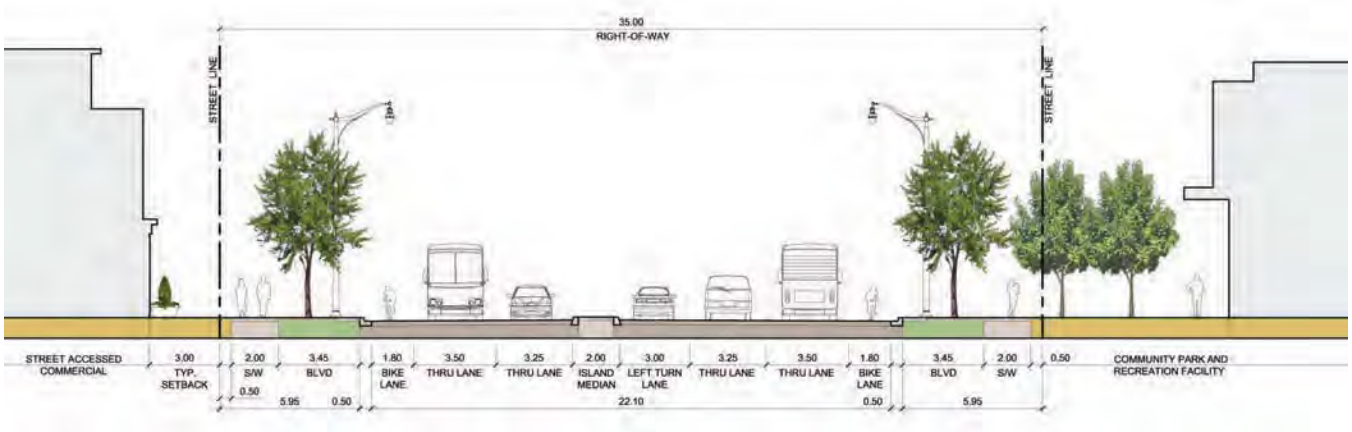

Figure 6.5a – Conceptual treatment along McLaughlin Road between Mayfield Road and Collector Road A (35.0m ROW) with 4 thru lanes, left turn lane, island median, on-street bike lanes and street trees in grass boulevard (looking North).

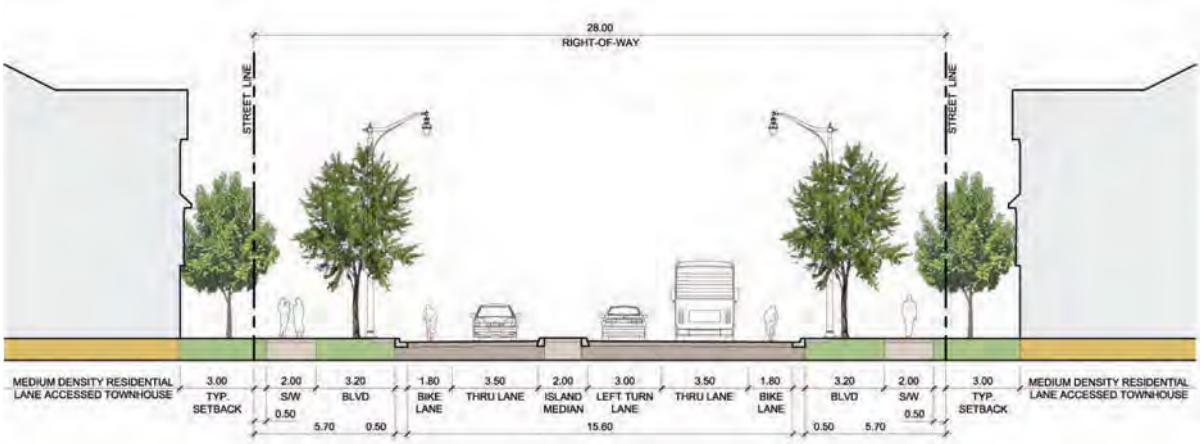

Figure 6.5b – Conceptual treatment along McLaughlin Road at the intersection with Collector Road A (28.0m ROW) with 2 thru lanes, left turn lane, island median, on street bike lanes and street trees in grass boulevard (looking north).

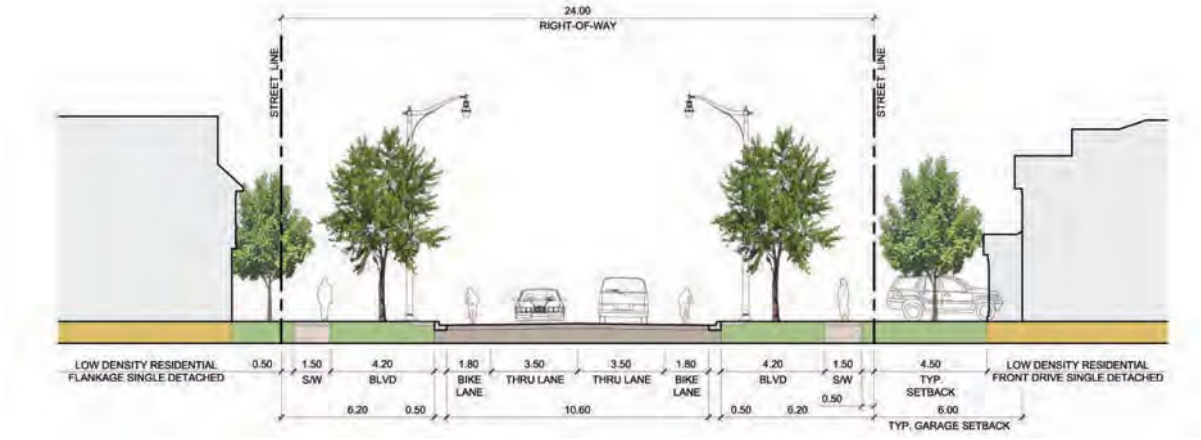

Figure 6.5c – Conceptual treatment along McLaughlin Road between Collector Road A and the north limit (24.0m ROW) with 2 thru lanes, on-street bike lanes and street trees in grass boulevard (looking north).

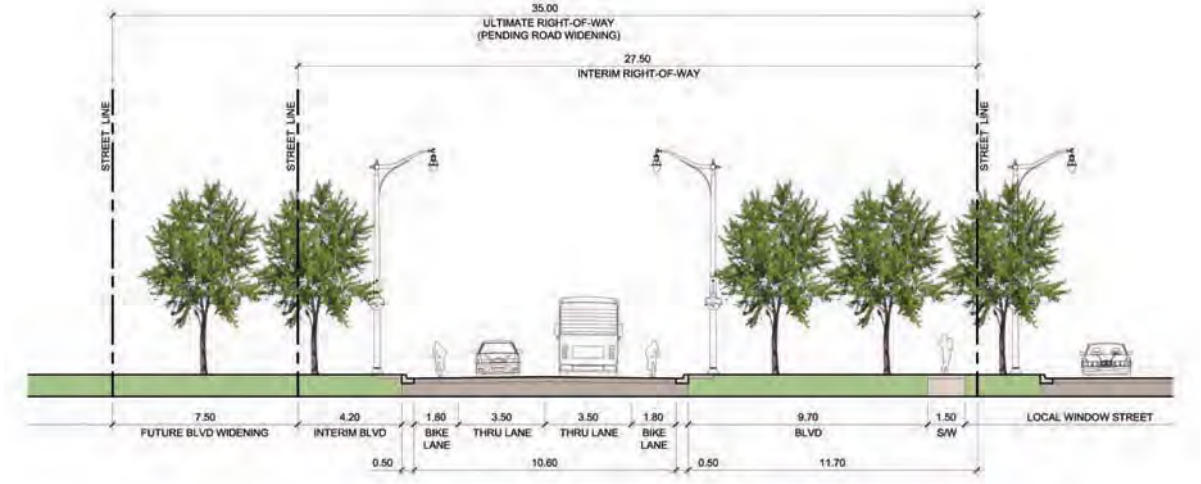

Figure 6.5d – Conceptual treatment along Chinguacousy Road between Mayfield Road and the north limit (27.5m interim ROW / 35.0m ultimate ROW)) with 2 thru lanes, on-street bike lanes and street trees in grass boulevard on both sides (looking north). The right-of-way width allows for future expansion of the roadway to 4 lanes.

6.6 Collector Roads

Collector roads provide important connections between residential neighbourhoods and community functions, such as parks, schools and other facilities. They largely define the community structure, serve as the primary inter-neighbourhood circulation routes and accommodate transit.

Collector road right-of-way widths range between 22.0 and 27.0 metres (at intersections to accommodate a left turn lane and centre median). Streetscape character varies according to land uses, which range from single-detached residential, lane-accessed townhouses, a commercial area, employment lands, a place of worship, parks, schools and stormwater management facilities.

- Typical roadway cross-sections include one lane in each direction, 1.5m sidewalks on both sides, 1.5m bike lanes or pavement widening in each direction.
- Widening is provided to accommodate a left turn lane and centre median at arterial intersections;
- Parking may be provided on one side according to parking needs as determined by adjacent land uses.

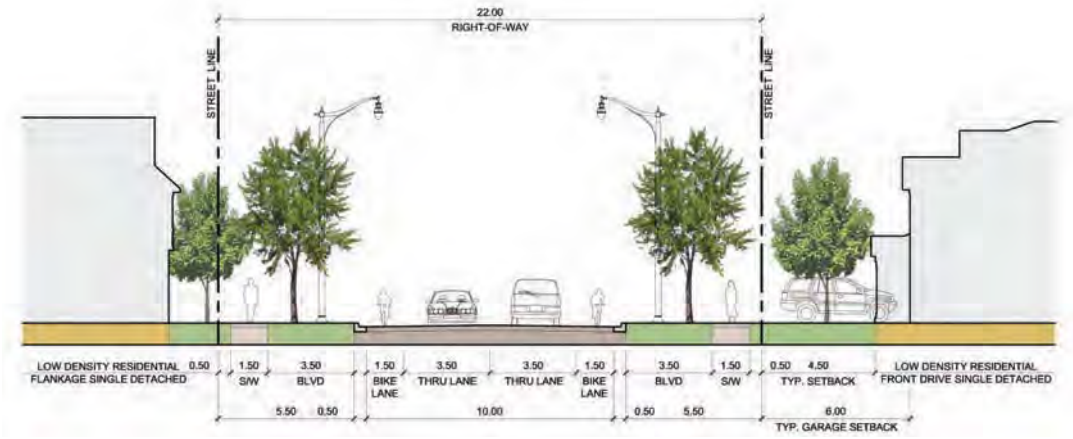

Figure 6.6a – Conceptual typical treatment for Collector Roads A, B, C, D, E, F (south) and G (22.0m ROW) with 2 thru lanes, on-street bike lanes, no on-street parking and street trees in grass boulevard.

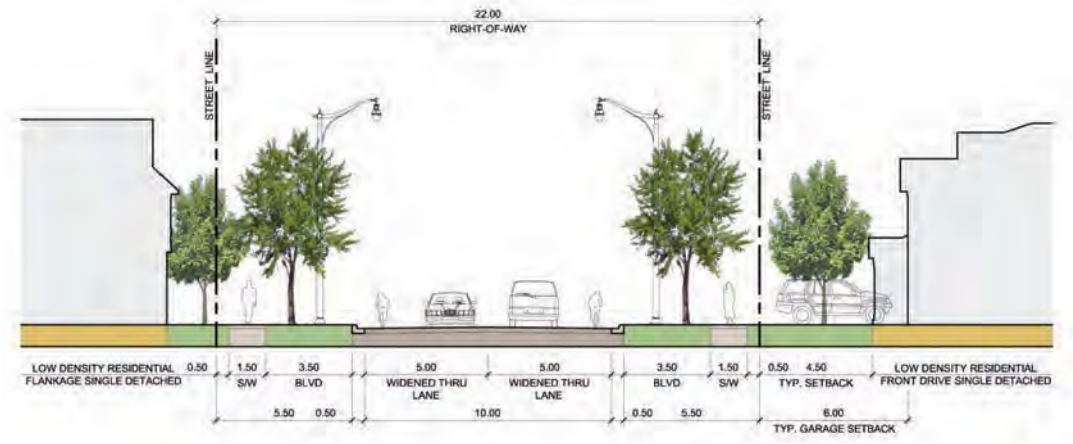

Figure 6.6b – Conceptual typical treatment for Collector Roads A, B, C, D, E, F (south) and G (22.0m ROW) with 2 widened thru lanes to accommodate cyclists and street trees in grass boulevard.

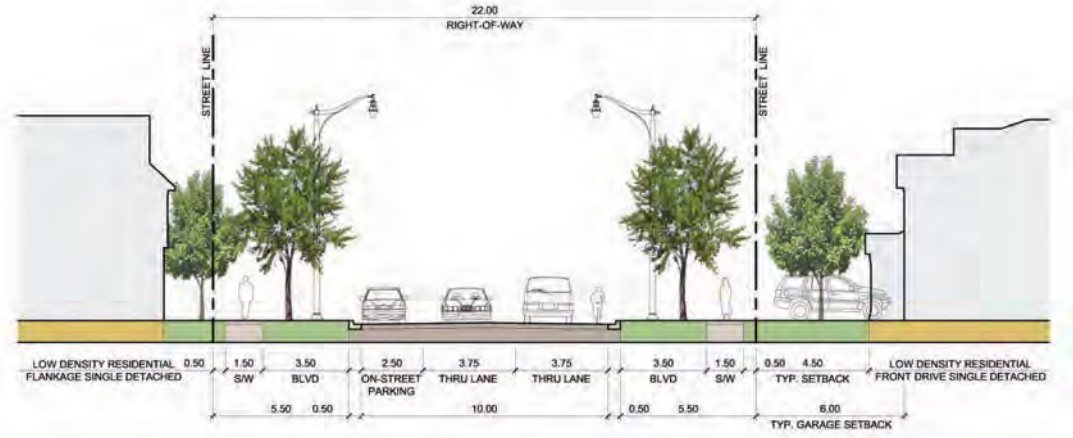

Figure 6.6c – Conceptual typical treatment for Collector Roads A, B, C, D, E, F (south) and G (22.0m ROW) with 2 thru lanes, on-street parking on one side and street trees in grass boulevard.

6.7 Local Roads

Local roads 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, elementary schools, commercial land uses, parks, stormwater management facilities and NHS frontage.

As a standard, they have a 18.0m right-of-way with one lane in each direction, parking on one side according to parking needs as determined by adjacent land uses, and sidewalks on one or both sides. Should the Town of Caledon conclude that the maintenance requirements associated with sidewalks on both sides is cost prohibitive or otherwise unwarranted based on the configuration and/or extent of adjacent land uses, then consideration may be given to a single sidewalk configuration.

The local road network shall facilitate logical, direct, permeable and safe neighbourhood connections through a modified-grid configuration. The use of cul-de-sacs shall be minimized throughout the community.

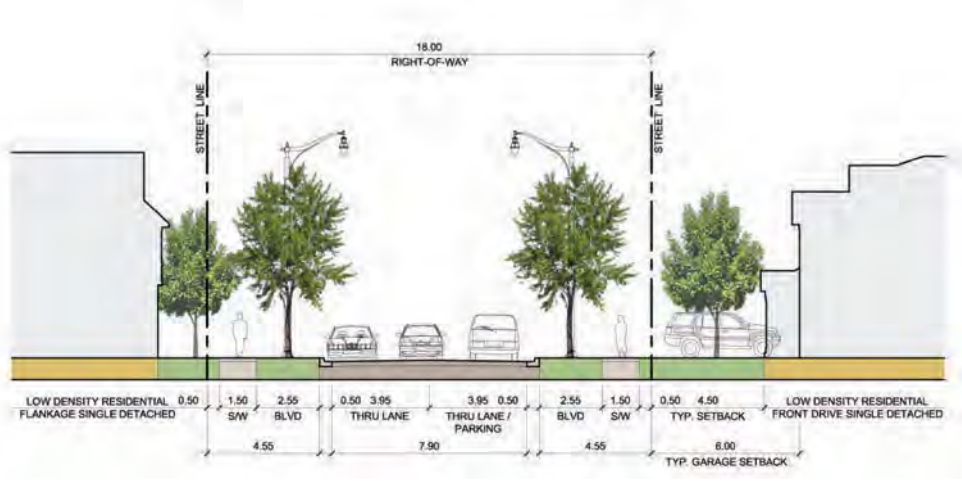

Figure 6.7 – Conceptual typical treatment for Local Roads with 2 thru lanes, sidewalks on both sides, parking on one side and street trees in grass boulevard.

6.8 Window Streets

Window streets are proposed in particular situations to avoid residential reverse lotting and frontages directly along arterial roads. The associated built form type is typically single-detached or townhouse flankage conditions that front onto a perpendicular local street to avoid front door orientation towards the adjacent arterial road. They are intended to provide a safe and comfortable pedestrian experience with allowances for driveway access from the window street.

- Generally have a 16.0m right-of-way with one lane in each direction, on-street parking on the residential side and a 1.5m-wide sidewalk on the residential side. A second sidewalk or trail will be integrated into the right-of-way of the adjoining arterial road with direct pedestrian connection to the window street;
- The boulevard treatment consists of street trees on the dwelling side boulevard and trees with buffer planting and low decorative fencing within a grass boulevard adjacent to the arterial road boulevard.
- Consideration may be given to using the window street cross-section where a local road abuts a natural feature or open space (SWM pond), as deemed appropriate by the Town.

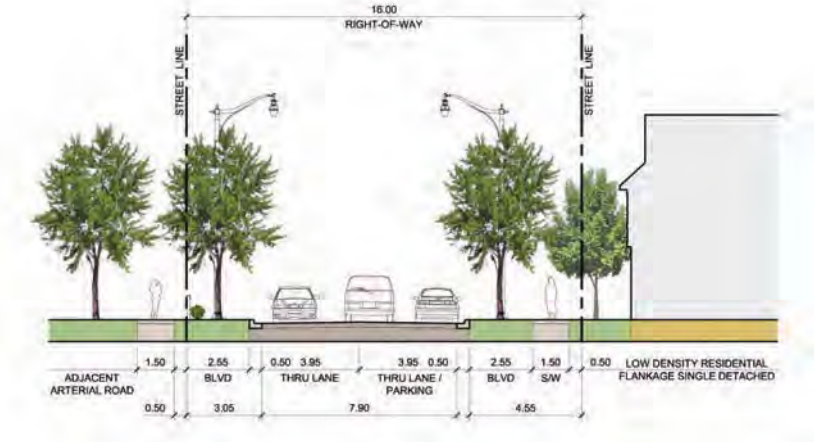

Figure 6.8 – Conceptual typical treatment for Window Streets with 2 thru lanes, parking on one side and street trees in grass boulevard.

6.9 Laneways

Laneways are proposed for townhouse dwellings situated along arterial roads, the Spine Road and certain collector roads where driveway access will impact the function of these higher order roads.

The laneway cross-section features one lane in each direction, with a mountable curb and a concrete apron on both sides.

Consideration may be given to a larger right-of-way (i. e. 9.0m to 10.0m) where increased snow storage capacity is required and/or maneuvering of maintenance vehicles is a concern, particularly at 90-degree bends.

For design criteria related to lane-accessed built form, refer to Chapter 8.0 – Built Form Guidelines.

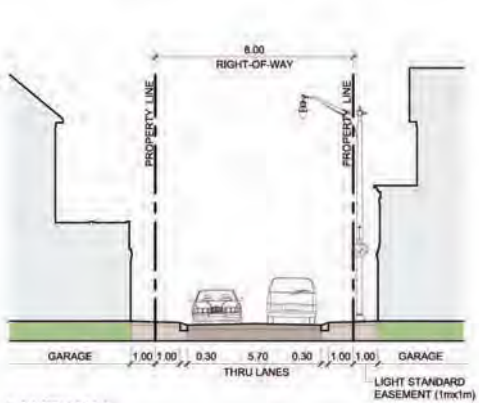

Figure 6.9 – Conceptual typical treatment for Laneways (8.0m ROW) with 2 thru lanes and a concrete apron on both sides.

6.10 Streetscape Elements

The streetscape plays 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 West Phase 2.

Key streetscape elements include:

- Street Lighting;
- Roundabout Treatments;
- Flankage Treatments;
- Community Mailboxes;
- Utilities;
- Fencing;
- Street Furniture;
- Traffic Calming/Crosswalks;
- Community Gateways;
- Street Tree Planting Strategy;
- Transit Supportive/Active Transportation Infrastructure.

The following sections contain guidelines related to these individual elements.

6.10.1 Street Lighting

Street lighting is an essential component of streetscape design and the choice of 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.

General Lighting Guidelines:

- 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;
- The Spine Road shall be distinguished by a special lighting treatment to reinforce its role as the character avenue for the community:

  Options include:
  - Application of a standard lighting treatment throughout the community, with the option for a unique light standard along the Spine Road and within the Urban Village Centre; or,
  - Application of a standard lighting treatment throughout the community (including the Spine Road), with the option to introduce additional pedestrian-scaled lighting along the Spine Road.
- Specialty lighting treatments such as pedestrian-scale light standards, light bollards, parking lot lighting, etc., may be considered within the Urban Village Centre to create a unique streetscape character;
- Along the Spine Road and within the Urban Village Centre, light poles shall provide options for hanging baskets and/or banners to reinforce the special nature of these character areas;
- 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;
- Opportunities should be considered for renewable energy use, such as solar-powered lighting along park paths and natural trails.

Figure 6.10.1a– A combination of street and pedestrian scale lighting can help provide a unique, identifiable character for the Spine Road and Urban Village Centre.

Figure 6.10.1b– Lighting design shall be coordinated with the architectural design to promote a consistent and definable character for the community.

6.10.2 Roundabout Treatments

A single landscaped roundabout is identified on the Mayfield West Phase 2 community plan. Located along McLaughlin Road at the northern limit of the community, the roundabout is intended to facilitate the safe and efficient flow of vehicular and pedestrian traffic, and provide an attractive streetscape feature that will serve as a community gateway and neighbourhood identifier. The design of built form in the vicinity of the roundabout and associated landscape treatment shall exhibit a high degree of design quality to emphasize the area as a gateway into the community.

Built Form Guidelines:

- Roundabout dwellings shall be designed to serve as community landmark homes;
- Each of the dwellings shall have a unique façade treatment;
- Garages and driveways shall be located as far away as possible from the roundabout;
- Main entrances shall either face the flanking lot line or be angled to face the roundabout;
- Dwellings shall have dominant building massing, and bungalow models will not be permitted in this location;
- Adjacent private lot landscaping should be provided to enhance the gateway function;
- Rear yards shall be screened with upgraded privacy fencing;
- Utility meters shall be located on the interior side yard elevation to face away from the roundabout, subject to utility company regulations.

Landscape Guidelines:

- The landscape shall reflect a high quality in design and use of materials, and may consider a combination of various elements, including decorative paving, planting, low decorative walls, signage and decorative lighting;
- All proposed landscape elements within the roundabout shall not impede critical visibility paths. All required sightlines shall be maintained;
- All hard and soft landscape elements shall be designed to minimize maintenance;
- Plantings may consist of trees, shrubs, ornamental grasses, perennials and flowering bulbs. No mowed grass shall be used;
- For manageable low maintenance requirements, species diversity should be minimized;
- Emphasis shall be placed on plants with showy colour, texture and form that will provide interest throughout the year;
- Crosswalks surrounding the roundabout shall be distinguished by an enhanced paving treatment.

Figure 6.10.2a – Image example of a residential dwelling with its main entrance fronting onto a roundabout.

Figure 6.10.2b – Image example of a landscaped roundabout as an attractive community streetscape feature, integrating both hard and soft landscape elements.

6.10.3 Flankage Treatments

Outside the Urban Village Centre, the streetscape treatment of flankage conditions will have a particular impact on the character of the Spine Road.

The following guidelines shall apply:

Guidelines:

- Flankage conditions shall consist of an upgraded acoustic wood fence, height to be determined through acoustic analysis, with consideration for ornamental buffer plantings on the public side of the fence within the residential lot. The responsibility for maintenance shall be assumed by the homeowner;
- To discourage any future expansion of the fence by homeowners, the flankage fence shall be aligned within rear building edges;
- Variations in built form type (conventional or rear extension into backyard) shall lend variety to the street character, resulting in alternating flankage fence lengths.

The figures below illustrate flankage treatment options for rear yard extensions and conventional built form. Figure 6.10.3e depicts a mid-block bus stop with the flankage treatment as a backdrop.

