Town of Caledon

MAYFIELD WEST COMMUNITY DESIGN PLAN

November 29, 2007

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1.1 INTRODUCTION

1.1 INTRODUCTION

Inspiration
The Mayfield West Community is a new and creative approach to the integration of traditional community planning concepts and values with modern conventions for natural environment preservation and conservation. Mayfield West is a new rural village envisioned to contain 9,000 people and approximately 2,845 dwelling units. It is envisioned to have a character of a small Ontario town based on historical prototypes such as St. Jacobs, Creemore, Thornbury, Unionville and Kleinburg and other comparable centres with a village main street and supportive land use surrounding the centre.

The design scheme uses the natural and rural environment existing in south Caledon to create the setting for the creation of a unique new village that is comprised of a distinct, vibrant and urbanized village centre that is surrounded by 3 valley systems, 4 residential neighborhood, an extensive employment area of approximately 180 ha. and major 400 series highway improvements. There is a commitment to a community vision based on a central village centre which resembles historical village centres and main streets of small town Ontario, a local grid road network, greenway connections to the adjacent neighbourhoods and an enhanced storm water management pond to function as a village pond or Village “Blue” within the centre of the community.

Site Context
The Mayfield West Secondary Plan Area is comprised of approximately 455 hectares located in the south west portion of the Town of Caledon. The site is bounded by the new Provincial Highway extension known as Hwy. 410 to the south, the existing Provincial Highway 10 to the west, Dixie Road to the east (Regional Road) and the Etobicoke Creek and Humber River Valleys to the north.

The natural character of Mayfield West is that of an extensive, gently sloping plain with surface drainage via overland flow running generally from north east to south west through the main branch of the Etobicoke Creek. Other smaller drainage areas flow to the Humber system to the north and south for the employment areas. The community is bound by two branches of the Etobicoke creek to the north and south as well as a tributary of the Humber river to the north east. Other natural features include a woodlot complex that is nested within the employment area that is earmarked for preservation.

Traditional land use in the area has been agricultural. Many historical natural drainage areas have been changed over time through the farming operations. The plan for Mayfield will take some of the degraded historical features and re-establish these as a linear green system that will serve to compliment the exiting natural valleys and woodlots that are being preserved. Where possible the presence of the natural environment is weaved into the tapestry of this community through an extensive parks and open space pedestrian and bicycle trail system.

The Village Settlement
The Mayfield West Community within the Town of Caledon represents the final node in the tri-nodal settlement plan established by the Town in their Official Plan in late 1997. The design concept for the community was originated by the Town through community workshops and Council deliberations that culminated in a competition phase that was concluded in the spring of 2005.

Mayfield’s physical and symbolic prominence is recognized by the creation of a rural village centre complete with commercial and retail uses, live work uses, institutional uses, residential uses, mixed residential uses urban spaces, a village centered lake/water feature and axially aligned roads.

The main street extends through the entire village centre and beyond and is crossed by the extension of Kennedy Road the major north south route through the community that links it regionally and locally within Peel Region. While “Main Street” creates the gateway from Highway 10 to the west, Kennedy road provides a gateway to the community from the south and provides the main entry point into the village’s residential neighborhoods, its village centre as well as the employment precincts and provides community connectivity to the existing and planned developments in the area.

Surrounding the village centre the community is defined by a collection of residential neighborhoods having links to the village centre through a modified grid street pattern, linear green park systems and public open spaces. The eastern areas of the community are developed as high quality business and employment areas that take advantage of their location adjacent to the extension of Highway 410, Dixie Road and Mayfield Road, and serve to buffer the residential areas from the employment traffic penetrating into the residential areas in a disruptive way.

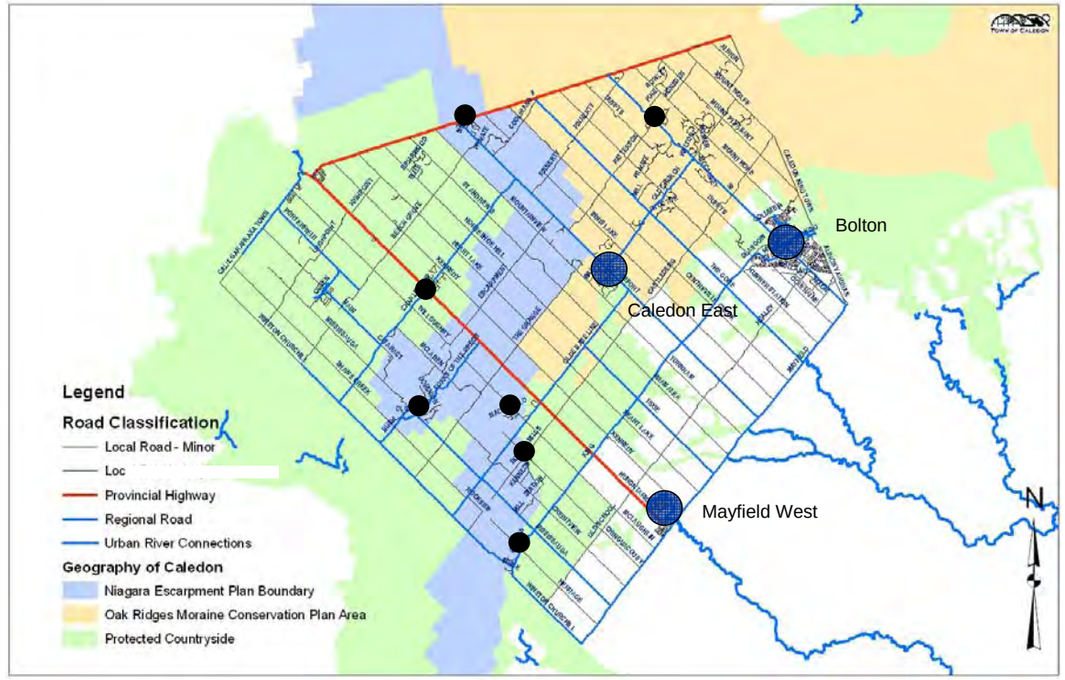


FIGURE 1: CALEDON’s CONTEXT PLAN

RURAL SERVICE CENTRES
VILLAGES

1.2 Policy Context

1.2.1 Official Plan

The Region of Peel adopted Regional Official Plan Amendment #17 (ROPA 17) on December 15, 2005 which subsequently came into full force and effect on January 11, 2006. ROPA 17 establishes the 2021 Urban Boundary for Mayfield West and directs the Town of Caledon to prepare a Community Development Plan together with supporting Master Environmental and Servicing Plan, Cultural Heritage Survey and Traffic Management Plan.

The Mayfield West Community Secondary Plan (OPA 208) was adopted by Town Council on July 4, 2006 and approved by the Ontario Municipal Board on October 1, 2007 It provides for the preparation of a Community Design Plan. The intent of the Community Design Plan is to expand upon the policies of the Secondary Plan by providing further urban design criteria and detail to assist in the preparation and evaluation of specific subdivision and other development plans within Mayfield West.

The urban design objectives established by the Secondary Plan are:

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

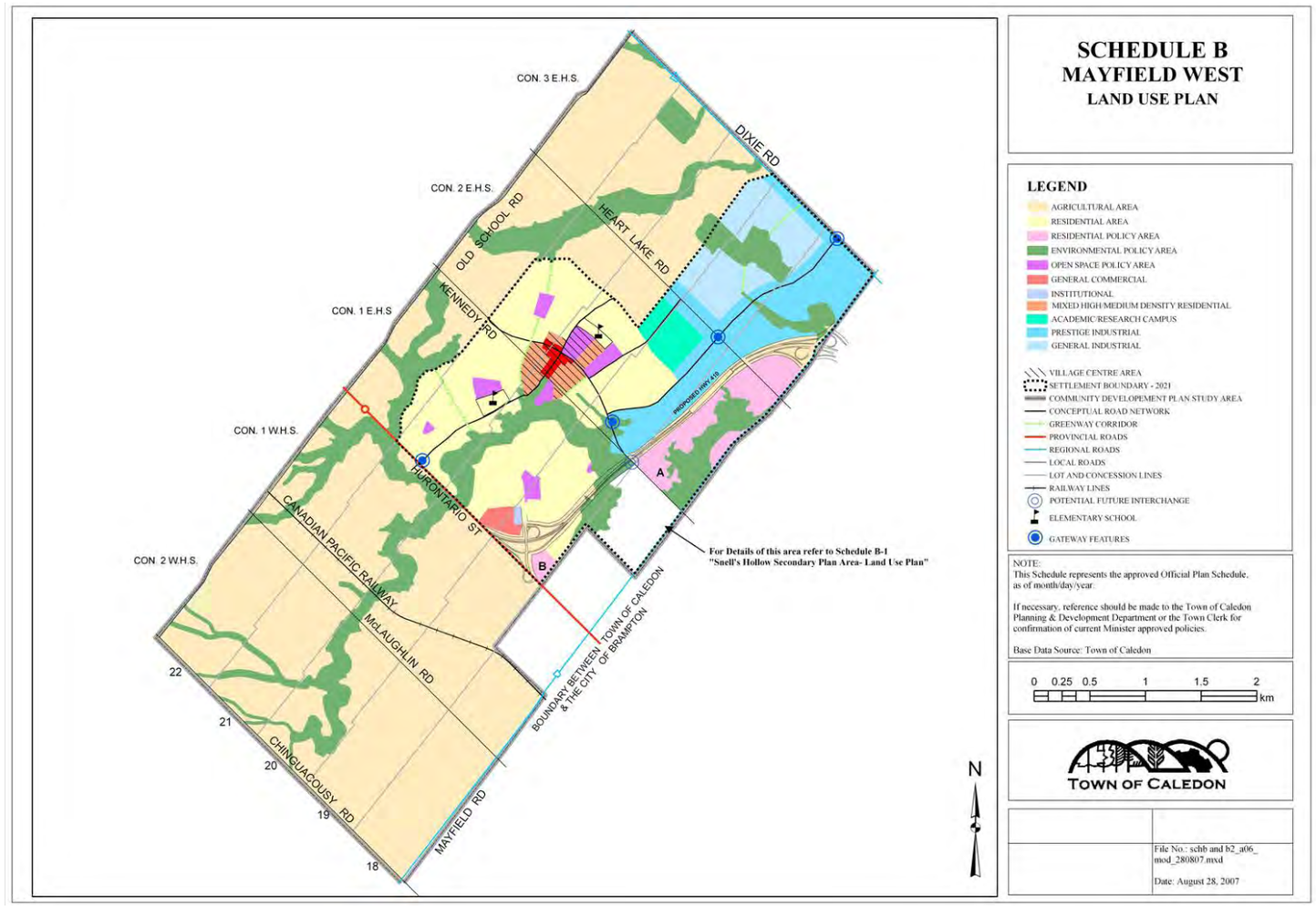


FIGURE 2: SCHEDULE B TO OPA 208

1.2.2 Community Design Plan

Purpose

The purpose of the Community Design Plan is to expand upon the policies of the Secondary Plan by providing further urban design criteria and detail to assist in the preparation and evaluation of specific subdivision and other development plans within Mayfield West. It contains structure plans, demonstration plans and design guidelines that articulate how the vision and objectives for the community as a whole, and individual elements of the community are to be achieved. While the Community Design Plan is prescriptive, it is not a statutory document and some flexibility in how it is interpreted is allowed. Nevertheless a significant departure from the Community Design Plan may require the approval of Town Council

The Secondary Plan states that the objectives of the Community Design Plan are as follows:

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

In addition the Community Design Plan will provide:

- The coordination of the road network between and among land ownerships;
- A framework for the distribution of housing types and densities including seniors and affordable housing in accordance with the Secondary Plan;
- Architectural and site plan guidelines with respect to the range of built form and site conditions provided for in the Secondary Plan;
- The character and design of the streetscape throughout the various planning areas;
- The detailed size, distribution and character of parkland and other public open space;
- A framework for the treatment of any cultural heritage resources in the community;
- Strategies and guidelines for the implementation of a "green" building programme within the community.

1.2.3 Implementation

The Community Design Plan is intended to provide comprehensive urban design objectives for both the private and public realm within the community including the Town, the Region, the School Boards and other public agencies. It is intended to provide a range of guidelines and design solutions to be considered by the Town in its review of subdivision plans and related agreements, zoning bylaws and amendments, site development plans and other development applications. It also provides guidance to all landowners within the secondary plan area with respect to community design.

The overall objective of the Community Design Plan is to achieve a coordinated and consistent urban design throughout the community which serves to reinforce the broad planing principles of the Secondary Plan with respect to the development of a distinct, attractive and environmentally sustainable community. It is recognized that design solutions may change over time and that minor variation to the Community Design Plan may be considered provided the Town is satisfied that the proposed change achieves the policy intent of the Mayfield West Secondary Plan. These variations may occur through approval of draft plans of subdivision and zoning bylaws approved by Council and/or through the site plan approval process. A variation to the Community Design Plan that is deemed by the Town to be major in nature will require the approval of Town Council.

In addition to the urban design objectives of this Plan, compliance with the Architectural Control Guidelines (ACG) established for the community will be required as a condition of draft plan approval and in situations where site plan approval is required. They will complement the urban design objectives an the broad architectural guidelines outlined within the Community Design Plan. The ACG will be prepared by the developer, to the satisfaction of the Town. All subdivision and other applicable development agreements will provide that prior to the issuance of a building permit, a Control Architect retained by the Town will review and approve building plans and designs to ensure their compliance with the ACG.

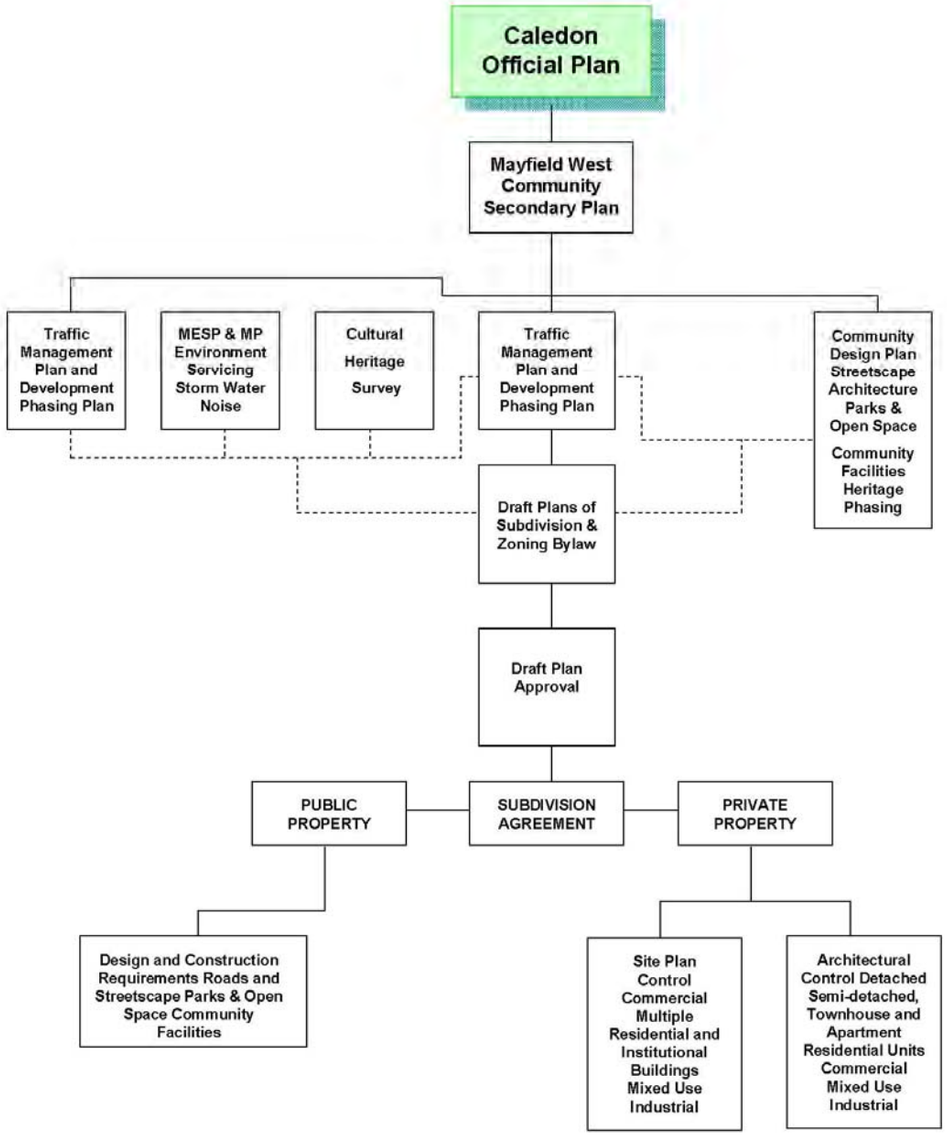


FIGURE 3: RELATIONSHIP BETWEEN COMMUNITY DESIGN PLAN AND OTHER PLANNING AND DEVELOPMENT CONTROL DOCUMENTS

2.0 VISION AND COMMUNITY STRUCTURE

2.1 VISION

2.1 VISION

The Mayfield West Community is envisioned to be focused on a traditional village centre and its precinct surrounded by four visually attractive, pedestrian oriented neighborhoods that are connected to the Village Centre through an integrated system of natural open spaces, school, parkland and streets. Streets are generally a grid system and pedestrian friendly with sidewalks and street trees. Within the Village Centre the commercial main street buildings front directly onto a small block pedestrian grid with on street parking. This character will complement the present development pattern in the Town characterized by rural village settlements nestled within the agricultural and rural countryside. The community is projected to contain approximately 2845 housing units accommodating approximately 9000 people.

The Mayfield West Community is envisioned to capture the spirit of small town Ontario within the context of contemporary environmental planning through the following elements:

- An overall community design based on the principle of “environment sustainability” which seeks to protect and conserve natural environment and establish a complementary and sustainable urban form;
- A Village Centre to reflect many of the small town attributes including a village main street with street related commercial, on street parking, mixed commercial and residential uses and integration of civic and community uses and public open space;
- A well defined, mixed use public realm that among other things supports the village centre as a central focal element of the community with the development of urban spaces that accommodate social interaction in the core area in addition to traditional parks in the surrounding neighborhoods;
- A system of parkland, open space, greenway corridors, a storm water management pond lake, a woodlot and other enhanced water management areas that function as organizing elements, create focal points within the community, encourage environmental awareness, pedestrian activity and community identification and interaction;
- The protection and reinforcement of views and vistas of the natural areas as they lead to the village centre;
- The integration of natural features such as the Etobicoke Creek and Humber valley, water management areas, and linear parks as focal elements of the community;
- Providing opportunities for the introduction of “green building” practices for public and private building construction;
- Four pedestrian scaled neighbourhoods with a mix of housing types based on a modified road grid with residential enclaves and a pedestrian oriented design in which schools, parks and the village centre are generally within a five to ten minute walk of the residential neighbourhoods;
- A system of neighbourhood and community parks, elementary schools to serve as organizing elements and focal points for the community and a linear greenway open space trail system reflective of the historical hedgerows and tree lines to provide natural trail connections throughout the planned community and the existing development of Valleywood to the west and and the planned Snell’s Hollow area south of the planned 410 extension;
- A range of building types and land uses which will accommodate in the range of 9,000 people and 2845 dwelling units.

A diverse, high quality employment area is established which:

- Provides approximately 180 ha. of employment lands;
- Capitalizes upon the planned Highway 410 extension and which parallels the north side of the planned highway in order to maximize exposure for future business and industrial users;
- Will gain access to Highway 410 via the planned Mayfield Rd. interchange and ultimately the potential future Kennedy Rd. partial interchange which is intended to serve traffic destined to, and coming from the south;
- Establishes a range of Prestige, General Industrial and Academic Research Campus land use categories to respond to the needs of the marketplace;
- Academic Research Campus
- Protects, enhances and links existing natural environmental features.

VIEW OF MAYFIELD WEST FROM THE LOWER ETOBICOKE CREEK

LEGEND

- ENVIRONMENTAL POLICY AREA
- ELEMENTARY SCHOOL
- VILLAGE CENTRE COMMERCIAL
- VILLAGE CENTRE RESIDENTIAL MIXED USE
- VILLAGE CENTRE RESIDENTIAL
- RESIDENTIAL COMMUNITY
- EMPLOYMENT DISTRICTS
- GREENWAY CORRIDOR
- NEIGHBOURHOOD/ COMMUNITY PARK
- SWM POND
- EXISTING RESIDENTIAL
- ROPA17 BOUNDARY
- NEIGHBOURHOOD BOUNDARY

NTS

FIGURE 4: COMMUNITY DESIGN PLAN

2.2 COMMUNITY STRUCTURE

The plan is comprised of a number of structuring elements, being:

1. **The Road Network**
2. **The Parks and Open Space System**
3. **The Community Neighbourhoods**
4. **The Village Centre**
5. **Community Facilities**
6. **Heritage Elements**
7. **The Industrial Districts**

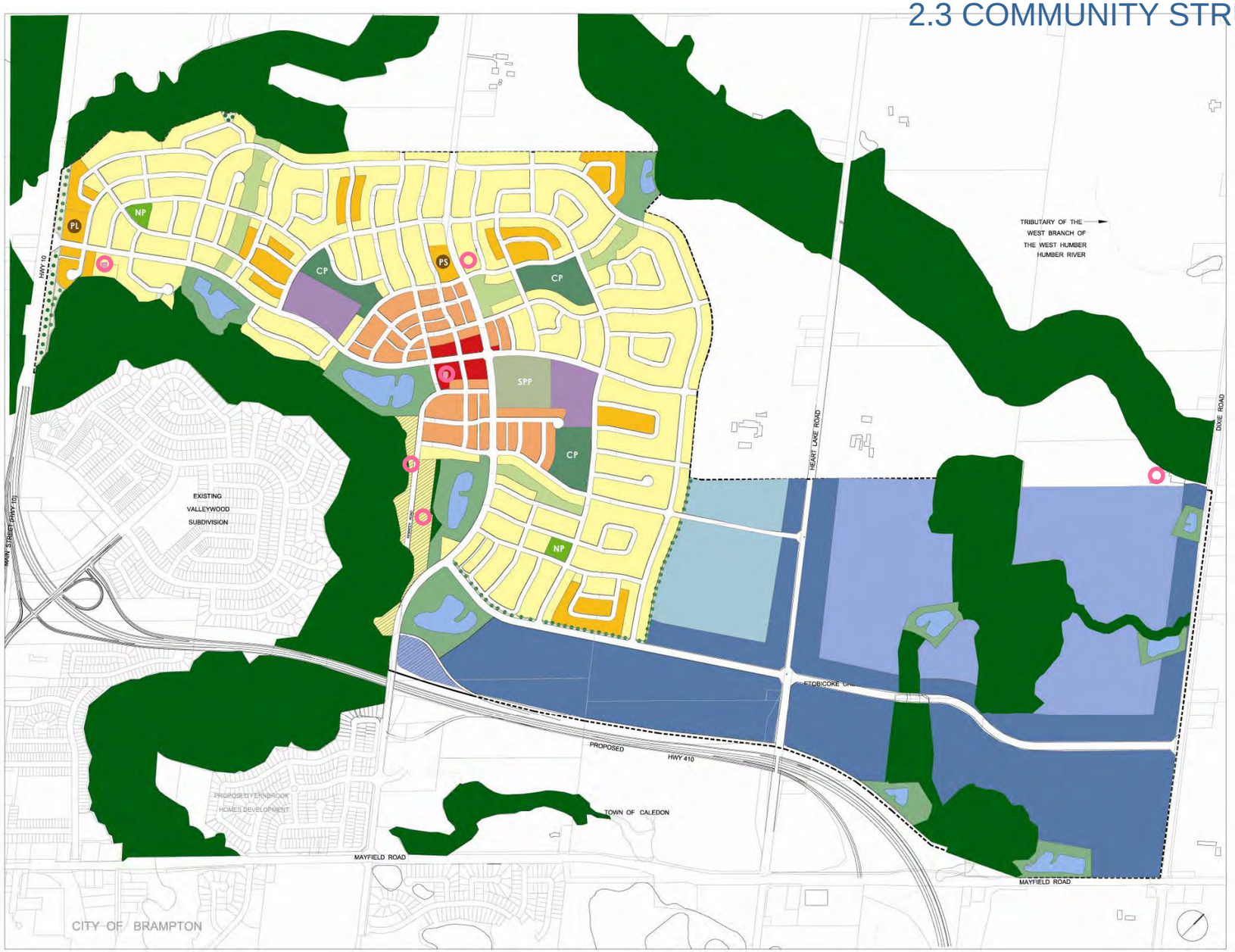
The overall design of the community is structured so that the land use precincts, the parks and open space system and the roads system interact and mutually support one another in order to support overall community functions and interaction between people.