Flankage Treatment – Rear Extension – Option 1

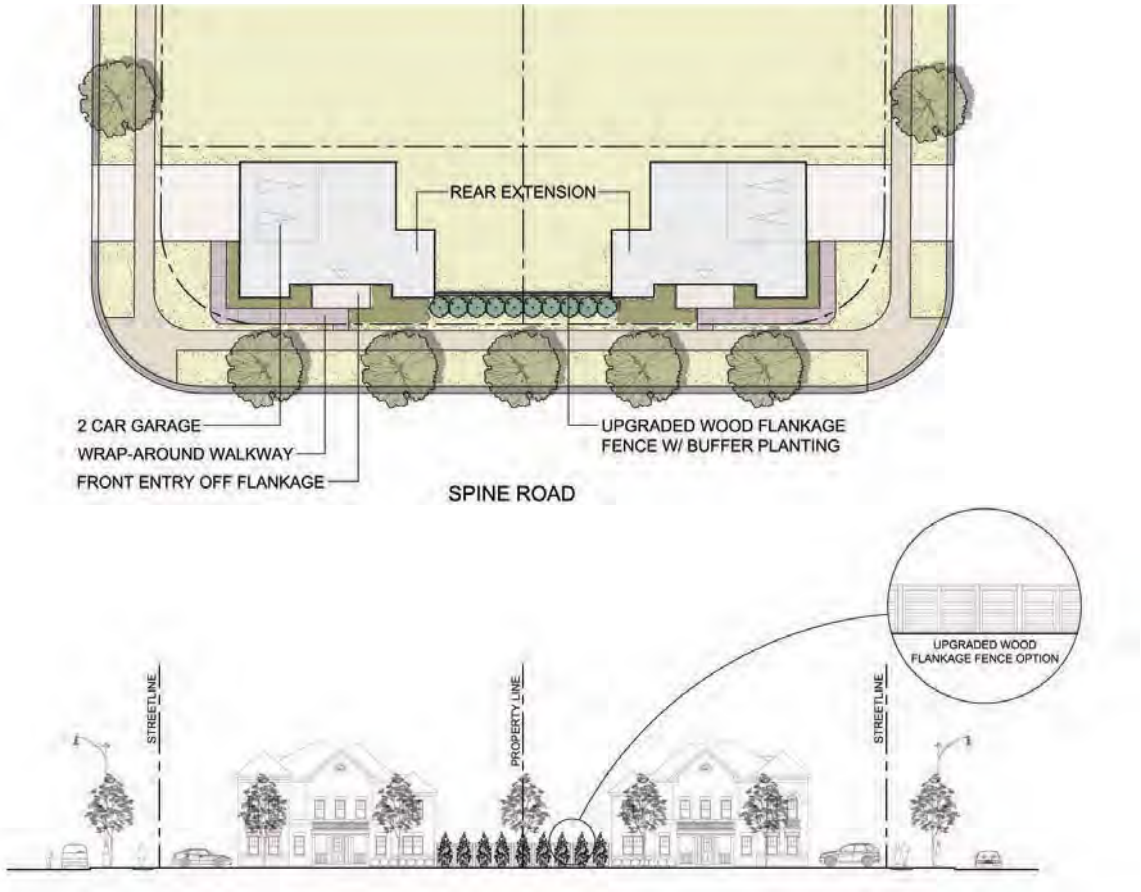

Figure 6.10.3a – Conceptual flankage treatment Option 1: built form with rear extension, wrap-around walkway and upgraded wood flankage fence with buffer planting.

Flankage Treatment – Rear Extension – Option 2

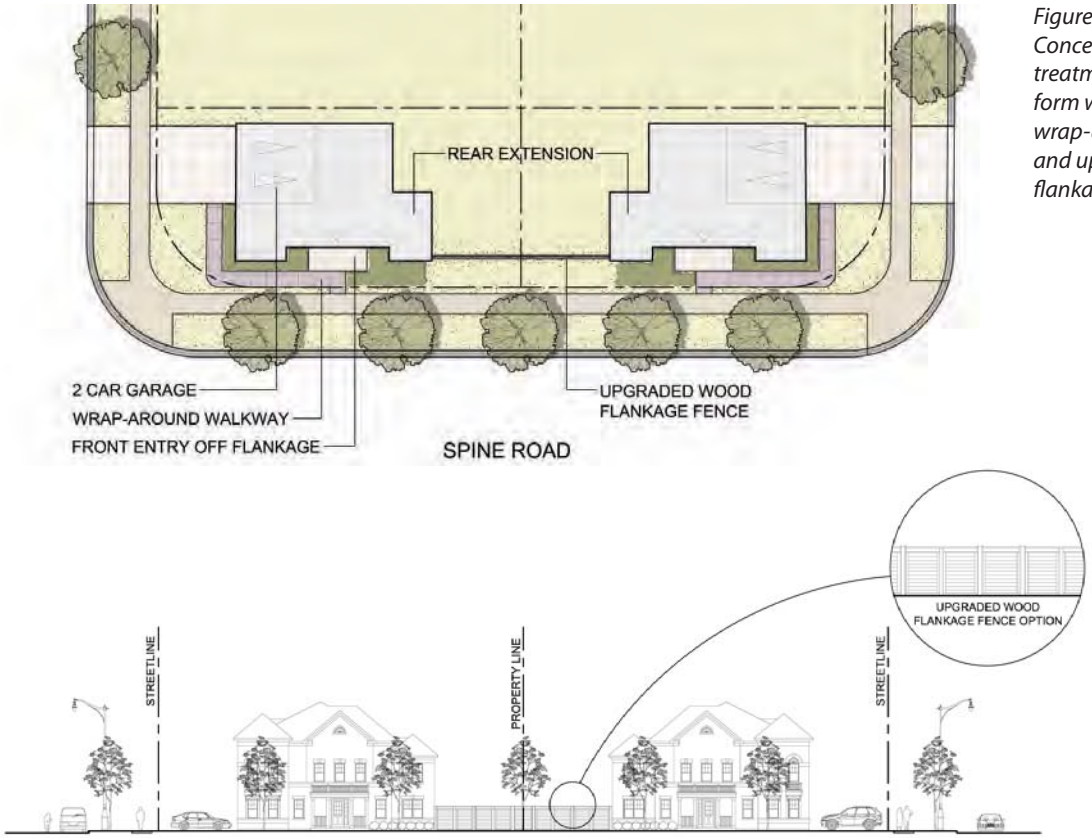

Figure 6.10.3b – Conceptual flankage treatment Option 2: built form with rear extension, wrap-around walkway and upgraded wood flankage fence.

Flankage Treatment – Conventional Built Form – Option 1

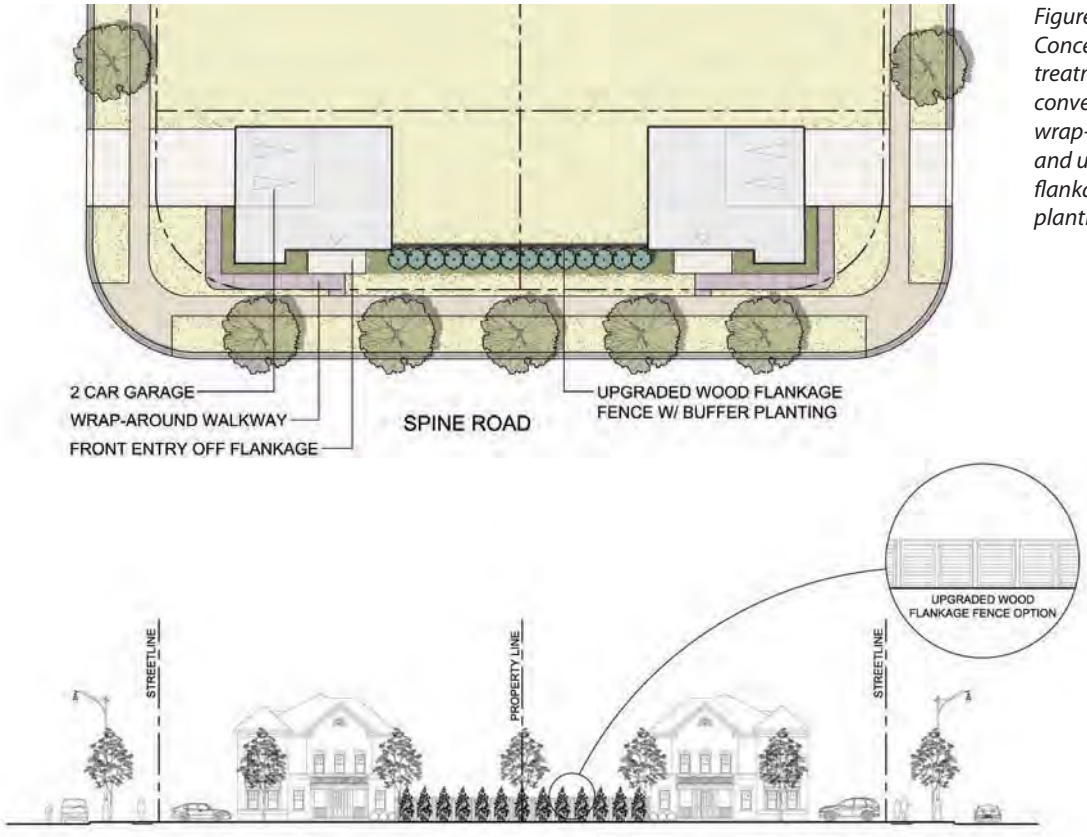

Figure 6.10.3c – Conceptual flankage treatment Option 1: conventional built form, wrap-around walkway and upgraded wood flankage fence with buffer planting.

Flankage Treatment – Conventional Built Form – Option 2

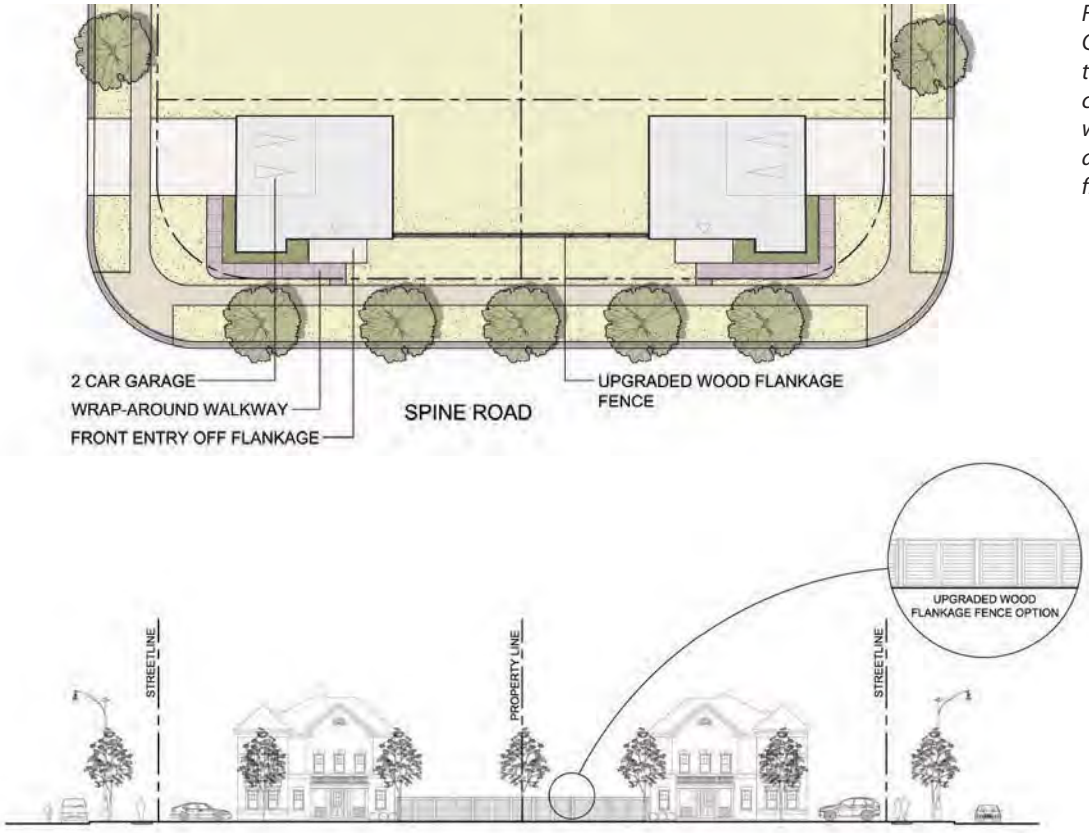

Figure 6.10.3d – Conceptual flankage treatment Option 2: conventional built form, wrap-around walkway and upgraded wood flankage fence.

Flankage Treatment – Mid-Block Bus Stop

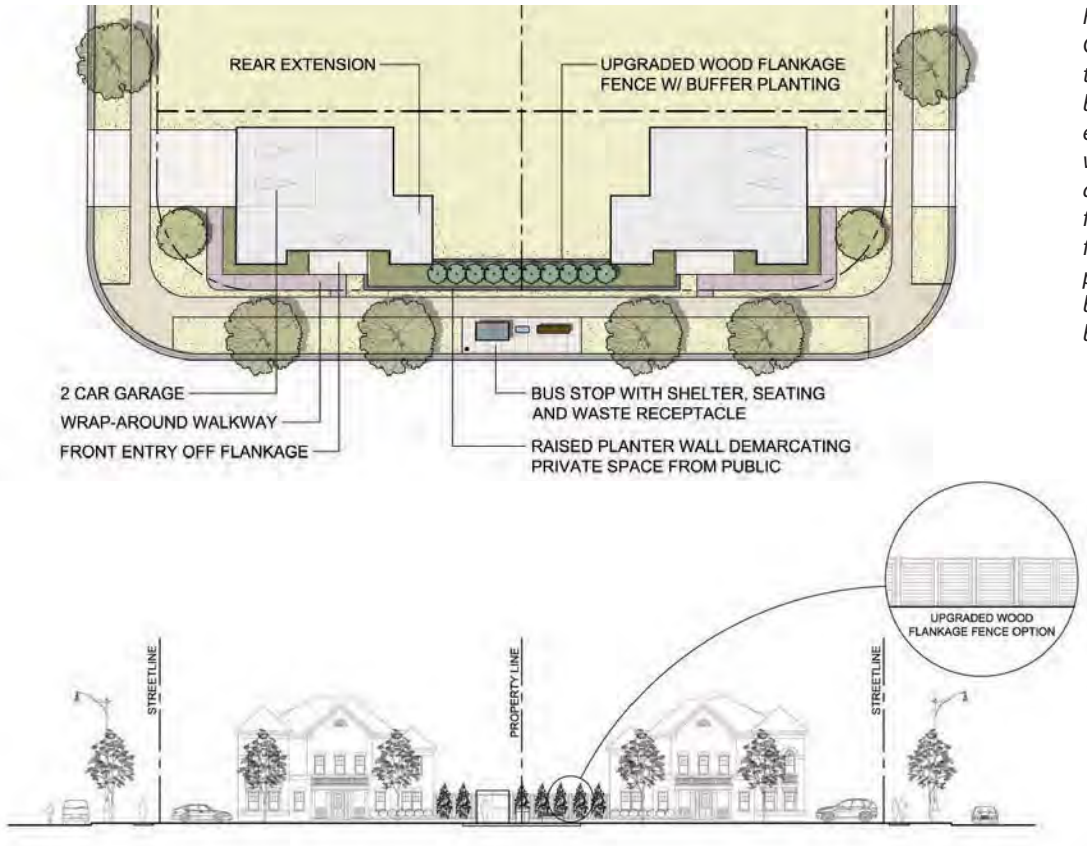

Figure 6.10.3e – Conceptual flankage treatment depicting built form with rear yard extension conventional, wrap-around walkway and upgraded wood flankage fence. The flankage treatment provides an attractive backdrop for a mid-block bus stop.

6.10.4 Community Mailboxes

Community mailboxes are standard streetscape elements in most communities. Beyond their function as a location to pick up mail, they provide opportunities to integrate attractive streetscape features as focal points within neighbourhoods where social interaction may occur. To strengthen their role in promoting a walkable neighbourhood, consideration shall be given to location and associated landscape features.

Guidelines:

- Community mailboxes shall be supplied by Canada Post and located in easily accessible and highly visible locations in the community (i. e. key nodes and focal points), within walking distance for all residents;
- Preference is for mailboxes to be located within street boulevards in close proximity to parks, stormwater management pond lookouts and green system trails, subject to catchment area requirements;
- Mailboxes may also be integrated into stormwater management pond lookouts, if in close proximity to sidewalk and street;
- At key locations, the importance of community mailboxes shall be enhanced through landscape features, such as decorative paving, seating features, landscape structures (i.e. trellises), and planting.

Figure 6.10.4 – Image example of a community mailbox with enhanced landscape treatment.

6.10.5 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.

Guidelines:

- Along the Spine Road and within mixed-use nodes, utilities shall be strategically located to mitigate visual impacts and avoid physical barriers to pedestrian flow;
- As much as possible, avoid locating above-ground utility plants on boulevards within the mixed-use node intersections and along the Spine Road. Rather, utilize side streets and rear lane or ganged end-wall service entrances;
- Where possible, locate utility plants within public or private easements.
- 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.

Figure 6.10.5 – Image example of a Bell CUE unit partially screened within an easement adjacent to a SWM pond facility.

6.10.6 Fencing

Fencing of varying types and materials will be required throughout the community to address barrier, privacy and acoustic requirements. In areas of high visibility, fencing shall be designed to enhance the streetscape appearance, with consideration for long-term maintenance requirements.

Locations for integrating fencing may include:

- Wood privacy fencing and/or wood acoustic fencing at residential flankage locations;
- Low decorative fencing (metal or wood) at gateway entries along arterial roads, including the Spine Road;
- Low decorative fencing (metal or wood) along window streets facing Chinguacousy, Mayfield and McLaughlin Roads.
- Chainlink fencing for lots adjacent to stormwater ponds, park perimeters and any other public open space feature.

Guidelines:

- Fencing design shall be coordinated and consistent throughout the community;
- Fencing design shall reinforce or complement the character and identity of the community;
- Fencing shall comprise only robust, sturdy components for long term durability;
- Intricate design work using smaller components should be avoided for wood fencing due to the effects of weather over the long term.

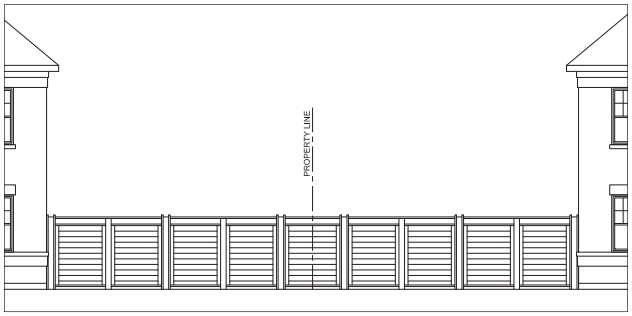

Figure 6.10.6 – Conceptual flankage treatment depicting an upgraded wood privacy and/or acoustic flankage fence, highly visible from the adjacent street.

6.10.7 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.

Guidelines:

- Street furniture shall be provided in high pedestrian traffic areas within mixed-use nodes and in key open space areas such as parks, stormwater management pond lookouts and at trailhead amenity locations;
- 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;
- Furniture within the Urban Village Centre, in particular, shall include benches, waste receptacles and bicycle racks, rings or posts, and shall be complementary to the selected street lighting design.

Figure 6.10.7 – A consistent family of street furniture components will help define the streetscape character of the urban village.

6.10.8 Traffic Calming / Pedestrian Crosswalks

Traffic calming is key to promoting walkability and creating a safe, pedestrian-friendly environment. Pedestrian crosswalks serve two main functions: 1) they demarcate a safe route for pedestrians to cross the street, thereby delineating a separation between the pedestrian realm and vehicular zones; and, 2) they encourage traffic calming by providing a visual cue for slowing traffic speeds and encouraging cautious driving.

Guidelines:

- In high pedestrian traffic areas, such as within the Urban Village Centre and along the Spine Road, 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, such as the Community Park/Recreation Centre 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;
- 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 6.10.8a– Crosswalk Option A, zebra striped

Figure 6.10.8b– Crosswalk Option B, broom finished concrete

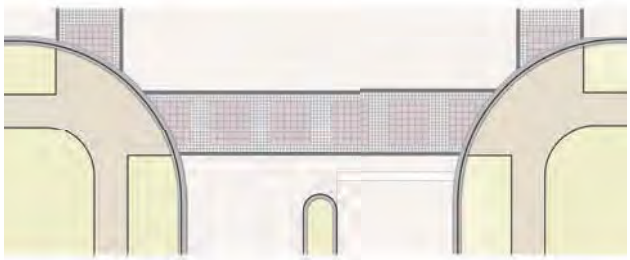

Figure 6.10.8c – Crosswalk Option C, concrete Unit Paver or impressed concrete

Figure 6.10.8d – Image example of an upgraded paving material (impressed asphalt) used for a key crosswalk location within a recently built Caledon community.

6.11 Community Gateways

Gateways are an effective means of consolidating expansive development areas into one discernible, connected community. They are important identifiers that provide the opportunity to communicate the character and theme of the community, contribute to placemaking and enhance civic pride. They also serve as landmarks that facilitate orientation and wayfinding.

A comprehensive approach to the design of gateway and entry features shall be developed for all of Mayfield West Phase 2. The intent is to introduce a unifying element for the community that will help define its character and identity and provide a sense of cohesiveness.

Figure 6.11g indicates the preliminary proposed location and hierarchy for gateways within the community.

Figure 6.11a, b & c – Example of a 'kit-of-parts' approach with a hierarchy of components from the same family of design.

Guidelines for Gateways:

- Community gateways shall serve to signify arrival into the community and reflect its unique character;
- Gateways shall be of a high-quality design, with adjacent built form and public realm uses reflecting a high design standard;
- Gateways located at intersections shall include built form with well-articulated facade treatment on the two sides oriented to the corner, in addition to enhanced landscaping such as special paving, signage, lighting, seating and/or coordinated fencing that frames the entry into the community and neighbourhood;
- Site planning, streetscaping, built form and landscaping shall be coordinated to create a unified gateway. Strategies include:
    - Position primary building entrances and architectural features toward the gateway;
    - Integrate visually prominent built form massing at the gateway, with well-articulated, high quality and distinctive architectural treatment;
    - Implement a coordinated palette of colours, materials and textures for built form and landscape;
    - Integrate unique streetscape elements such as gateway markers/entry features, signs, columns or overhead structures;
    - A common palette of materials and design style should be reflected in all gateway components to emphasize a consistent theme and identity for the community;
    - Design gateway elements to be unique to the Mayfield West Phase 2 community. A strong link with the existing character of Caledon or reflective of a Gothic Revival architectural theme is encouraged. A contemporary interpretation of natural materials (stone, timber) is also an acceptable approach;
    - Provide lighting and other vertical expressions that provide visual interest at night and during the winter months;
    - Locate parking, loading, servicing and utilities away from view;
    - Provide distinctive surface treatments for pedestrian crosswalks located at gateway sites.

Gateways, entry features, trail markers, information signage, etc. shall be designed as a family of elements or 'kit-of-parts' that may be chosen individually or combined to form and define a hierarchy of entrances. The components shall be designed to apply to various locations as appropriate to the street character, adjacent land uses, or architectural massing and design.

Guidelines for Gateway Markers/Entry Features:

- The family or 'kit-of-parts' shall be defined by a common material palette, which will consist of a series of feature walls and columns;
- Marker/entry elements shall be designed as either contemporary or reflective of a Gothic Revival architectural theme or traditional aesthetic rooted in the Town of Caledon, utilizing robust components constructed for long term durability and minimal maintenance requirements;
- The location of elements shall comply with traffic/engineering requirements;
- All elements shall be sited to ensure safe views are maintained with appropriate regard for crash hazards;
- Marker/entry elements shall incorporate materials and forms consistent with the predominant architectural style and character of the community, and may include motifs and themes that are representative of the Town's image and identity. These materials should consist of a combination of natural stone and wood timber components, with additional options for precast and metal elements;
- The scale of gateway markers/entry features shall be in visual proportion to the scale of adjacent buildings, adjacent streets and their relative importance within the hierarchy of elements.

Figure 6.11d – Image example of a gateway feature within the Southfields Community, designed with a strong connection to the existing character of Caledon, using robust, natural materials (timber, stone).

Figure 6.11e – Conceptual example of gateway / entry markers and fencing designed as a family of elements or 'kit-of-parts' that can be chosen individually or combined to form and define a hierarchy of gateways and entries unique to Mayfield West Phase 2.

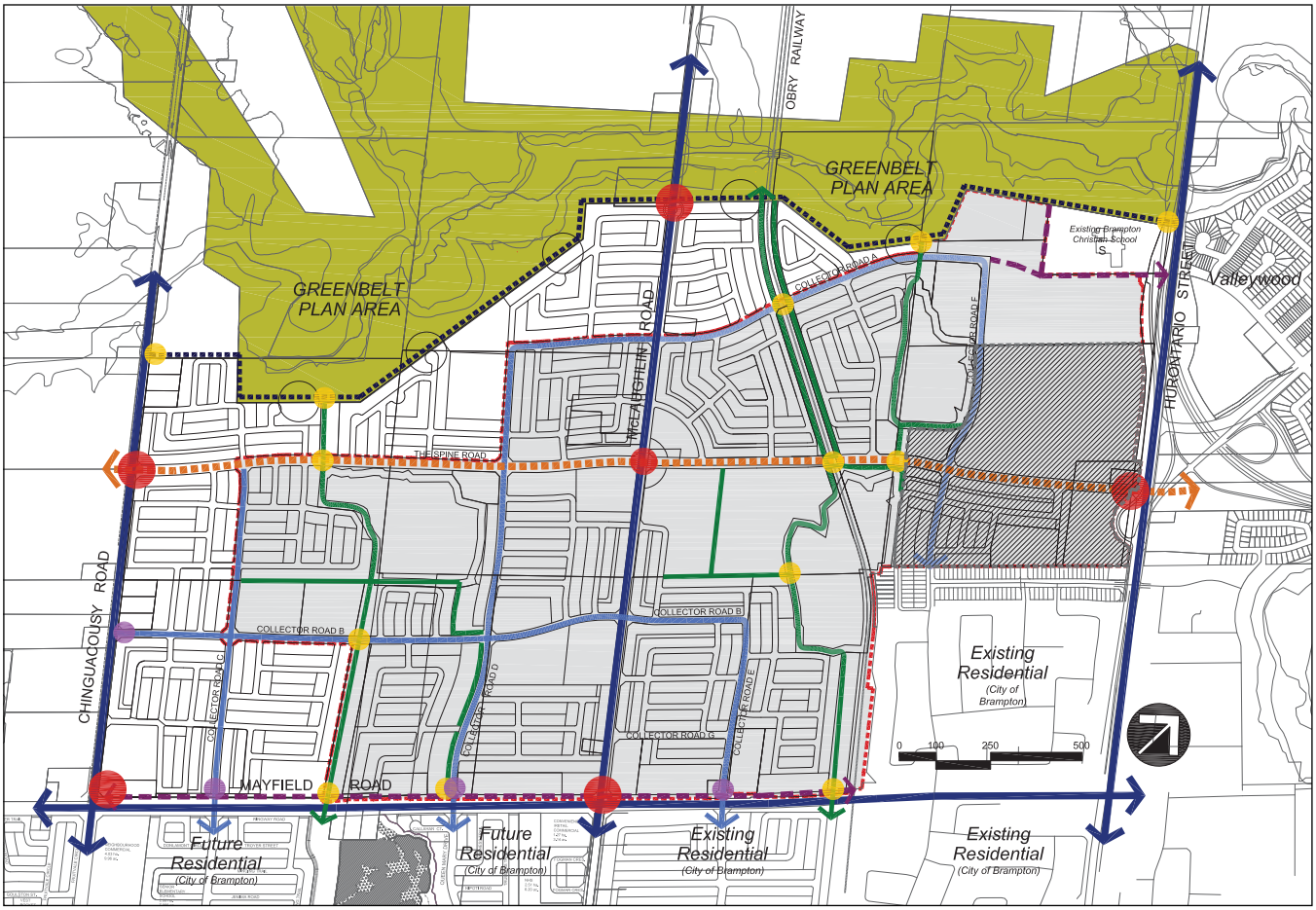

Figure 6.11f – Mayfield West Phase 2 - Major and Minor Community Gateways and Trail Gateways relative to the proposed community trails network, the Spine Road, arterial and collector roads.

6.12 Street Tree and Planting Strategy

Healthy street trees reduce air pollution, provide shade and cooling, furnish habitat for wildlife, increase property values, enhance community aesthetics and pride of place, make streets safer and more walkable, and contribute to quality of life. 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. The strategy may address 5 basic categories for street trees, including the following:

- Native / Non-Invasive Trees (Medium or Coarse-Textured Species) – typically located on streets adjacent to natural heritage features, stormwater management facilities and buffers;
- Urban Tolerant Trees (Medium, Coarse or Fine-Textured Species) – typically located within the Urban Village Centre or Commercial Mixed-Use Centre where tree grates, raised planters and predominantly hardscape environments characterize the boulevard treatment;
- Ornamental or Flowering Trees (Medium or Coarse-Textured Species) – typically located at significant community / neighbourhood entry points or alongside main gathering areas;
- Medium or Coarse-Textured Trees – typical to all street hierarchy types, including local, collector and arterial roads;
- Fine-Textured Trees – typically located along local streets.

Medium or coarse-textured species typically refers to deciduous trees with a single, simple leaf structure with one blade attached to a stalk or petiole (ex. Sugar Maple). Fine-textured species refers to trees with a compound leaf with secondary leaflets borne on a single stalk attached to a twig (ex. Honeylocust)

Street Tree and Planting Guidelines:

- 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;
- Generally, preference shall be given to native species, particularly those tolerant of urban conditions (pollution, salt, drought, soil compaction);
- Avoid planting conditions inherent in many urban environments, which are characterized by minimal soil volumes, poor soil structure, lack of irrigation and improper drainage;
- 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;
- The selection of proposed street tree species shall be from the Town of Caledon's recommended list;
- 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;
- 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.

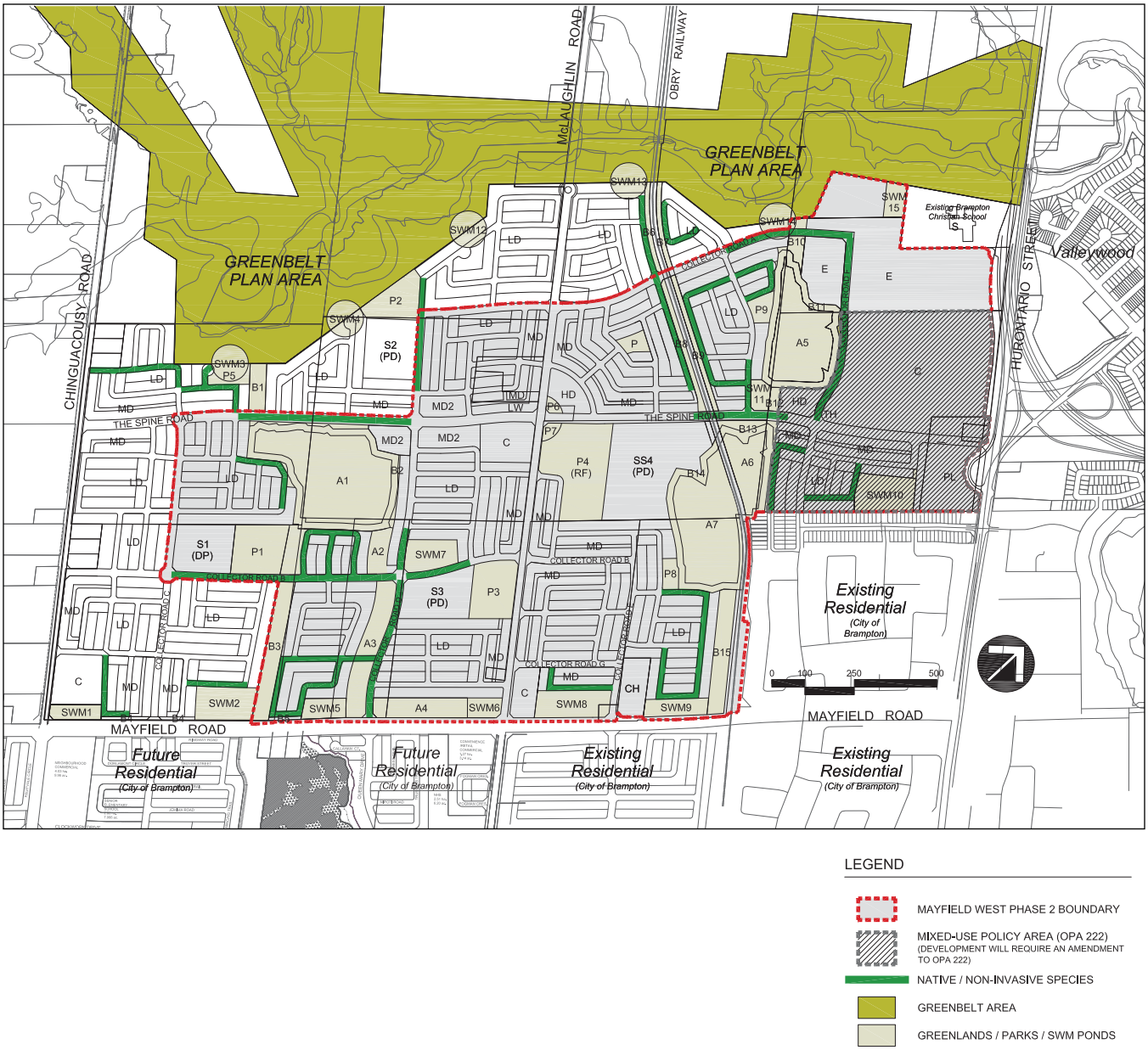

Figure 6.12 – Mayfield West Phase 2 - Proposed Location for Native/Non-Invasive Street Tree Species where adjacent to natural open spaces.

6.13 Transit Supportive / Active Transportation Infrastructure

Within Mayfield West Phase 2, the interconnectivity between transit, cycling and walking networks is essential to the establishment of a well-integrated active transportation system. Offering residents the opportunity to walk or bike to local services, such as parks or schools, or to take the bus to work, requires coordination of multiple systems, including bus routes, sidewalks, on- and off-road bike routes and pedestrian trails, as well as wider regional transportation systems such as local bus routes, Brampton Rapid Transit routes, and GO Transit.

This section provides guidelines related to the Transit Hub, transit stops and cycling facilities. For additional design criteria, refer to Chapter 5, Section 5.3 – Trail and Cycling Network.

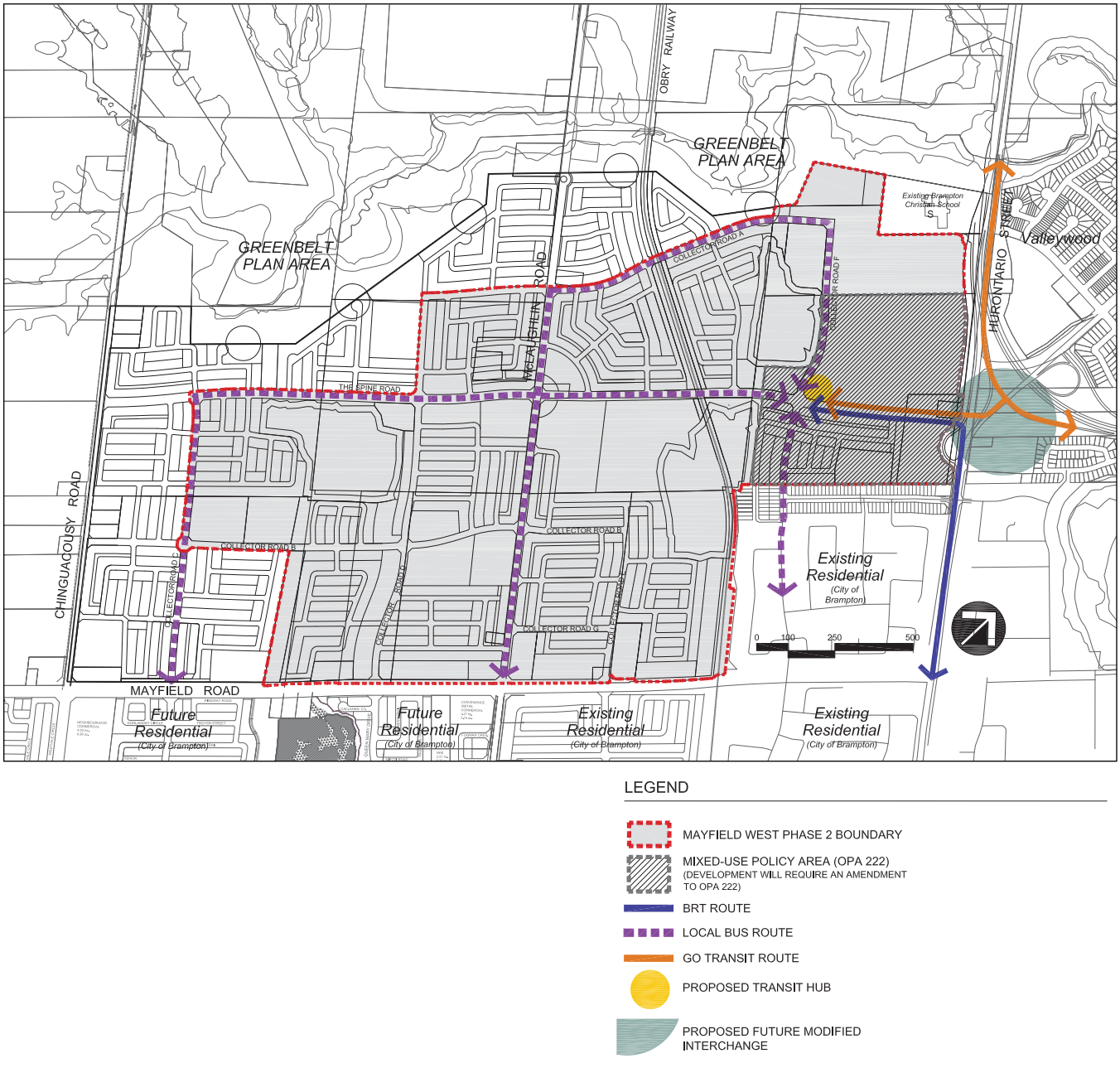

Figure 6.13a – Mayfield West Phase 2 - Preliminary Proposed Transit Service.

6.13.1 Transit Service Overview

The transit strategy for MW2 is expected to encompass three transit service route levels, including a local bus route, Brampton Rapid Transit Route and GO Transit route, all of which will link at the proposed transit hub. Figure 6.13a provides an overview of the preliminary proposed transit service for Mayfield West Phase 2.

- The local bus route is expected to follow the Spine Road to the transit hub, connect with the Mount Pleasant community to the south via McLaughlin Road and collector roads, as well as make a loop to the north and back down through the employment and commercial lands, again connecting with the transit hub;
- The Brampton Rapid Transit (BRT) route is expected to extend north from Brampton and connect with the transit hub;
- GO Transit is expected to extend from the transit hub along the Spine Road and connect across Hurontario Street with GO service to the east.

6.13.2 Transit Hub

The transit hub is a key component of the community building strategy and an important tool for encouraging transit connections on a local and regional scale.

Given that it is integrated with the commercial lands and in close proximity to the employment lands, the hub will provide convenient and logical transit connections for a large and varied population base. It is expected to connect multiple transit providers from local and regional areas, with direct links either to the Georgetown, Mount Pleasant or Brampton GO Stations.

Transit Hub Guidelines:

- Locate the transit hub within a convenient radius of major community destinations, including the Urban Village Centre, the Community Park and Recreation Facility, the secondary school, the employment lands and the commercial mixed-use centre at Hurontario Street;
- The transit hub building shall be prominently located along the street and designed as a visually attractive community amenity, with interesting and durable architectural detailing, materials and finishes;
- Bus ingress and egress points shall be designed to minimize traffic delay to buses and priority bus movements should be considered;
- Ensure a high-quality transit hub architectural design and public realm design that respects the surrounding built form context and reflects the character of the community;
- All facilities shall be designed to a high standard of safety, security and comfort for all users, including persons with disabilities and persons using mobility devices;
- Provide an attractive and barrier-free pedestrian environment with consideration for safety and user amenities, including such elements as weather protection, lighting, sheltered waiting areas, seating and waste/recycling receptacles;
- Develop a coordinated program of furnishings that reflect the character of the community;
- Use a coherent design theme reflective of the local surrounding neighbourhood character;
- Ensure clear view corridors along sidewalks connecting to the transit hub and important civic buildings and landmarks;
- Provide clearly marked access for pedestrians and cyclists to minimize conflicts, particularly at passenger pick-up / drop-off locations, bus facilities and parking access points;
- Use landscaping elements, including special paving and lighting, to reinforce circulation patterns;
- Bicycle racks and storage shall be highly visible, easily secured and weather protected;
- Provide secure bicycle parking at the transit hub entrance, with consideration for bicycle supportive end-of-trip facilities such as showers, change rooms and personal lockers within the transit hub building;
- Provide wayfinding and signage that supports efficient navigation of the transit hub;
- Locate and design commuter parking to maximize ridership potential;
- Use lighting, landscaping and public art to create a visually pleasing environment for transit users;
- Incorporate natural landscaping elements and green design such as drought-resistant plantings, permeable surfaces and recycled/recyclable materials;

Figure 6.13.2a – Convenient transit connections to and from Mayfield West Phase 2 is a key component of the community building strategy.

Figure 6.13.2b – Facilities at the transit hub shall accommodate a variety of services (restrooms, ticket purchase, scheduling, WIFI, etc.) to ensure a convenient and comfortable transit experience.

Figure 6.13.2c – The hub shall link with other transportation options, such as the trail and cycling network, to ensure convenient connections throughout the community and beyond.

Figure 6.13.2d – The hub shall be designed as a visually attractive community amenity that reflects the character and themes of the surrounding neighbourhoods and wider community.

6.13.3 Transit Stops

Frequent and conveniently located transit stops are crucial to establishing an integrated transit system and promoting transit ridership.

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;
- Provide a concentration of street furniture at transit stops located in key areas such as the Urban Village and mixed-use nodes.

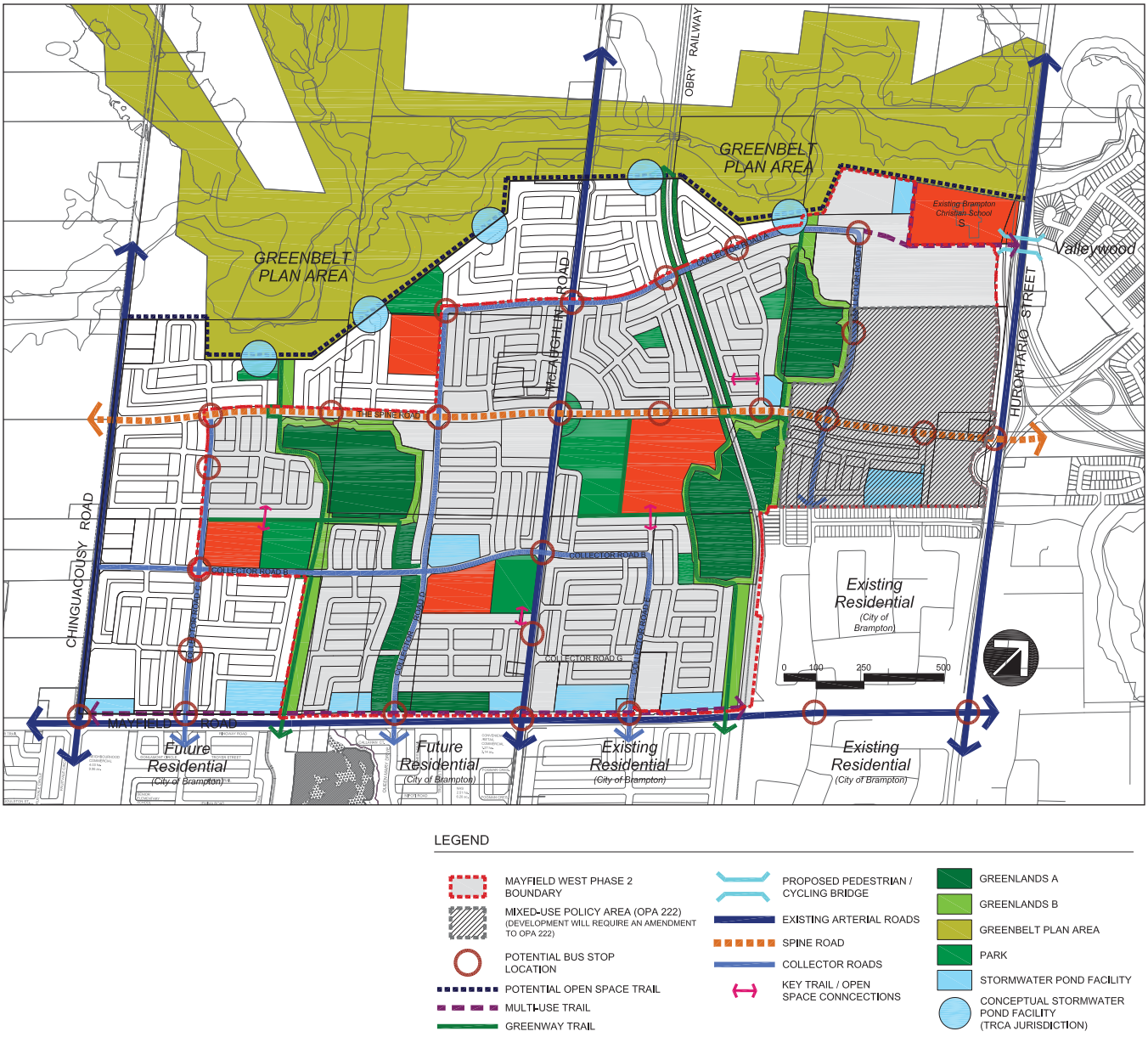

Figure 6.13.3 – Mayfield West Phase 2 - Preliminary Proposed Transit Stop Locations strategically placed relative to major intersections and prominent land uses.

6.13.4 Cycling Facilities

Fundamental to encouraging cycling throughout Mayfield West Phase 2 and beyond, as a viable alternative to vehicular connections and as a means of adopting a healthier lifestyle, is the integration of cycling facilities that complement the comprehensive bike lane and trail network in establishing a bike-friendly community.

Cycling Facility Guidelines:

- Provide parking and/or storage for bicycles at all commercial, institutional, office, mixed-use and residential buildings;
- At major public gathering areas, such as the Transit Hub, bicycle parking and/or storage shall be easily accessible, secure and protected from the elements to the greatest extent practical;
- Bike parking facilities shall be integrated into major employment and commercial land uses, and should accommodate secure storage (e.g. for employees) and convenient short term storage (e.g. for customers or clients).
- 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. They shall also be a key component of any streetscape furniture installation, particularly in higher density, mixed-use nodes such as the Urban Village Centre.
- Integrate bicycle parking elements into the design and layout of parking facilities, with convenient access to building entrances and within well-lit areas that provide weather protection options.

Figure 6.13.4 – Conceptual image showing outdoor bicycle parking areas that are sheltered from the elements. Such a consolidated approach is appropriate for major gathering areas, such as the proposed transit hub, where it is connected to local and regional transit options and in close proximity to large scale commercial and employment uses.

SUSTAINABILITY & LOW-IMPACT DESIGN

7.1 About Sustainability and Low-Impact Design

Mayfield West Phase 2 shall be designed with a strong emphasis on the integration of sustainable practices and techniques that will result in a transit oriented community which is highly walkable and cyclist friendly, with a mix of uses (residential, institutional, commercial, employment) and a diversity of housing types and densities.

The principles and objectives of sustainability have applications in all areas of the development. The community's context and the prominent Natural Heritage System that surrounds it and is woven into its fabric makes sustainable development and low-impact design a key priority.

The community's design and implementation will integrate several important sustainable measures related to:

- Transportation alternatives;
- Hardscaping;
- Softscaping;
- Water conservation and management;
- Lighting; and,
- Materials.

7.2 Sustainability and Low-Impact Approaches

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, where applicable, the Town of Caledon's *A Guide to Eco-Business Zone Planning & Development*. The guidelines below shall apply to the preparation of development applications:

Sustainability and Low-Impact Design Guidelines:

A. Transportation Alternatives

- To encourage a reduction in automobile usage, ensure bicycle parking and public transit connections are integrated into the design of major community facilities;
- Consider LEED requirements as a key component in built form and open space design.
- The sizing of parking facilities shall be minimized to meet, but not exceed, zoning requirements;
- To reduce automobile use and the corresponding size of parking facilities, promote carpooling through incentive programs, such as dedicated parking spaces for carpool participants and low-emission vehicles. This has particular application to the proposed employment lands;
- As an alternative to automobile use, encourage cycling by establishing safe, efficient cycling connections, integrating appropriate bicycle storage and locking facilities with options for weather protected storage, and offering incentive programs that promote cycling among residents, employees and visitors;
- Establish an appropriate bicycle parking space target as a ratio of units or floor space area for buildings;
- Provide shower and change facilities for cyclists in major work facilities associated with the employment lands or transit hub;
- Similar to cycling, encourage public transit use through incentive programs that allow for a decrease in car usage and enables a reduction in parking facility capacity.

B. Hardscaping

Objectives for hardscaping shall balance functional requirements of vehicular and pedestrian circulation with sustainability, accessibility, maintenance and aesthetic considerations. As a general rule, select paving alternatives that allow for increased permeability and infiltration, while accommodating circulation and maintenance requirements.

- 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, light asphalt or light-coloured unit pavers is encouraged to decrease heat absorption and ambient surface temperatures (urban heat island effect);
- All paving materials and installation to be selected and designed to withstand traffic impacts and maintenance requirements.

C. Softscaping

- 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.
- Landscape features, such as berms, tree and shrub groupings, and 'green' walls shall be utilized to screen undesirable views to adjacent or nearby uses (traffic, railway tracks, buildings) and on-site servicing areas (loading docks);
- 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;

- To mitigate the impact of wind on a site, evergreens should be used as a windscreen for undesirable wind exposures;
- Use only organic or biological fertilizers and weed and pest controls, free of potentially toxic contaminants;

D. Water Conservation and Management

- Utilize xeriscape planting techniques, selecting drought-tolerant plant species to conserve water and avoid the need for irrigation systems;
- If irrigation is required (e. g. sports fields), water should be provided by non potable sources (roof, parking lot, grey water) where feasible;
- Utilize rainwater harvesting techniques to use stormwater resources for irrigation;
- Implement roof downspout disconnection to prevent water from reaching the sewer system and allow it to be managed on site, whether through a storage device, permeable surfaces or an infiltration system;
- Where feasible, implement the use of soakaway pits, whereby a roof downspout is connected to an underground pit lined with gravel or coarse aggregate, temporarily storing the water until it is absorbed into the ground;
- Similar to soakaway pits, infiltration trenches direct water to an at-grade trench filled with aggregate material, where it is held until it infiltrates into the ground;
- Depending on the type of built form, rain barrels or similar container system may also be considered to manage roof runoff;
- Where feasible, integrate bio-retention swales as an effective technique for managing stormwater within expansive areas of runoff. These may include swales, vegetated islands, rain gardens, etc.;
- Bio-retention swales typically include planting (groundcover, shrubs and potentially trees), curb inlets for stormwater flow and a water infiltration/storage area that supports vegetative growth. Depending on site characteristics, perforated sub-drains and overflow catchbasins may be required to manage excess water;
- Composition of swale components shall be designed to ensure surface water is fully drained within 48 hours of the end of any rainfall event;

Figure 7.2a – Image example of integrating bio-retention swales for managing stormwater within expansive areas of runoff.

Figure 7.2b – Image example of light-coloured paving which reflects light and serves to reduce the urban heat island effect.

Figure 7.2c – Image example of xeriscape plantings, which perform well in urban environments due to their drought-tolerant and low-maintenance characteristics.

- Undertake soil amendments to increase topsoil depths and restructure compacted soils for improved infiltration;
- The degradation of slopes leading to erosion and sedimentation control problems results from the effects of rain and wind on unprotected slopes, with potential negative impacts for water quality and stormwater management infrastructure. As such, developers and contractors shall be diligent in preventing erosion on site, both, during the construction phase and following construction completion.

D. Lighting

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

E. Materials

- Green roof technologies or reflective, light-coloured roofs should be encouraged for employment, office and institutional buildings, as well as higher storey residential buildings, in order to reduce solar heat absorption and building energy demand;
- Encourage the use of local materials to avoid unnecessary long distance transport of building materials;
- Encourage the use of materials that have been sustainably harvested.

In addition to the above guidelines, Part C of the Mayfield West Comprehensive Environmental Impact Study and Management Plan (Detailed Analysis and Implementation) outlines a 'green development' strategy that includes low-impact design (LID) best management practices (BMPs). The table on the following page outlines the BMPS, and indicates their potential application within the community.

As previously indicated, the Town of Caledon's *A Guide To Eco-Business Zone Planning & Development* is a comprehensive analysis for guiding the development of "Eco-business zones" and related eco-industrial parks to accommodate employment and business growth in a more sustainable manner, consistent with goals related to reducing the impacts of climate change and resource consumption. The strategy of applying the core sustainability principles such as innovation, adaptability, resiliency (diversity), integration, efficient use of resources, productivity, visibility and marketability, natural systems, transferability and flexibility through the various development stages is particularly pertinent to the Hurontario Employment Centre.