LEGEND

- 5 MINUTE WALK
- KENNEDY ROAD
- "MAIN STREET" COLLECTOR
- INDUSTRIAL COLLECTOR
- GREEN COLLECTOR
- PARK
- ELEMENTARY SCHOOL
- ROPA BOUNDARY

NTS

FIGURE 5: COMMUNITY STRUCTURE DIAGRAM 5 MINUTE (400 METRE) WALK RADIUS



LEGEND

- VILLAGE CENTRE COMMERCIAL
- VILLAGE CENTRE RESIDENTIAL (MIXED USE, APARTMENT)
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- RESIDENTIAL ENCLAVE AND INTERCHANGE LANDS
- PEEL SENIORS (PS)
- PEEL LIVING (PL)
- IDENTIFIED SIGNIFICANT CULTURAL HERITAGE RESOURCE
- ELEMENTARY SCHOOL
- ACADEMIC/ PRESTIGE INDUSTRIAL
- PRESTIGE INDUSTRIAL
- GENERAL INDUSTRIAL
- COMMUNITY PARK (CP)
- NEIGHBOURHOOD PARK (NP)
- SPECIAL PURPOSE PARK (SPP)
- GREENWAY CORRIDOR
- STORMWATER MANAGEMENT POND
- ENVIRONMENTAL AREA

NTS

FIGURE 6: PROPOSED COMMUNITY DESIGN LAND USE PLAN

2.3 COMMUNITY STRUCTURE COMPONENTS

2.3.1 The Road Network

Mayfield West is well serviced by the existing and planned Provincial and Regional road system which includes Highway 10, planned Highway 410 extension, Mayfield Road and Dixie Road. In addition existing Town arterial roads, being Kennedy Rd. and Heart Lake Rd. are integrated into the road system of the Community Plan. The road system for Mayfield West is:

- Based on a traditional grid road pattern within the Village Centre;
- Incorporates a modified grid road pattern within the residential neighbourhoods surrounding the Village Centre;
- Establishes a hierarchy of road functions and use based upon connections to the broader arterial and highway road system;
- Establishes a road network which responds to the needs of the village centre, the residential neighbourhoods and the employment area;
- Protects for future Kennedy Rd. interchange with Highway 410;

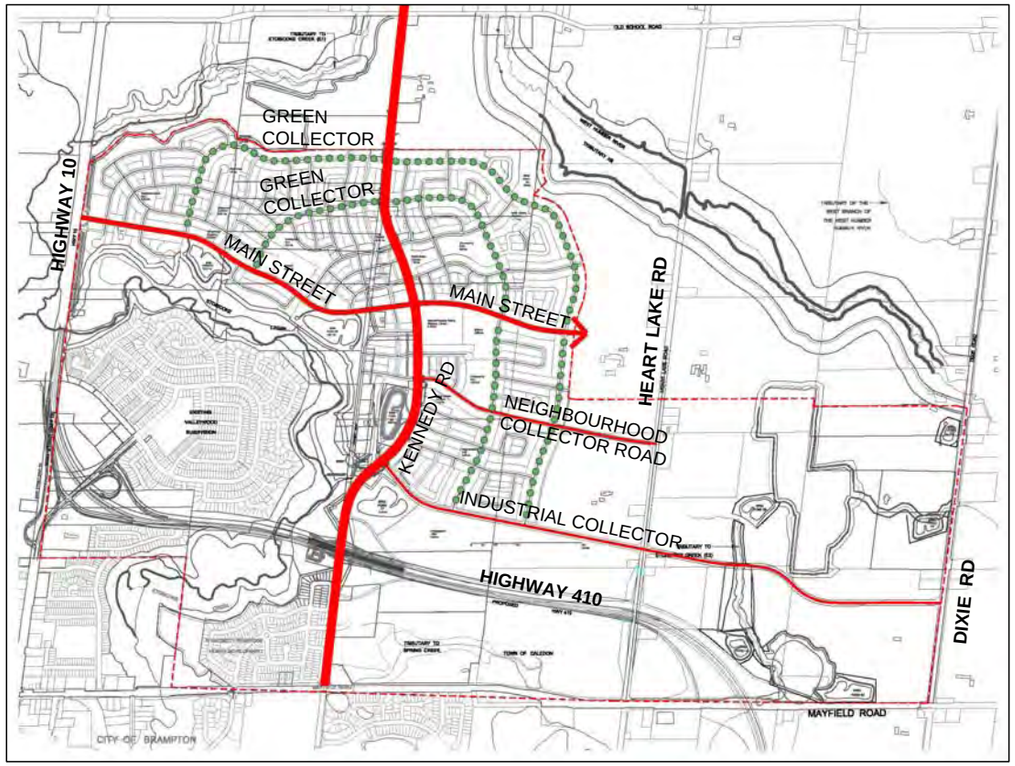


FIGURE 7: PROPOSED ROAD NETWORK PLAN

- Provides opportunities for views and vistas to the village centre and the natural environment surrounding the community.
- Creates a road, block and land use pattern which serves to calm traffic within the residential neighbourhoods;
- Establishes a central transit stop within the Village Centre adjacent to the planned community centre to facilitate possible future connection to the surrounding transit system such as GO Transit or Brampton Transit;
- Reflects the Town's road geometric standards.

The continuity and connectivity of roads are key elements of the proposed community. The road network provides direct connections between neighbourhoods, as well as to the Village Centre and employment lands located along the north side of the Highway 410 extension.

The road network that is part of the proposed Mayfield West Community is intended to provide connectivity and flexibility to accommodate a future interchange with Highway 410, opportunities for the introduction of transit service to the community and appropriate capacity to support the projected development in the planned community.

Multiple and continuous local road connections encourage direct travel and reduce the reliance and pressure placed on individual road intersections. By dispersing traffic throughout the road network, traffic volumes on the majority of the roads in the proposed community are expected to be lower than in typical communities, creating opportunities for alternative roadway designs (including reduced rights of way).

2.3.2 The Parks and Open Space System:

- Incorporates the recommendations of the Mayfield West Environmental Impact Study and Management Plan with respect to the protection and enhancement of natural environmental features;
- Includes a range of park sizes and designs to respond to the range of community needs, and statutory parkland dedication requirements;
- Includes a greenway system to create a linked open space system for pedestrian and bicycle connectivity throughout the community and areas beyond such as Valleywood, Snell's Hollow and the City of Brampton;
- Promotes connectivity through the organization of its components and the development of a continuous pedestrian trail system in conjunction with the TRCA trail master plan for the Etobicoke Creek and greenway connections to the north

FIGURE 8: PROPOSED PARKS AND OPEN SPACE PLAN

2.3.3 The Community Neighbourhoods

Based on a modified grid road pattern, the Community Neighbourhoods:

- Establish neighbourhood focal points such as neighbourhood and community parks and elementary schools;
- Provide small development blocks to maintain pedestrian orientation and calm traffic;
- Permit a range of low and medium density development that anticipates greater residential densities and compact form within in the village core which reflects the role of the Village Core;
- Integrate community land needs such as elementary schools and community parks and focal points with the neighbourhood to create identity and enhance their visibility and accessibility;
- Establish views, vistas and pedestrian connections to the adjacent valley features and in particular the Etobicoke Creek.

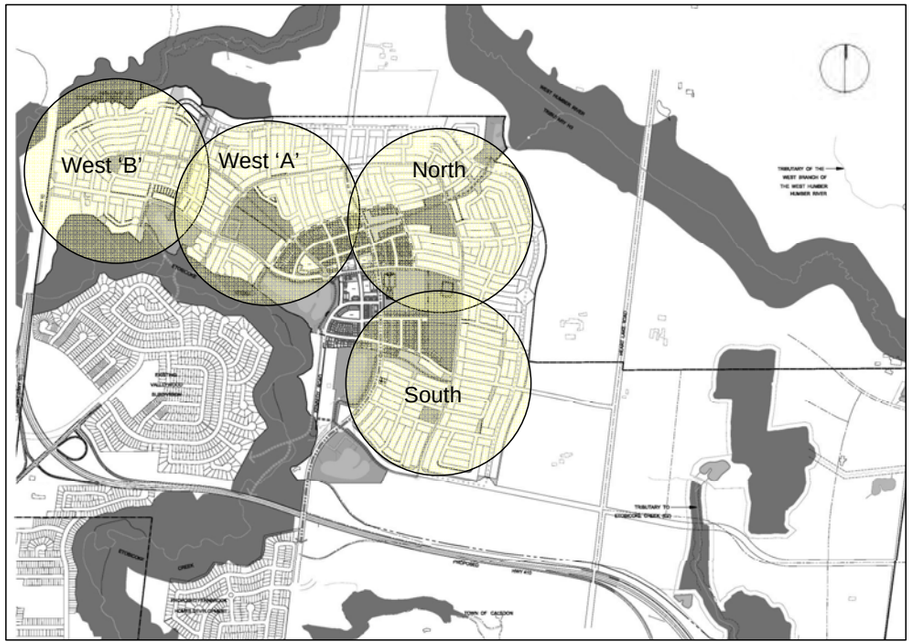


FIGURE 9: COMMUNITY NEIGHBOURHOODS PLAN

5 Minute Walk Circle (400 m)

2.3.4 The Village Centre

Being the overall focal point of the community, the Village Centre:

- Provides for the establishment of community character in terms of high quality urban design, architecture and landscape architecture to enhance community identity and pride;
- Establishes a traditional commercial main street with an urban design characterized by buildings located at or close to the street boulevard;
- Contains approximately 10,000 sq. m. of commercial floor area;
- Includes on street parking;
- Provides a range of commercial, mixed use and community services;
- Is a focus of medium and higher density residential development in a tight block road grid adjacent to "Main Street";
- Includes a Village "Blue" storm water management pond which provides a major open space amenity which connects with the Town's rich surrounding natural environment;
- Integrates community facilities such as the Community Centre at a landmark location to establish a strong sense of community identity, civic presence and pride and contribute to way finding.

FIGURE 10: THE VILLAGE CENTRE DEMONSTRATION PLAN

2.3.5 Community Facilities

- Establish a sense of identity, civic presence and pride and contribute to way finding;
- Are located at high priority and landmark locations including:

  o The Community Centre at the south east corner of Kennedy Rd. and "Main Street";
  o The Village "Blue" storm water management / open space feature;
  o The Elementary Schools located on the collector road system to the east and west of the village centre;
  o The Community and Neighbourhood parks which complement the school sites and provide neighbourhood focal points;

- Require that such facilities reflect an exemplary level of architecture and urban design that reflects their role in the community.

FIGURE 11: COMMUNITY FACILITIES PLAN

2.3.6 Cultural Heritage Elements

- Provide continuity between past and present by retaining and integrating significant heritage buildings and rural landscape elements into the community fabric;
- Encourage retention of the rural roadscape characteristics of Kennedy Road in the section to be retained as a cul-de-sac south of the Village Centre;
- Commemorate the surnames of the former local 19th and 20th century landowners in the naming of streets, parks, trails, natural areas, community facilities and other public places.

1 VIEW OF WEST (FRONT) ELEVATION OF NO. 12701 HIGHWAY 10.

2 VIEW SOUTHWEST TO FARMHOUSE (LEFT) AND BARNS (RIGHT) OF NO. 12516 KENNEDY ROAD

3 VIEW OF WEST (FRONT) ELEVATION OF NO. 12551 KENNEDY ROAD.

4 VIEW OF WEST (FRONT) ELEVATION OF NO. 12409 KENNEDY ROAD.

5 VIEW OF FARM COMPLEX AT NO. 12280 HEART LAKE ROAD

6 VIEW SOUTH (FRONT) AND EAST ELEVATIONS OF FARMHOUSE AT NO. 12434 DIXIE ROAD.

7 FARM COMPLEX AT 12669 KENNEDY ROAD

8 FARM COMPLEX AT 12267 KENNEDY ROAD

9 OLD KENNEDY ROAD ROADSCAPE

FIGURE 12: SIGNIFICANT CULTURAL HERITAGE RESOURCES

2.3.7 The Industrial District Plan

- Capitalizes on the higher order employment opportunities generated by the extension of Highway 410 through the establishment of a Prestige Industrial Area adjacent to the Highway;
- Establishes an appropriate land use buffer between the Highway 410 extension and the planned residential community to the north in order to reduce the impact of traffic noise on the residential community;
- Creates a diverse range of employment opportunities for Caledon residents and live work opportunities for the community;
- Establishes urban and site design standards to ensure a high quality industrial area;
- May include commercial uses that service the surrounding employment and do not directly compete with the Village Centre commercial area in locations consistent with Section 5.5.3 of the Town's Official Plan and Section 7.12.12.1.2 of the Mayfield West Secondary Plan.

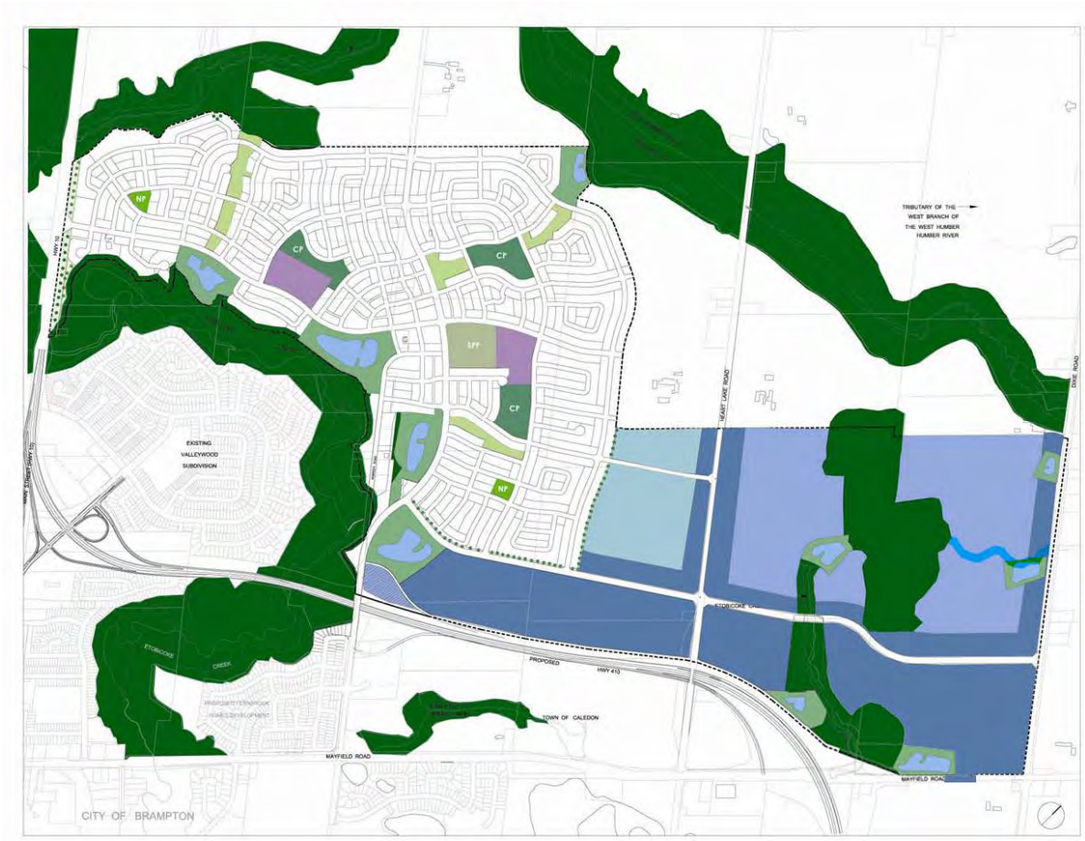


FIGURE 12: INDUSTRIAL DISTRICT PLAN

PRECEDENT IMAGES FOR INDUSTRIAL DISTRICT

LEGEND

- ACADEMIC/ RESEARCH CAMPUS
- PRESTIGE INDUSTRIAL
- GENERAL INDUSTRIAL
- POTENTIAL FUTURE INTERCHANGE LANDS
- STORMWATER MANAGEMENT POND
- ENVIRONMENTAL AREA
- LANDSCAPE BUFFER
- NTS

3.0 COMMUNITY DESIGN GUIDELINES
3.1 VILLAGE CENTRE

3.1 VILLAGE CENTRE

The Village Centre provides the focus and identity of Mayfield West. It is focused on the realigned Kennedy Rd. east of the Etobicoke Creek and a new east west collector road from Highway 10 (Main Street). The location of the Village Centre is strategically placed being within a five to ten minute walk of the residential neighbourhoods of Mayfield West. It represents an opportunity to link the new Mayfield West area with the existing Valleywood development and future Snell's Hollow area through pedestrian and bicycle connections and new road connections to Highway 10 and will serve to create a community focus for the larger Mayfield West community comprising Mayfield West, Valleywood and Snell's Hollow.

The Village Centre contains a number of components:

- ***The Commercial Main Streets***
- ***The "Village Blue" SWM Pond***
- ***The Village Civic Space***
- ***The Village Core Residential Area***

IMAGERY OF VILLAGE, COMMERCIAL MAIN STREET

LIVE/WORK UNITS IN VILLAGE CENTRE

3.1.1 The Commercial Main Street- Design Guidelines

The primary commercial area of the Village Centre is located on Main Street (the east – west collector road) and a portion of the realigned Kennedy Rd.

The Commercial core area will:

- Link the Community Centre to the east and "Village Blue" to the West;
- Provide for an ultimate commercial floor area of approximately 10,000 sq. metres located primarily on the east – west Main Street and some on Kennedy Road within the Village Centre.
- Evolve over time as the community matures.
- Be pedestrian oriented;
- Provide on street parking;
- Comprise grade related commercial development on the ground floor of all buildings within the commercial district;
- Be single or mixed use in nature and generally two to four storeys in height;
- Provide off street parking in locations screened from the street;
- Be constructed as individual "free standing" buildings or of a block design but of a size, scale and design complementary to the pedestrian nature and scale of the Village Centre.

FIGURE 13: COMMERCIAL MAIN STREET AREA - DEMONSTRATION PLAN

3.1.2 The "Village Blue" SWM Pond - Design Guidelines

The Village Blue" (functional stormwater management pond) anchors the west end of the village core and provides a landmark open space / water feature to the community.

It will:

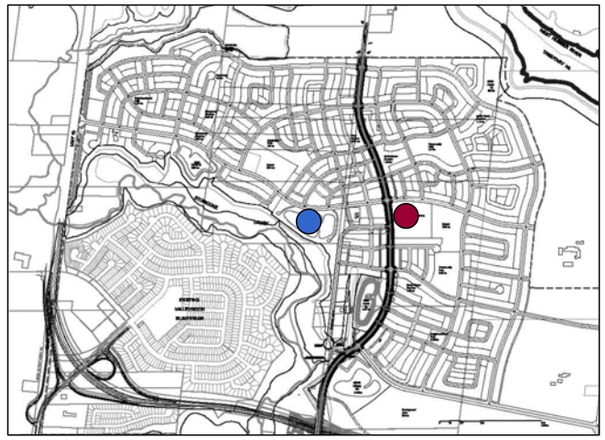
- provide a major naturalized amenity within the Village Centre;
- contain pathways to integrate with the pedestrian connections to Valleywood and the surrounding neighbourhoods;
- Include a landscape treatment along the eastern edge of the pond which integrates with the urban nature of the commercial main street having regard for the functional requirements of the stormwater pond;

3.1.3 The Village Civic Space-Design Guidelines

A Town of Caledon operated Recreation Centre and Special Purpose park is planned at the south east corner of the four corners of the Village Centre. The Recreation Centre/ Special Purpose Park should have regard for the following design objectives:

- Establish a high profile, civic landmark building form commensurate with its landmark location;
- contribute toward a sense of place and a strong sense of community within the Village Centre;
- Provide an architectural design commensurate with and consistent with the site's landmark location within the Village Centre;
- Support pedestrian activity within the Village Centre by locating the building close to the main streets, connecting pedestrian access to the municipal sidewalk and providing pedestrian access to the building directly visible from the street;
- Accommodate a community centre with a floor area of approximately 50,000 sq. ft. plus required parking;
- Programming of the Recreation Centre may include a swimming pool, an area for physical fitness, a gymnasium and other community meeting rooms and activity centres;
- Locate parking to the rear out of view of the arterial / collector roads.

FIGURE 14: THE VILLAGE BLUE



KEY PLAN OF THE VILLAGE BLUE AND THE VILLAGE RECREATION CENTRE/ SPECIAL PURPOSE PARK

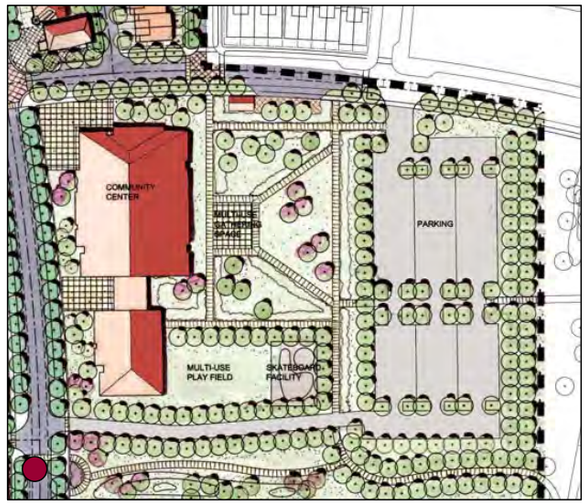
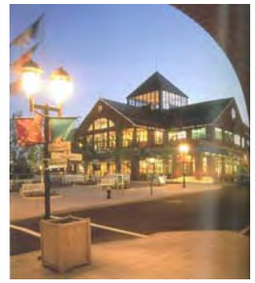


FIGURE 15: THE VILLAGE RECREATION CENTRE/ SPECIAL PURPOSE PARK

IMAGERY OF THE VILLAGE BLUE POND

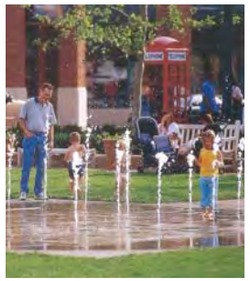


IMAGERY OF THE VILLAGE CIVIC SPACE

3.0 COMMUNITY DESIGN GUIDELINES
3.1 VILLAGE CENTRE

"PLEASURE SHOPPING"

COMMUNITY USE



RECREATIONAL OPPORTUNITIES

FIGURE 16: THE VILLAGE CENTRE LAND USE DEMONSTRATION PLAN - DETAIL

3.1.4 The Village Core Residential Area- Design Guidelines

The Residential Area surrounding the Commercial main street will:

- comprise a mix of traditional and live work townhouse units and low rise village apartment units immediately adjacent to the commercial area;
- be predominantly laneway based along Kennedy Rd. and “Main Street” with the apartment and townhouse forms generally serviced by internal driveways or laneways;
- provide single and semi detached housing units generally at the outer limit of the Village Centre;
- provide for semi – detached and detached development to have a higher proportion of traditional street related driveways.