Stormwater Management Function Provided by Selected LID Stormwater BMPs and Stormwater Source Control Practices						
Practice	**Flood Control**	**Erosion Control**	**Quality Control**	**Runoff Volume**	**Groundwater Recharge**	**Application**
Rooftop Storage	x					Commercial mixed-use areas, employment lands, schools, Recreation Centre, Urban Village Centre
Parking Lot Storage	x					Commercial mixed-use areas, employment lands, schools, Recreation Centre, Urban Village Centre
Amended Topsoil		x	x	x	x	Community-wide
Green Roofs		x	x	x		Commercial mixed-use areas, employment lands, schools, Recreation Centre, Urban Village Centre
Oil/Grit Separators			x			All roads
Rainwater Harvesting		x		x		Commercial mixed-use areas, employment lands, residential lands, schools, Recreation Centre, Urban Village Centre
Downspout Disconections				x		Commercial mixed-use areas, employment lands, residential lands, schools, Recreation Centre, Urban Village Centre
Pervious Pipes		x	x	x	x	All landscape applications
Oversized Pipes	x					Community-wide infrastructure
Permeable Pavement		x	x	x	x	Parking lots and driveways in commercial mixed-use areas, employment lands, residential lands, schools, Recreation Centre, Urban Village Centre
Soakaway Pits		x	x	x	x	Community-wide infrastructure
Infiltration Trenches		x	x	x	x	Community-wide infrastructure
Curb Extensions		x	x	x	x	Local and collector roads
Grassed Swales			x	x		Community-wide infrastructure
Biofilters/ Bioswales		x	x	x	x	Commercial mixed-use areas, employment lands, residential lands, schools, Recreation Centre, Urban Village Centre

Figure 7.2d – Table adapted from Part C of the Mayfield West Comprehensive Environmental Impact Study and Management Plan (Detailed Analysis and Implementation).

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BUILT FORM GUIDELINES

8.1 About the Built Form Guidelines

The Built form guidelines provide direction to ensure high quality building designs and architecture is implemented that supports the goal of creating a *unique, innovative* and *successful* community - a community with an urban village character that will have a distinct identity rooted in the spirit of the Town of Caledon.

Detailed Architectural Design Guidelines, together with the establishment of an architectural design review process and selection of a Control Architect, will be required as a condition of draft approval.

Architectural design and siting proposals for all buildings will be evaluated through the Town of Caledon's architectural control process and/or the Town of Caledon's Site Plan Approval process.

8.2 Built Form Character

A high quality built form character shall be identified and established for Mayfield West Phase 2, utilizing an architectural style and treatment that has visual interest, promotes vibrant pedestrian environments and helps foster a distinct identity for the community as an attractive, cohesive and sustainable model.

8.2.1 Single Detached, Semi-Detached and Townhouse Dwellings

The various founding villages that collectively establish the historic vernacular and existing character of Caledon are an ideal touchstone for identifying an architectural style that will be used to influence the design of low to medium density dwellings within Mayfield West Phase 2. Most prominent throughout these villages are examples of Gothic Revival architectural styles that were quite common to Canadian farm communities built in the period of 1800-1950. These were commonly described as Carpenter Gothic style or Gothic Revival Cottage and, typically, feature varying degrees of elements common to this style, including -

- Dichromatic brick exterior siding, often with decorative quoin treatment;
- Vertical board & batten exterior siding;
- Dwellings that were either entirely clad in board & batten, entirely in brick or a combination of the two (typically, the main building composed of brick and any extended outbuildings or additions composed of board & batten);
- Prominent and spacious single storey porches with flattened Gothic arches;
- Steeply pitched cross-gabled roofs that emphasize verticality;
- Tall second storey dormers;
- Lancet arch windows;
- A variety of decorative treatments consistent with this style, including ornate vergeboards, prominent finials, gable ends with lancet arches, lintels and kingposts, window hoods and shutters.

Figure 8.2.1a-d – Images of existing built form found within the historic villages of Caledon, displaying many of the characteristics common to Gothic Revival architecture within the area.

Contemporary built examples of this architectural style have been successfully integrated into recent residential development in the village of Inglewood. This has resulted in a new neighbourhood that exemplifies strong ties to the identity and character of Caledon, distinct from neighbouring communities.

However, proposed new large-scale residential communities, such as Mayfield West Phase 2, are typically comprised of multiple developers and builders, each of whom tend to propose and deliver an architectural product that is identified with their company, but will, nevertheless, reflect a rural Ontario small town character in the form of various influences such as Victorian, Georgian, Arts and Crafts, etc.

The challenge is establishing a mix of residential homes that will largely integrate individual developer / builder built form programs, while still achieving a distinct community that evokes a 'made in Caledon' character. With this in mind, the addition of a Gothic Revival architectural option is intended to supplement these individual built form programs in order to help establish a consistent theme throughout the community.

The following shall be applied in this regard -

- An authentic Gothic Revival architectural building design shall be assigned to designated focal lots to ensure this defining architectural style is strategically located within those areas of the community that have a high degree of public visibility;
- Focal lots specific to the allocation of a Gothic Revival architectural style shall include all corner lots on collector and arterial roads and those sections of window roads adjacent to arterial roads, including single detached, semi-detached and townhouse building forms (refer to Figure 8.2.1f Focal Lot Plan);
- The Focal Lot Plan specific to the allocation of Gothic Revival architectural style (Figure 8.2.1f) shall be reviewed along with the overall Priority Lot Plan described in Section 8.5.11 Priority Lots;
- Proposed Gothic Revival dwelling designs shall integrate several features and treatments that will achieve an authentic representation of this architectural style. Tokenism in which a single element or minimal treatment is applied is not deemed to be an authentic design approach and, therefore, not acceptable;
- Provide a mix of, both, brick and board & batten exterior treatments for any given elevation to achieve a visually appealing and interesting streetscape character;
- Colours of exterior brick shall reflect the traditional dichromatic red and yellow brick found with many of the historic farmstead homes within Caledon;
- Board & batten siding should reflect an historic colour palette (such as Benjamin Moore Historical Collection). A range of colours with a palette appropriate to the Gothic Revival style is encouraged to provide interest;
- A minimum of one Gothic Revival architectural style elevation shall be offered as an option for each single detached dwelling that is not designated by the Focal Lot Plan (Figure 8.2.1f).

Figure 8.2.1e – Image example of a prominent corner lot single detached dwelling designed in the Gothic Revival style with a strong orientation to both streets (source: Google Earth).

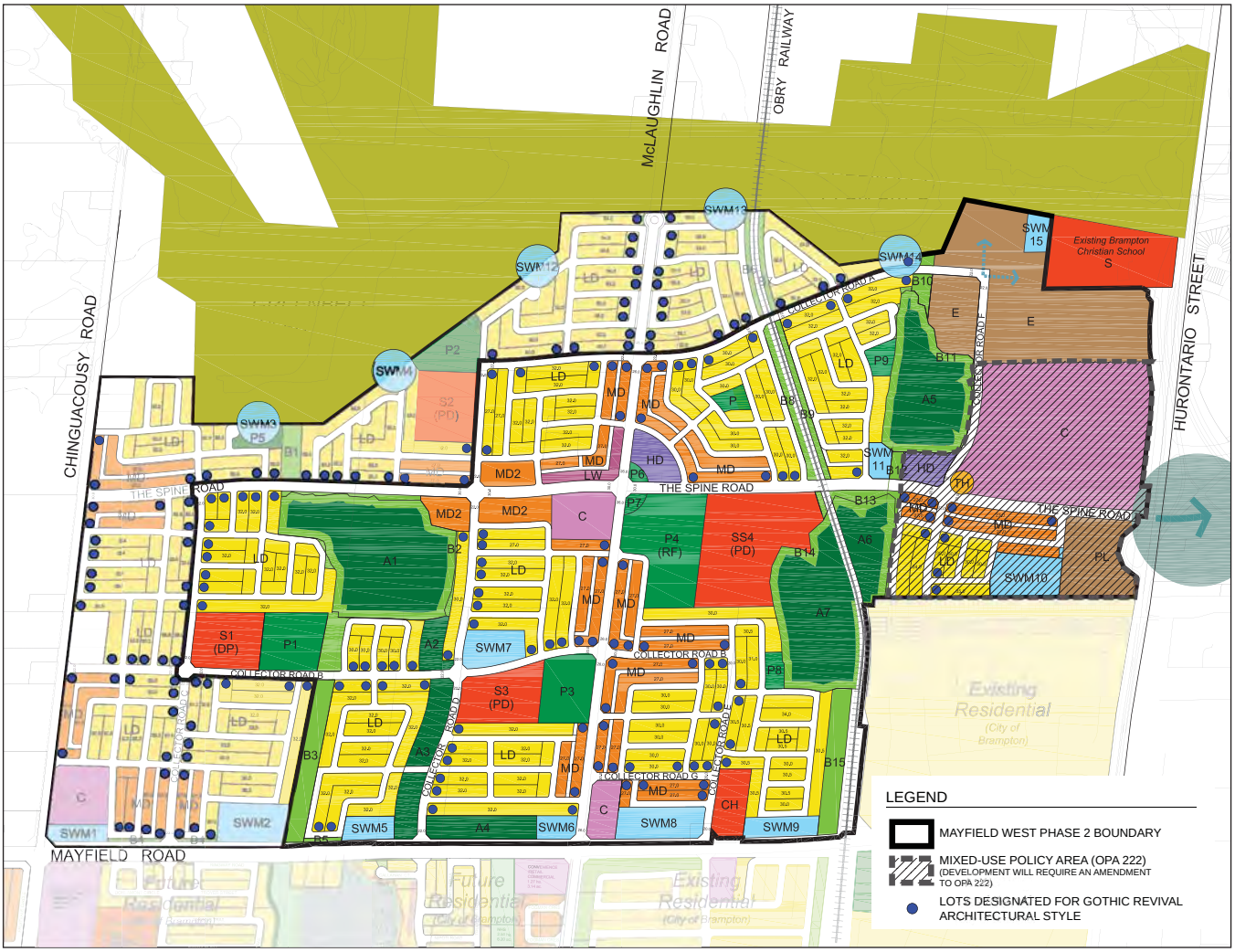

Figure 8.2.1f – Mayfield West Phase 2 Focal Lot Plan specific to the allocation of Gothic Revival architectural style for all corner lots on collector and arterial roads and those sections of window roads adjacent to arterial roads.

Figure 8.2.1g – Gothic Revival designs shall integrate architectural features that achieve an authentic representation of this style. Tokenism is not acceptable.

Figure 8.2.1h – Image of a contemporary built example of the Gothic Revival architectural style situated on a lot with a high exposure side elevation.

Figure 8.2.1i – Image of a contemporary built example of the Gothic Revival architectural style effectively reflected in a single detached corner lot dwelling with laneway garage access (source: Google Earth).

Figure 8.2.1j – Provide a mix of, both, brick and board & batten exterior treatments for any given elevation to achieve a visually appealing and interesting streetscape character.

Figure 8.2.1k – Contemporary built example of the Gothic Revival architectural style successfully reflected in townhome dwellings with rear lane garage access (source: Google Earth).

Figure 8.2.1l – Image example of where dwellings that are not designed in the Gothic Revival style are still complementary in design, materials and tone to provide a sense of cohesiveness to the streetscape character (source: Google Earth)..

Dwellings that are not designed in the Gothic Revival style shall, nevertheless, be complementary in design, materials and tone to provide a sense of cohesiveness to the streetscape character. They shall draw inspiration from a traditional Ontario architectural style from the late 18th to early 20th century that is rooted in many of the existing founding villages within the Town of Caledon and are part of the rural vernacular that characterizes many parts of Ontario.

A successful residential building program will, thereby, effectively reflect the local character of Caledon, while providing the modern conveniences desired by the marketplace, within lot sizes that are comparatively limited.

- Given the large scale of the Mayfield West Phase 2 Community, it is recommended that a scoped range of relevant styles (Late Victorian, Georgian / Neo-Classical, Italianate, Edwardian, Craftsman and Tudor Revival be used to provide a distinct and cohesive heritage-inspired architectural character.
- A rich vocabulary of details, materials and colours authentic to the architectural style of the dwelling will be required.

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Figure 8.2.1m – Image examples of relevant architectural styles that can be used to reflect the local character of Caledon and inform the design of a distinct and cohesive heritage inspired character for Mayfield West Phase 2.

8.2.2 Urban Village Centre

Within the Urban Village Centre and outside the low and medium density neighbourhoods, the use of a contemporary architectural style is envisioned for larger landmark buildings, specifically the proposed recreation/community centre and the secondary school. A traditional or contemporary design approach may be considered for the proposed condominium, commercial and live-work units framing the other corners at the intersection of the Spine Road and McLaughlin Road.

The following shall be applied in this regard -

- Materials and colour tones used in contemporary design applications shall be complementary to the predominant Gothic Revival style attributed to low and medium density neighbourhoods;
- A common design element or treatment should be integrated into all buildings found within the Urban Village Centre as a common thread that will help achieve a cohesive identity for this mixed-use node. This element or treatment may be an exterior brick or stone type, colour tones, window style, base treatment, roof style, etc.
- Should the architectural style of the condominium, commercial and/or live-work units reflect a more traditional model, it shall complement the Gothic Revival theme or integrate elements related to Gothic Revival.
- Regardless of architectural style, building designs shall minimize the visual impact of garages and parking areas. Within strategic areas of the community, lane-based housing forms will be utilized to eliminate garages from the streetscape.

Figure 8.2a-c – Conceptual images showing contemporary architectural design examples of the type of built form uses that will form the Urban Village Centre (i.e. recreation / community centre, secondary school, condominium, live-work, townhouse, commercial).

8.3 Community Safety

A strong 'sense of community' motivates residents to work together to establish neighbourhood cohesiveness and pride, an attractive appearance and overall sense of security. In order to reinforce a safe, pedestrian-friendly community, the design and siting of all buildings shall 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;
- Site planning and building design shall allow for visual access to public spaces;
- Safe sightlines shall be maintained at all intersections;
- 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, parks, schools, walkways, etc.) 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;
- The presence of the garage within the streetscape shall be diminished and the front door entry emphasized to contribute to a comfortable and attractive pedestrian environment;
- All entries to buildings shall be well lit;
- Main entrances will generally be visible from the street and clearly defined through architectural treatment.

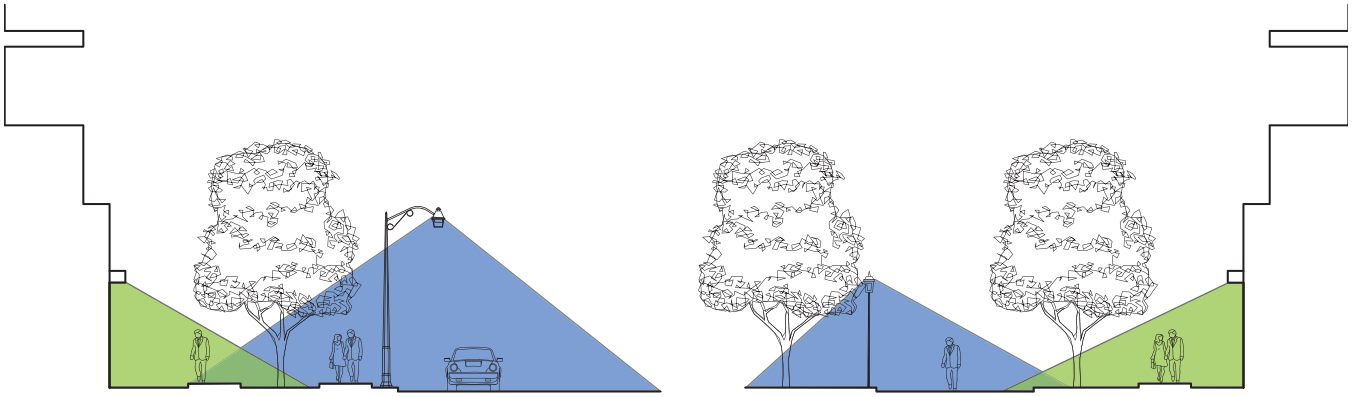


Figure 8.3a,b & c – Buildings and streetscapes should be designed to promote an active and safe community by encouraging 'eyes on the street' through prominent front door features and ensuring streets are conducive to pedestrian activity throughout the day and evening .

8.4 Built Form Typologies

Proposed built forms that are planned within the Mayfield West Phase 2 community include:

A. Residential Built Form

- Low Density
  - Single Detached Dwellings (including rear lane)
  - Semi-Detached Dwellings (including rear lane)
- Medium Density
  - Street Townhouses
  - Rear Lane Townhouses
  - Stacked Townhouses
  - Back-to-back Townhouses
  - Live-Work Townhouses
  - Block or Condominium Townhouses
- High Density
  - Mid-Rise Condominium Apartments

B. Non-Residential Built Form:

- Commercial Buildings
- Elementary and Secondary Schools
- Peel Region Police Facility
- Recreation / Community Centre
- Office and Prestige Employment (Office Buildings / Light Industrial Buildings);
- Public Utility Buildings

Figures 8.4a-f – Image examples of some of the built form typologies to be found in Mayfield West Phase 2.

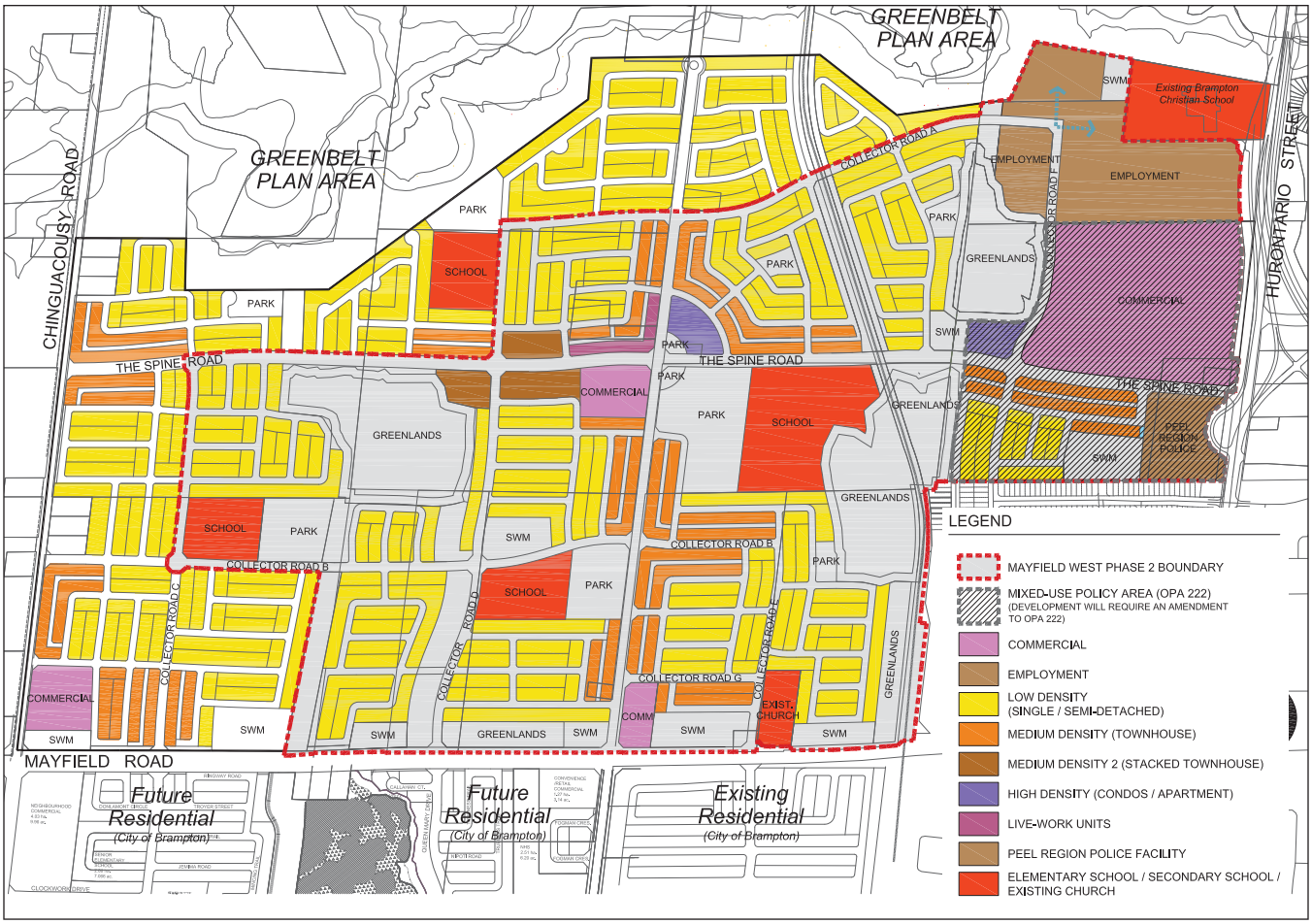


Figure 8.4g – Mayfield West Phase 2 - Built Form Typologies.

Other building forms may evolve through the subdivision design and approval processes. Existing built form within the community area includes:

- Brampton Christian School (fronting onto Hurontario Street);
- Immanuel Christian Reformed Church (fronting onto Mayfield Road);
- Existing single detached dwellings (fronting onto Chinguacousy Road);
- An existing low density residential subdivision located at the northwest corner of Mayfield Road and Hurontario Street within the City of Brampton, with direct interface with Mayfield West Phase 2.

8.5 Residential Architectural Design Guidelines

Residential uses will comprise the majority of built form within Mayfield West Phase 2. A variety of dwelling types, sizes and tenures will be provided to offer housing choices that will contribute to a diverse community for residents of different incomes, household sizes and lifestyles. This diversity of housing options will provide the flexibility for residents to remain within Caledon and the community over time.

Outlined in the following section is a description of the planned residential dwelling types, together with general design guidelines and objectives.

8.5.1 Low Density Residential Building Types

A. Single Detached Dwellings

Single detached dwellings will encompass the majority of residential homes within the community.

Design Guidelines:

- Lot sizes for single detached dwellings may range from 9.1m to 18.0m plus;
- Single-detached dwellings shall have one to three storey massing. Where a third storey is contemplated, it should be incorporated into the roof massing;
- Garages will typically be attached and accessed from the street. The use of alternative garage options (i.e. detached, rear yard, tandem or lane -accessed) may be explored, where feasible;
- Dwellings on lots with frontage less than 11.0m may have a single car or 1-1/2 car street facing garage. Two car street-facing garages will be permitted on lot frontages of 11.0m or greater. Three car street-facing garages will be permitted on lot frontages of 18.0m or greater, provided the garage face is staggered. A minimum of 1 on-street parking space per unit shall be provided.
- Attached street-facing garages shall be incorporated into the main massing of the building. Dwelling designs with garages projecting beyond the front façade of the dwelling or porch are discouraged;
- Porches and bay windows are permitted to encroach into the front, flankage and rear yards as a prominent architectural feature;
- For corner units, the flanking side elevation shall be given a similar level of architectural detailing as the front elevation. Given the prominence along the flanking street, rear elevations shall also be upgraded with prominent architectural features;
- Main entries for corner dwellings are encouraged to be oriented to the flanking lot line.

Figure 8.5.1a, b & c – Image examples of single detached dwellings.

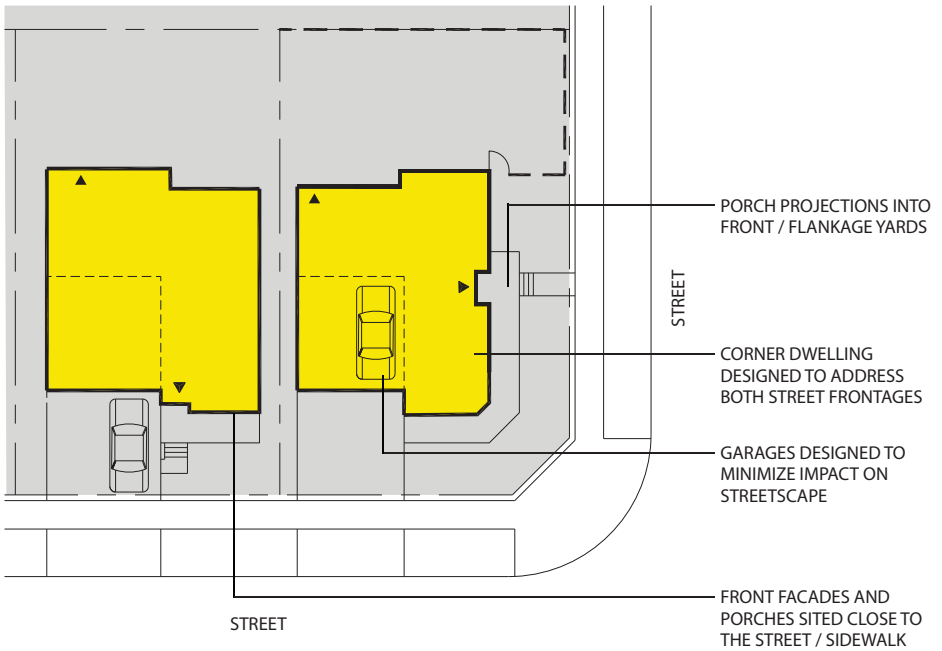


Figure 8.5.1d – Conceptual siting of single detached dwellings and corner treatment considerations.

B. Semi-Detached Dwellings

Semi-detached dwellings add to the diversity of housing choice and streetscape character within low density neighbourhoods of the community.

Design Guidelines:

- The minimum lot size for semi-detached dwellings is 6.85m (13.7m /pair);
- Elevations may be asymmetrical or symmetrical. Both halves of the building shall be compatible in terms of design expression and material selection;
- Semi-detached dwellings may be fully or partially attached above grade (i.e. attached at the garage only);
- Semi-detached dwellings shall have two to three storey massing. Bungalow forms are discouraged for this housing type unless wide lot frontages are provided;
- Semi-detached dwellings with single-car attached garage accessed from the street shall accommodate 2 cars per unit (1 in garage and 1 on driveway). Options for lane-accessed garages may be considered. As well, a minimum of 1 on-street parking space per unit shall be provided;
- Porches and bay windows shall be permitted to encroach into the front, flankage and rear yards.
- For corner lot buildings, the entry for the interior unit shall be oriented to the front lot line, while the entry of the corner unit should be oriented to the flanking lot line.

C. Townhouses

Street townhouses and rear-lane townhouses shall be permitted in designated Low Density areas provided that matters of vehicular access, parking and land use compatibility are appropriately addressed.

Design Guidelines:

- Refer to section 8.5.2 Medium-Density Residential Building Types for guidelines pertaining to street and rear-lane townhouses.

Figure 8.5.1f, g & h – Image examples of semi-detached

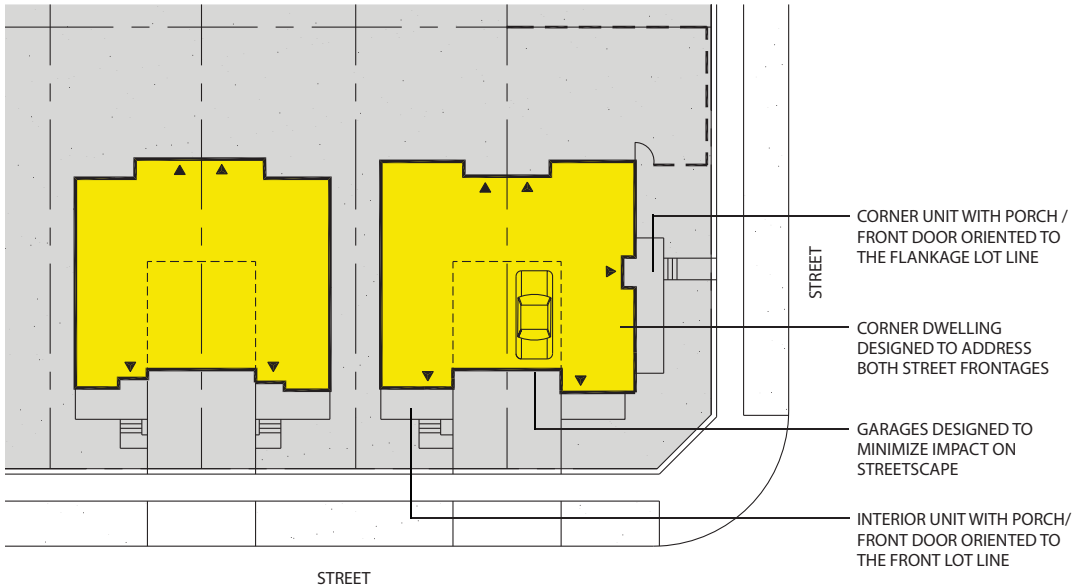


Figure 8.5.1e – Conceptual siting of semi- detached dwellings and corner treatment considerations.

8.5.2 Medium Density Residential Building Types

A. Street Townhouses

Street townhouses will be situated in areas where increased density and pedestrian activity is desired, in close proximity to planned transit routes. Townhouses, which may be freehold or condominium, make efficient use of land, provide higher density in key locations, reduce energy consumption and increase the diversity of built form within a community.

Design Guidelines:

- The maximum number of street townhouse units permitted in a row shall be 8, and the minimum number of units shall be 3. Mixing of townhouse block sizes within the street can help provide visual diversity in the streetscape;
- The minimum lot size for street townhouses is 5.5m;
- Street townhouses will have a single car, front-facing garage accessed from the street, accommodating 2 cars per unit (1 in garage and 1 on driveway). As well, a minimum of 0.5 on-street parking spaces per unit shall be provided;
- Townhouse block composition shall 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. For some architectural styles (i.e. Georgian) simple massing and roof articulation is preferred;
- Townhouses shall have two to three storey building massing.
- The main front entry should be oriented to the front lot line for interior units and to the flanking lot line for corner units;
- Utility meters and air conditioning units shall be carefully placed and concealed from public view subject to local utility company requirements and/or maintenance access requirements.

Figure 8.5.2a & b – Image examples of townhouse dwellings.

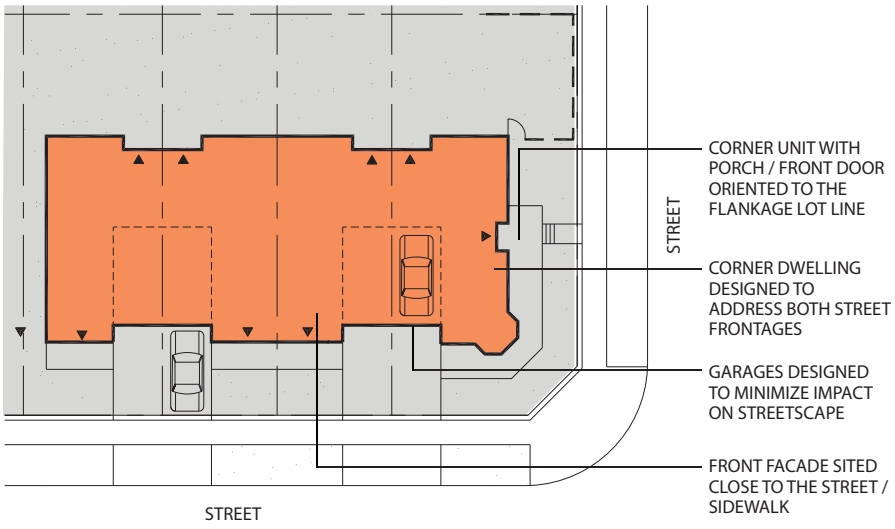


Figure 8.5.2c – Conceptual siting of street townhouses and corner treatment considerations.

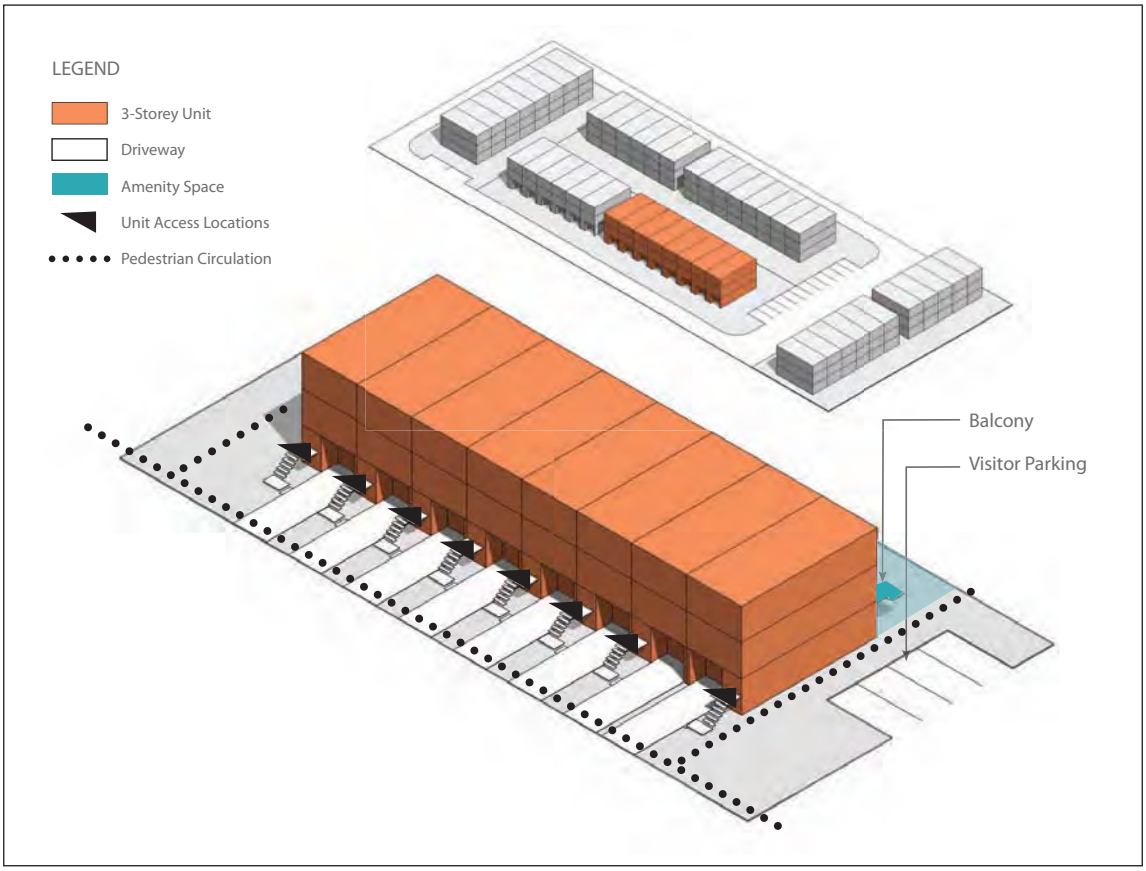


Figure 8.5.2d – Conceptual massing model of street townhouse example. Options for 2-storey townhouse may be considered.

B. Rear Lane Townhouses

Rear lane townhouses have been strategically located within mixed-use nodes, the Urban Village Centre and along arterial roads of the community where more intensive pedestrian activity and transit-supportive built form is desired. Rear lane townhouses contribute positively to the built form character and streetscape appearance by eliminating garages and driveways and providing a strong uninterrupted street edge presence that is predominantly urban in character.

Design Guidelines:

In addition to the design guidelines stated for street townhouses, the following will apply.

- Rear lane townhouses shall feature 2-3 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;
- The main dwelling facade should typically be sited no further than 4.0m from the front lot line to create a strong and active street edge;
- 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 terms of materials, massing, character and quality. They shall be designed and arranged to provide an attractive visual environment within the rear laneway;
- 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;
- Outdoor amenity areas for lane-based townhouses may take the form of a conventional rear yard amenity space (with detached garages) or a functional raised terrace/balcony (with integrated garages);
- Where feasible, utility meters should be located in the laneway, away from prominent views.
- Where a common open space or internal courtyard area occurs, a tot lot play facility shall be integrated within the site to complement Neighbourhood Park amenities.

Figure 8.5.2e, f & g – Image examples of rear lane townhouses.

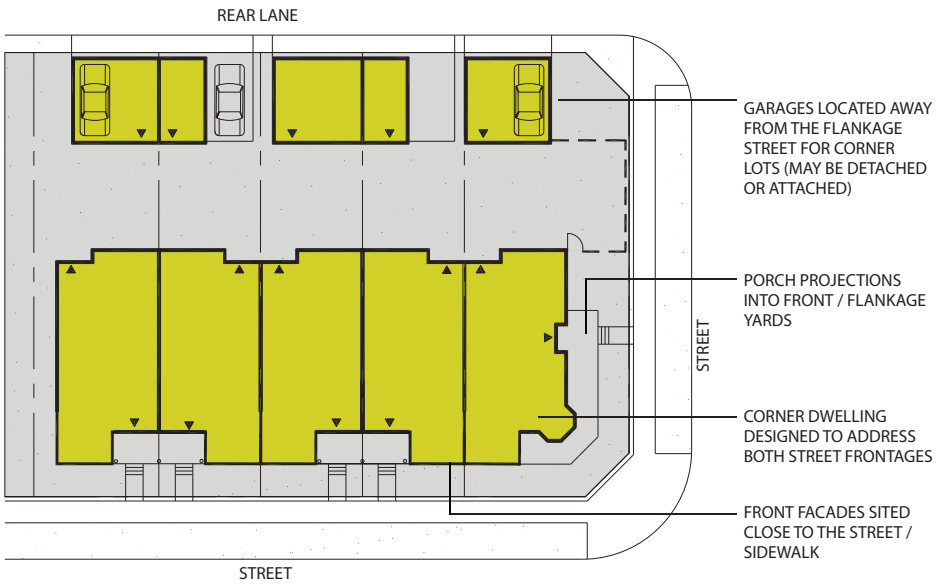


Figure 8.5.2h: Conceptual siting for rear lane townhouses and corner treatment considerations.

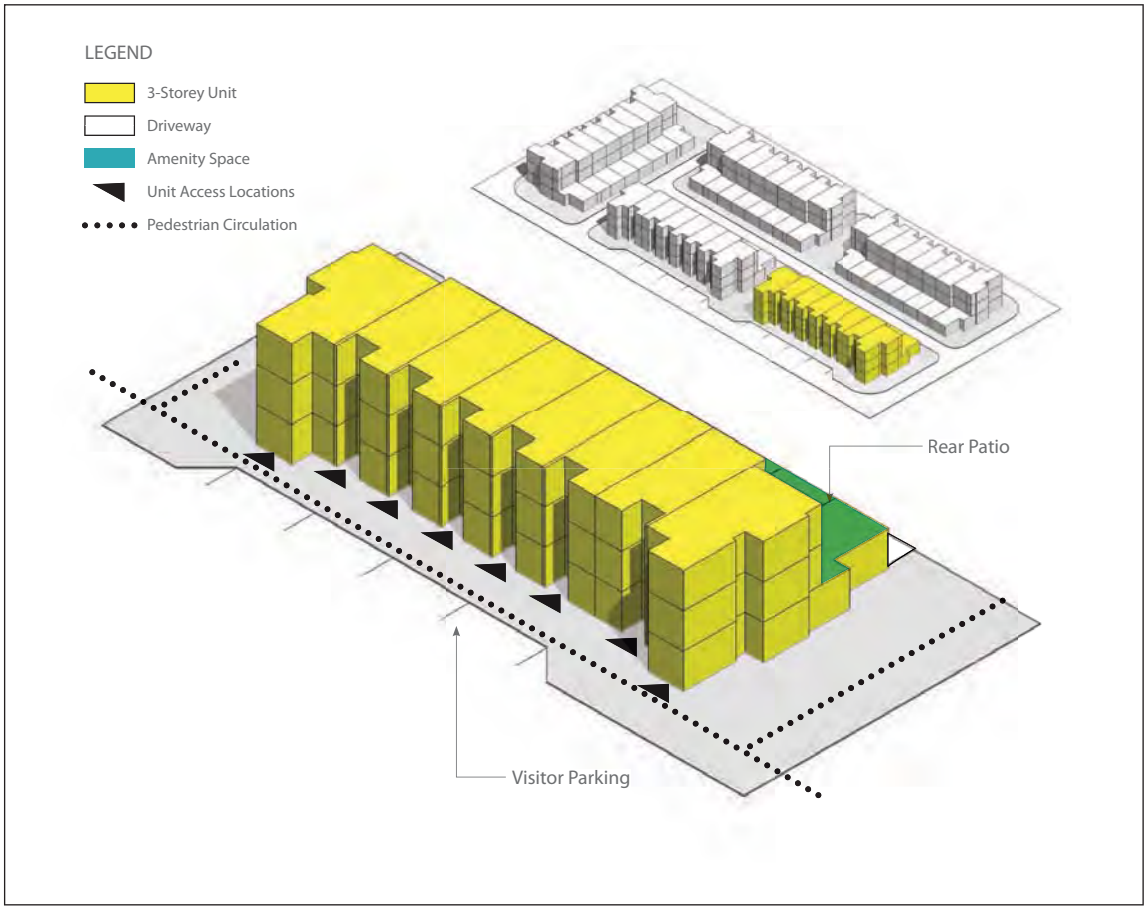


Figure 8.5.2i – Conceptual massing model of a 3 storey rear lane townhouse example. Options for 2-storey rear lane townhouse and detached rear garages may be considered.

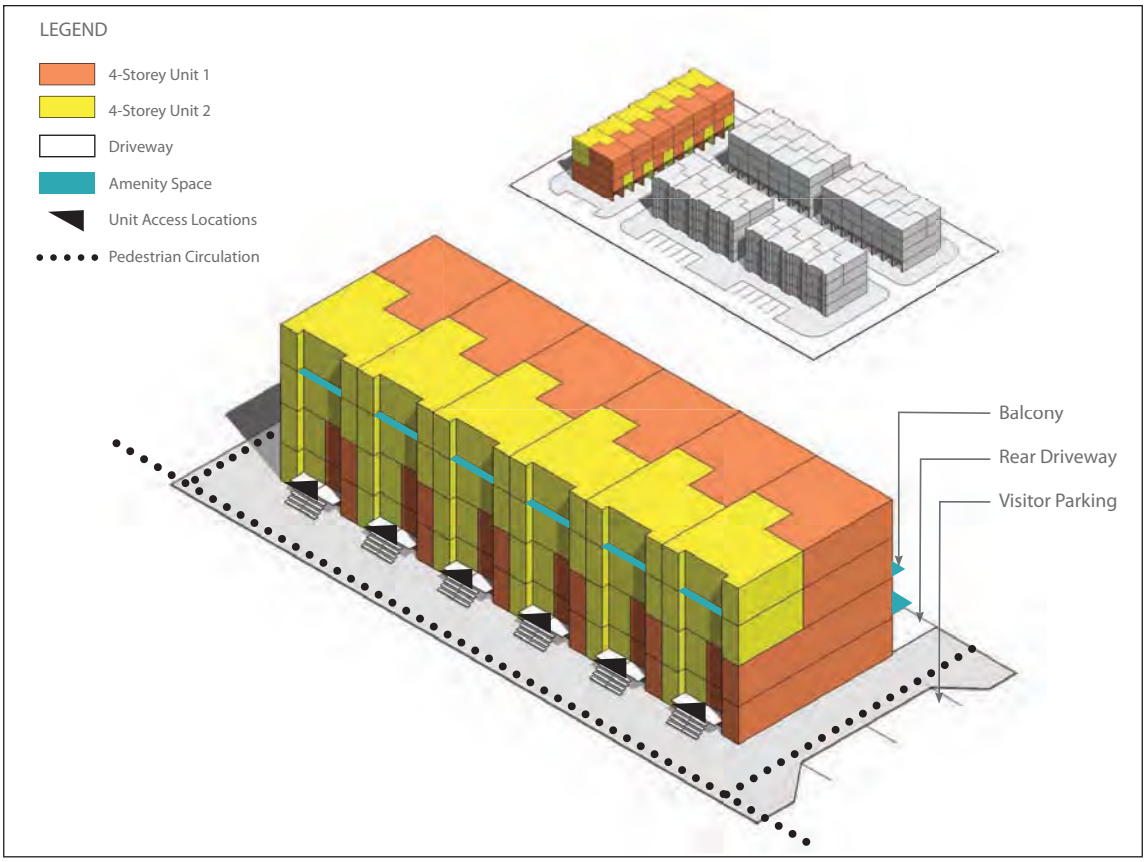
C. Stacked Townhouses

Stacked townhouses are proposed as part of the Urban Village Centre within identified Medium Density 2 blocks. This building type is usually designed as a multilevel condominium housing form comprised of individual units stacked on one another with rear-accessed garages. This is an increasingly popular building type within Southern Ontario as it provides a low-rise, compact built form that yields relatively higher densities.

Figure 8.5.2j & k – Image examples of stacked townhouses.

Design Guidelines:

- Stacked townhouses shall have 3-4 storey building massing;
- Buildings should typically be sited no further than 4.0m from the Spine Road right-of-way to help frame a pedestrian friendly environment;
- Parking areas may occur as surface parking or within garages integrated into the massing of the building. Main parking areas and garages shall be located away from the Spine Road and Collector Road;
- 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 Urban Village Centre. Flat roofs may be permitted to allow for rooftop terraces;
- Where a common open space or internal courtyard area occurs, a tot lot play facility shall be integrated within the site to complement Neighbourhood Park amenities.
- 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;
- Banked and screened utility meters shall be provided and located on internal end units where feasible, subject to compliance with local utility company regulations.



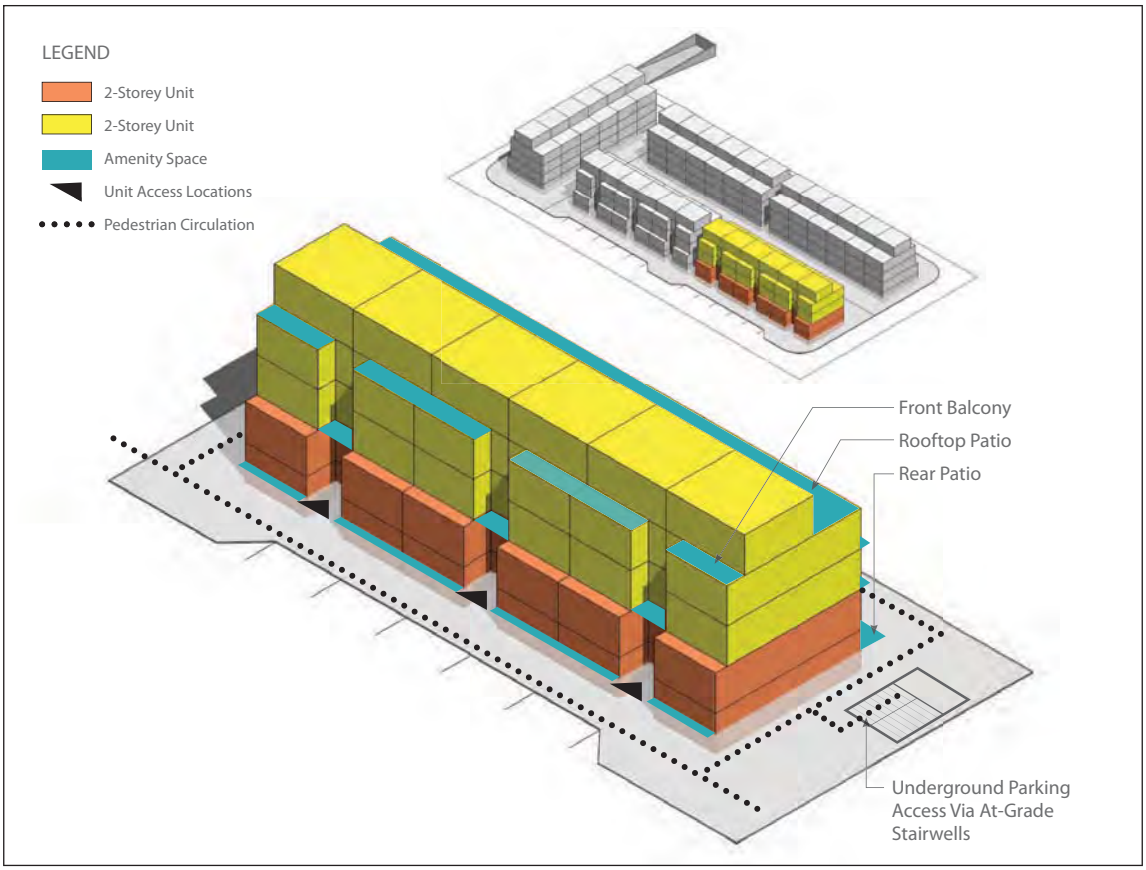


Figure 8.5.2l & m – Conceptual massing model of a 2 unit stacked townhouse (top) and a 2 unit urban stacked townhouse. with underground parking (bottom). Options for 3 unit stacked townhouse may be considered.

D. Back-to-back Townhouse

Back-to-back townhouses may be contemplated within the mixed-use areas and medium density blocks. This townhouse form is typically a 3-storey freehold structure with front facing garages accessed from a public street. A common demising wall is located along the rear of the units, in addition to the traditional interior side walls. The outdoor amenity space is typically located above the garage as a terrace or in the form of a balcony or roof-top terrace.

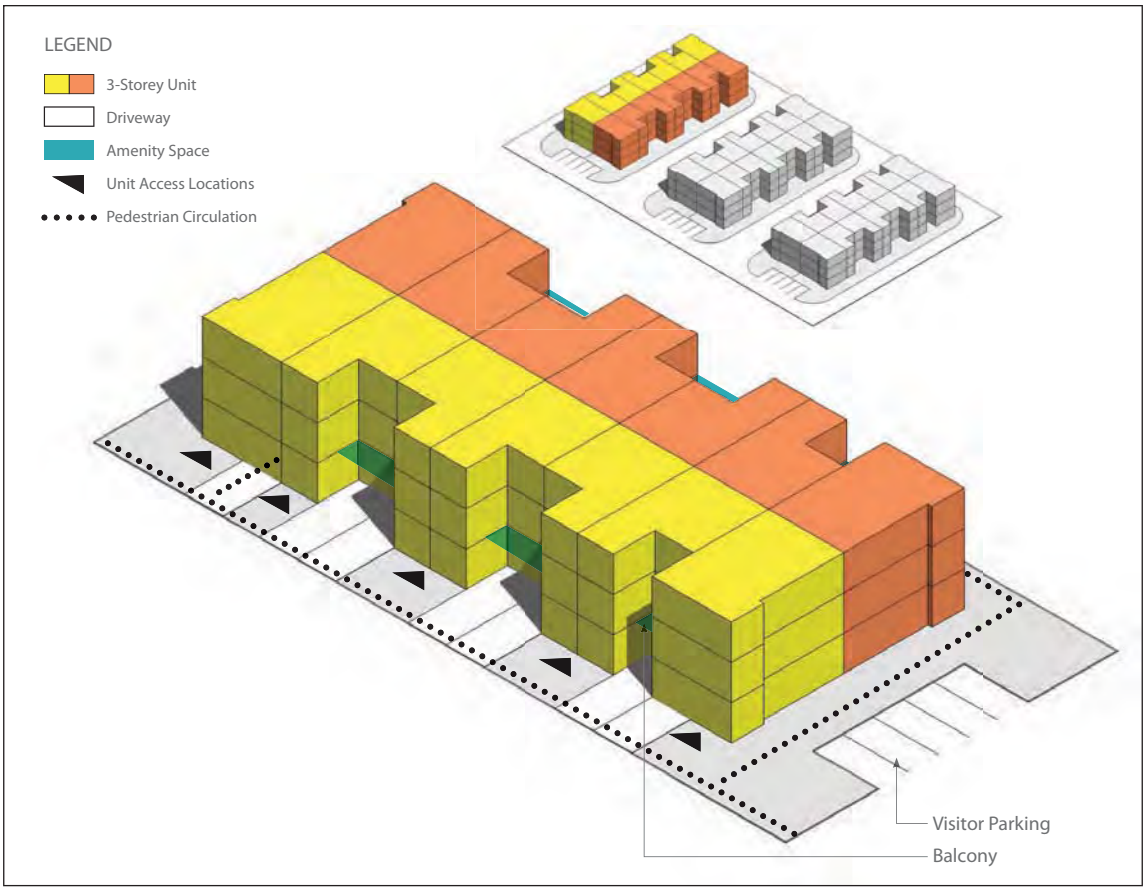
Options for stacked back-to-back townhouses, resulting in a 4-storey massing comprising 3 units, may also be considered. Underground parking is typically associated with this form.