Housing Mix

The Village Centre Land Use Demonstration Plan (Figure 16) identifies the expected location of housing types within the Village Centre. Variation from the location of housing units identified in the Demonstration Plan may occur provided the housing mix ranges indicated in the Mayfield West Secondary Plan are achieved.

Table 1 identifies the housing mix forecast for the Village Centre based upon the Village Centre Demonstration Plan.. It is noted that the unit estimates and housing mix conform to the requirements of the Official Plan.

TABLE 1
Village Centre Housing Mix

Unit Type	**%***	**Estimated Units Within Village Centre**
Apartment Units	35	175 (approx.75 over commercial)
Townhouse Units	60	231
Semi-Detached Units		70
Detached Units	5	24
Total	100	500

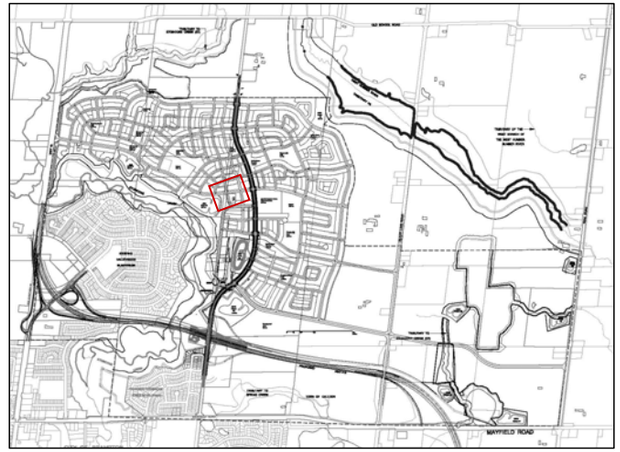
*based on units with Village Centre as defined in OPA 208

SINGLE FAMILY

LOW-MEDIUM DENSITY

APARTMENTS

IMAGERY OF THE VILLAGE CENTRE RESIDENTIAL



KEY PLAN

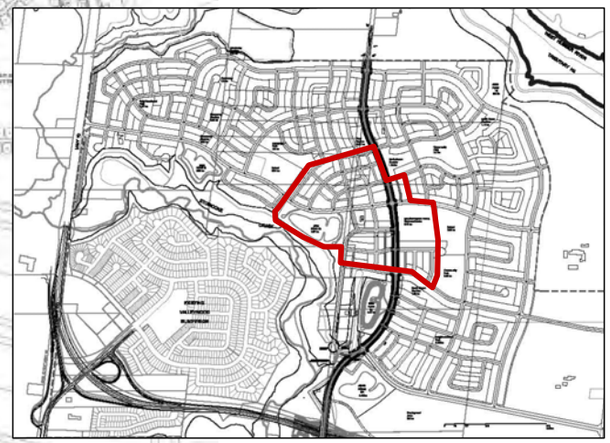
FIGURE 17: VILLAGE CENTRE RESIDENTIAL AREA

DEMONSTRATION PLAN ILLUSTRATING BUILT FORM, PARKING AND ACCESS

CURVILINEAR ENTRY ROAD

THE POND AS A COMMUNITY AMENITY WITH LOOKOUTS AND ADJACENT OPEN SPACE

OPPORTUNITIES FOR SPECIAL EVENTS AND PROGRAMS



KEY PLAN

FIGURE 18: THE VILLAGE CENTRE DEMONSTRATION PLAN - DETAIL

3.2 COMMUNITY NEIGHBORHOODS

Neighbourhood Structure Design Guidelines

Four residential neighbourhoods (being South, North, West A & West B) are located around the Village Centre and comprise a total of approximately 7,650 people and 2350 dwelling units. The design features of the Neighbourhoods are as follows:

- Neighbourhood parks will be established as a focal open space feature located within a five minute walk of neighbourhood residents in the South and West B Neighbourhoods;
- A greenway corridor linkage will be provided in all neighbourhoods to provide pedestrian connections to both the Village Centre and the trail system associated with the Etobicoke Creek.
- The neighbourhood collector road will be designed to provide a major pedestrian system to connect the four neighbourhoods, the community parks and the two elementary schools.
- Two elementary school sites will be established, one to anchor the West A & B neighbourhoods and the other to anchor the North and South neighbourhoods and to provide a transition to, and reinforcement of, the role of the Village Centre.
- All neighbourhoods will be based upon short development blocks on a curvilinear or modified grid road pattern to improve neighbourhood character, calm traffic and aid pedestrian movement. This is illustrated in Figure 19A
- Within each neighbourhood, opportunities for residential enclave development such a “P” loops or cul-de-sacs particularly between the “Green Collector” road and the outer neighbourhood collector road may be created within the larger grid road pattern. See Figure 19A
- Community parks will be located in the South, North and West A neighbourhoods;

The overall structure of the neighbourhoods in terms of road pattern, parks and open space and school facilities is such that additional residential density within the neighbourhoods could evolve as the community grows should such additional growth be consistent with the Town’s growth management objectives.

A MIX OF RESIDENTIAL HOUSING TYPES INCLUDING TOWNHOUSES AND DETACHED HOMES

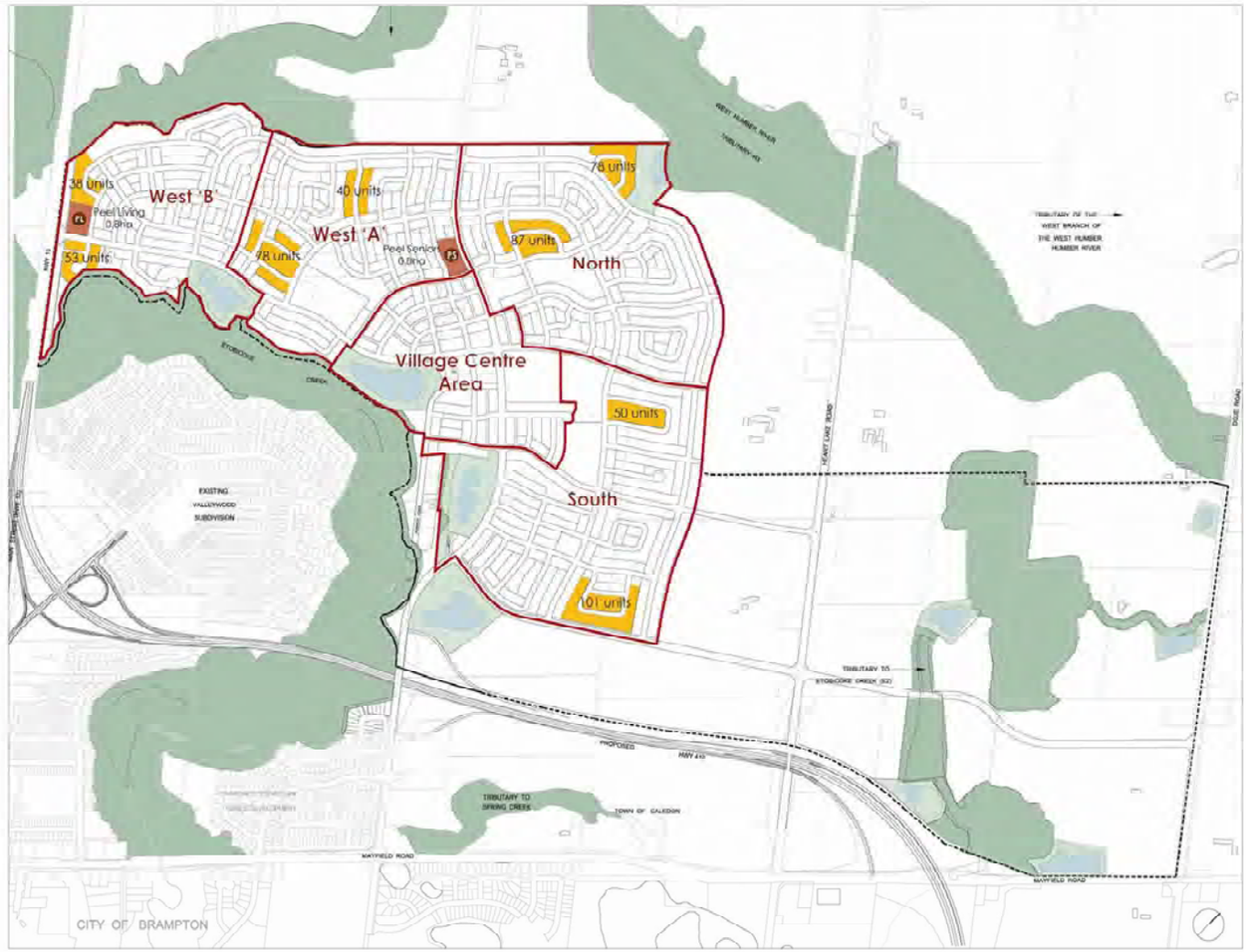


FIGURE 19: SUGGESTED RESIDENTIAL NEIGHBOURHOODS MEDIUM DENSITY LOCATIONS

FIGURE 19A: RESIDENTIAL ENCLAVES OPPORTUNITIES

3.2.1 Low and Medium Density Residential - Design Guidelines

Each neighbourhood will:

- Provide a mix of detached, semi-detached and townhomes and similar forms of residential dwelling units;
- Conform to the official plan targets designed to achieve a range and mix of housing types appealing to a variety of income levels and individuals and families at all stages of life;
- Provide for a minimum of 20% detached housing units less than 40 ft. frontage and a minimum of 40% townhouse or semi-detached housing units;
- Locate residential enclave development in locations where it does not compromise the modified grid road system within the neighbourhoods;
- Encourage special forms of development such as laneway based development adjacent to neighbourhood or community park areas.

Housing Mix

Based on the housing mix policies within Secondary Plan for the Residential Neighborhood Areas the following estimate of specific unit types outlined in Table 2 is provided. It is noted that variation to this mix may and will likely occur at the subdivision stage however the overall targets established in the official plan, which provide a range and some flexibility in the housing mix, will be achieved.

TABLE 2

Preliminary Lot Size Mix by Neighbourhood

Neighbourhood	Units > 40' OP Maximum 40%	Units < 40' OP Minimum 20%	Semi – detached & Townhouse Units OP Minimum 40%		Total
South	267	135	122	151	675
North	280	140	115	165	700
West A	203	102	80	121	504
West B	186	93	75	110	462
Total	936	470	392	547	2345

The Housing Mix targets will be implemented as follows:

- The distribution of Detached and Semi – detached housing types within the community will be determined, in accordance with the housing mix targets established in the Secondary Plan, through the review of subdivision plans within each Neighbourhood. Each neighbourhood is intended to achieve the housing mix targets of large and small detached units.
- The distribution of different forms of townhouses units shall be in accordance with the medium density areas identified on Figure19 Neighbourhood Areas - Medium Density Locations which identifies the townhouse locations designed to achieve the minimum target housing mix. Variation from the intended locations identified in the Community Design Plan may occur provided alternate townhouse locations are established and provided further that such locations conform to Section 7.12.8.6. of the Secondary Plan and do not create an large concentration of townhouses in one location.

•As provided in the Official Plan townhouses may be substituted for semi-detached units, up to 40% of the overall housing mix. If additional sites for townhouse development within the Neighbourhood areas are proposed beyond those indicated on Figure 19 such units will be identified at the subdivision plan stage and shall be located in conformity with the criteria established in the Mayfield West Secondary Plan and the design criteria established in these Guidelines.

3.2.2 Seniors and Affordable Housing - Design Guidelines

A senior citizen residence comprising approximately 0.8 ha. is located adjacent to the north edge of the Village Centre within a five minute walk of Main Street (the east – west collector). The site is expected to be developed by Peel Housing for approximately 45 senior's units in a low rise apartment form of development.

Another site (.8 ha) for a family affordable housing development, which is also expected to be developed by Peel Housing, is located within the West B Neighbourhood near the Neighbourhood Park and on Main Street. It is expected to be developed for approximately 24 townhouse type units although the final form and unit totals have not yet been confirmed by Peel Housing.

Both site are intended to be conveyed to Peel Housing through the implementing subdivision plan process. The sites shall be developed in conformity with the policies of the Secondary Plan, the applicable Zoning Bylaw, these Guidelines, the subsequent Architectural Control Guidelines and a Site Plan Agreement approved by the Town.

In addition, other individual building sites, totaling approximately .4 ha. in area may also be developed for affordable housing through programmes such as Habitat for Humanity. Such sites will be identified by the developer at the subdivision stage and be developed in conformity with the policies of the Secondary Plan, the applicable Zoning Bylaw, these Guidelines and the subsequent Architectural Control guidelines.

3.2.3 Village Centre and Neighbourhood Guidelines for the Location of Housing Types

Housing types and related driveway access location and treatment vary based on a number of factors such as urban design objectives, traffic conditions and road geometry. The following chart is intended to give direction to land owners and the Town with respect to the nature and location of housing types permitted and the nature of access allowed under different conditions within the Village Centre and the Neighbourhood areas. The determination of unit type, frontage and driveway treatment within different areas of the community is based upon the land use objectives, the nature of the roadway, the urban design objectives and the form of development.

3.2.3 Village Centre and Neighbourhood Guidelines for the Location of Housing Types *continued...*

TABLE 3
Location of Housing Types

UNIT & ACCESS REQUIREMENTS BY ROAD TYPE			
LOCATION / ROAD	**UNIT TYPE**	**MINIMUM LOT FRONTAGE**	**MEANS OF ACCESS**
Kennedy Rd. Residential Nbhds.	Detached north of Main Street	12.2m (40ft)	Front drive and all others
	All unit types less than 12.2m	< 12.2m (40ft)	Laneway or internal driveway, flankage and window street
	Detached south of Main Street	12.2 m (40ft)	Controlled access or laneway
Kennedy Village Centre & Main Street Village Centre	Townhouses, Mixed Use,	-	Public / Private Laneway
	Apartments, Commercial	-	Public / Private Laneway
	Detached	-	Public/ Private Laneway
Main St "East/West Collector" Residential Rd	Detached	12.2 m (40ft)	Front drive
	All unit types less than 12.2m	< 12.2m (40ft)	Laneway or internal driveway
Neighbourhood Green Collector	Detached	10.9m (36ft)	Front drive, flankage or window street
	All unit types less than 10.9m	< 10.9m (36ft)	Laneway or internal driveway
Local Road fronting onto Park	Full range of units	All sizes	Front drive or laneway
	Maximum 50% Townhomes		
Local Road in Nbhds.	Full range of units	All sizes	Front drive or laneway
	Detached / Semi detached	-	Front drive or laneway
Local Roads in Village Centre	All other unit types	All sizes	Controlled access or laneway

Note: Double car garages are permitted in all 10.9m (36') lots and larger.

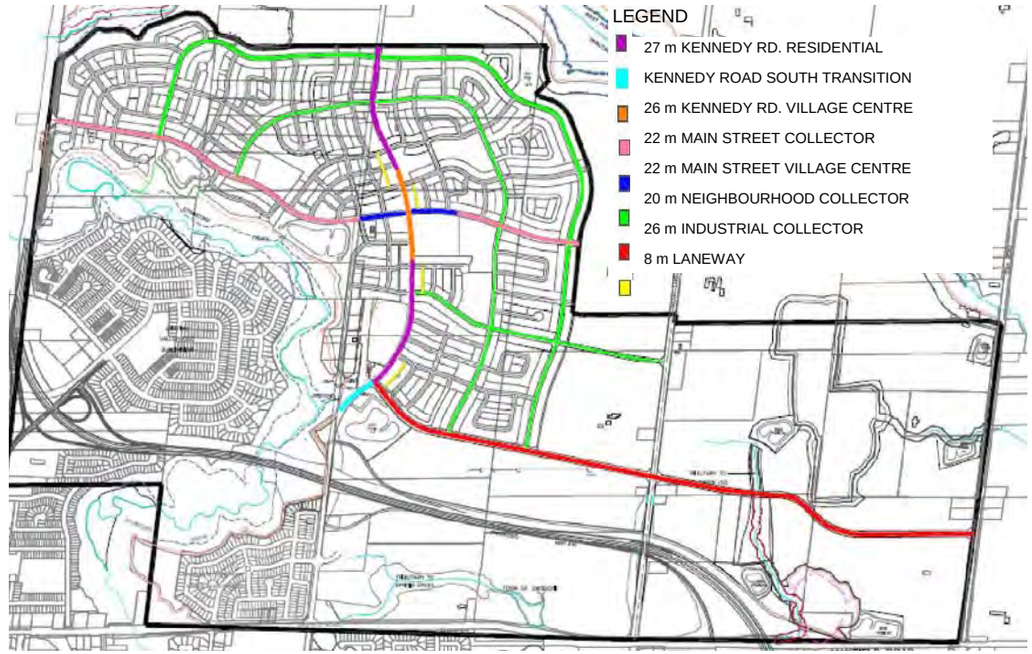


FIGURE 20: ROAD TYPE CATEGORIES MAP

3.2.4 Neighbourhood Schools - Design Guidelines

Two elementary school sites are provided intended for use by the public and separate school boards respectively. Each site is located adjacent to a community park to facilitate recreational needs and to allow for the collective land area to be designed in an integrated fashion as a unified, visually attractive and functionally designed site. Schools shall be subject to a site plan approval between the Town and the relevant School Board. Design of school sites should have regard for the following design guidelines:

- School sites should an area of a minimum of approximately 2.8 to 4 ha. and have one or two street frontages of 150 – 200 metres on the Main Street Collector or Green Collector road;
- School buildings should be located as close to the road boulevard as possible in order to create a strong presence within the community;
- Parking areas and bus drop off areas should be located to the side or rear of the building so as not to dominate the streetscape;
- Parking areas should be coordinated with the needs of the adjacent community parks;
- Pedestrian access to the school buildings should connect with adjacent municipal sidewalks;
- Playfields should be located in a manner coordinated with the facility fit of sports fields in the adjacent community park;
- Buildings should be located to contribute to vista's on opposite streets with architectural features to complement the community and establish neighbourhood identity and pride.

FIGURE 21: NEIGHBOURHOOD SCHOOLS LOCATION MAP

IMAGERY OF A NEIGHBOURHOOD SCHOOL

FIGURE 22: CONCEPTUAL DIAGRAM OF COMMUNITY SCHOOL

3.2.5 Place of Worship - Design Guidelines

It is intended that its size and scale be limited to a local community scale. Should a Church group wish to purchase a site, its location and the design of the Place of Worship should have regard for the following design principles:

- The site should have a maximum area of approximately .8 ha;
- The sites should generally not be permitted on local roads but directed to collector roads and located adjacent to more intensive land use such as commercial, medium and high density or community parks to minimize impacts on the surrounding neighbourhood;
- The building should be located as close to the road boulevard as possible in order to create a strong presence within the community;
- Opportunities for shared off site parking with other adjacent uses should be explored together with on street parking. Where parking is provided on site it should be located to the side or rear of the building in order to not dominate the streetscape;
- The building and site design should support and contribute to pedestrian activity by ensuring that pedestrian walkways to the building extend to the municipal sidewalks and provide pedestrian access to the building that is visible from the street.

EXISTING CHURCH NORTH ON KENNEDY ROAD

3.3 INDUSTRIAL DISTRICTS

The industrial area parallels the planned Highway 410 extension which will provide visibility and accessibility to future business. The employment area, comprising approximately 180 ha., extends easterly to Dixie Rd. In accordance with OPA 208, three industrial designations are established being:

- Prestige Industrial,
- Academic Research Campus / Prestige Industrial; and,
- General Industrial;

In addition Town policies provide for the establishment of Commercial uses within the industrial districts provided they only serve the industrial area and do not compete with the Village centre. Such uses would require an amendment to the zoning bylaw.

The asset strengths of the Industrial Districts are:

- Prime visibility to planned Highway 410;
- Convenient access via Highway 410 to Heart Lake Road at an early stage;
- Serviced land; and,
- Tax rates and large parcel sizes.

General Design Objectives for each industrial district are summarized below. In addition all development is to be consistent with the specific design standards contained in Section 4.0.

Prestige Industrial

The Prestige industrial lands are located adjacent to the planned Highway 410 extension and on the south side of the east – west industrial collector road.

- Design of development within this area must respond to visibility from both the highway and the collector road;
- Generally the primary building front will face the collector road to present a positive, high quality image to the community. This is particularly important between Kennedy Road and Heart Lake Road;
- A clean corporate image is intended for building design facing Highway 410 characterized by corporate signage, quality building materials and the minimization of service and loading areas.

FIGURE 23: INDUSTRIAL DISTRICTS LAND USE DIAGRAM

LEGEND

- COMMUNITY GATEWAY
- INDUSTRIAL GATEWAY
- ACADEMIC/ RESEARCH CAMPUS
- PRESTIGE INDUSTRIAL
- GENERAL INDUSTRIAL
- POTENTIAL FUTURE INTERCHANGE LANDS
- STORMWATER MANAGEMENT POND
- ENVIRONMENTAL AREA
- LANDSCAPE BUFFER
- NTS

Academic Research Campus / Prestige Industrial

These lands may develop for Prestige Industrial uses and may also accommodate a private post secondary educational institution. The physical form of development within this area must have regard for the following objectives:

- Overall design shall be sensitive to the adjacent residential community planned to the west;
- Generally the primary building front will face the collector road to present a positive, high quality image to the community. This is particularly important between Kennedy Road and Heart Lake Road;
- Loading, storage and service areas will be located away form residential areas and screened from adjacent collector or arterial roads or internalized into buildings;
- Noise attenuation adjacent to residential areas will be undertaken through noise berms, fences, building design and site layout.

General Industrial

The General Industrial Area is located between Heart Lake Road and Dixie Road north of the planned industrial collector road. The design of development must respond to:

- Visibility from arterial roads;
- Ensure that servicing, storage and loading facilities are not visible;
- Requiring quality building forms and architectural styles.

Commercial Uses

The location and design of any proposed Commercial developments will;

- Be of a small scale intended to serve the local employment area only;
- Provide a high level of visual quality that integrates and is complementary with the character of Mayfield West;
- Utilize building placement, massing and design to be combined with landscape elements / features to create a “green” setting that enhances the area’s character and identity;
- Integrate signage into the architectural and landscape elements of the site development.