In addition to applicable guidelines stipulated for street townhouses, the following criteria will apply:

Figure 8.5.2n – Image example of a back-to-back townhouse with amenity space provided by, both, balconies and a rooftop terrace.

Design Guidelines:

- Facades should be designed to incorporate architectural elements found on lower density residential forms, such as peaked roofs, gables, porches and roof overhangs;
- Flat roofs are permitted to allow for functional rooftop terraces;
- Garages shall not project beyond the front wall of the main building;
- The treatment of balconies facing the street is critical to the overall design quality of the facade. A well-articulated balcony and railing design shall be consistent with the architectural theme of the building and shall integrate high quality, durable and low maintenance materials;
- Privacy screens, coordinated with the design treatment of the townhouse, shall be considered between neighbouring units to provide privacy;
- Entrances to each unit shall be at-grade and accessed with minimal to no stairs, subject to grading constraints.



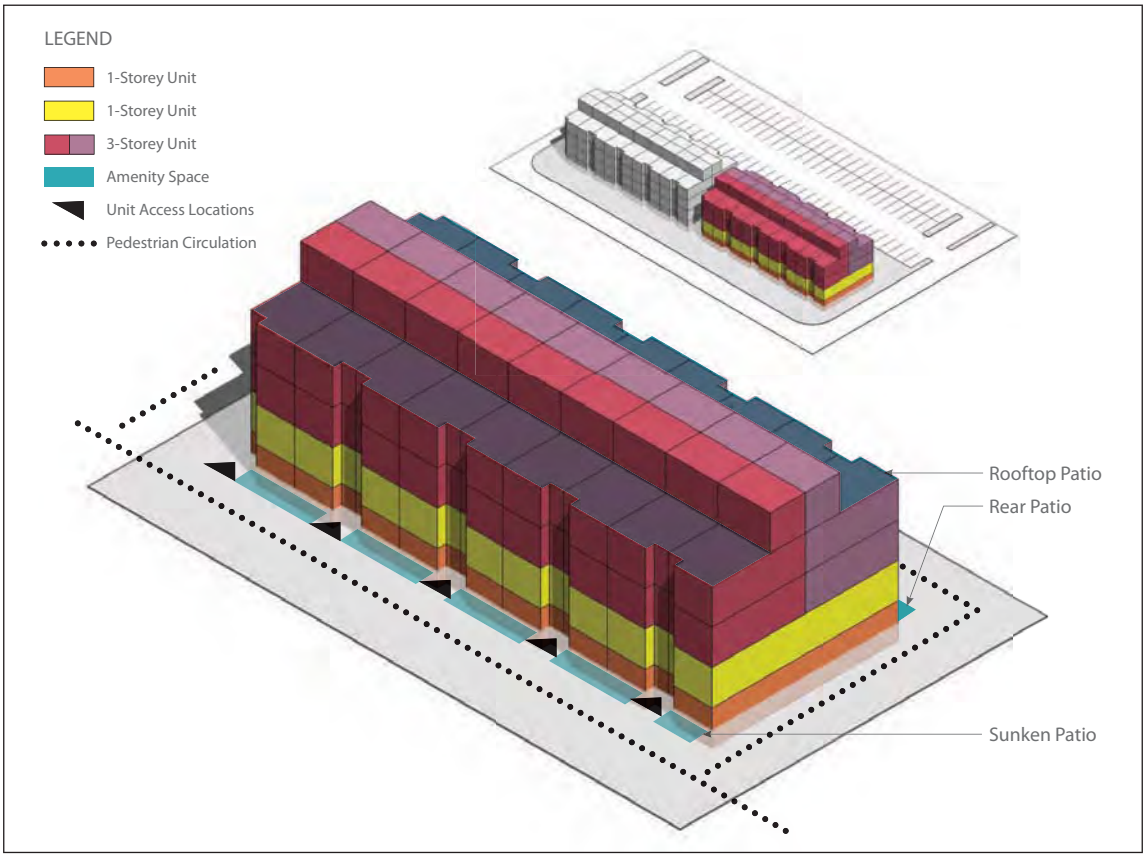


Figure 8.5.2o & p – Conceptual massing model of a 3 storey back-to-back townhouse (top) and a stacked back-to-back townhouse (bottom). Options for a back-to-back stacked townhouse with underground parking may be considered.

E. Live-Work Townhouses

Live-work townhouses represent the notion of the traditional 'main street' shopfront, but in a contemporary form that combines an at-grade townhouse with a first floor designed for commercial, office or studio use, and second, third and, potentially, fourth floor intended for residential use. Individual units are grouped together into a larger architectural form, similar to a townhouse. This mixing of uses responds to the growing work-at-home trend, reducing the distance between work, home and play in creating a more walkable, vibrant community.

As an alternative to the live-work townhouse model, a residential condominium with a separate at-grade commercial built form arrangement may also be considered. Since this form is not confined by the width of an individual townhouse unit above or behind, it provides greater flexibility in commercial unit sizing, potentially attracting a wider range of tenants and uses that can contribute to the vitality of the community. This condominium-commercial form can be structured as a low-rise (2-4 storey form) or mid-rise (5-8 storey).

Whether a live-work or condominium model is selected for the Urban Village Centre, the following guidelines shall apply.

Design Guidelines:

In addition to the design guidelines stated for street townhouses, the following will apply

- Building façades may either be designed in a contemporary, urban style or traditional style that is complementary, through tone and materials, with the proposed predominant architectural style (Gothic Revival) of the low density residential neighbourhoods. This can be achieved through architectural detailing such as differing building materials, canopies/awnings, window treatment, as well as size and colour;
- Publicly exposed building exteriors shall present an attractive mixed use image with identifiable architectural treatments to differentiate this type of built form from residential built form;
- Building height to be minimum 3 storeys high with a minimum ground floor height of 3.5m;
- In order to create a comfortable pedestrian environment, all buildings shall be aligned and sited close to the adjacent street and/or intersection. Setback from the public sidewalk should range from 1.5m to no more than 4.0m;
- Buildings shall be designed with active front and flanking facades with ample fenestration and consideration for balconies to overlook the Spine Road, McLaughlin Road and the urban squares within the Urban Village Centre. This overview of the street contributes to safe and active public spaces;

Figure 8.5.2q – Image example of a contemporary live-work townhouse with traditional architectural design.

Figure 8.5.2r – Image example of a low-rise residential condominium with at-grade commercial of varying unit sizes that attracts a variety of uses. This model is an acceptable alternative to live-work townhouses.

- Transparent areas shall be maximized on the ground floor to allow views into the structure or into display windows;
- No less than 56 sq.m. (600sq.ft.) of ground floor area should be dedicated to be commercial/non-residential uses;
- Opportunity for signage should be located between the first and second storey. Signage should occur in a coordinated manner that is appropriate to the architectural style. Backlit signage is discouraged;
- Wider sidewalks shall be provided in front of the street-facing elevations to provide a comfortable pedestrian environment. Landscaping and street furniture within the boulevard are encouraged in order to enhance the pedestrian experience;
- Lay-by parking should be provided in front of live-work units to facilitate convenient access to commercial functions;
- Main entrances shall be ground-related and wheelchair accessible;
- Corner buildings shall provide façades which appropriately address both street frontages;
- Garages shall not face the street. They shall be accessed from a laneway at the rear of the building. Rear garages may be attached or detached;
- Outdoor amenity areas for live-work townhouses may take the form of a functional raised terrace, balcony or rear courtyard.
- Loading, service, garbage, recycling, utilities, meters, transformers, air conditioning units and other mechanical units shall be located away from publicly exposed corners and other publicly exposed views.

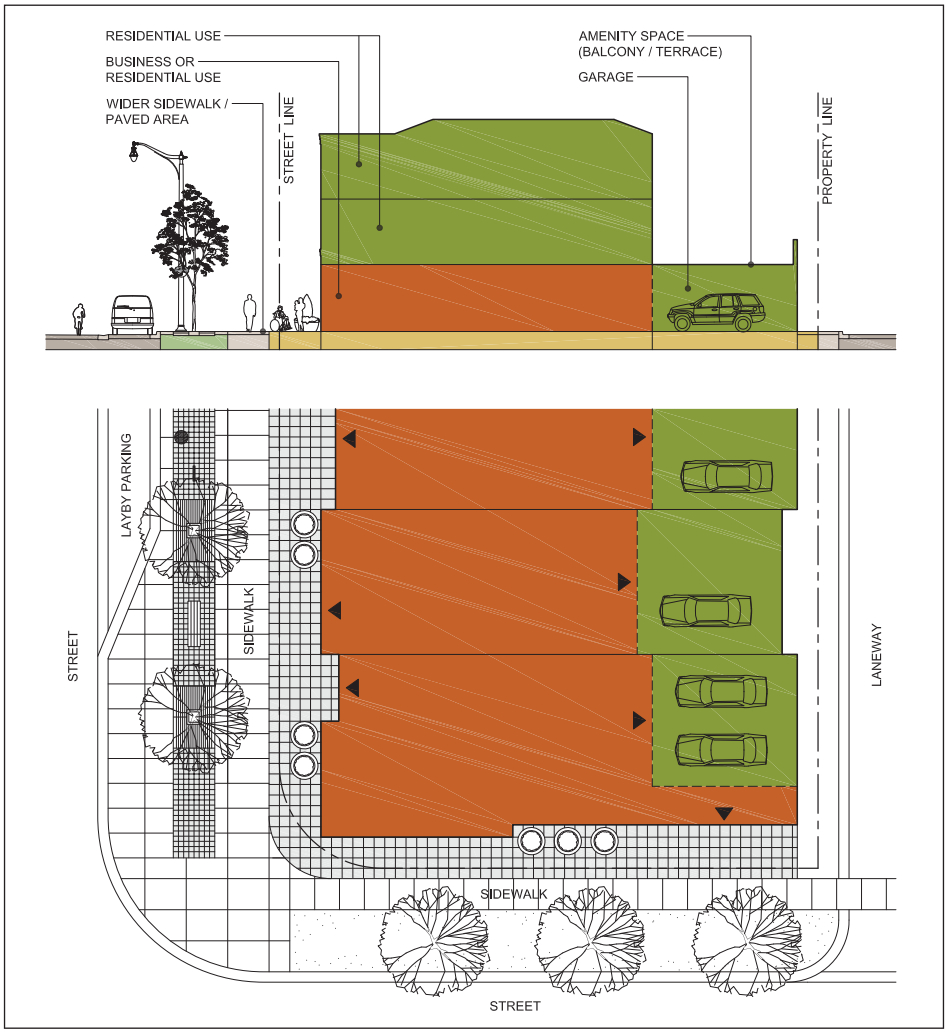


Figure 8.5.2s – Conceptual cross-section and plan siting for typical live-work townhouses.

Figure 8.5.2t – Design features that shall be integrated with live-work townhouses or condominium with at-grade commercial, including streetscape provisions.

8.5.3 High Density Residential Building Types

A. Mid-Rise Condominium Apartments

Mid-rise condominium apartment buildings are proposed at the intersection of the Spine Road and McLaughlin Road, as well as at the intersection of the Spine Road and Collector Road 'F'. These high density residential forms are appropriate in establishing an active urban character through an emphasis on building height and massing where intensity of use and a landmark form is desirable, such as at the Urban Village Centre or close to the Transit Hub.

Design Guidelines:

- Building heights from 6 to 8 storeys will be permitted;
- Buildings shall be designed to mitigate any negative impact upon surrounding lower density residential development;
- A shadow impact study may be required, depending on building height, location and orientation relative to adjacent land uses.
- Ground level floor heights shall be taller than upper floor heights to create a strong street presence and provide opportunities for flexible space;
- Building set-backs shall be minimized to relate well to the adjacent roadway, village square and/ or open space areas, while allowing sufficient space for a comfortable pedestrian zone and landscaping opportunities;
- Building façades shall provide visual interest through use of materials, colours, ample fenestration, wall articulation and style-appropriate architectural detailing. All façades exposed to public view shall be well articulated and detailed;
- Corner buildings shall provide façades which appropriately address both street frontages;
- Main entrances shall be designed as a focal point of the building. They shall 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 shall be used to establish a base, middle and upper portion for the building:
  - The base portion shall reinforce a human scale environment at street level;
  - The middle portion shall contain the largest mass of the building and should reflect the architectural character of the community;
  - The upper portion shall be emphasized through articulations of the exterior wall plane, accent materials or roofline to draw the eye skyward. Where flat-roofed buildings are contemplated, a strong cornice line should be provided;
- Apartment units shall 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;

Figure 8.5.3a – Characteristics of mid-rise apartment buildings.

- 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 shall be done so in a non-obtrusive manner, away from areas of high visibility. Surface parking areas shall be screened from street views through the use of landscaping (including features such as metal fencing with masonry columns) or building siting to provide appropriate screening;
- Garbage facilities shall be incorporated into the overall design of the building and hidden from areas of high visibility;
- Mechanical equipment shall be screened from public view and integrated into the design of the building;
- Lighting shall be directed inward and downward to mitigate negative impacts on neighbouring uses;
- Where a common open space or internal courtyard area occurs, a tot lot play facility shall be integrated within the site to complement Neighbourhood Park amenities;
- Where a common open space or internal courtyard area occurs, a tot lot play facility shall be integrated within the site to complement Neighbourhood Park amenities.

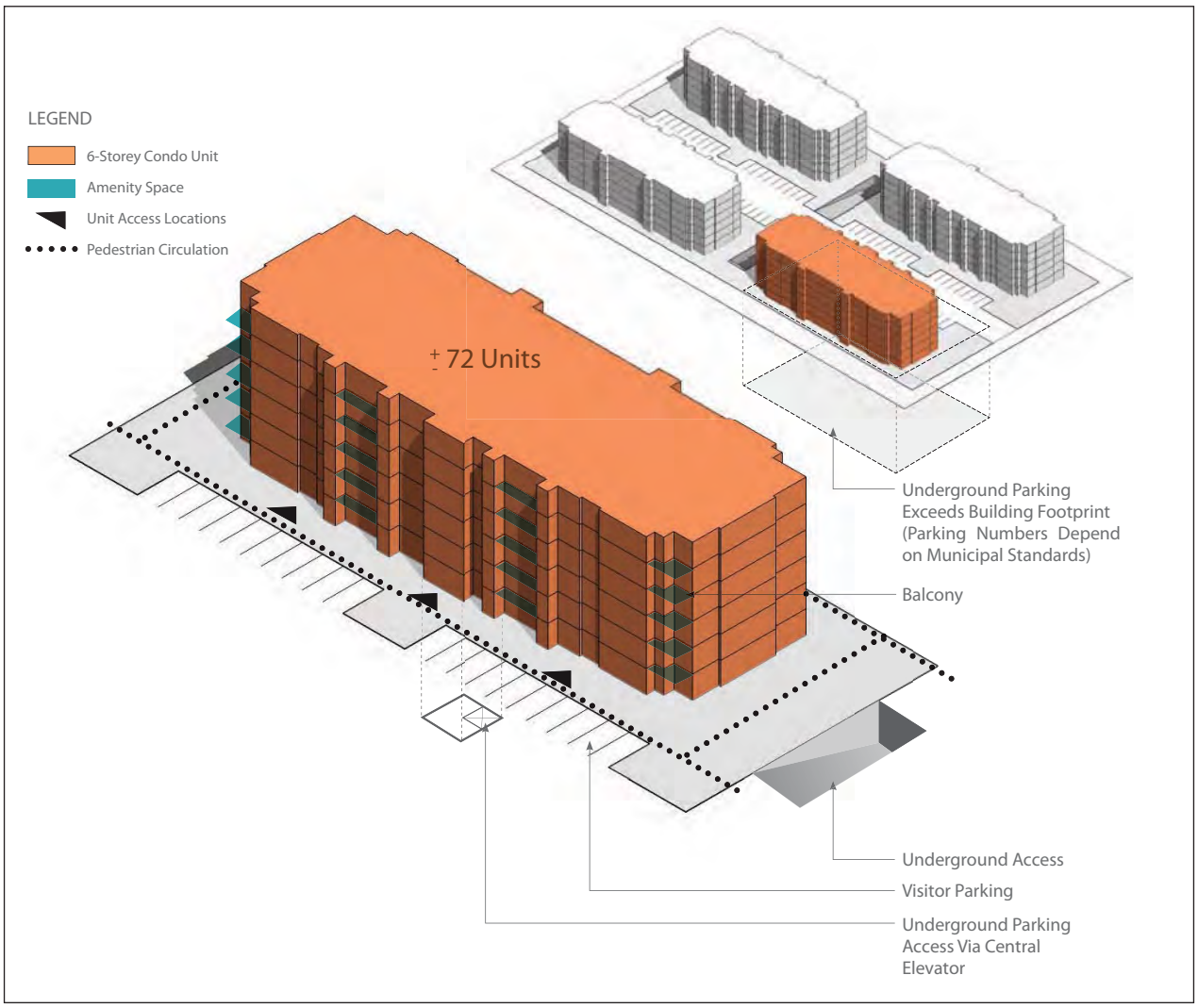


Figure 8.5.3b – Conceptual massing of a 6 storey mid-rise condominium with underground parking. Building heights from 6 to 8 storeys will be permitted. Options for lower or higher storeys may be considered, subject to site context.

8.5.4 Lotting Patterns

Design Guidelines:

- All residential lots shall have frontage on a public street, unless fronting directly onto a public park (rear lane dwellings). Condominium or medium density site plan areas may integrate an internal vehicular/pedestrian road layout;
- Reverse frontage lotting patterns onto public streets shall generally be prohibited;
- Lotting patterns should allow for unobstructed road frontage adjacent to public open space areas, wherever practical;
- A mix of lot sizes is encouraged within each neighbourhood to reflect the permitted residential densities;
- Corner lots and lots adjacent to public open space features shall be wider than interior lots to promote building façade articulation and visual interest along the side elevation.

8.5.5 Building And Street Relationship

A well-defined street edge contributes to the pedestrian-oriented objectives of the community. Attractive streetscapes typically consist of a landscaped (sodded and treed) boulevard with sidewalk adjacent to a defining edge of private front yards and carefully placed, well-designed buildings.

Design Guidelines:

- The front façade of the building shall directly relate to the street by generally being sited and oriented towards it;
- Street-facing garages shall be subordinate to the habitable portion of the dwelling. Garages should be oriented away from Special Character Areas, where feasible;
- Primary building entrances shall be clearly visible and identifiable from the street;
- Elevated entries and porches should be avoided. Ground related entries are preferred to minimize the negative visual impact of large concentrations of stairs;
- Building setbacks will define the street edge and shall help create a visually ordered streetscape. Minimizing the setback distances to the front property line will increase the interaction of buildings with the public realm and create active street frontages. Minimum setbacks will improve the sense of urban enclosure, reduce the perceived scale of the road and encourage the development of an urban street character, where desired;
- Building massing shall transition from the higher density areas to lower density areas by providing designs which result in a harmonious streetscape massing. Buildings adjacent or opposite one another should be compatible in massing and height. Extreme variation in massing should be avoided;
- Projections into the front or flankage yard, such as porches, entrance canopies, porticos, entrance steps and bay windows are encouraged for their beneficial impact on the streetscape;
- Corner buildings should be designed to address both street frontages in an equally enhanced manner;
- Buildings located at a view terminus should have an enhanced design to promote visual interest;
- Corner lot privacy fencing should not extend beyond the rear corner of the dwelling more than approximately 1.5m to allow the flankage facade to be fully visible to the street.

Figure 8.5.5a - Dwellings shall have a strong relationship with the street from a siting, orientation and architectural design standpoint.

Figure 8.5.5b – Buildings should be sited to relate positively with the street, open space areas and other buildings in order to ensure an attractive, cohesive streetscape appearance.

8.5.6 Facade Variety Within the Streetscape

Harmoniously designed streetscapes will contribute to the identity of Mayfield West Phase 2 and are key to establishing an attractive, vibrant and livable community. Model variety, massing, height and repetition within a group of dwellings enhance the visual appeal of streetscapes.

Design Guidelines:

- Allow for a variety of architectural expressions and elevation treatment to avoid monotony within the streetscape;
- Single, semi and townhouse dwelling forms shall be designed with at least two distinct front facade options for each model to avoid visual monotony in the streetscape;
- Identical building elevations within the streetscape shall not be sited side-by-side or directly opposite one another. They shall be separated by a minimum of 2 dwellings (or 2 pairs of semis) and not sited greater than 3 times (30%) within any row of 10 dwellings (or 10 pairs of semis). This requirement will not apply for townhomes or other more dense building forms where facade variety will be evaluated on an individual basis;
- For corner lots, flanking elevations shall be different from those flanking elevations on lots abutting or directly opposite;
- Repetition of architectural design may be permitted in key areas (such as surrounding parks or within Special Character Areas) where it helps to visually strengthen neighbourhood character.

8.5.7 Architectural Elements

A. Main Entrances, Porches and Balconies

Design Guidelines:

- Main entries shall be directly visible from the street;
- Elevated main front entrances and large concentrations of front steps shall generally be avoided, unless it's an important element of a particular architectural style;
- Weather protection shall be provided at main entries through the use of covered porches, porticos, overhangs or recesses;
- Porches and balconies shall be used, where appropriate to the dwelling type and style, to activate the streetscape;
- Porch and balcony depths should be no less than 1.5m to comfortably accommodate seating;
- On corner lots, wraparound porches are encouraged where appropriate to the dwelling type and style.

Figure 8.5.7a – Main entrances shall be a focal feature of the building.

Figure 8.5.6 – Streetscapes should exhibit a variety of architectural expressions.

B. Exterior Materials and Colours

Design Guidelines:

- The use of high quality wall cladding materials reflective of the architectural style of the building will be required to contribute to the built form character of the community;
- The following main wall cladding materials are suitable for the community:
  - Brick in a variety of established local heritage and earth tones and textures;
  - Siding, particularly in board and batten and shiplap profiles with heritage colours;
  - Stone shall display heritage styles, colours and textures;
  - Stucco in natural tones with appropriate trim detailing such as detailed mouldings or half-timbering.
- Main wall cladding material shall be consistent on all elevations of the dwelling. No false fronting is permitted (i.e. brick on front elevation with siding on rear elevations). Exceptions to this may be permitted where an upgraded stone façade, stucco façade or stone plinth is incorporated into the design and the side and rear walls have brick;
- Material changes which help to articulate the transition between the base, middle and top of the building are appropriate. Where changes in materials occur, they should happen at logical locations such as a change in plane, wall opening or downspout;
- A wide variety of exterior colour packages should be provided to avoid monotony within the streetscape. Given a Gothic Revival or other heritage inspired thematic emphasis, colours should reflect a heritage palette.
- Individual exterior colour packages shall combine to create a visually harmonious streetscape appearance.

Brick

Stucco

Stone

Siding

Figure 8.5.7b – Examples of main wall cladding materials.

Figure 8.5.7c – Materials and colours shall reinforce the character of the building.

C. Architectural Detailing

Design Guidelines:

- Each building shall include architectural detailing characteristic to its style on all publicly exposed elevations. Where an elevation has reduced public visibility (i.e. sides and rears) the level of detail may be simplified;
- A high standard of architectural detailing is required, consistent with the architectural style, including:
  - Cornice / frieze board treatments;
  - Lamps for entrances and garages;
  - Decorative address plaques;
  - Stylistically appropriate porch columns;
  - Generous use of precast stone elements;
  - High quality decorative metal, wood or vinyl railings;
  - High quality, well detailed garage doors.

Figure 8.5.7d – Architectural detailing is fundamental to the design and character of the building.

D. Fenestration

Design Guidelines:

- Ample fenestration, consistent with the dwelling's architectural style, is required for publicly exposed elevations to enhance the dwelling's appearance and to promote casual surveillance of the street from within the dwelling;
- Vertical, rectangular window proportions are preferred to reflect traditional architectural styles. Other window shapes are encouraged as an accent, but should be used with discretion to ensure consistency with the architectural style of the dwelling;
- Bay windows should be used at appropriate locations and designed in a manner consistent with the architectural style of the dwelling.

Figure 8.5.7e – Examples of window style variety.

E. Roof Form

Design Guidelines:

- Roof form plays a significant role in the massing of the individual building and in the overall built form character of the community;
- A variety of roof forms are encouraged, consistent with the architectural style of the dwelling;
- Lower density housing forms should generally have pitched roofs. The minimum main roof slopes should generally be 10:12 pitch (side slopes) / 5.9:12 (front to back slopes). Bungalows shall utilize roof forms that assist in massing compatibility with 2-storey dwellings;
- Steeper pitches than the minimums stated are encouraged where appropriate to the architectural style of the dwelling to ensure roof form variety within the streetscape. Lower roof slopes may be considered where authentic to the dwelling style (i.e. Arts & Crafts, Georgian);
- Flat main roofs are permitted for high density buildings, provided an appropriate parapet or cornice treatment is incorporated into the design;
- Roof overhangs should generally be 300mm;
- Plumbing stacks, gas flues and roof vents should be located on the rear slope of the roof ,wherever possible, and should be prefinished to suit the roof colour;
- The use of false dormers is discouraged and shall only be considered where scale, orientation and roof line make them appropriate and an authentic appearance is assured.

8.5.8 Garages

A. Street-Accessed Garages

Design Guidelines:

- Minimizing the presence of attached garages within the streetscape is a key requirement for all low and medium density dwelling designs;
- Garages shall be complementary with regards to character and quality of the principal dwelling.
- Acceptable design options for attached street-facing garages include:
  - Integrating the garage into the main massing of the house, flush with the porch;
  - Integrating the garage into the main massing of the house, flush with the main wall;
  - Locating the garage at the side of the house, recessed behind the main front wall face;
  - Projecting up to a maximum of 1.5m from the front wall or porch face (this may only occur on a limited basis for up to 20% of the streetscape);
  - Provide a tandem garage;
  - Stagger the front façade of the garage.
- The amount of garages per dwelling type or lot size will be provided as follows:
  - Street townhouses and semi-detached dwellings shall have a single car garage;
  - Detached dwellings on lots with frontage less than 11.0m shall have a single-car or 1-1/2 car garage;
  - Dwellings on lots with frontage 11.0m or greater may have a double car garage.;
  - Dwellings on lots with frontage of 18.0m or greater may have a three-car garage, provided the garage face is staggered.

Figure 8.5.7f – Variety of roof forms, including the use of gables and dormers, porch projections, balconies, etc., help create built form interest in the streetscape.

- Only sectional, roll-up type garage doors shall be considered. A variety of garage door styles shall be provided;
- Where a double car garage is contemplated, 2 individual garage doors / bays separated by a dividing column is preferred;
- Where dropped garage conditions occur on rear-to-front sloping lots, alternative architectural treatment shall be employed to minimize the massing between the top of the garage door and the underside of the soffit.

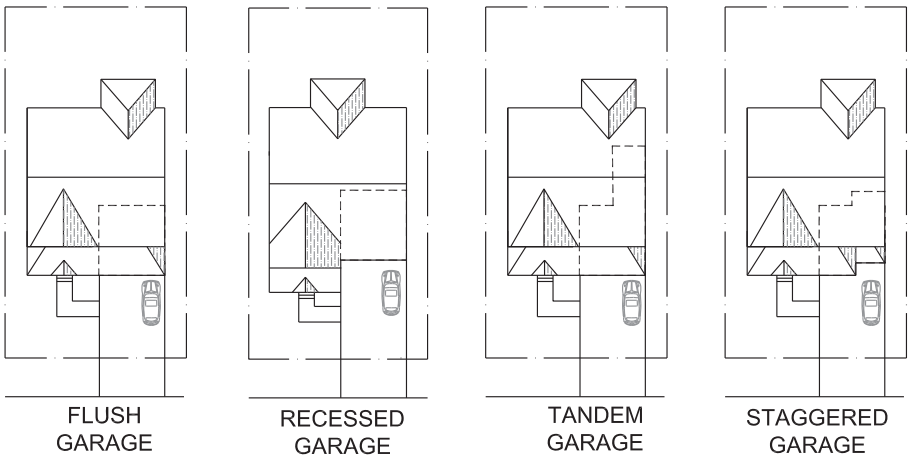


Figure 8.5.8a – Design options for attached street-facing garages.

Figure 8.5.8b – Attached front-facing garage streetscape.

B. Rear-Accessed Garages

Design Guidelines:

- Lane accessed garages may be attached or detached from the dwelling. Both single and double-car lane garages may be permitted;
- Lane garages shall be consistent with the architectural style of the dwelling with respect to materials, massing, character and quality;
- Detached garages shall be designed with articulated roof lines or other architectural elements to enhance their appearance within the laneway;
- Only sectional, roll-up type garage doors shall be considered;
- Parking pads are permitted beside the rear yard garage, where space permits. For corner lots, parking pads shall not be located between the garage and the exterior side lot line; they shall be screened from street view;
- Garages on corner lots or other publicly exposed areas shall be designed with upgraded architectural treatment consistent with the main dwelling;
- Habitable and/or amenity space above an attached/detached rear lane garage may be considered to animate the lane and provide a distinct character to certain neighbourhoods;
- Garages shall be sited to provide for access and drainage from the rear yard of the unit to the laneway.

Figure 8.5.8c & d– Dwellings with rear accessed detached garages.

Figure 8.5.8fe– Rear accessed rear yard garage (corner treatment with habitable space above).

Figure 8.5.8f – Dwellings with rear-accessed garages contribute to the streetscape appearance.

8.5.9 Utility and Service Elements

Design Guidelines:

- To reduce their visual impact, utility meters or service connections for hydro, water, natural gas, telephone and satellite for detached dwellings shall be discreetly located away from public view, preferably on a wall that is perpendicular to the street and facing an interior side yard;
- For townhouse building forms, utility meters shall be located in the rear lane or screened / recessed into the wall, wherever possible, subject to local utility company requirements.

Figure 8.5.9a,b & c – For townhouses and other higher density forms, utility meters should be architecturally integrated, screened or otherwise located in an unobtrusive manner to minimize views from public areas..

8.5.10 Site Grading Conditions

Design Guidelines:

- Where severely sloping grade conditions occur, building designs shall be adapted to suit the site. This is particularly important for lots having back-to-front sloping grade conditions (front walk-out condition) to ensure an appropriate relationship between the dwelling, the garage and the street is maintained;
- Care shall be taken to ensure foundation walls are not overexposed. Grading shall be coordinated with dwelling foundation design and constructed so that generally no more than ~300 mm of foundation wall above finished grade is exposed on all visible elevations of the dwelling.

8.5.11 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. Built form on priority lots will require special design consideration to ensure an attractive built form character is achieved.

Priority Lots include:

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

In addition to the Priority Lots described in the following section, refer to Section 8.2 Built Form Character for guidelines pertaining to the allocation of a Gothic Revival architectural style specific to single detached and semi-detached priority lots.

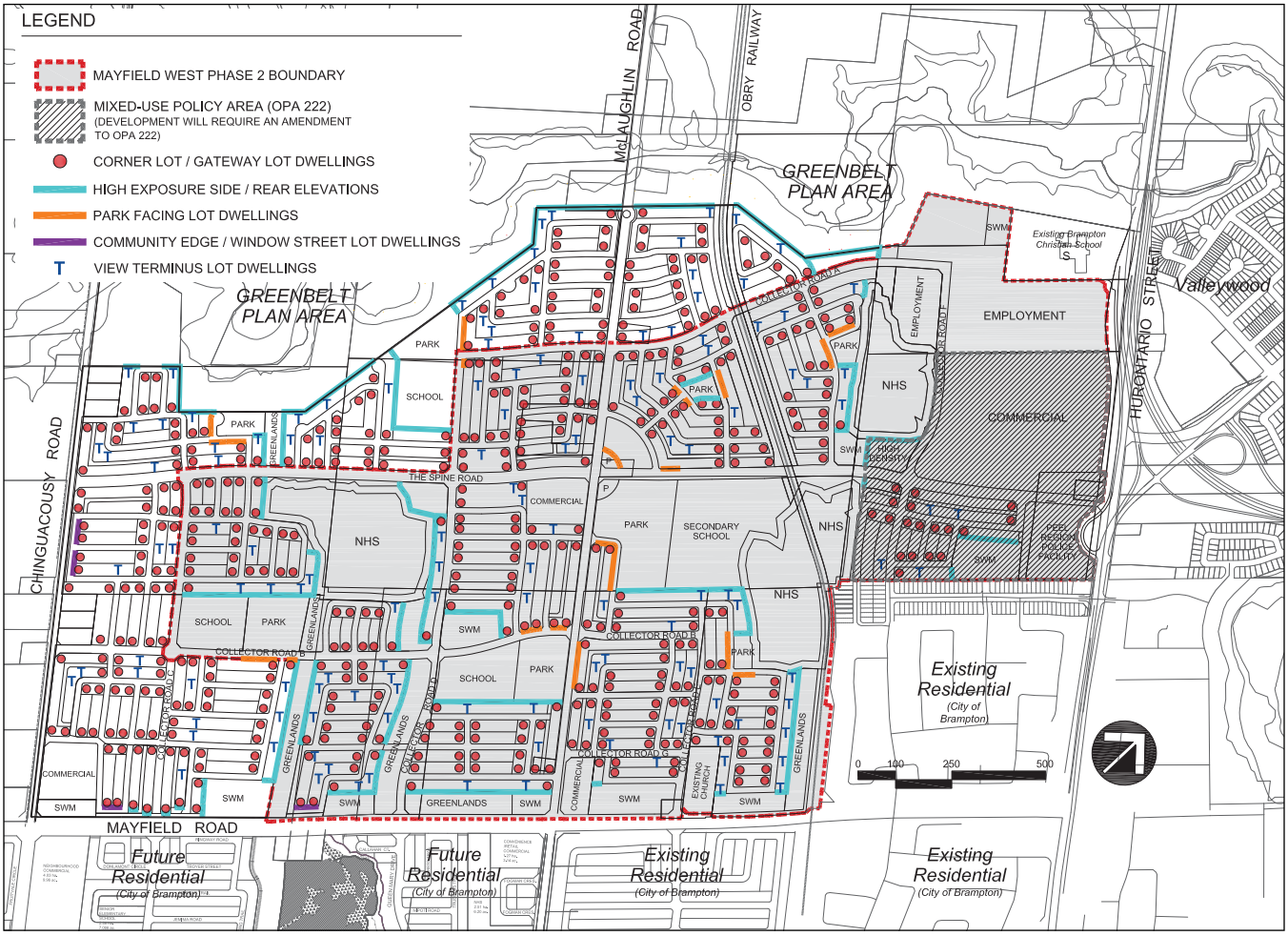


Figure 8.5.11a – Mayfield West Phase 2 - Priority Lot Plan.

A. Corner Lot Dwellings / Gateway Dwellings

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

Design Guidelines:

- Street intersections shall be framed through built form that has a strong orientation to the corners;
- Dwelling designs must be appropriate for corner lot locations. Dwelling designs intended for internal lots will not be permitted unless modified to provide adequate enhanced flanking wall treatment;
- Both street frontages for corner lot dwellings shall have equivalent levels of architectural design and detail with particular attention given to the dwelling's massing, height, roof lines, apertures, materials and details;
- Given the heightened exposure from the street, rear elevations shall also be treated with upgraded elements.
- Distinctive design elements, such as wraparound porches, porticos, bay windows, generous fenestration, wall articulation or other features, appropriate to the architectural style of the building, shall be provided on the flankage side to create a positive pedestrian presence along the street and emphasize the corner dwelling's landmark qualities within the streetscape;
- The main entry to the dwelling is preferred to be located on the long elevation facing the flanking street (flanking main entry). However, main entries facing the front lot line or shorter side of the lot (front main entry) may be permitted;
- A privacy fence shall be provided to enclose the rear yard of corner lot dwellings;
- Rear lane garages on corner lots will require upgrades to the side elevations facing the street;
- Dwellings and porches shall be sufficiently setback from any community gateway entry feature to avoid conflicts. The architecture and materials of dwellings at gateway locations shall be coordinated with the community gateway entry feature.

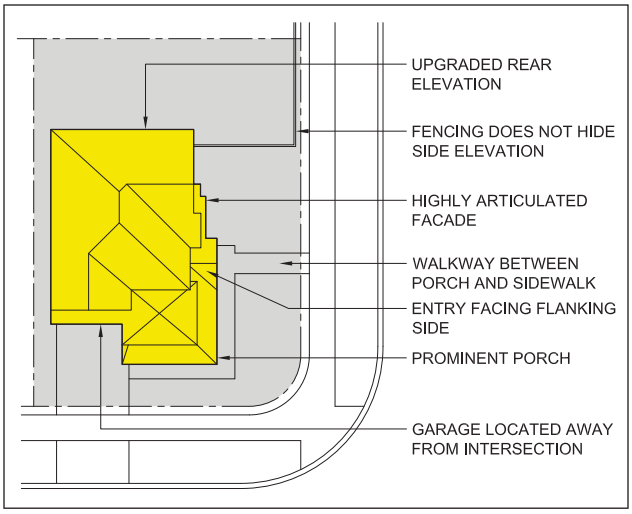


Figure 8.5.11b – Conceptual plan view - corner lot dwelling.

Figure 8.5.11c – Image example of a corner lot dwelling with well-articulated architectural treatment and street orientation on both sides.

Figure 8.5.11d – Image example of a gateway dwelling with upgraded architectural treatment oriented to the corner, as well as the two street frontages.

B. View Terminus 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 a long view corridor.

Design Guidelines:

- A prominent architectural element shall be provided to terminate the view;
- 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.

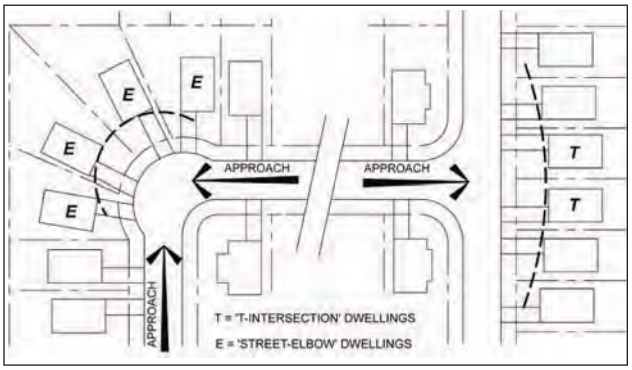


Figure 8.5.11e – View terminus dwellings (plan view).

Figure 8.5.11f – Image example of street elbow dwellings terminating views with upgraded architectural treatment.

Figure 8.5.11g – Image example of T-intersection dwellings with garages located away from the intersecting street.

C. High Exposure Side / Rear Elevations

Design Guidelines:

- Where a building's side or rear elevations are exposed to the public realm, both the front and exposed side and/or rear elevations shall be of equal quality in terms of the architectural materials, amount and proportions of openings and attention to detail. The design of these dwellings shall adequately address the public realm in a manner consistent with the building's front façade;
- Applicable enhancements on the exposed elevations include the following:
  - Bay windows or other additional fenestration, and enhancement of windows with shutters, muntin bars, frieze board, precast or brick detailing;
  - Gables and dormers;
  - Wall articulations.

Figure 8.5.11h – Image example of upgraded rear elevations facing a public open space area of high visibility.

Figure 8.5.11i – Image example of an upgraded side elevation with wall articulation, ample fenestration and interesting roof line.

D. Park Facing Dwellings

Given the prominence of Community Parks, Neighbourhood Parks and Village Squares and their role as the focus and gathering space for the surrounding community and neighbourhoods, dwellings that front onto parks shall be designed in a manner that considers and complements the exposure from these public open spaces. The following guidelines shall apply:

- Given that these dwellings are very visible from the main gathering spaces within the community, an enhanced built form treatment consistent with the architectural style shall be implemented, such as prominent front porches, pronounced, 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, consistent with the architectural style.
- Dwellings are encouraged to have wider and deeper porches that effectively allow for multiple seating and will promote 'eyes on the street', which results in an informal monitoring of the park and its activities.
- 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.

Figure 8.5.11j – Image example of park facing dwellings, with a variety of architectural elements to help enhance built form interest from the streetscape and park.

E. Community Edge / Window Street Dwellings

Streetscapes containing community edge / window street dwellings are those situated on single-loaded roads and laneways along the edges of Mayfield West Phase 2. Window streets, in particular, are designed as local roads and allow front-loaded housing to face onto higher order roads while maintaining the benefit of driveway access from a local road. This arrangement ensures 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.

- 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;
- Minimum two-storey building massing shall be provided to relate to the scale of the combined roadways, as well as the prominence of the arterial road. Single storey built form in these locations is not acceptable.

Figure 8.5.11k – Image example of community edge dwellings.

Figure 8.5.11l – Image example of community window street dwellings.

8.5.12 Special Character Areas

As outlined in Section 4.0, Special Character Areas will serve to engender a unique 'sense of place' for various components of each neighbourhood by promoting identifiable landmarks and streetscapes that will assist in defining the overall identity of Mayfield West Phase 2 as an attractive, diverse and complete community.

Special Character Areas include:

- The Spine Road character avenue;
- The Urban Village Centre;
- The mixed-use nodes, including:
  - the commercial / mixed-use centre at Hurontario Street;
  - the Mayfield Road / Chinguacousy Road mixed-use area;
- The employment lands at Hurontario Street;
- The interface with the adjacent existing residential development in the City of Brampton;
- The interface with Mayfield Road.

Buildings within these important locations will have heightened public visibility and design influence, providing opportunities to express and reinforce a community architectural theme. Accentuating an architectural character that complements the surrounding streetscape treatment and creates a distinct landmark shall be further refined during the building design / architectural control review processes.

Several Special Character Areas within the community will overlap one another, therefore design guidelines can be considered interchangeable in these instances. Refer also to the Residential Architectural Design Guidelines and Non-Residential Architectural Design Guidelines for specific design criteria related to the various building types found within the Special Character Areas.

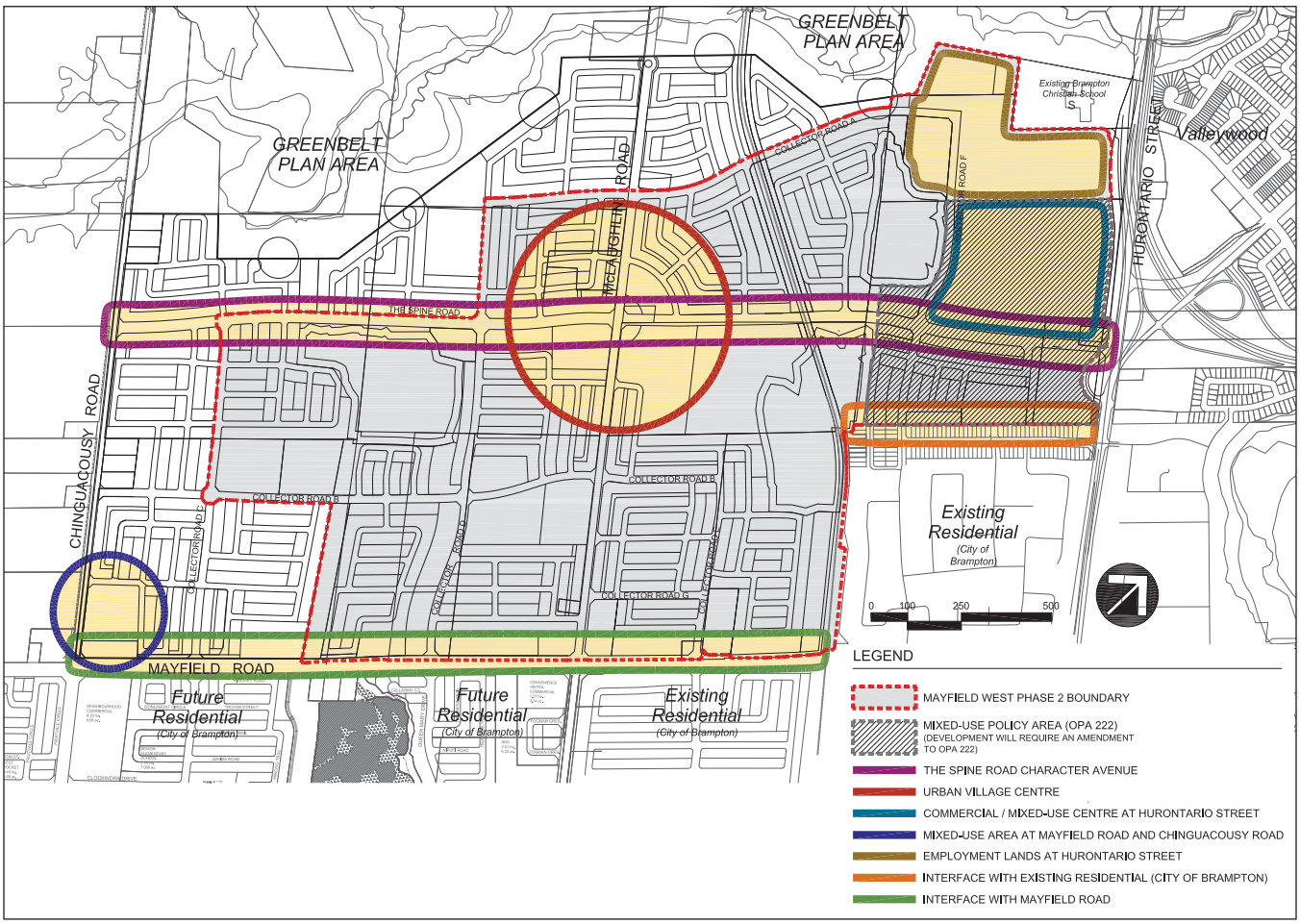


Figure 8.5.12a – Mayfield West Phase 2 - Special Character Areas.

A. Spine Road Character Avenue

As the community's main character avenue, the east-west Spine Road will contain a variety of building types and land uses designed to generate a higher intensity of usage, support future public transit and encourage increased pedestrian traffic levels. This important character area shall be designed in a manner that respects its prominence as the primary avenue through the community.

Design Guidelines:

- A variety of built form and streetscape conditions are planned along the Spine Road, including lane townhouses, live-work townhouses, stacked townhouses, apartments/ condominiums, commercial uses, a recreation centre, secondary school, transit hub and the Peel Region Police facility.
- The Spine Road also contains small pockets of low density housing forms outside the Urban Village Centre and areas of high pedestrian traffic. Where these occur, efforts shall be made to limit the number of driveway accesses;
- Architectural design treatment of buildings along the Spine Road shall reflect an identifiable character, as appropriate to the particular section of the Spine Road (i.e. Urban Village Centre, Hurontario Mixed-Use Centre, residential extending from Chinguacousy Road).
- A dynamic and vibrant character for this area will be achieved through the identification of a strong architectural theme and corresponding selection of building materials and colours;
- Buildings, particularly townhouse forms, shall be set close to the public sidewalk to help frame an enclosure for the street and create a comfortable pedestrian scaled streetscape;
- Main entrances to front facing dwellings shall be linked to the public sidewalk with a walkway;
- Buildings on lots flanking the Spine Road shall be designed with well-articulated façades that appropriately address this character avenue;
- Blocks of flankage lot conditions shall be interspersed with blocks of front facing lots to break-up undo repetition (more than 3 flankage blocks side by side), to provide built form variety and achieve a more animated streetscape, consistent with the character avenue theme. For example, where 3 flankage blocks are sited in a row on one side of the road, the opposite side should include a frontage block to break up the monotony of flankage dwellings;
- Dwellings shall be appropriately massed to respect their importance within the streetscape. Single storey dwellings are not permitted adjacent to the Spine Road.

Figure 8.5.12b-e – Image example of built form character appropriate to the Spine Road.

B. Urban Village Centre

The Urban Village Centre shall be designed to achieve a comfortable and attractive pedestrian-scaled commercial, recreational and residential environment.

Design Guidelines:

- Buildings shall establish a positive connection to the street or public open space through minimum building set-backs, accessibility from adjacent sidewalks and curb-side parking in order to create a 'village' scale character;
- Surface parking areas or garages should be located to the rear of the buildings to maintain a strong and continuous built edge along the surrounding streets;
- Building frontages shall occupy the majority of the street frontage;
- Building facades shall be designed to create a positive and cohesive pedestrian-scale streetscape appearance. This may be achieved through the use of well-articulated façades, a strong roof line and architectural detailing, such as differing building materials, canopies/awnings, window treatment/proportion and colour;
- Any commercial building massing shall achieve an urban village retail main street character;
- Signage, lighting and site furniture shall support a high quality pedestrian-oriented character.

Figure 8.5.12f-i – Image examples of built form character appropriate to the Urban Village Centre.

C. Commercial/Mixed-Use Centre At Hurontario

Design Guidelines:

- A regional scale commercial / mixed-use centre will anchor the eastern end of the Spine Road at the main entrance to the community from Hurontario Street;
- In addition to commercial uses, this area will contain a transit hub, medium and high density residential buildings and a Peel Region Police facility;
- The siting of buildings within blocks should be arranged in a grid configuration that integrates a traditional street pattern that allows for more logical and safer pedestrian, cycling and vehicular navigation. The grid configuration also enables the commercial lands to strategically evolve over time, with opportunities to redevelop blocks on an individual basis (for example, to convert single purpose commercial to higher storey residential with at-grade commercial).
- At street frontages, commercial buildings shall be located and designed to have a positive relationship to the adjacent road, with façades designed to appropriately address, define and relate to these street frontages;
- Multiple-building sites shall employ a complementary and coordinated approach to building design, materials, roof lines, colours and signage;
- Parking should be located away from street view or screened through the use of edge landscaping and/or architectural elements;
- Main entrances to buildings shall be grade-related and designed as a focal point through architectural treatment and location;
- Loading, service, garbage areas, utility meters, transformers and HVAC equipment should be located to the rear of buildings away from public view.

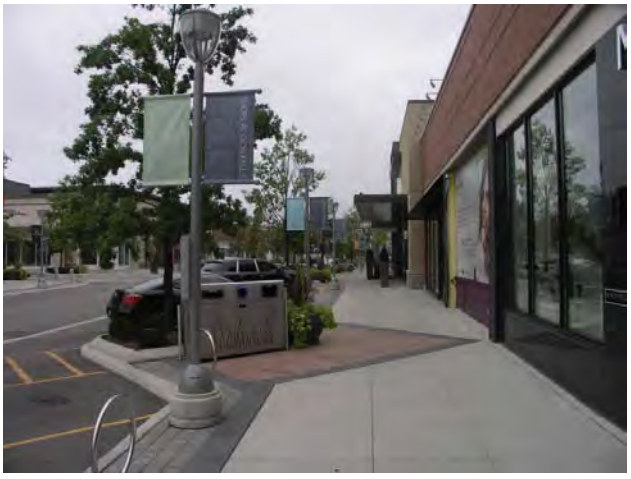


Figure 8.5.12j-m – Image examples of built form character appropriate to the Commercial / Mixed-Use Centre.

8.6 Non-Residential Architectural Design Guidelines

In addition to the range of housing options throughout Mayfield West Phase 2, several non-residential and mixed-use development sites have been provided in key areas of the community, including:

- Commercial Buildings;
- Schools;
- Recreation Centre;
- Peel Region Police Facility;
- Employment (Prestige Office Buildings / Light Industrial / Manufacturing Buildings);
- Public Utility Buildings.

8.6.1 Commercial Buildings

Commercial buildings shall be designed and sited appropriate to their prominence and function as community focal elements. They shall reinforce the objective of creating an urban village or 'main street' character that contributes to the streetscape and will attract walkable connections from surrounding neighbourhoods.

The design of successful and attractive 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;
- A building scale that is appropriate to the street and reinforces comfortable pedestrian connections;
- Display windows and/or glazing shall comprise the majority of the ground/street level portion of a retail 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, substantially screened from views by built form and landscape features;
- Signage design that is appropriate to the architectural style.