HIGH QUALITY LANDSCAPE DEVELOPMENT IS CRITICAL

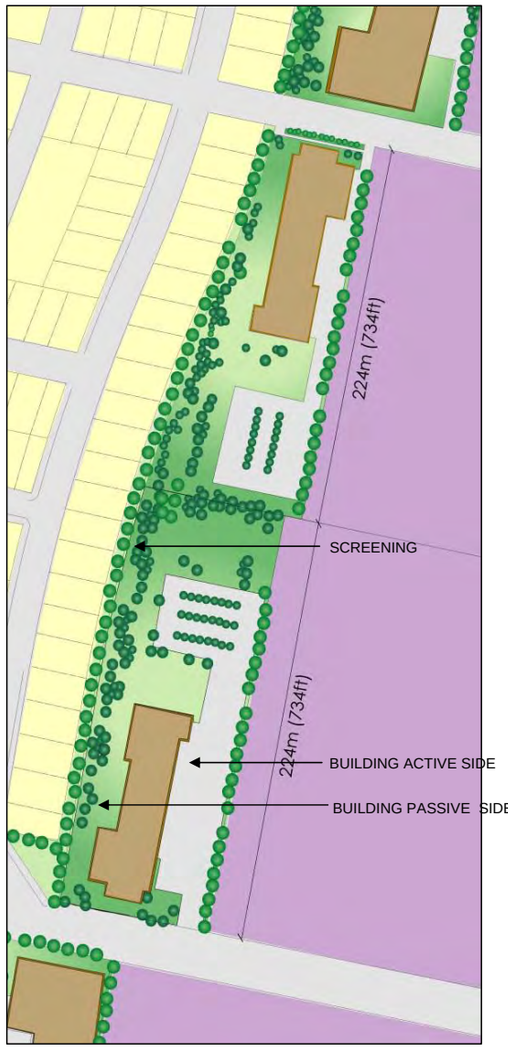


FIGURE 23: INDUSTRIAL AREA ADJACENT TO RESIDENTIAL ILLUSTRATION

3.4 TRANSPORTATION NETWORK

The community road system comprises four major road classifications:

Provincial Highway 410

- The proposed plan protects for the planned Highway 410 extension north from Bovaird Drive to Mayfield Road and then west to Highway 10 scheduled for 2009;
- Residents and workers in the proposed community will have easy access to the nearby Mayfield Road interchange that is planned;
- The plan also supports the addition of a future partial Highway 410 interchange at Kennedy Road, accommodating travel to and from the east;
- An interchange at Kennedy Road would create an opportunity for a high degree of accessibility to the Village Centre and local businesses from other parts of the Region and provide improved regional mobility for residents and workers in the Town of Caledon and north Brampton.

Regional Arterial Roads

- Dixie Rd. is a Regional arterial road that borders the east side of the Mayfield West community. Mayfield Rd. is an east west Regional Rd. which forms a boundary road between the Town of Caledon and the City of Brampton;
- The Region of Peel plans to widen Mayfield Rd. to 6 lanes from Dixie Rd. to Heart Lake Rd. and to 4 lanes from Heart Lake Rd. to Hurontario St. (Hwy. 10).

Municipal Collector Roads

- Kennedy Rd. and Heart Lake Rd. are major north – south roads between Brampton and Caledon;
- Kennedy Rd. and Heart Lake Rd. are to be widened to 4 lanes within the limits of development at full build out;
- Kennedy Rd. is to be realigned from its present location and will have a diversion through the village centre
- The collector roads are the major travel corridors within and between neighbourhoods;
- The collector road network provides for extensions of roads to Highway 10 and the Regional road system;
- An east-west Collector Road (Main Street) connection to Highway 10 creates the opportunity for a high degree of accessibility to the Village Centre and access to local businesses from the existing Valleywood community and other parts of Town.
- The longer term extension of the collector road system easterly to Heart Lake Rd. and potentially Dixie Rd. provides a framework for longer term expansion of the community should such expansion be consistent with the Town's overall growth management objectives;
- The employment lands are served by a main east-west collector road running between Kennedy Road and Dixie Road which serves as a central east west spine to the industrial area. A second east west collector provides additional connection between Kennedy Rd. and Heart Lake Rd.

The Green Collector

- The green collector is a 20 metre right of way local street which serves to connect neighbourhoods, community parks and schools;
- Will include a pedestrian sidewalk on each side and a double row of street trees.

Local Roads

A pattern of local roads is conceptually shown on the Community Design Plan and Land Use Plan. This local road pattern will be further refined through the subdivision plan process.

The overall design objectives are:

- Provision of either a finer grid pattern of local roads or a series of enclave roads within the basic road grid, particularly in the peripheral areas between the two "green collector" roads;
- Avoidance of long straight stretches of local roads which are not conducive to traffic calming, sense of neighbourhood or urban design character;
- Consider pedestrian travel patterns in the design of the local road system;
- Establishing a logical, simple pattern of way finding streets.
- Narrower streets encourage reduced travel speeds and enhanced safety;
- Modified grid road system distributes traffic;
- Window streets where appropriate to avoid rear lotting and noise attenuation walls.

Public Transit & Pedestrian Connections

Currently the Town of Caledon does not operate a transit service. Should one be established or arrangements made with other providers then the integration of transit into the community may readily occur. In this regard:

- The network of collector and arterial roads comprise the road system on which transit will operate when it is arranged by the Town;
- Connectivity is an important consideration in encouraging greater use of modes of travel such as transit, walking and cycling. Residential neighbourhoods, as well as a substantial portion of the existing Valleywood community, are within 10-minute walking distance (800m) of the proposed Village Centre and a central Transit stop envisioned near the junction of Kennedy Rd. and Main St. at the community centre;
- The opportunity exists for the Town to extend transit to the community from the very outset of development to encourage and build transit ridership within the community;
- Future transit service in the Kennedy Road corridor provides the opportunity to travel by transit in a direct and convenient fashion to enhanced inter-regional transit services such as planned Bus Rapid Transit services in the Queen Street and Hurontario Street corridors and all-day GO Rail services on the GO Georgetown line by connecting at the Brampton GO station and Brampton downtown terminal.
- A Transit Node is envisioned within the Village Centre in close proximity to the Community Centre / Special Purpose Park. It is expected to be a central bus stop within the Village Centre. A location integrated with the Community Centre will facilitate the expansion of this bus stop to serve as a transit hub if required to serve greater transit demands in the longer term.

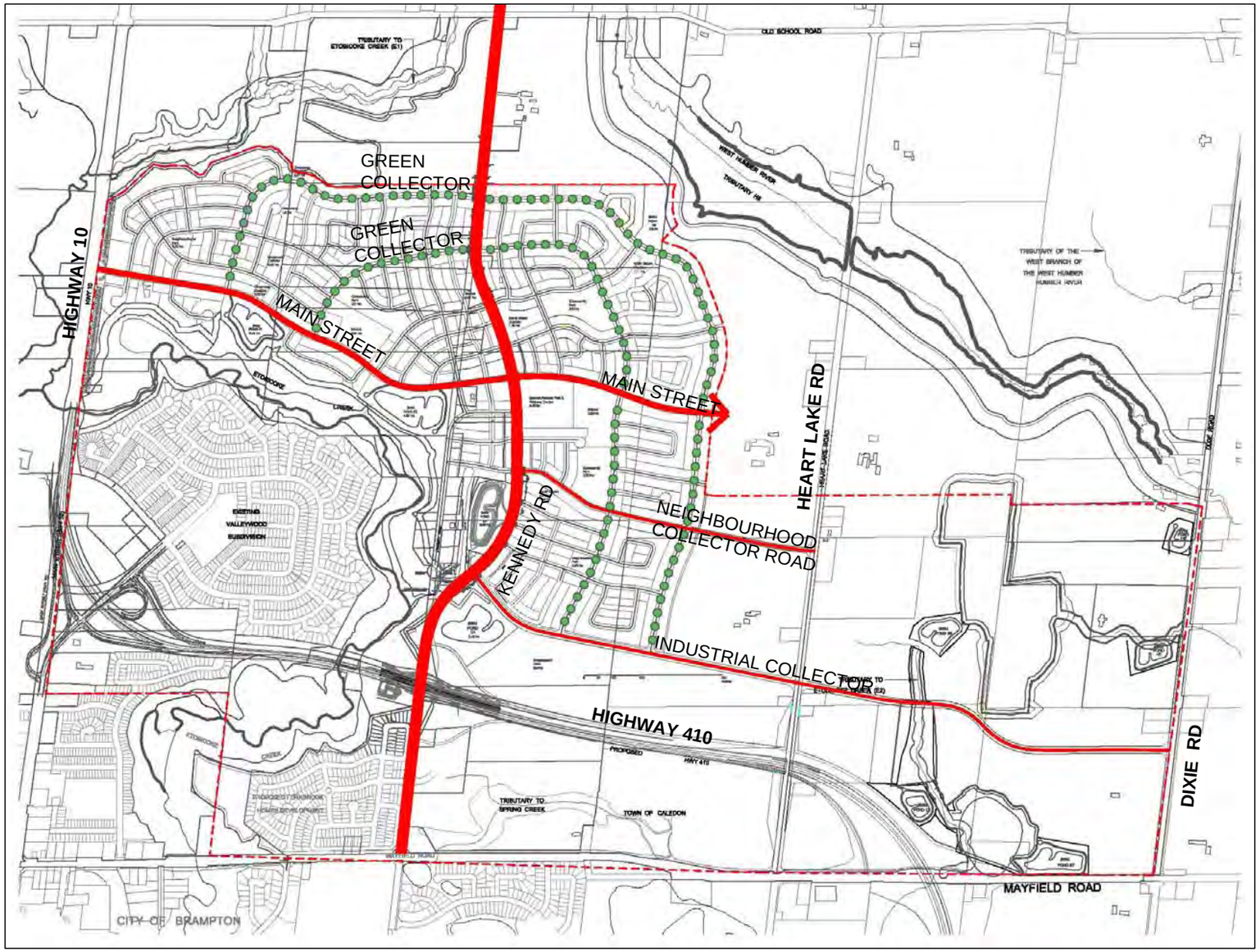


FIGURE 24: PROPOSED ROAD NETWORK

4.0 SITE PLANNING, ARCHITECTURE AND LANDSCAPE ARCHITECTURE
4.1 VILLAGE CENTRE

4.1 VILLAGE CENTRE

The Village Centre is envisioned as a re-creation of a small town in Southern Ontario with attractive neo-traditional architecture situated along tree lined pedestrian-oriented streets. The village centre architecture will be comprised of single and mixed-use buildings which shall contain ground-floor uses and may contain service, institutional office or residential uses on upper floors. Streetscapes and buildings will be inviting, expressing the character of rural Ontario and the Town of Caledon.

The residential areas of the Village Centre is intended to provide a broad range and mix of housing types in a form and character that is supportive of and complimentary to the Main Street commercial area. The diversity of housing forms will be unified by the careful attention to architectural detail expressed within the building layouts, the facade details and the compatibility of the various architectural styles employed. Residential dwellings may comprise live/ work unites in which related commercial ground floor uses may be established.

Guidelines

General Architectural Themes

Adaptations of the Victorian (Queen Anne), Georgian and Craftsman architectural styles will be expressed in the building forms and the façade treatments, and will be highly articulated.

The following details may be incorporated into each design, but shall not be limited to:

- Complex and varied rooflines or simple rooflines with proportionately steep gables and dormers, mansard roofs, or false-front roofs (for mixed-use or retail buildings only);
- Decorative ornamentation including verge boards, brackets, dentils, brick detailing, keystones and/or motifs;
- Elaborate corner treatments including wrap-around porches, towers or turrets;
- Massing changes including bay windows, detail projections, and balconies;
- Substantial porches.

4.1.1 Village Commercial Area

General Design Guidelines for Commercial and Live/ Work Buildings

- Architectural form, style and expression combined with streetscape treatment will be used to create an animated, pedestrian-oriented commercial “Main Street” in Mayfield West;
- Buildings may be individual “free standing” buildings or of a block design that is complimentary with the scale of the Village Centre;
- Village commercial architecture will enclose the streetscape creating an intimate, comfortable, pedestrian-scale environment;
- On-street parking and parking at the rear of buildings will be used to allow the detailed architectural form to visually dominate the streetscape.
- Buildings with retail, service, community or institutional uses at the street level and residential above may be built on the Main Street;

Building Design Guidelines

- Setback of buildings fronting onto Mainstreet shall be a minimum of 0.3 to 2 metres to reinforce the streetscape and provide opportunity for outdoor patio or display areas.
- Recommended Store Module:
    - 20ft (frontage) x 60ft (depth) x 15ft (height);
    - Modules to be combined for larger stores & restaurants;
    - Smaller and odd shaped sizes also to be considered if available.
- Rear servicing should be provided to all stores & restaurants;
- Street level design enhancement is encouraged to reinforce the pedestrian environment and streetscape with attractive awnings, inviting store fronts, attractive signage and/or generous and ornamentally detailed windows. Enrichments to be allowed;
- Upper storeys will not be setback from the ground floor building wall unless specific design details can demonstrate that the stepped back architectural form enhances the streetscape;

KEY PLAN OF THE VILLAGE COMMERCIAL AREA

POTENTIAL MAIN STREET ARCHITECTURE WITH LIVE/WORK BUILDINGS

Building Design Guidelines (continued)

- Wall-mounted business identity signs will be placed along the same horizontal plane on a multi-tenant building within a block, and will be appropriate in scale and design to the building and the location within the streetscape;
- Ground floor entries shall be encouraged to be recessed up to approximately 1 m. to facilitate pedestrian sidewalk movement and provide weather protection;
- Encroachments onto the public right-of-way may include balconies and business identity signage and similar features which do not obstruct the public sidewalk.
- Commercial and Mixed Use Buildings will be a minimum of 2 storeys and maximum of 4 storeys in height and may have a minimal setback to visually frame the street edge. Typically they will be constructed in a block format with 3-10 businesses sited side-by-side at the street level;;
- On-site parking, service and delivery areas should be located at the rear of buildings;
- Roof top equipment should be visually and acoustically screened;
- The commercial, residential and/or mixed-use buildings at the intersection of Main St. and Kennedy Rd. will have an increase in building height and architectural detailing incorporated into the design of all buildings facing the main intersection;
- Particular architectural emphasis will be encouraged at the corner of Kennedy Road and “Main Street” (the east-west collector road) and may include such elements as an articulated corner roof detail, window projections, substantial wrap-around porches, highly ornate main building entries and/or elaborate brick detailing.
- The businesses at street level will have all the characteristics of the Main Street architecture that create a welcoming pedestrian-scale environment defined by generous windows and detailed window treatment, awnings, recessed front entries, attractive signage, arcades and the opportunity for sidewalk patios;
- Parking located at the rear accessible by a public or private laneway. Garages may be attached to the rear of the building or detached and sited near the rear property line.


MIXED USE BUILT FORM

- Front facades will be highly articulated with massing variations, changes in colours and materials, and will display elaborate brick detailing and detailed window treatments. All detailing of the upper storeys will be coordinated with the detailing of the street level business storefronts;
- Emphasis on false-front roofs and mansard roofs will be used to reinforce the small town architectural character;
- Entrances to the upper storey residential units may be from the front, side or rear or the buildings.

4.1.2 Village Core Residential

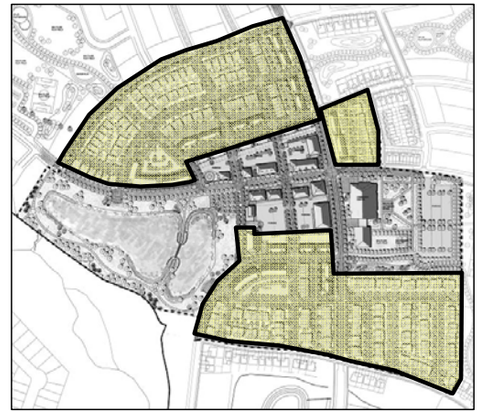
General Design Guidelines

- The Village Core Residential area may have a mix of low rise village apartment units, live work and regular townhouse units and some single and semi detached housing units);
- Building heights for apartments will be generally a maximum of 4 storeys with the opportunity for additional height in accordance with the policies of the Official Plan.
- An emphasis on smaller lots resulting in a higher density will be used in the Village Core to perpetuate the village-feeling;
- Generally the intensity of the built form will reduce outward from the Village Commercial area;
- Live work units may be located within medium density areas of the Village Centre.

Building Design Guidelines

--Townhouse, Semi-detached and Detached housing units

- Townhouse housing types will generally have garages or parking areas located at the rear accessible by a laneway when located on streets where residential frontage is limited as per Table 3;
- Detached or semi detached units will generally be located at the periphery of the village centre and may have laneway or traditional driveway garage access;
- Visual impact of garages will be minimize by encouraging rear yard or side yard garage locations.
- Double car driveways will be strongly discouraged within the village centre;
- Setbacks will be minimized to emphasize the architecture within the streetscape and enhance the small-town Village Core character;
- Front porches and front steps set close to the sidewalk will be encouraged.



KEY PLAN OF THE VILLAGE CORE RESIDENTIAL


VILLAGE CORE RESIDENTIAL

4.0 SITE PLANNING, ARCHITECTURE AND LANDSCAPE ARCHITECTURE
4.1 VILLAGE CENTRE

Live/ Work Development- Village Core Residential Areas
- Residential buildings with professional or limited service uses;
- Located with Detached, Semi-Detached or Townhouse dwellings;
- Primary residential character predominates as defined above;
- Residential parking requirements and on street parking sufficient to service use;
- Maintenance of soft landscaped front yard;
- Signage limited in height and area to residential scale

-- Low Rise Apartments

Sites for higher density apartments are located in the Village Centre to the north and the east respectively of the Village 'BLUE' Pond. Design limits of these buildings includes:

□ Architectural Style
- The architectural style will be in keeping with the Victorian, Georgian and Craftsman styles similar to the low density areas.
- At street level, structures should contain architectural elements that promote a pedestrian scale such as arcades, soldier coursing and other brick detailing, well-defined building / unit entries, and generous fenestration elements. The style and scale of the articulation will be consistent with the overall style of the building.
- All low rise apartment buildings should have details such as, but not limited to:
- Variable massing;
- Gabled roofs and dormers;
- Well-defined front entries;
- Historically accurate window treatments, ornamental bay, bow or boxed out windows;
- Ornamentation such as brick detailing, wood trim detailing, brackets, balconies, parapets, and / or pilasters.

□ Building Form
- Low rise apartment buildings will generally have a maximum of four storeys but exceptions may be granted to respond to topography, grading or urban design objectives provided compatibility with adjacent development is ensured;
- parking located underground or at the rear of building and concealed from public view by landscaping and/or architectural elements;
- The primary building face should be oriented toward and parallel to the street front to emphasize the architectural form;
- Massing variations along the visible facades will be incorporated where in keeping with the architectural style.
- Reinforce the streetscape by paralleling the street;
- Take advantage of views over the pond and the Etobicoke Creek valley;
- Locate parking areas to the rear, screened from adjacent roadways or land uses;
- Built form and materials should relate to the character of the Commercial Main Street;
- Base of the building should relate to the street through different architectural treatment;

□ Roofline
- A varied roofline will be designed for all low rise apartment buildings to promote variety and visual interest as per the implementing architectural guidelines;
- Dormers and gables will be used where in keeping with the architectural style;
- Rooftop mechanical and equipment enclosures will be sited as far away from public viewing as possible and be incorporated into the architectural design of the roofline.

□ Building Entries
- Attractive, well-articulated building entry features should be incorporated into the building design and be oriented toward the street front;
- The main building entrance may be oriented toward the street front or the parking / drop off area;
- Loading and service areas should be sited at the rear or the building and be screened by landscape and/or architectural elements.
- Rooftop mechanical equipment should be screened and incorporated into the buildings architecture;

FRONTAGE ON PARKS

MIXED USE BUILDINGS – LIVE/WORK, COMMERCIAL AND RESIDENTIAL

VILLAGE CORE RESIDENTIAL- HIGH DENSITY

4.1.3 NEIGHBOURHOOD AND VILLAGE CENTRE PARKING

On-street and off-street parking are to be provided within the Mayfield West Community at suitable locations, dependant on the surrounding land use.

Guidelines

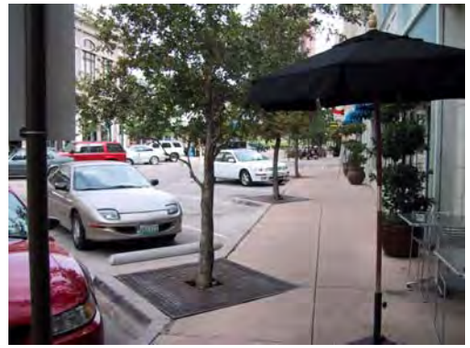
General

- On-street parking will generally be permitted on at least one side of all roads, including Kennedy Road and the East-West Collector within the community. Exceptions are the public laneways, and the employment collector roads, where on-street parking is to be prohibited;
- Provisions allowing for minor variations to the locations of one-sided and two-sided parking on collector streets may occur for the collector streets within the employment area;
- Permitted on-street parking locations along streets with one-sided parking will be located to provide efficiency and safety.

Parking in Neighbourhood Areas

The following placement guidelines are to be considered for identifying the generally appropriate side of the street for permitted on-street parking:

- Adjacent to parks, open spaces and significant pedestrian traffic generators;
- In proximity to schools in consultation with the affected School Board, but generally not in front of schools;
- Adjacent to medium and high-density residential, commercial, institutional or mixed-use developments;
- Outside of horizontal curves to maintain sightline visibility;
- Along the side of the road having the least number of intersecting roads and entrances which maximized on street parking opportunities.



NEIGHBOURHOOD AND VILLAGE CENTRE PARKING IMAGERY

Parking in Village Centre

Based on the Village Centre Design Plan it is estimated that there are in excess of 250 on street parking spaces within the commercial area and extending approximately one block from Main Street & Kennedy Rd. In addition there are approximately 300 off street parking spaces are available for a total supply of more than 550 parking spaces. This is sufficient for both the projected commercial area of 10,000 sq.m. and for apartment units over some portions of the retail area.

The provision of sufficient parking within the commercial area must consider the principle of shared use, due to the temporal (i.e. different hourly or daily peaks) and spatial variation associated with parking demands for different uses in the area. In addition, and of fundamental importance, is the principle of fostering a pedestrian based Village Centre. These factors mitigate against providing large expansive parking areas based on typical “shopping centre” type parking standards.

As development proceeds and specific development applications are considered by the Town through zoning and site plan applications the specific parking requirement will be established. It is expected that the total requirement, including both on street and off street spaces will be in the order of 5 to 5.5 spaces per 100 sq.m. of commercial floor area assuming a maximum of 20% of the floor area devoted to restaurant purposes. Based on the projected supply of on street spaces it is expected that off street parking will be required based on approximately 2.5 – 3.0 spaces per 100 sq.m. of commercial floor area plus any residential apartment requirements which typically would be established at 1.25 spaces per unit. This approach is comparable to the approach applied in other village centres such as Kleinburg and Unionville. Further modifications to the parking standards may be undertaken as Village Centre development occurs.

- The design and location of parking areas shall consider the following:
- On-street parking in the Village Centre - Main Street area is deemed suitable to address some of the parking demands associated with commercial establishments;
- Primary locations for off street parking areas shall be internal to the site, screened by buildings in a “courtyard” setting;
- Entrances to parking and service areas should be clearly indicated through the use of signage, lighting, landscaping and traffic calming elements. These elements shall be organized to avoid creating a cluttered image;
- Tree planting shall be included throughout parking lots as appropriate;
- Pedestrian walkways shall be designed for clear and safe movement and provide connections to surrounding streetscapes;
- Surfaces shall be paved and lined to define spaces;
- Disabled parking spaces shall be designated and located close to building entrances;
- Dedicated, off-street parking for residential uses shall be provided within the Village Centre.
- The design of parking areas will utilize best management practices for storm water management.

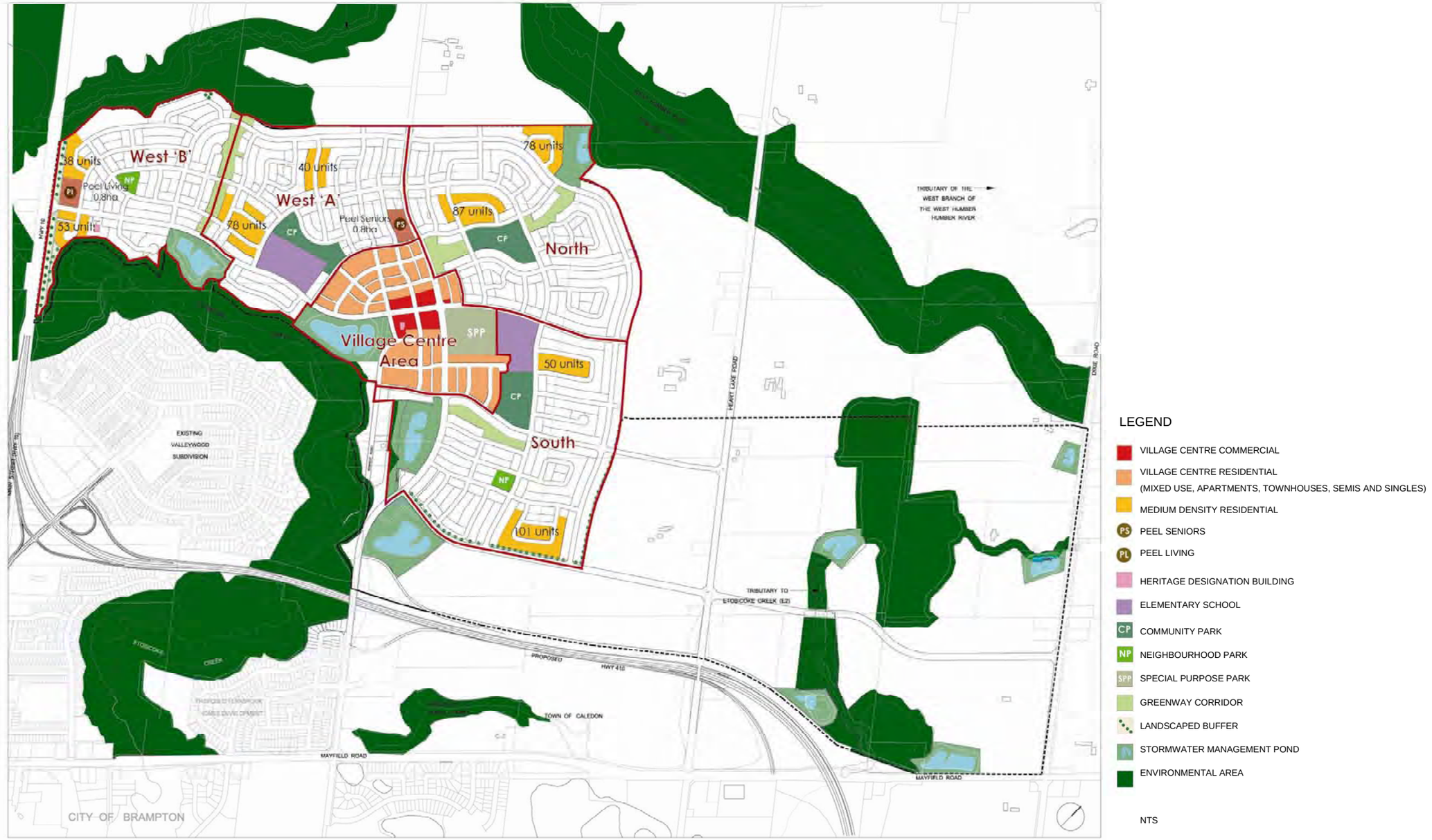


FIGURE 25: RESIDENTIAL NEIGHBOURHOOD DENSITY PLAN

4.2 RESIDENTIAL – LOW and MEDIUM DENSITY

Radiating from the Village Centre are the residential neighbourhoods that contain single and semi-detached homes and freehold and condominium townhouse units. These residential areas are comprised of a complimentary mix of lot sizes and attractive housing styles that are harmoniously integrated to accommodate singles, young families, move-up buyers and empty-nesters, creating a diverse, mixed community.

As a condition of subdivision draft approval the Town will require the preparation of an architectural control guideline together with appropriate arrangements to implement the guidelines through a control architect. Such guidelines will have regard to the following:

Guidelines:

□ *Architectural Style*

- A blend of architectural styles including but not limited to the Victorian, Georgian and Craftsman styles shall be used throughout to suggest a rural Ontario small town character;
- A focus on traditional, natural architecture shall be integrated into all housing design to create an attractive, highly desirable and vibrant, well-designed community;
- Highly articulated front facades will be the standard throughout the community;
- An emphasis on the front porch will be a repeated design element designed to promote social interaction in the streetscape and emphasize the traditional Victorian, Georgian and Craftsman styles noted;
- Garages will be thoughtfully integrated into the architecture to minimize their visual dominance within the streetscape, with a maximum 2.0 m garage projection in front of either the house entry or the porch face;
- Facades visible from the public realm will contain details such as, but not limited to:
  - Variable massing;
  - Gabled roofs and dormers;
  - Well-defined front entries;
  - Full-frontal and wrap-around front porches;
  - Historically accurate window treatments, ornamental bay, bow or boxed out windows;
  - Ornamentation such as brick detailing, wood trim detailing, ornamental brackets, balconies, parapets, and/or pilasters.

The overall effect of the above guidelines will result in a new development that is rooted in early Ontario history and that expresses the charm of small town Ontario.

□ *Residential Blocks*

- Residential blocks are created by the road layout and land use pattern for the community;
- Within the low density areas, residential blocks will contain a variety of housing styles (Victorian, Georgian, Craftsman), a variety of housing types (singles, semi's, townhouses), a variety of heights (bungalows, two-storey, three-storey) and a variety of model types, colours and materials.

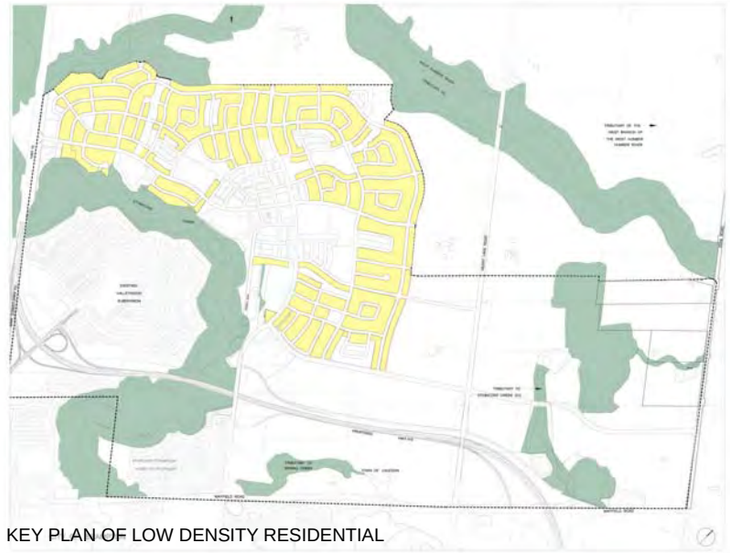
□ *Building Form*

- Specific zoning standards will be established in the zoning bylaw having regard for the following design objectives:
- The maximum building height for single detached, semi-detached and townhouse units is generally three storeys;
- All homes will have either an integral garage at the front or rear of the dwelling or a detached garage located at the rear of the lot accessed from either the street or a rear lane;

□ *Lot Size*

- The range of lot sizes and housing types will reflect current market conditions at the time of development having regard for the overall housing mix objectives;
- Lots will have an approximate 32m depth with lot frontages and garage sizes as follows:

	Single Detached Unit	Semi Detached Unit	Townhouse Unit
Single Garage	Min 9.1	Min 6.85 m	Min. 5.5m
Double Garage	Min 11.0	n.a.	n.a.



KEY PLAN OF LOW DENSITY RESIDENTIAL

41 FOOT (12.5 M) SINGLE LOT (DETACHED GARAGE)

43 FOOT (13.1 M) SINGLE LOT

FIGURE 26: 41FOOT AND 43 FOOT LOTS DETACHED

4.0 SITE PLANNING, ARCHITECTUREAND LANDSCAPE ARCHITECTURE
4.2 RESIDENTIAL –LOW DENSITY& MEDIUM DENSITY

□ *Setbacks*

- Building setbacks will be established in the implementing zoning bylaw for Mayfield West having regard for the following
  - Front yard setback – 4.5m main wall, 2.5m to porch, 1.0m to porch steps;
  - Side yard setback
    - 1.2 m and .6m for lots ranging in frontage form 11m to 13.1 m
    - 1.2 m and 1.2 m for all other lots frontages
  - Rear yard depth – 7.5m;
  - Encroachments – fireplaces, bay/bow and box out windows, uncovered steps, pilasters, parapets, sills and other ornaments all with or without foundations.
- Further zoning modifications will be required to accommodate specialty house designs such as rear laneway garages and rear lot garages.

□ *Garages and Driveways*

- All homes will have either a garage attached at the front or rear of the house, or a detached garage located adjacent to the rear property line, with the positioning dependent on the lots size, housing type and lot grading conditions;
- The visual dominance of the garage will be minimized throughout the community. The visual impact of the garage along the front façade will be minimized by design elements such as:
  - A partial second-storey build-over;
  - Siting the garage flush or recessed behind the main building wall;
  - Other provisions of the zoning bylaw designed to ensure that the garage does not dominate the streetscape.
- For semi-detached lots, garages and driveways shall be paired, except for Corner Lots where the front entry, garage and driveway for one unit may be oriented toward the side street.
- Garages will be set back a minimum of 6 metres to accommodate driveway parking

□ *Priority Lots & Landscape Corridors*

- Houses located in visually prominent positions in the community such as at Neighbourhood Gateways, Corner lots, Park side Lots and at T-intersections will have a more detailed articulation to emphasize the quality and character of the community;
- Architectural Guidelines should be prepared at the detailed design stage to identify the priority lots within the approved development lands and to give detailed architectural guidelines for all housing within the community.
- To enhance the natural setting a “landscape corridor” may be provided along the rear lot line where grading and servicing permit. Such corridor will comprise a vegetated corridor and fencing established at the time of final grading. The landscape corridors will be privately owned and maintained.

SINGLE DETACHED HOMES

32 FOOT (9.7 M) SINGLE LOT

36 FOOT (11.0 M) SINGLE LOT (2-1/2 STOREY)

38 FOOT (11.6M) SINGLE LOT

FIGURE 27: 32, 36 AND 38 FOOT LOTS DETACHED

TOWN HOUSES

18 FOOT (5.5 M) TOWNHOUSE LOT

18 FOOT (5.5 M) TOWNHOUSE LOT (REAR LANE ATTACHED GARAGE)

18 FOOT (5.5 M) TOWNHOUSE LOT (REAR LANE DETACHED GARAGE)

SEMI-DETACHED HOMES

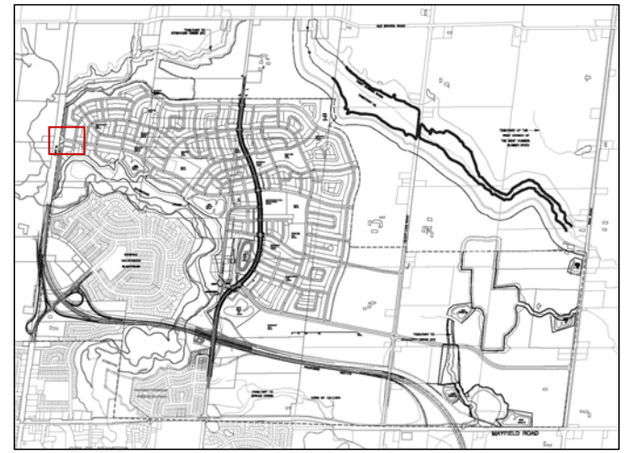
45 FOOT (13.7 M) SEMI LOT

45 FOOT (13.7 M) SEMI LOT (DETACHED REAR LANE GARAGE)

50 FOOT (15.2 M) SEMI LOT

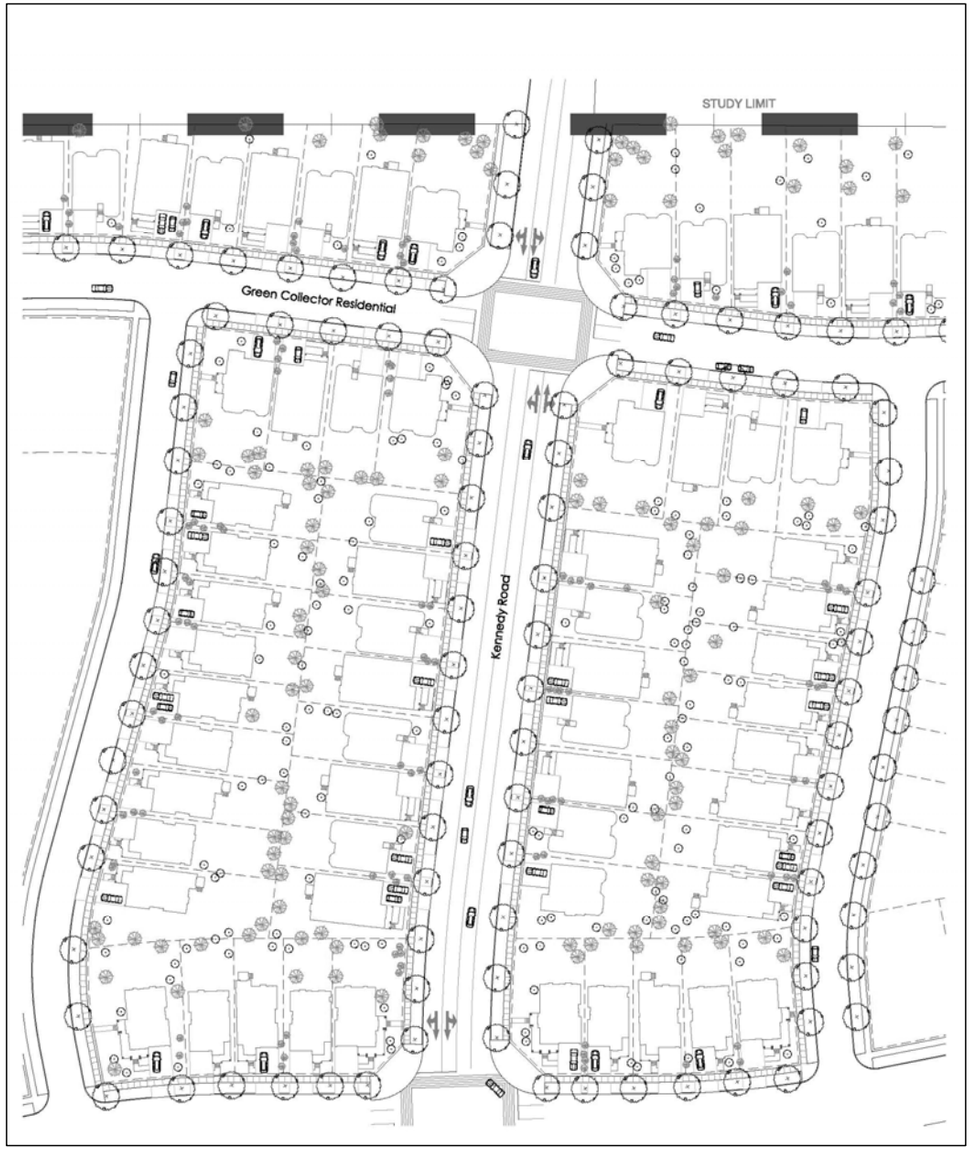
KEY PLAN OF MEDIUM DENSITY RESIDENTIAL

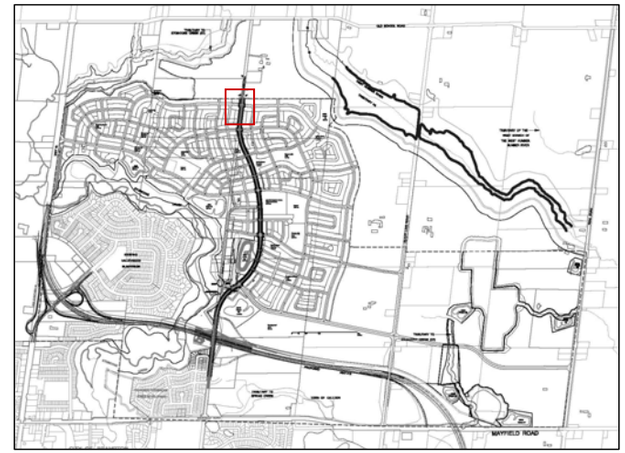
FIGURE 28: MEDIUM DENSITY RESIDENTIAL LOTS (SEMI DETACHED & TOWN HOUSE)



KEY PLAN

FIGURE 29: RESIDENTIAL NEIGHBOURHOOD AT HIGHWAY 10 AND MAIN STREET
DEMONSTRATION PLAN ILLUSTRATING HIGHWAY 10 ENTRY FEATURES, LANDSCAPE TREATMENT, BUILT FORM AND LOT ACCESS