Figure 8.6.1a & b – Commercial buildings shall have a positive relationship to the street.

Design Guidelines:

- Where appropriate, strive to create mixed-use opportunities (retail, office, service) that will draw from a varied group of users at different times of the day within the neighbourhood or beyond;
- 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;
- Building frontages shall ideally occupy approximately 50% of the street (within the Urban Village Centre, this should increase to approximately 70%) and extend in front of parking areas, where practical.
- Surface parking areas shall predominantly be located to the side or rear of the building to ensure a strong built 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;
- Prominent building massing and high quality architectural design shall be provided at the street edges. Well articulated façades shall be provided for visual interest;
- Two to three storey building massing shall be provided for commercial buildings within the Urban Village Centre to provide compatibility with neighbouring residential uses. This may include upper storeys, parapets, roof forms with dormers or other measures to visually heighten the building massing. Within other commercial sites, the use of minimum 2-storey building massing or other similar architectural design elements to provide accentuated height will be required to provide suitable massing at community focal locations;
- 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;
- Architectural styles and materials for commercial buildings shall be compatible and complementary to other buildings within the node to reinforce the prevailing community character. The use of masonry brick as a main 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;
- For multi-building sites, in particular the Hurontario Commercial Mixed-Use Centre, larger anchor buildings should be located further away from the street with smaller format buildings defining the street edge;
- The Hurontario Commercial Mixed-Use Centre should be organized into a pattern of private streets and blocks defined by buildings and/or landscaped areas.
- Buildings shall be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation. Continuity of architectural character within large sites is recommended;
- Main entrances shall be grade-related, 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;
- Glazed areas shall be maximized along street frontages and main parking areas to encourage comfortable and safe pedestrian use;
- Outdoor patios should be considered in the design of the building where appropriate to its commercial use;
- Pedestrian routes shall be well defined and provide direct connection to parking areas, building entrances, transit shelters and adjacent developments. Sidewalk depths shall be maximized along storefronts with consideration to the provision of an appropriate canopy or arcade treatment for pedestrian weather protection;

- 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 themed approach to site lighting shall be implemented;
- 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;
- Provide high quality site furniture (benches, public art, community notice boards, mail boxes, trash cans, bicycle racks) to support the community character and function;
- 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 building;

Figure 8.6.1c – Heightened building massing should be provided at street corner locations.

- Automotive related commercial uses are generally not permitted within the Mayfield West Phase 2 community, as per OPA 222 Policy 7.14.14.4. This is consistent with the primary tenet of achieving a pedestrian friendly, transit supportive and active lifestyle, and in compliance with the Town of Caledon's *Idling Control By-Law,* which strives to improve air quality and address the Town's climate change commitments. However, specific to the proposed commercial block at the north-east corner of McLaughlin Road and Mayfield Road, drive-thru facilities for a bank branch building may be considered where strong architectural design and street orientation is achieved and the appearance of the drive-thru facility is subordinate to the built form main entrance. As well, if it is contemplated, it shall be compatible with the surrounding urban form, function and related streetscape features and shall comply with the following criteria:
  - The drive-thru facility shall not hinder pedestrian connections or impede pedestrian access to adjoining commercial uses.
  - The drive-thru stacking lane shall not be located between the building and the street. The drive-thru lane shall be screened from the street through architectural and landscape treatments;
  - A drive-thru facility shall not be sited adjacent to residential properties;
  - The stacking lane shall be defined through the use of a raised curb or landscaped island in order to separate it from the main parking areas, driving aisles and pedestrian connections.

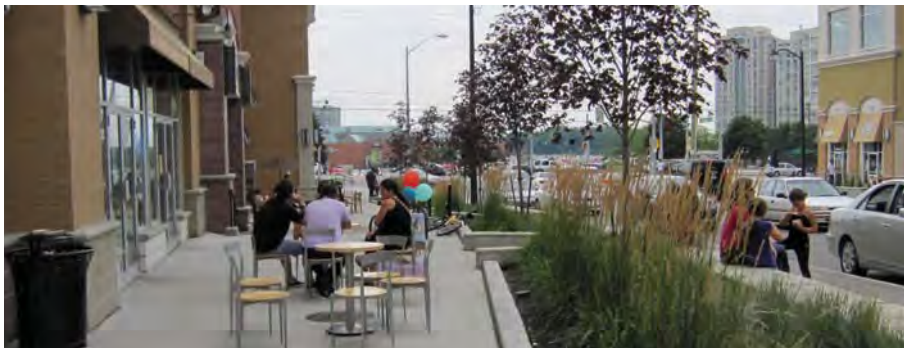


Figure 8.6.1d & e – Outdoor patios can assist in creating a vibrant pedestrian-friendly environment.

Figure 8.6.1f & g – Larger commercial sites should be organized into a pattern of private streets and blocks defined by buildings and associated landscaped areas. Continuity of architectural character within large sites is recommended.

Figure 8.6.1h – Image example of a well-articulated architectural facade treatment with quality materials and a strong street relationship. The streetscape design has the flexibility to respond to the individual commercial unit function.

Figure 8.6.1i– Signage and lighting shall be appropriate to the architectural style of the building and not detract from the design intent.

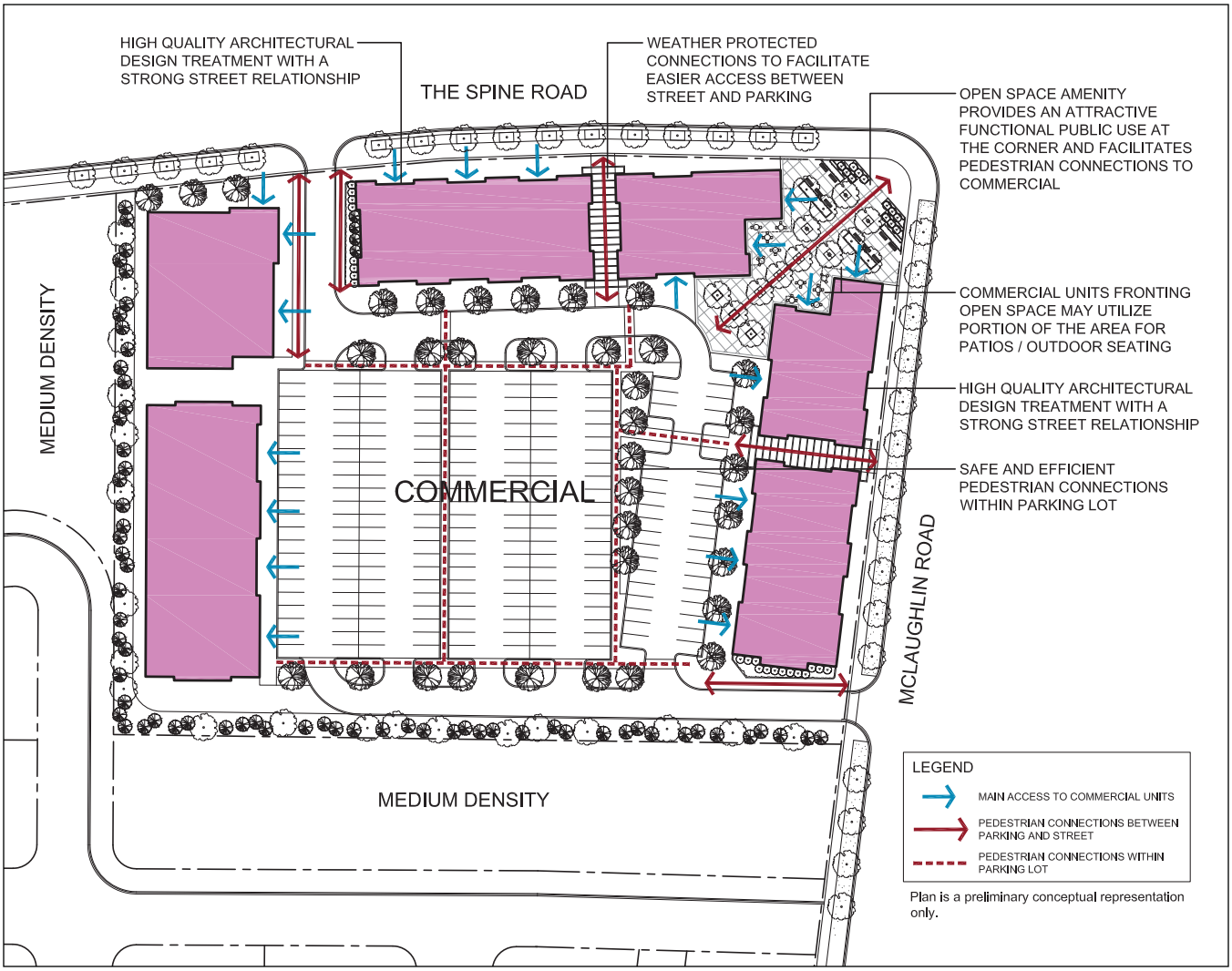


Figure 8.6.1j – Conceptual demonstration plan illustrating the key principles for siting buildings within a commercial block, particularly within the Urban Village Centre, with a strong building-street relationship and where a balance of direct street access and rear parking lot access to individual units is achieved.

Figure 8.6.2 – Image examples of school buildings with prominent main entries and strong street relationship.

8.6.2 Schools

Schools serve as landmark buildings within the community and have been strategically located to provide safe and logical accessibility by pedestrians, cyclists and motorists, and to achieve maximum visibility from surrounding areas, through siting at prominent intersections and providing linkages with the open space system and trail network.

Design Guidelines:

- 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;
- 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;
- A cornice treatment should be provided to define the roof line;
- 2-3 storey building massing shall be provided;
- 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;
- 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;
- Conflicts between pedestrian routes 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 pedestrian access to school entrances;
- Parking areas, driveways and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting;
- Paved surfaces on school sites shall be provided in accordance with the applicable School Board requirements for parking and barrier-free play areas;
- 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;
- 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.;
- 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.

8.6.3 Recreation Centre

A community recreation centre is proposed at the southeast corner McLaughlin Road and the Spine Road to provide a varied program of activities and services for a variety of users throughout the day and evening.

Design Guidelines:

- The Recreation Centre shall be designed as a landmark civic building at this prominent location within the Urban Village Centre;
- The building should utilize minimal building setbacks in accordance with the zoning by-law to create a positive relationship with the street and the village square;
- Building height and massing shall be at least 2 storeys with ample floor heights to provide a strong presence within the Urban Village Centre;
- Consideration may be given to elevating the building pad to give the building a sense of prominence and importance;
- The architectural style of the recreation 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, arches, large windows and/or other architectural devices;
- 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 Spine Road and McLaughlin Road intersection;
- 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;
- Rooftop mechanical equipment shall be screened from ground level view by integration into the roof or a parapet.

Figure 8.6.3a – Image example of a community recreation facility with a contemporary architectural design influence.

8.6.4 Peel Region Police Facility

A Peel Region Police facility building is proposed at the south-west corner of Hurontario Street and the Spine Road.

Design Guidelines:

- The facility shall be designed as a landmark civic building at this prominent location and as a main gateway to the community;
- An "institutional" character lacking in design refinement and interest (large, unarticulated blank walls, low quality materials) shall be avoided by incorporating architectural features, materials and colours that will help to visually integrate the built form into the general character of the community;
- The building massing should be oriented towards the intersection of Hurontario Street and the Spine Road;
- Building height shall be a minimum of 2-storeys;
- Minimal building setbacks, in accordance with the zoning by-law, are encouraged to create a positive relationship with the street and to allow built form to serve as a community gateway element;
- Main parking areas shall be located beside or behind the building, while respecting the functional requirements of the building and site layout to appropriately respond to emergency calls;
- 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.

8.6.5 Employment Area (Office / Light Industrial / Manufacturing Buildings)

The Employment Area will allow for prestige employment uses such as office, research and development, light industrial and manufacturing, that will capitalize on its location at Hurontario Street and the terminus of Highway 410, as well as have direct access to public transit and the planned Transit Hub. The primary goal for the development of the Employment lands is to create a consistently high quality built environment through the combination of site planning, building massing, architectural detail, materials and landscape/ streetscape treatments.

Design Guidelines:

- No outdoor storage will be permitted;
- A unique built form identity may be developed for each employment parcel;
- Stylistic influences envisioned for the subject lands will likely include, but should not be limited to, modern or contemporary architecture;
- Plain, unarticulated, box-like building designs with large blank walls will not be permitted;
- Glazed areas shall be maximized along street frontages. Windows shall be large, well-proportioned and compatible in scale with the building mass and architectural style;
- Primary entrances are encouraged to be the focal point of the building;
- Articulated roof form is encouraged through the use of parapets, cornices and roof elements;

Figure 8.6.4 – Image example of an institutional facility appropriate to the Peel Region Police facility.

- High quality, durable building materials shall be used. This may include, but should not be limited to architectural glass, steel panels, polished stone, brick and textured concrete panels;
- Building façades which are highly visible from the public realm shall provide visual interest through the use of appropriate architectural detailing, wall and roof articulation, fenestration, lighting and materials to express a distinct visual identity, while harmoniously blending into the neighbourhood fabric;
- Corner buildings shall be sited close to the intersection and address both street frontages in a consistent manner. Access points for corner lot buildings shall be located away from the intersection;
- Buildings shall be designed and sited to minimize the impact of overshadowing, blocked views and overlook onto adjacent residential properties;
- Buildings shall be designed and sited to have a positive relationship to the street, with the primary façade parallel to the roadway and located close to the minimum setback to appropriately address, define and relate to the adjacent street edge;
- Buildings shall be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation;
- On-site pedestrian routes shall be well defined and provide easy, direct and barrier-free pedestrian access to main entrances of the building;
- The number of driveway entries from roadways shall be minimized to reduce interruptions to pedestrian walkways and increase opportunities for street tree planting and landscaping treatments;
- Where large parking areas are proposed, they shall be located to the rear or side of the building's primary frontage or façade. Large parking areas should be broken into smaller human-scale blocks defined by landscaping and walkways;
- Along less prominent, internal roadways, a double row of parking and a central drive aisle may be permitted between the front of the building and the street for site circulation and parking purposes;
- Where parking areas are visible from the street, they should be screened through the use of enhanced edge landscaping and/or architectural elements;
- The office component of light industrial buildings shall be located closer to the street than the warehouse functions to maximize opportunities for windows facing the street.

Figure 8.6.5a,b & c – A variety of architectural treatments, such as wall articulation, roof parapets and change in materials, shall be utilized to create high quality and interesting façades.

- The length of the building façade exposed to the street view shall be optimized. Building frontage shall be proportional to the lot frontage;
- For sites adjacent to natural heritage areas, the use of a multi-building campus design may be considered with buildings sited and designed to overlook and integrate with these features;
- Loading, service and garbage areas shall be located away from prominent street views and shall be integrated into the building design or screened with landscaping, walls or fencing to minimize negative impacts of noise, visibility, odours and vibrations on adjacent properties;
- Rooftop mechanical equipment shall be integrated into the roof design and screened from prominent public view;
- Utility meters, transformers and HVAC equipment shall be located away from prominent public views.
- Noise attenuation measures shall be provided, as required, where service areas are in proximity to residences. These features should be complementary in material and design to surrounding buildings / structures to reinforce the image of the community;

Figure 8.6.5d – Main parking areas should typically be located away from the street or screened with landscaping treatments.

- Pedestrian walkways, entrances and parking areas shall be adequately illuminated;
- All lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties;
- All proposed signage shall be of a high design quality and shall at all times be in compliance with the Town's sign by-laws;
- Signage shall be designed to be characteristic of the architectural identity of each commercial development while respecting the business community's desire for corporate logos;
- Signage may be internally or externally illuminated. Cut-out letter signage is preferred. Plastic backlit signage and tall, freestanding pylon signage is not permitted.
- Where freestanding signage is proposed, it should be ground-related with a horizontal form and consist of materials complementary to the building design. Ground-related signage shall be designed to incorporate landscaping / planting beds.
- The existing Brampton Christian School is located north-east of the Employment Area boundary. Although access to the school lands is currently facilitated through a direct service road connection to Hurontario Street, the site layout of the Employment Area shall ensure a suitable connection to the school from Collector Road F can be integrated should the service road link to Hurontario Street be removed in the future.
- Built form design, massing, type of use and mitigation of any related environmental nuisances (noise, vibration, offensive odours, etc.) for employment functions in close proximity to the Brampton Christian School shall be compatible with the full operation of the school, including interior and exterior activities, as well as safe road linkages for pedestrians and cyclists.

Figure 8.6.5e – Image example of a prestige office building with well-integrated landscape treatment.

Figure 8.6.5f – Image example of a light industrial building with architectural treatment defining a prominent entry..

Figure 8.6.5g – Image example of a manufacturing building utilizing ample fenestration to articulate the building wall.

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IMPLEMENTATION

9.1 Overview

Official Plan Amendment 222 (The Mayfield West Phase 2 Secondary Plan) establishes goals, objectives and policies to govern the development and redevelopment of approximately 251.3 hectares of land. Among other things, an extensive *Cultural Heritage Survey* was undertaken as part of the secondary planning process. In addition, the following plan/studies will provide important direction with respect to the preparation and review of development applications within the Mayfield West Secondary Plan area and illustrates the comprehensive framework that is intended for the submission of development applications (as noted in the flow chart):

- Comprehensive Environmental Impact Study & Management Plan;
- Water and Wastewater Servicing Study;
- Transportation Study; and
- Community Design Plan.

Following these studies, the *Community-Wide Development Staging and Sequencing Plan* shall be prepared in a manner consistent with the planning and design vision, goals, objectives and recommendations for the Plan Area as described in OPA 222.

It is anticipated that these documents be used by developers and their consultants in making development proposals. Full consideration is to be given to the recommendations, principles, design objectives etc. of the various documents.

9.2 Community Design Plan

The *Community Design Plan* (CDP) was developed in accordance with provincial legislation and policies, including the *Planning Act, Provincial Policy Statement 2005*, *Places to Grow: The Growth Plan for the Greater Golden Horseshoe 2006* and the *Greenbelt Plan 2005*. It sets out to achieve a coordinated approach to urban design throughout Mayfield West Phase 2, providing comprehensive urban design guidelines that reinforce broader planning objectives, as outlined in the Region of Peel and Caledon Official Plans.

The CDP will be implemented through the various development application processes. Required documentation demonstrating implementation of the CDP will be determined on a site specific basis in relation to development proposals in the Mayfield West Phase 2 Community. Complete Submission requirements for development proposals are outlined in the Town of Caledon's Official Plan.

9.3 Architectural Control Process

Architectural Control will occur through three principal mechanisms: the Draft Plan of Subdivision and Site Plan Approval processes, and through the issuance of Building Permits. While it is incumbent upon the applicant to prepare architectural designs that comply with the urban design objectives and built form guidelines outlined in the CDP, all submitted plans and designs shall be reviewed and approved through an architectural control process. Formal approval by the Control Architect is either prior to building permit issuance or through the Site Plan Approval process. In all instances, the developer or builder is to make satisfactory arrangements with the Control Architect in regards to cost. The Control Architect and the design architect for any of the following in no case shall be the same individual or firm.

9.3.1 Subdivision Process

At the discretion of the Town, where there is a departure in the design of the subdivision from the approved CDP, the Control Architect will review a Draft Plan of Subdivision application, in conjunction with an Urban Design Brief or Urban Design Guideline documents as may be required (see below) to understand if the changes are appropriate and desirable. Approved Urban Design Briefs or Urban Design Guidelines will be implemented through subdivision approval process. Town staff will circulate the plan and other relevant information to the Control Architect for review and coordinate comments for the applicant. Formal Control Architect approval will take place through either the site plan or building permit processes as outlined below. Approved urban design briefs and guidelines will be used in the review of all subsequent development applications.

9.3.2 Site Plan Approval Process

Where Site Plan Approval is required, Town staff will circulate the application to the Control Architect for review and coordinate comments for the applicant. Plans reviewed by the Control Architect will include the following: site plan; architectural renderings and elevations; and, material and colour charts. Approved drawings will be stamped by the Control Architect, and suffice for any subsequent approval required as part of the release of a Building Permit. Complex site plan applications may require the submission of an urban design brief, at the discretion of the Town.

9.3.3 Building Permit Process

Where Site Plan Approval is not required (i.e. detached homes), the developer (or individual builder where applicable) will provide site plan, architectural elevations, material and colour chart information, and floor plans directly to the Control Architect. Approved drawings will be stamped by the Control Architect, prior to permit submission to the Town. It is recommended that preliminary approval be obtained for plans and elevations, including materials and colours, prior to the commencement of marketing and sales programs.

9.3.4 Plan Departure

Any Draft Plan of Subdivision or Site Plan application that represents a departure (minor or significant) from the approved CDP, will require the submission of material that provides justification for the changes proposed. Minor departures to the CDP can be justified through the submission of an Urban Design Brief, noting how the intent of the CDP is met. A "significant departure" is defined as when the applicant proposes a land use, design or detail that is deemed by Town staff to contravene the intent of the CDP. For example, significantly changing the road pattern and/or land uses from that identified in section 2.4 Framework Plan of this document, would be viewed as a significant departure. All significant departures will be subject to Council approval.

For significant departures, site specific urban design guidelines will be required in support of all newly proposed draft plans of subdivision or site plan development applications described above to the satisfaction of the Town. The urban design guidelines will describe how the proposal differs from what is anticipated by the CDP and propose urban design guidelines for the proposed site development. The urban design guidelines will address how the proposed development will "fit"/ be compatible with the existing context in relation to surrounding development and/or land use(s) as proposed by the Framework Plan of the CDP. The proposed Urban Design Guidelines will be reviewed and approved by the Control Architect. The developer or builder is responsible to make satisfactory arrangements with the Control Architect in regards to cost."

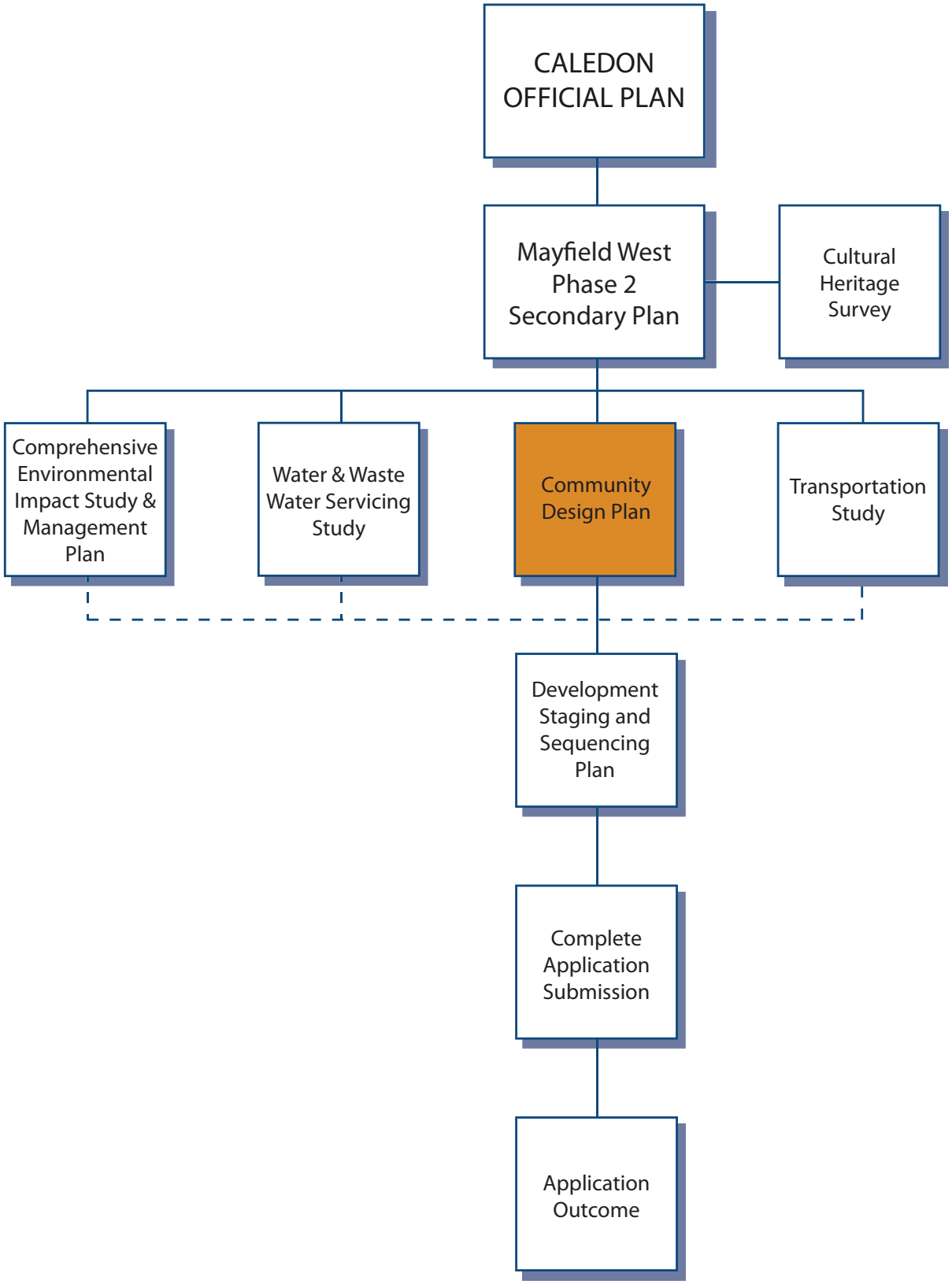

Figure 9.1 - Diagram illustrating the Community Design Approval Process.

9.2 Conclusion

The design guidelines, principles, standards and recommendations contained in the Mayfield West Phase 2 Community Design Plan (CDP) sets out to achieve a coordinated approach to urban design and govern the preparation of detailed open space, landscape and built form design at the subdivision approval stage. It also provides design direction for the development of future site plans within the community's character areas and other non-residential areas.

The CDP addresses pertinent urban design issues as applied to the community vision, structuring elements, streetscapes, open spaces, sustainability and low-impact strategies, as well as built form. The intended result is the development of a community that is reflective of the fundamental key design tenets of *unique*, *innovative* and *successful*.