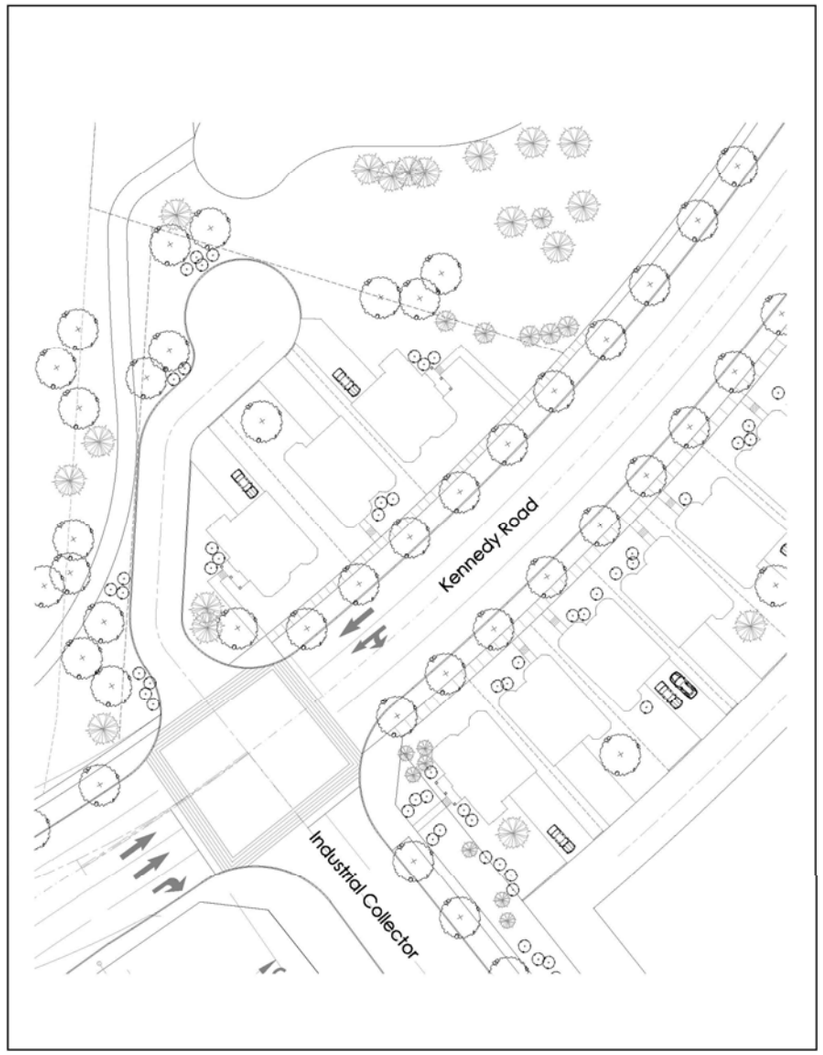


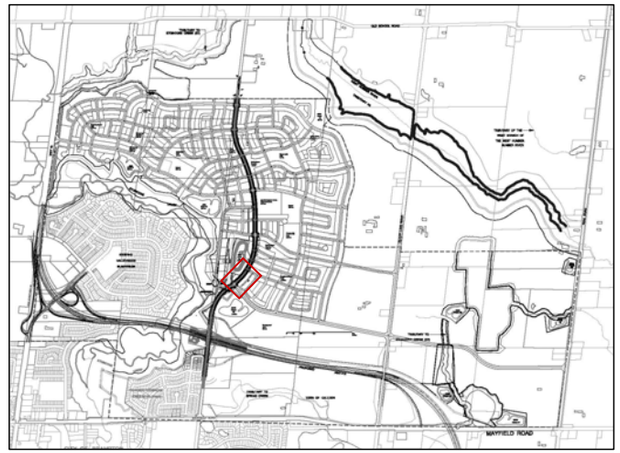


KEY PLAN

FIGURE 30: RESIDENTIAL NEIGHBOURHOOD- GREEN COLLECTOR AND KENNEDY ROAD NORTH

DEMONSTRATION PLAN ILLUSTRATING BUILT FORM, ACCESS AND LOT FRONTAGE ONTO KENNEDY ROAD

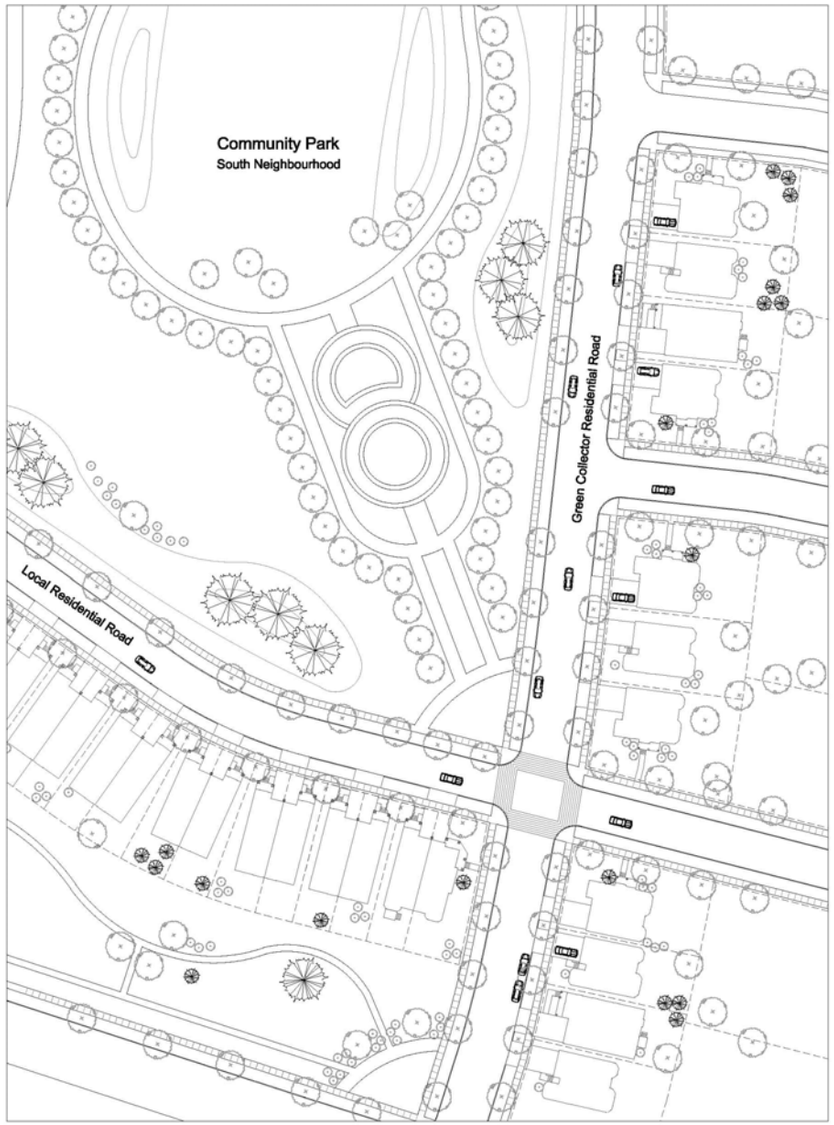


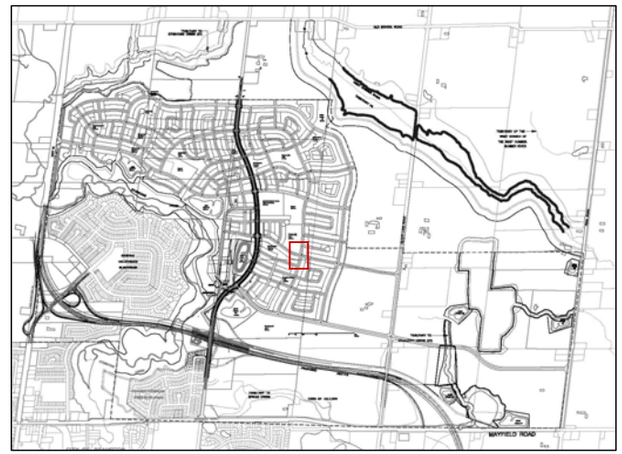


KEY PLAN

FIGURE 31: RESIDENTIAL NEIGHBOURHOOD- KENNEDY ROAD AND INDUSTRIAL COLLECTOR

DEMONSTRATION PLAN ILLUSTRATING GATEWAY SIGNATURE HOUSES, LANEWAY LOT PATTERN, ACCESS AND LANDSCAPE TREATMENT

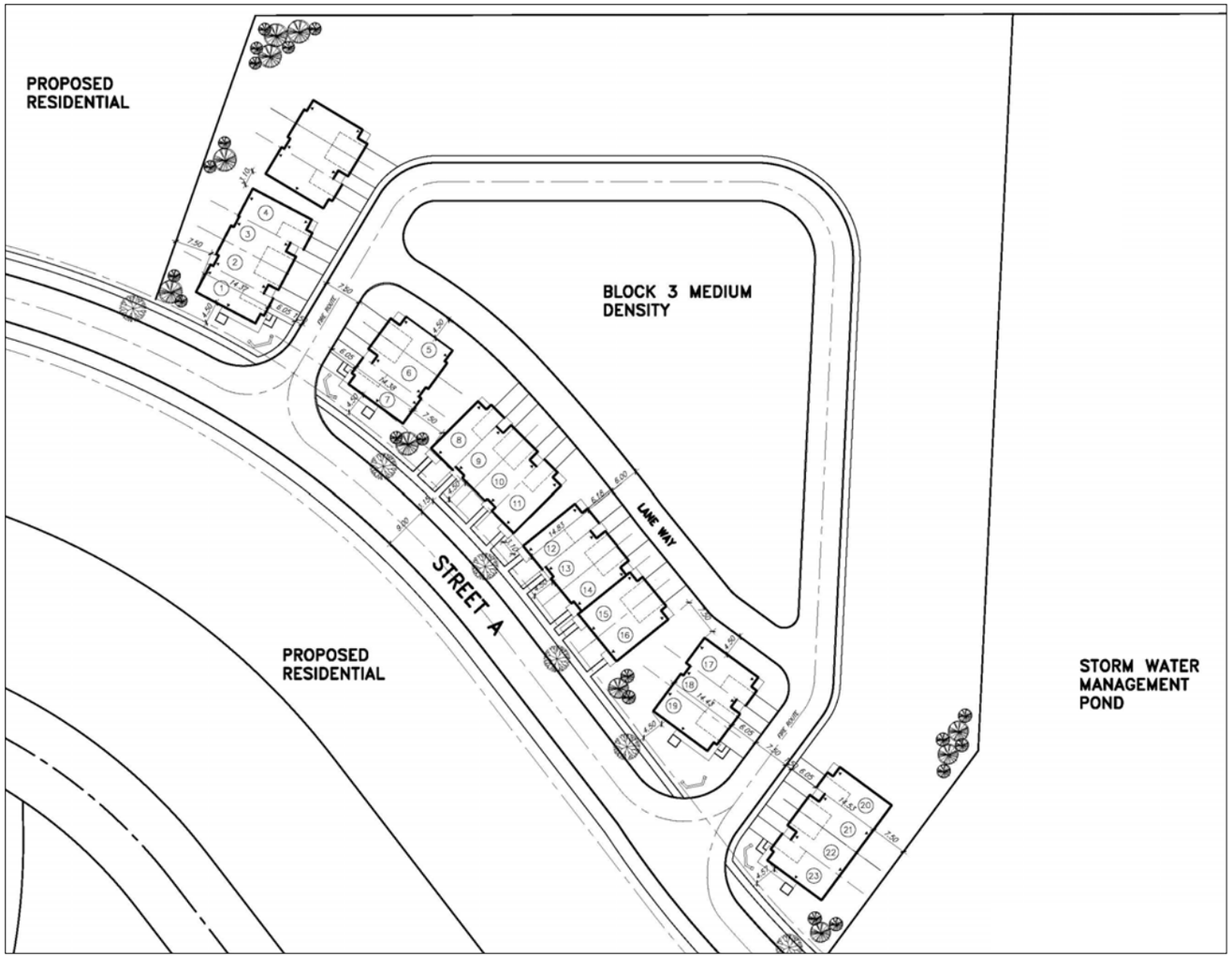


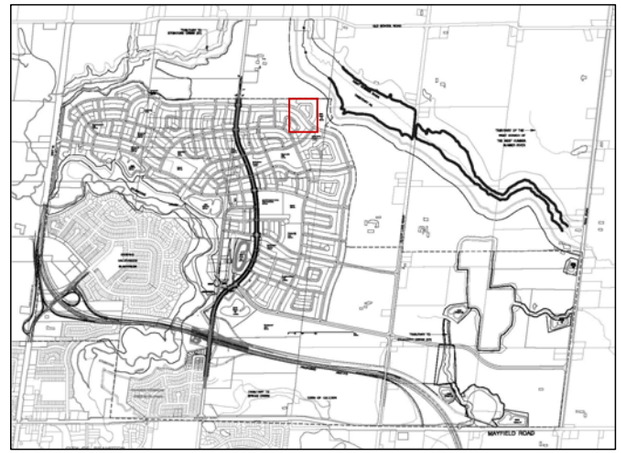


KEY PLAN

FIGURE 32: COMMUNITY PARK AND RESIDENTIAL NEIGHBOURHOOD- LOCAL RESIDENTIAL AND GREEN COLLECTOR

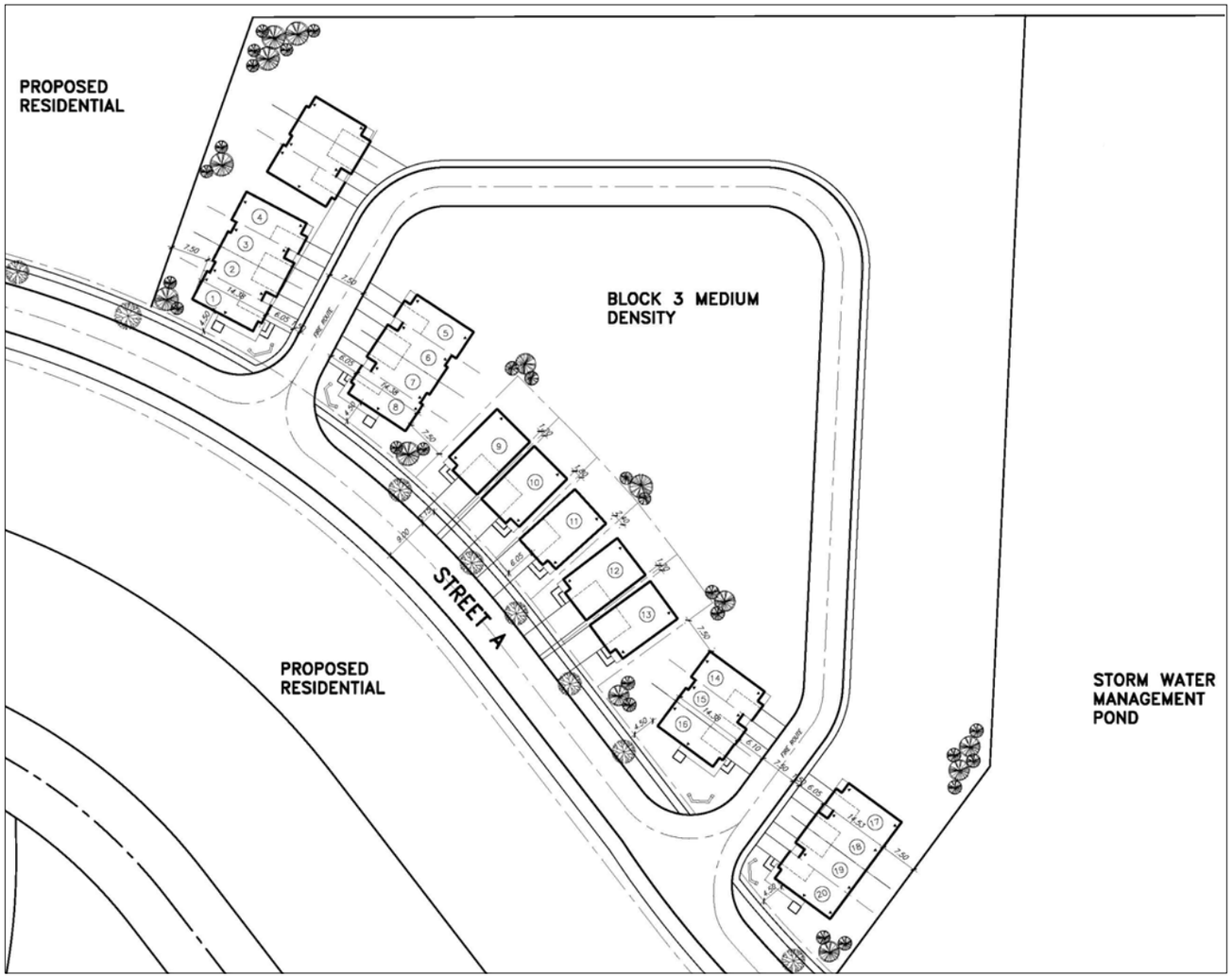
DEMONSTRATION PLAN ILLUSTRATING LOT PATTERN, ACCESS, PARKING AND INTERFACE WITH COMMUNITY PARK AND GREENWAY CORRIDOR

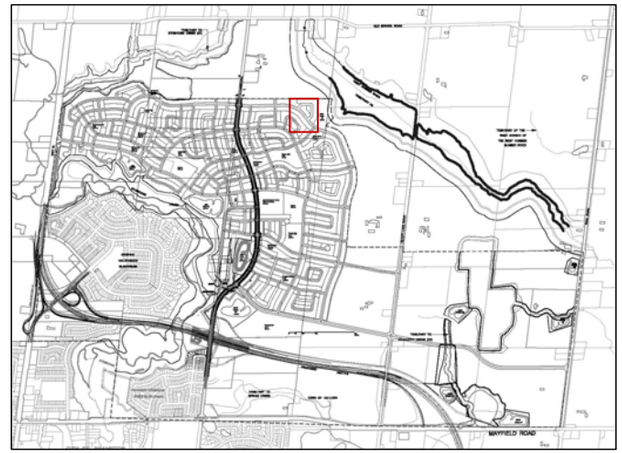




KEY PLAN

FIGURE 33: REAR LANE TOWNHOUSES FRONTING STREET A
DEMONSTRATION PLAN INDICATING LOT PATTERN AND LANEWAY ACCESS





KEY PLAN

FIGURE 34: 11 m LOTS FRONTING STREET A

DEMONSTRATION PLAN INDICATING ALTERNATE LOT PATTERN AND FRONT DRIVE ACCESS

4.3 INDUSTRIAL DISTRICTS

The Industrial area comprises an area of approximately 180 ha of lands north of Highway 410 between Kennedy Road and Dixie Road. In addition to the three land use designation identified in OPA 208 being Prestige Industrial, Academic / Research Campus and General Industrial design guidelines for Commercial uses which are permitted within the industrial area are also included.

Detailed Design guidelines are outlined in the following page. Such design objectives shall be implemented through the implementing zoning bylaw and through application of the Town's site plan approval requirements. These design guidelines supercede the Town's General Industrial / Commercial Design Guidelines. Where there is a conflict between the two, these guidelines shall prevail. Should portions of the industrial area develop in a campus format additions or revisions to these guidelines may be required to properly accommodate such form of development.

All industrial and ancillary commercial development shall require site plan approval by the Town and an implementing site plan agreement. In addition development adjacent to Highway 410 will require development permit from the Ministry of Transportation.

4.3.1 General Design Objectives

General Design Objectives for each industrial district are summarized below and in Section 3.3.

Prestige Industrial

The Prestige industrial lands are located adjacent to the planned Highway 410 extension and on the south side of the east – west industrial collector road. Design of development within this area must respond to visibility from both the highway and the collector road. Generally the primary building front will face the collector road to present a positive, high quality image to the community. This is particularly important between Kennedy Rd. and Heart Lake Rd. A clean corporate image is intended for building design facing Highway 410 characterized by corporate signage, high quality building materials and the minimization of service and loading areas.

Academic Research Campus/ Prestige Industrial

Lands were identified for the potential location of an academic/ research campus. Recent study suggests that the likelihood of attracting a post secondary institution is very slim. Accordingly prestige industrial uses are permitted in addition to academic / research employment uses. Site design of all such uses shall have regard to compatibility with the adjacent residential community planned to the west particularly with respect to the location of active truck service areas such as delivery and loading areas.

General Industrial

The General Industrial Area is located between Heart Lake Rd. and Dixie Rd. north of the planned industrial collector road. The design of development must respond to visibility from arterial roads and ensure that servicing, storage and loading facilities are not visible. A wide range of high quality building forms and styles are intended for this area.

Ancillary Commercial

The intent of ancillary commercial areas is for a high level of visual quality that integrates and is complimentary with the character of Mayfield West. Attempts shall be made for building placement, massing and design to be combined with landscape elements/ features to create a "green" setting to enhance the area's character and identity.

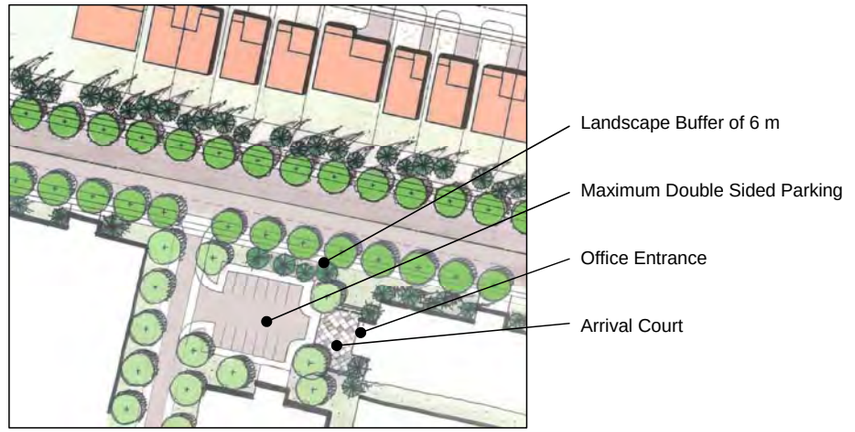


FIGURE 35: INDUSTRIAL/ RESIDENTIAL INTERFACE PLAN

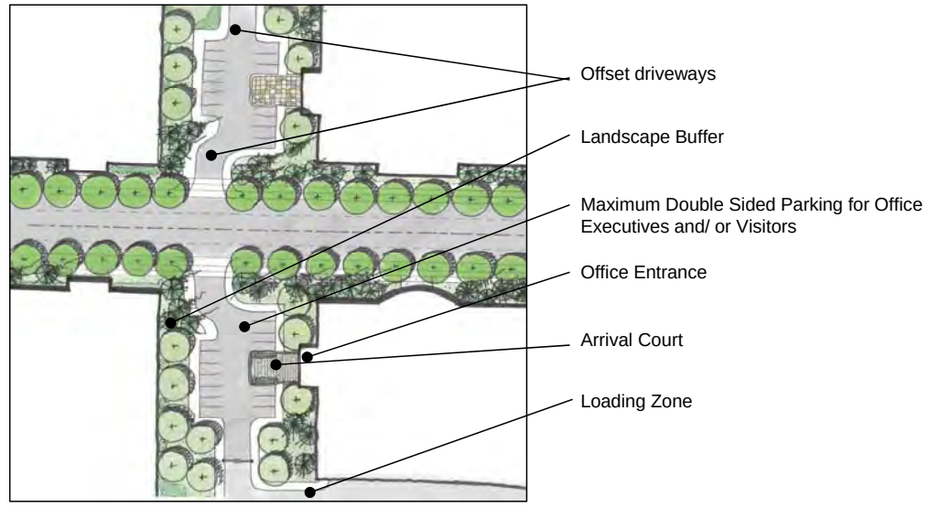
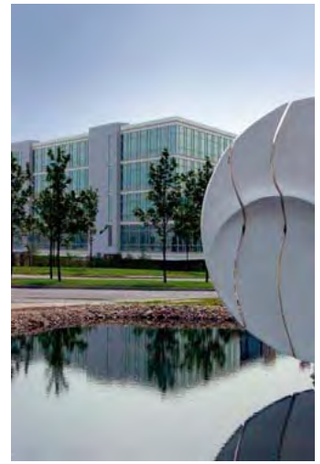


FIGURE 36: INDUSTRIAL/ INDUSTRIAL INTERFACE PLAN



PRECEDENT IMAGE OF PRESTIGE INDUSTRIAL

FIGURE 37: INDUSTRIAL DISTRICTS LAND USE PLAN

4.3.2 Specific Guidelines

Site Planning

- The arrangement of buildings, parking areas, loading and service areas and pedestrian areas should be designed to minimize the impact of loading service areas on adjacent public streets and Highway 410;
- The site and building design of development adjacent to Hwy. 410 shall have regard for grade differentials between the site and the highway. In areas of high visibility greater design attention must be paid to site and building design than locations with lower visibility;
- Buildings should be located to address the street edge particularly within the Prestige Industrial area along the east – west collector between Kennedy Rd. and Heart Lake Rd;
- Buildings should be designed to minimize negative visual impacts and noise on adjacent uses;
- The building's primary façade shall generally be sited parallel to the street and should be located close to the minimum setback to establish a defined street edge;
- Optimizing the length of the building façade exposed to the street view is encouraged;
- Lighting of buildings, parking areas and signage shall be designed to ensure that it does not spill onto adjacent roadways and adjacent properties especially existing or planned residential property;
- All buildings and structures adjacent to Highway 410 shall be setback a minimum of 14 m from the property line in accordance with Ministry of Transportation requirements.
- Best management practices for on site storm water management using "green" measures such as permeable pavers where possible, grassed swales around parking lots and roof run-off directed to landscape areas is

Built Form

- The primary design intent for buildings facing Highway 410 is to provide an "identity frontage" along Highway 410 to achieve visual prominence and establish a corporate image. The "identity frontage" may include: corporate facia signage and logo, enhanced landscape, areas of fenestration, and other architectural elements integrated into a clean façade treatment;
- Provision of a front façade facing the east west collector road between Kennedy Rd. and Heart Lake Rd. shall be encouraged with principle building elevations oriented to the collector road whenever possible with pedestrian scale architectural elements and features. Development which abuts Dixie Rd., Mayfield Rd., or Heart Lake Rd. should have a front façade, or at a minimum an upgraded façade, abutting such roads;
- Buildings should be visually appealing with interesting facades and creative use of materials, colours, form and texture. High quality building materials such as stone, brick and precast concrete are encouraged;
- Corner lot buildings are focal points within the industrial area and encouraged to be located as close to possible to the intersecting street lines;
- Rooftop screening of mechanical equipment shall be incorporated into the buildings architectural design through features such as a parapet wall, roof well or raised roof feature with material complementary to the building design.

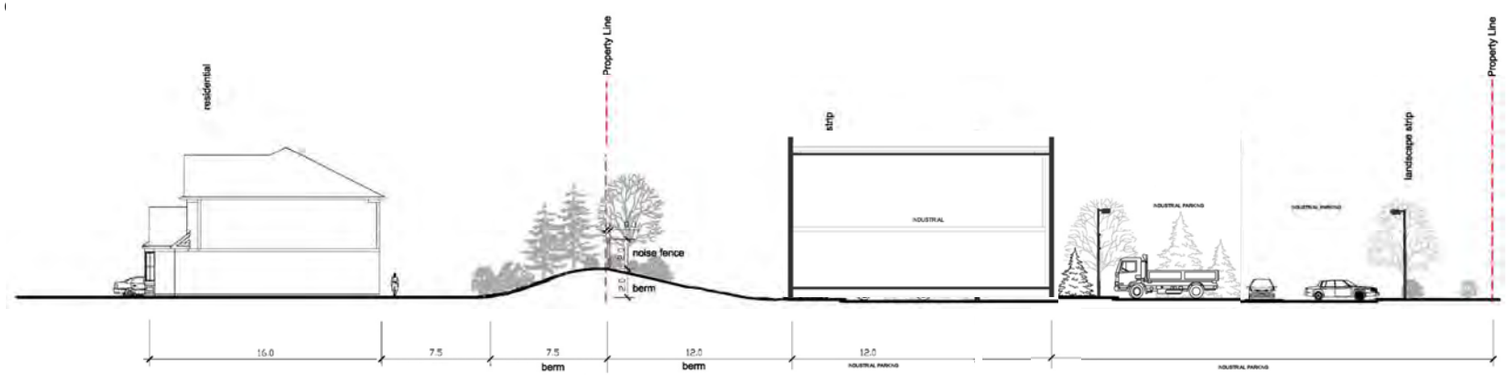


FIGURE 38: CROSS SECTION OF INDUSTRIAL AREA ADJACENT TO RESIDENTIAL

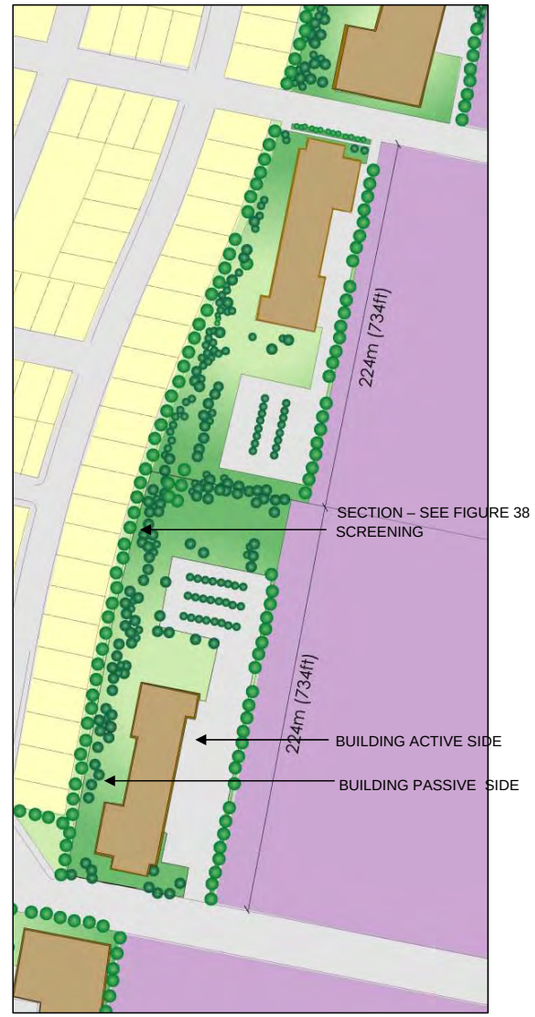


FIGURE 39: PLAN OF INDUSTRIAL AREA ADJACENT TO RESIDENTIAL

High Profile Locations

High profile locations require sensitive design treatment which responds to the site context.

- Gateway locations
  - o Preeminent locations within the area;
  - o Superior design qualities such as increased height, massing, architectural interest and major areas of fenestration;
  - o Strong architectural focus on primary entranceways;
  - o Enhanced landscape integration and signage;
- Priority Edge Locations
  - o Superior design qualities;
  - o Enhanced entranceways where provided;
  - o Architectural features and fenestration to relieve large expanses of blank walls;
- Corner Lots
  - o Street orientation of building with primary access facing the major street classification;
  - o Enhanced landscape treatment and signage;
- T Intersections
- Site design should locate building, not driveway, opposite intersecting roadway;
  - o Strong architectural and landscape elements facing street;
- Open Space features including stormwater pond locations
  - o Building and landscape design should integrate with the open space features;
  - o Building design should treat open space features as a public face;
- Primary Frontages
- E-W Collector is generally deemed to be the primary frontage for lots with multiple frontages.

Parking Areas

- The visual impact of parking from the street shall be minimized through a combination of site planning, landscape treatment, berming and screening;
- Alternative parking standards may be considered by the Town for large industrial users subject to a parking study satisfactory to the Town.
- A maximum of two tiers of parking in front yards is acceptable;
- Parking, especially large parking areas that are visible from a street shall incorporate landscaping elements;
- Parking areas with more than a double loaded row of parking between the building and the street are discouraged but where provided should be fully integrated with landscaping to minimize impact;
- All parking areas shall be well lit but designed to ensure that lighting does not impact onto adjacent public roadways or nearby sensitive uses such as residential;
- Parking and driveway areas shall be paved with a hard surface asphalt;
- Snow storage areas shall be identified in parking areas.

Service and Loading Areas

- Service and loading areas are discouraged within a yard abutting the Highway 410 alignment, Dixie Rd., Mayfield Rd., or Heart Lake Rd. and the east – west collector road except where effectively screened due to grade differential.
- Where service areas must be located in yards adjacent to roadways such as in a through-lot condition, then such areas must be screened by a combination of screening, landscaping and berming or, where practical and absolutely necessary, the function may be internalized in the building;
- Service and loading areas shall be designed to minimize their visual and acoustic impacts on the surrounding residential areas and meet the Town of Caledon noise standards.

LANDSCAPED PARKING AREA

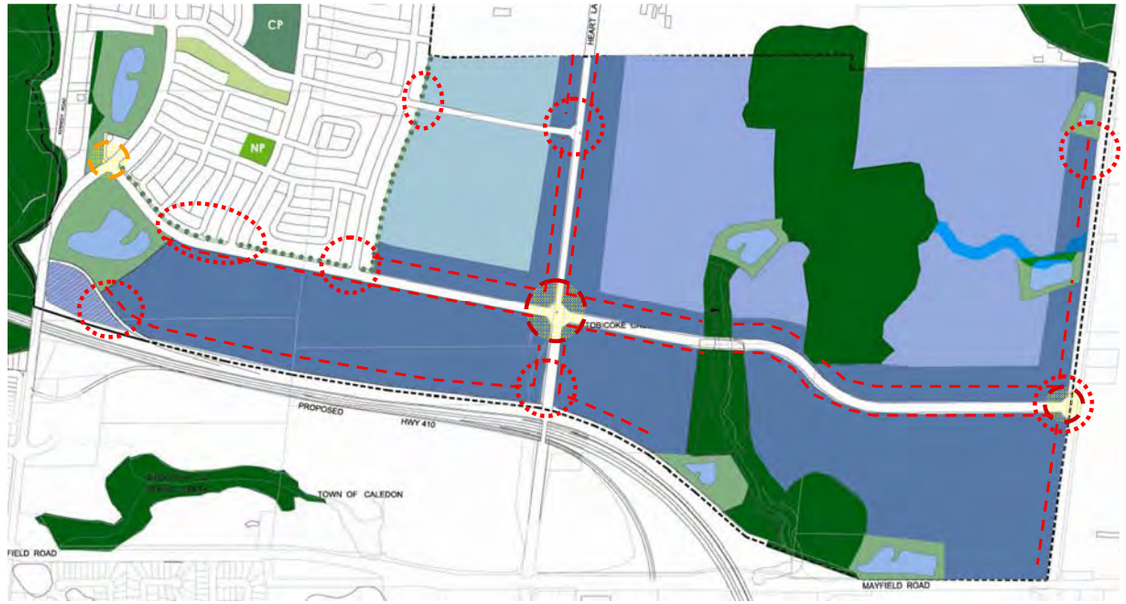


FIGURE 40: PRIORITY LOTS OF INDUSTRIAL AREA

LEGEND

COMMUNITY GATEWAY
INDUSTRIAL GATEWAY
HIGH PRIORITY LOTS
PRIORITY EDGES
ACADEMIC/ RESEARCH CAMPUS
PRESTIGE INDUSTRIAL
GENERAL INDUSTRIAL
POTENTIAL FUTURE INTERCHANGE LANDS
STORMWATER MANAGEMENT POND
ENVIRONMENTAL AREA
LANDSCAPE BUFFER
NTS

Site Access

The location of vehicular and pedestrian access points to and from sites, as well as on- site vehicular and pedestrian circulation, will be designed to maximize pedestrian safety and minimize conflicts. The following objectives shall be addressed:

- Access points to the site shall be clearly visible from the street;
- Berming, landscaping or signage shall be designed so as to provide a clear view of vehicular traffic at entry points;
- Signage, landscaping and separate entrances may be utilized to provide clear identity between sites;
- On-site vehicular routes shall be well-defined and avoid conflict with pedestrian routes.

Landscape Areas

- A landscape strip with a minimum of 9 metres in width shall be provided adjacent to Provincial Highway 410. A landscape strip of 6 metres in width shall be provided adjacent to all collector and arterial roads and 3 metres in width adjacent to all other roads;
- In locations where grade differential of Highway 410 significantly reduces the visibility of the landscape area on abutting lands the width of the landscape strip may be reduced by a maximum of 50%.

Signage

- Exterior signage shall be well-designed, exhibiting clarity, consistency and visual interest; it shall be compatible with the scale, materials and design of the building and its surroundings;
- Facia and ground signs shall only be permitted. Pylon signs shall not be permitted;
- Facia signage only should be permitted facing Highway 410. Due to the visual prominence of the Industrial Districts from Highway 410, higher quality facia signage is desired (e.g. preference for individual lettering in signage versus large, single, neon-backlit sign);
- The maximum height of signage should not exceed approximately 3 metres;
- The signage requirements of the Ministry of Transportation shall also apply.

CLEAR PEDESTRIAN ROUTES WITH LANDSCAPE TREATMENT

ENHANCED PEDESTRIAN AREAS

Open Storage

- Areas where open storage is permitted are defined in the zoning bylaw.
- Screening of outdoor storage areas shall have the effect of screening the full height of the open storage as set out in the zoning bylaw. Screening shall be achieved through landscaping, berming and/or solid fencing;
- Primary open storage areas are located in the General Industrial areas as identified on Figure 41.

Special Provisions for Ancillary Commercial

- These sites are intended to serve commercial uses and day to day needs of the business and employees in the area including automotive service station uses;
- Drive through uses may be permitted;
- In addition to the applicable provisions of the foregoing design guidelines the following additional guidelines shall apply:
  - Where automotive service facilities are provided the site design should provide or building locations at the corner in order to screen automotive service areas such as pump islands and refuelling stations;
  - Pump island canopies should incorporate architectural design of the building into the standard corporate image;
  - The site building and landscape design should incorporate any gateway signage appropriate to the larger employment area;
  - Superior landscape design and materials shall be utilized to complement the high profile locations;
  - A landscape strip of 6 metres in width shall be provided on adjacent arterial and collector roads and 3 metres in width abutting a local industrial roadway;
  - The maximum height of signage should not exceed approximately 4.5 metres;
  - Commercial uses that compete with the Village Centre will not be permitted.

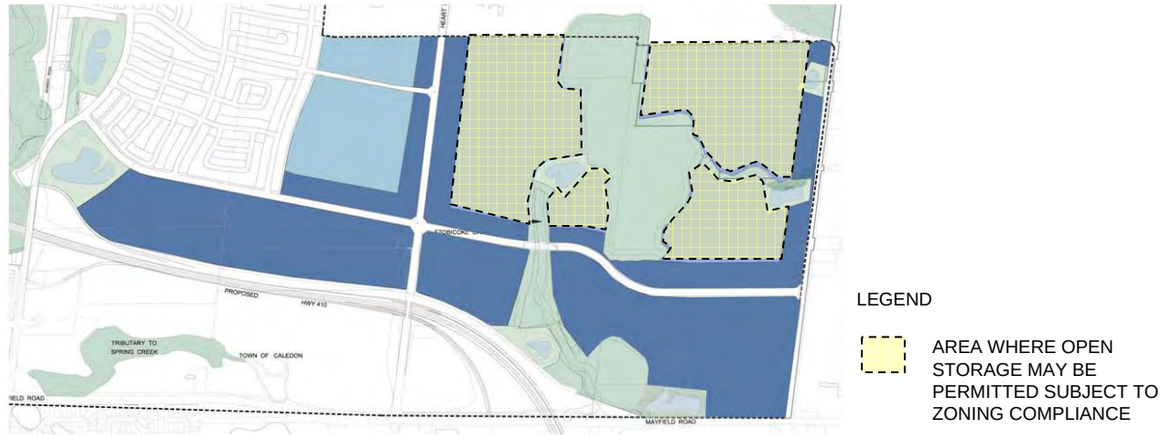


FIGURE 41: OPEN STORAGE AREAS

5.0 STREETSCAPE DESIGN

Mayfield West has a clear hierarchy of roads that are described in Section 3.4 - Transportation Network. Well-defined and attractive streetscapes will reinforce the hierarchy of roads while enhancing the quality of community life by:

- Enhancing movement, circulation, wayfinding and orientation;
- Providing places for community interaction and socializing;
- Promoting the image of Mayfield West as an attractive and vibrant rural village community.

This section focuses on streetscape design and provides general guidelines for all streets within the community and more specific guidelines for important roads within the community including:

- Kennedy Road – the primary north south arterial road through the residential community;
- "Main Street" the primary east-west collector through the residential community;
- The Employment Collector running from Kennedy Road easterly to Dixie Road through the Industrial district area;
- The Green Collector which provides a vehicle and pedestrian connection linking elementary schools and community parks;
- Local streets, Window streets and Laneways.

These streetscapes are intended to create consistently attractive, pedestrian oriented and coordinated designs that complement and are compatible with adjacent land uses and built form.

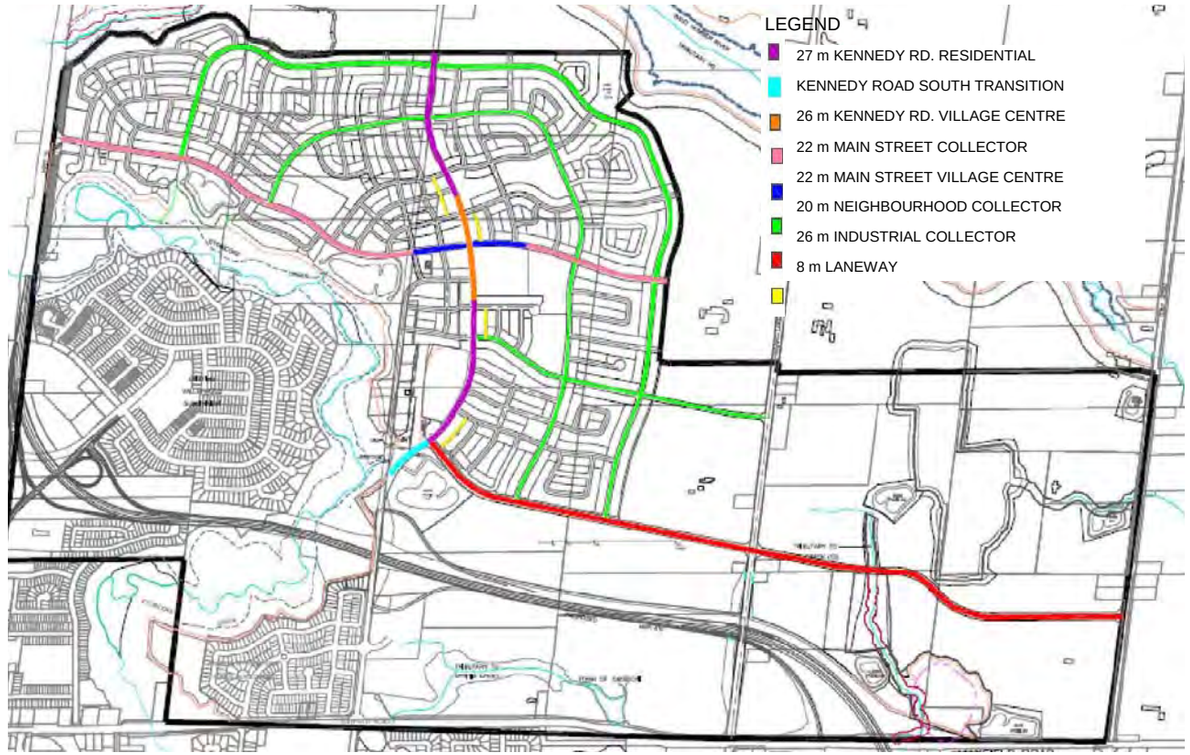


FIGURE 42: ROAD HIERARCHY DIAGRAM

IMAGES ILLUSTRATING CHARACTER, INTERCONNECTED PEDESTRIAN WALKWAYS, CONSISTENT BUILD-TO-LINE, AND SIGNAGE

5.1 GENERAL GUIDELINES FOR ALL STREETS

The streetscape consists of the zone from a building face to the curb and shall be designed with equal consideration for the elements within the right-of-way and the built form or uses in the adjacent property.

Sidewalks
Sidewalks of 1.5 m minimum width are recommended at the following locations:

- Both sides of Arterials Roads;
- Both sides of Collector Roads;
- One side of through Local Roads
- Single loaded roads should have sidewalks located on the same side of the street as the dwellings;
- Sidewalks may increase in width and change in shape or texture at pedestrian activity nodes such as transit stops, intersections and adjacent locations such as public open spaces or commercial areas which encourage public activity.

Headlight Screening
Landscape screening along window streets that parallel major roads should be designed to mitigate the impact of headlights on residential areas.

Fencing
Fencing for acoustic purposes that is visible from public areas shall be consistent and coordinated in design throughout the community.
Fencing design should also be of a structural standard satisfactory to the Town complementary to the architectural forms and styles that characterize the Mayfield West Community.

Streetscape Elements
Street furniture shall be consistent and coordinated in design throughout the public areas of the community. Materials, colours and styles shall be consistent or complementary to the architectural styles that characterize the Mayfield West Community.

Streetscape elements may be provided at prominent public nodes such as transit stops, village spaces and park entrances. Such elements may include:

- Lighting Fixtures
- Site Furniture
- Community Mailboxes
- Waste Receptacles
- Recycling Bins
- Newspaper Box Vending Machines
- Benches
- Signage
- Transit Stops
- Bike Racks

The placement and design of the elements should be consistent and coordinated to avoid creating visual clutter.

Utility Co-ordination
Utilities should be coordinated in the earliest possible stages of development. Within Main Street in the Village Centre utility boxes should be located in off-street locations where possible.

Street Trees
Planting materials play a unifying role in site development and reinforce distinctions amongst streets. Street trees provide both an aesthetic and functional value.

General Criteria

- Use species that require relatively low maintenance and are non-invasive;
- The use of local/ native species is encouraged. When used, local plants should be used in groups rather than as single specimens.

Guidelines

- A row of street trees should be located between the sidewalk and the curb in accordance with the Town of Caledon Standards or as appropriate. Variations may occur in response to the adjacent land use, such as open space, village spaces, local points and so on. The objective is to create a continuous canopy on both sides of the street;
- Arterial & Collector Road tree spacing: 8.0 -10.0 m o/c. approx.
- Local street tree spacing: 10.0 -12.0 m o c. approx.
- 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;
- Street tree monocultures containing the same street tree species over large areas should be avoided;
- Minimum separation distances between street trees and the following should be achieved or as specified by the local utility:
  - Light Standards 4.6 m
  - Hydrants Transformer Boxes 1.2 m
  - Driveways & Curb cuts: Residential 1.2 m
  - Institutional Commercial 4.0 m
  - Stop Sign (with 2.0m vertical clearance) 5.0m
- Where Street trees are located in the boulevard they should generally be located a minimum of 1.0-1.5m from curb face;
- Street lighting fixtures and utility boxes should be placed in line with the street trees unless indicated otherwise. Utility boxes should be located in the least visible area possible, including rear lanes, as per Town of Caledon Standards;
- Preference for street trees should be given to hardy native species or other salt-tolerant, high-branching, deciduous varieties.

5.2 PRIMARY ROAD SYSTEM

5.2.1 Kennedy Road Arterial (26m ROW)

Kennedy Road Arterial – Village Centre

Purpose

Kennedy Road is the "central north-south spine" of the Mayfield West Community, providing links with the Highway 410 extension and Mayfield Road to the south and Old School Road to the north. It passes through the Village Centre commercial area connecting the south and north neighbourhoods.

Features

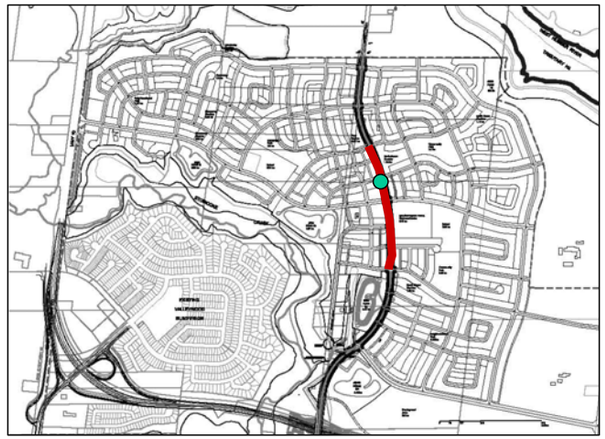
- 26 m ROW;
- 2 vehicular lanes of 3.6 m width;
- 2 lanes on-street parking of 2.5 m width;
- 1.15 m additional clearance area for general road activity, i.e. car park maneuvering, bicycle movement; car doors etc;
- 5.75 m boulevard for pedestrian zone, tree planting, street furniture and utilities;
- Specimen street trees, comfortable furniture, pedestrian scale lighting;
- Sidewalks accessible to all types of users.
- Special pavement treatment at pedestrian crosswalks to emphasize sense of place particularly at Kennedy Rd. and Main Street.

Character

- Commercial / Residential / Institutional interface;
- Strong gateway design expression – specimen trees, paving, realignment of road;
- Comfortable for people – shade, wind protection and shelter;

Guidelines

- Sidewalks should be located on both sides of the street and may include sidewalk cafés and commercial display areas;
- Decorative paving may be introduced, particularly at intersections, to enhance the visual quality of the street and to distinguish the Village Centre as a focal area within the community.
- Street trees should be consistent in species and or form along the entire street;
- Sustainable growth environment for trees;
- Decorative street lighting.
- Pedestrian level lighting may be integrated within the street light poles.
- Locate transit stops in accordance with future transit needs.
- Benches may be provided along this street.
- Design, materials, colours and styles should be consistent with the adjacent architecture and with the design of the Village Centre
- Consistent building signage.
- Sensitive placement of above ground utilities such as hydro transformers.



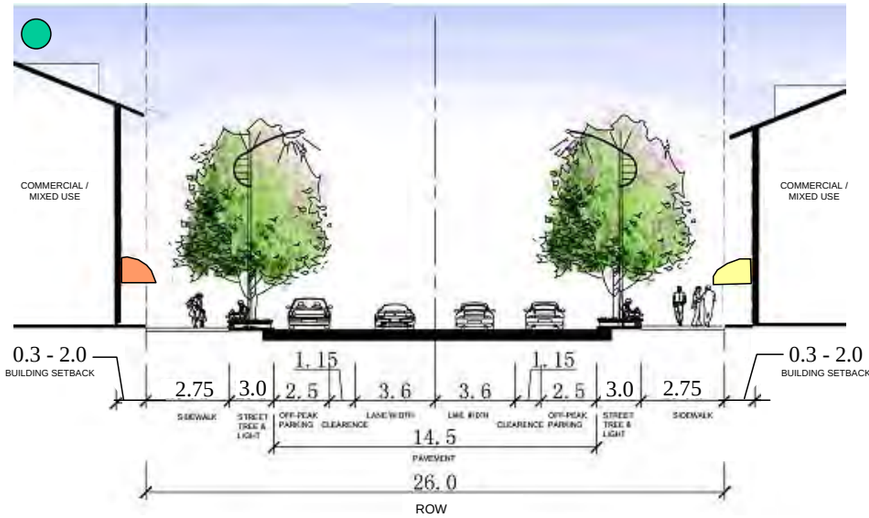


FIGURE 43:KENNEDY ROAD ARTERIAL - VILLAGE CENTRE PLAN & SECTION

5.0 STREETSCAPE DESIGN
5.2 PRIMARY ROAD SYSTEM

5.2.1 Kennedy Road Arterial (27m ROW)

Kennedy Road Arterial – Residential North and South

Purpose

This section of Kennedy Road, the "central north-south spine" of Mayfield West Community, provides a key gateway to Mayfield West and to the Town of Caledon. It connects the residential neighbourhoods to the Village Centre commercial area.

Features

- 27 m ROW;
- 2 centre vehicular lanes of 3.5m width;
- 2 side vehicular lanes of 4.5m wide;
- Boulevard / sidewalks are dependant on particular segment:
  - Kennedy Road South Residential Transition
    - 7.0 m boulevard / 3.0 m multi-use path on west side
    - 5.5 m boulevard / 1.5 m sidewalk on east side
  - Kennedy Road South Residential
    - 5.5 m boulevard / 1.5 m (2.0 m option) sidewalk on west side
    - 5.5 m boulevard / 1.5 m sidewalk on east side
  - Kennedy Road North Residential
    - 5.5 m boulevard / 2.0 m multi-use path on west side
    - 5.5 m boulevard / 1.5 m sidewalk on east side
- Detailed requirements as defined in the Traffic Management Plan.

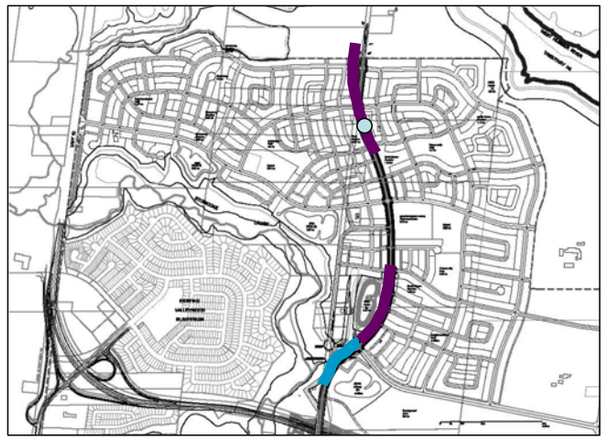
Character

- Residential/ residential interface;
- Gateway features, such as signature architecture and landscape features;

Guidelines

- Rural village design theme in terms of fencing;
- Double row of specimen street trees located on boulevard and on lot front yard.
- Sustainable growth environment for trees

SIGNATURE RESIDENTIAL ARCHITECTURE IN CHARACTER WITH THE MAYFIELD WEST COMMUNITY



KEY PLAN

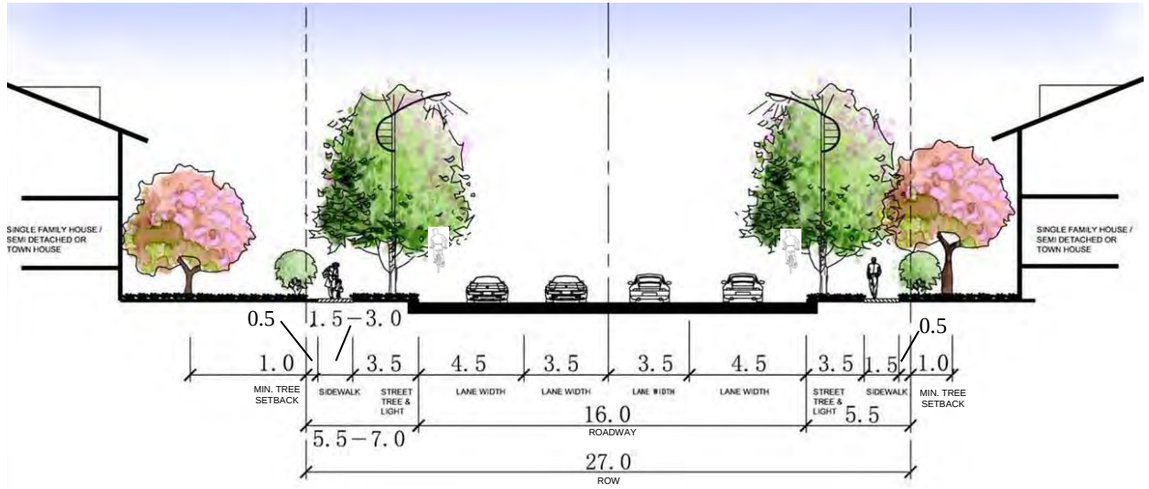


FIGURE 44: KENNEDY ROAD ARTERIAL - RESIDENTIAL PLAN & SECTION_SOUTH

5.2.2 Main Street Collector (22m ROW)

Main Street Collector – Village Centre

Purpose

Main Street is envisioned as an active, pedestrian-oriented street with grade-related retail. Main Street also functions as a major point of entry to the Village Centre. The street will be characterized by a single lane of traffic in each direction and lay-by parking either side of the street. Streetscape design should support this vision.

Features

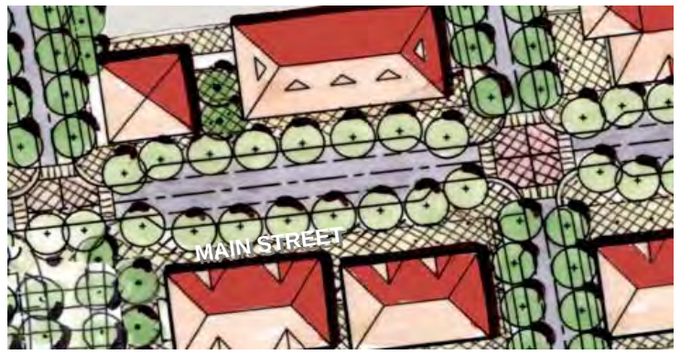
- 22 m ROW;
- 2 vehicular lanes of 3.5 m width;
- 2 lanes on-street parking of 2.75 m width;
- Specimen street trees, comfortable furniture, lighting;
- 4.75 m boulevard to curb for pedestrian zone, tree planting, street furniture and utilities;
- Sidewalks accessible to all types of users;

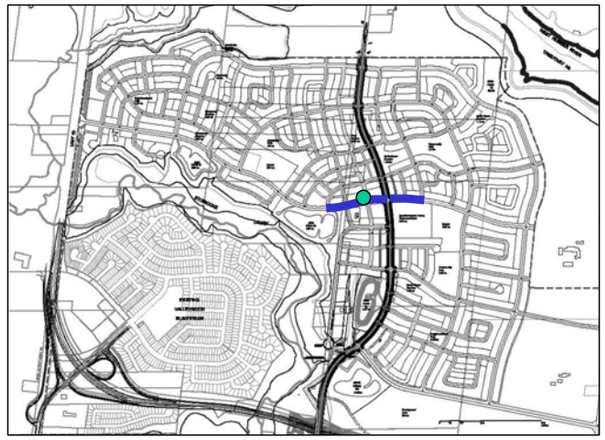
Character

- Commercial / Interface with Village Centre residential area;
- Comfortable for people – shade, wind protection and shelter;
- Sustainable growth environment for trees – large high quality stock, ease of maintenance, sufficient tree rooting area.
- Active pedestrian environment.
- Extends two blocks east and west of Kennedy Rd.

Guidelines

- Sidewalks located on both sides of the street and may include sidewalk cafés and commercial display areas.
- Decorative paving will be introduced, particularly at intersections, to enhance the visual quality of the street and to distinguish the Village Centre as a focal area within the community.
- Street trees should be consistent in species and or form along the entire street.
- Decorative street lights should be incorporated along this street and coordinated with the street trees with respect to placement and spacing.
- Pedestrian level lighting may be integrated within the street light poles.
- Design, materials, colours and styles should be consistent with the adjacent architecture and with the design of the Village Square.
- Consistent building signage.
- Sensitive placement of above ground utilities such as hydro transformers.





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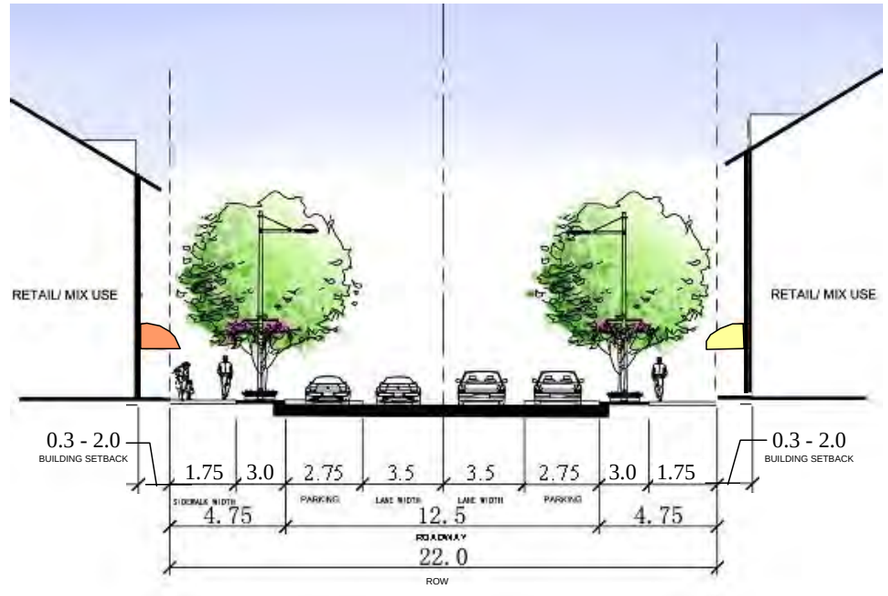


FIGURE 45: MAIN STREET COLLECTOR - VILLAGE CENTRE PLAN & SECTION

5.0 STREETSCAPE DESIGN
5.2 PRIMARY ROAD SYSTEM

5.2.2 Main Street Collector (22m ROW)
Main Street Collector – Residential Area

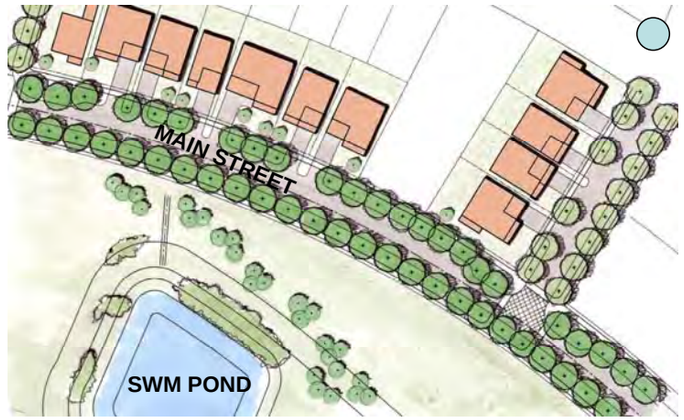
Purpose
This section of Main Street is envisioned as the central east - west spine of the Mayfield West Community. It will provide a key gateway to Mayfield West and connects residential neighbourhoods to the Village Centre commercial area.

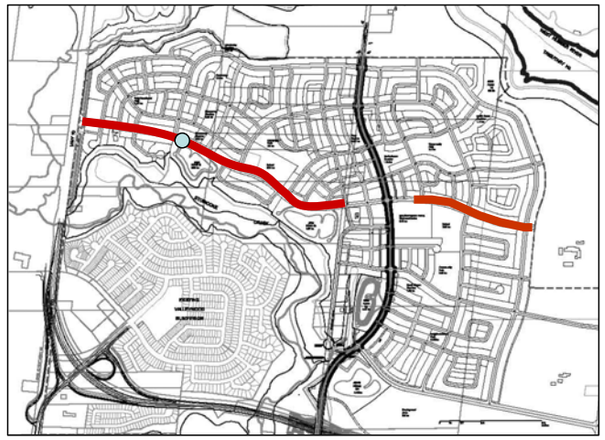
Features
- 22 m ROW;
- 2 vehicular lanes of 3.75 m width;
- 1 lane of on-street parking 2.5 m width;
- 6.0 m boulevard to accommodate street trees, street lights, sidewalks and utilities;
- On street parking on north side adjacent to residential;
- 1.5 m wide sidewalk on north side
- 2.0m wide sidewalk on south side to provide enhanced pedestrian system and to connect to trail system;

Character
- Residential with green interface in areas east of Hwy.10 adjacent to Etobicoke Creek valley and storm water management ponds;
- Sections with residential on both sides of street:

Guidelines
- Comfortable for people – shade trees, wind protection and shelter in park or open space locations
- Sustainable growth environment for trees and landscape material particularly along park/school frontage– large continuous planting areas, large high quality stock, proper drainage, ease of maintenance.
- Integrate pedestrian sidewalk and landscaping with landscape areas associated with storm water management ponds

RESIDENTIAL AND GREEN INTERFACE





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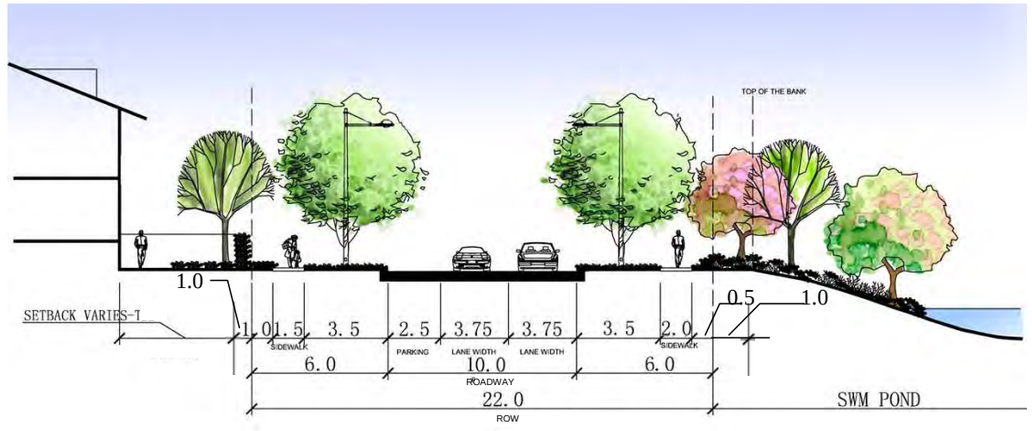


FIGURE 46: MAIN STREET COLLECTOR - RESIDENTIAL/SMW POND INTERFACE PLAN & SECTION

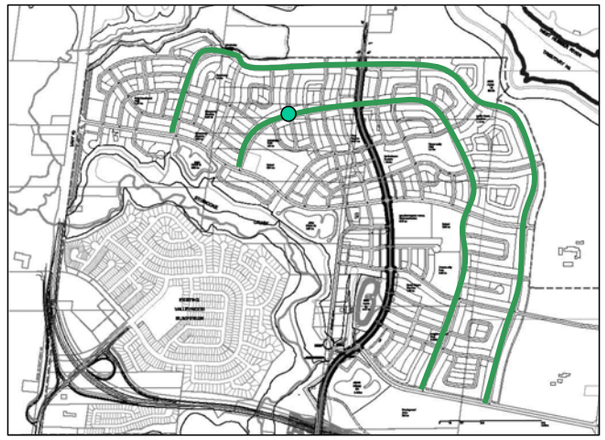
5.2.3 Neighbourhood Green Collector (20m ROW)
Green Collector

Purpose
These roads will provide connection to major arterials and access to major focal points within the community such as Main Street and the Village Centre. They are considered to be major community character building features and serve as primary inter-neighbourhood circulation routes linking parks, schools, mailbox nodes and other facilities.

Features
- 20 m ROW
- 2 vehicular lanes of 3.5 m width
- 1 lane on-street parking of 2.5 m width;
- 5.5 m boulevard to accommodate street trees, street lights, sidewalks and utilities;
- Double row of specimen street trees one in boulevard and one in private front yard;
- Sidewalk on both sides, 1.5 m and 2.0 m with larger sidewalk on park/school/open space side of roadway;
- Sidewalk system to link with trail system in greenway corridors;
- Mail box nodes at neighbourhood and community parks and greenway corridors;

Character
- Residential/Residential/Open Space/Institutional Interface
- Shaded street character with strong pedestrian activity
- Comfortable for people – shade, wind protection and shelter
- Sustainable growth environment for trees – continuous planting areas, high quality stock, ease of maintenance.

Guidelines - *Residential Area*
- Street trees should be planted approximately 10.0 m on centre;
- Sustainable growth environment for trees and landscape material particularly along park/school frontage – large high quality stock, proper drainage, ease of maintenance;
- Curvilinear design to sidewalk where possible;



PEDESTRIAN BOULEVARD

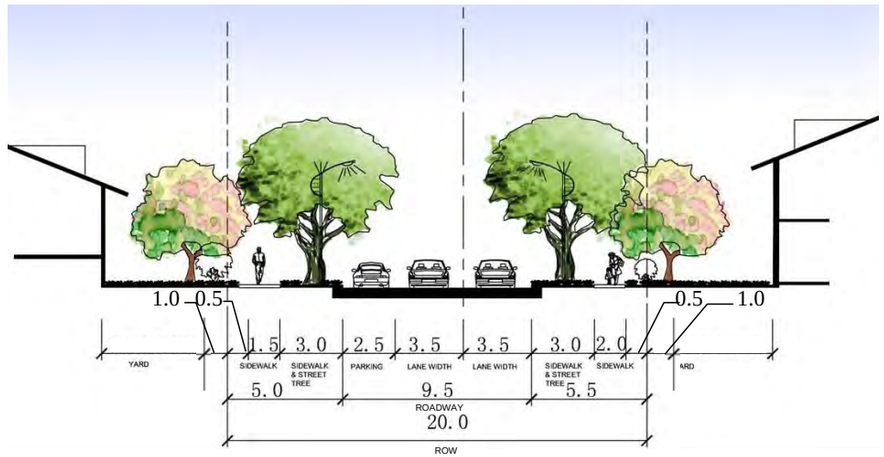


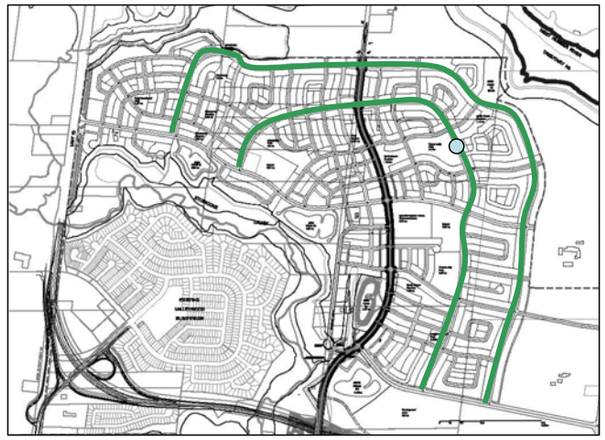
FIGURE 47: NEIGHBOURHOOD GREEN COLLECTOR RESIDENTIAL INTERFACE PLAN AND SECTION

5.2.3 Neighbourhood Green Collector (con't)

Guidelines– Park/ School Interface

Sections with residential uses on one side and school / park/ greenway opposite:

- Street trees should be planted approximately 10.0 m on centre;
- Focal intersections should have special pavement treatment;
- Sidewalks in key areas should use a variety of interesting materials for their textural or colour qualities;
- Lighting Fixtures should be placed on both sides of the street in line with the street trees in the boulevard and spaced to eliminate conflict with street trees.
- Trail system to provide connection to sidewalk system;
- Road crossing with pavement treatment to emphasize trail crossings;
- Ground signage to identify park;
- Sustainable growth environment for landscape material along park/ school frontage, - large planting areas, undulating berms, large high quality stock, irrigation, drainage, ease of maintenance.



KEY PLAN

PEDESTRIAN BOULEVARD

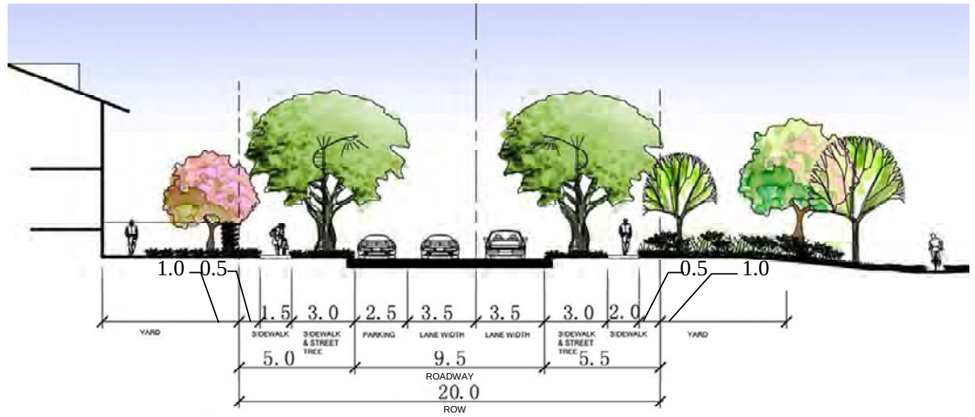


FIGURE 48: NEIGHBOURHOOD GREEN COLLECTOR OPEN SPACE INTERFACE PLAN AND SECTION

5.3 LOCAL ROADS (18m ROW)

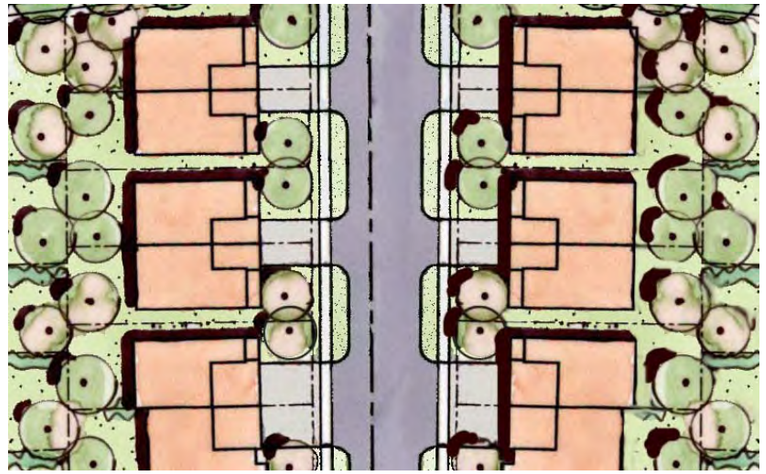
Purpose
Local Roads generally have a 18.0 m R.O.W. with tree-lined pedestrian zones having sidewalk paving on at least one side of the street, depending on site conditions, and an 8.5 m pavement width consisting of a single traffic lane in each direction with a parking lane on one side of the street.

Features
- Two 3.25 m travel lanes;
- 2.0 m parking lane;
- 4.75 m boulevard to accommodate utilities, street light and sidewalk on one side of road;
- 1.5 m sidewalk
- Street trees located on private property;
- Vehicular and pedestrian scale lighting;

Character
- Local residential interface;
- Comfortable for people – shade, wind protection;
- Sustainable growth environment for trees – continuous planting areas, high quality stock, ease of maintenance.

Guidelines
- Landscape buffers should be provided where parking and service loading areas are located along the street. These buffers should be fully planted along their extent with a combination of trees and shrubs;
- Street trees should be planted a minimum 10.0 m o.c. or one tree for each low-density dwelling.
- Sidewalk should generally be located on the same side of the street as parks, small urban parks, schools or other special conditions;
- Where possible sidewalks should be located on the side of a street which maximizes “on lot” parking;

RESIDENTIAL BUILDINGS AND INTERFACE WITH PEDESTRIAN BOULEVARD; FLOWERING STREET TREE; ON-STREET CYCLING



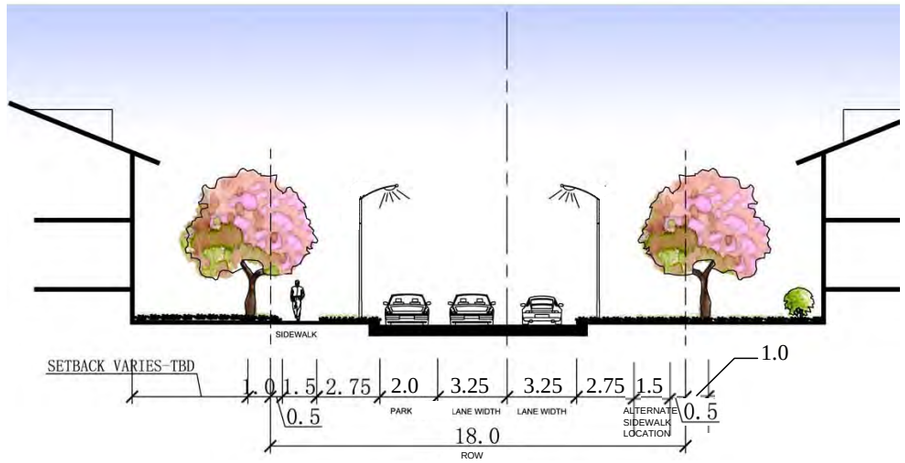


FIGURE 49: LOCAL ROAD PLAN & SECTION

5.0 STREETSCAPE DESIGN
5.3 LOCAL ROADS

5.3.1 LOCAL WINDOW STREETS (16.25m ROW)

Purpose
Window streets are generally discouraged but provided in certain situations to avoid reverse lotting and noise attenuation walls adjacent to higher traffic volume roads such as arterials and certain collector roads.

Features
- Two 3.25m travel lanes;
- One 2.0 parking lane;
- Standard 4.75 m boulevard with sidewalk on house side,
- 3.0m boulevard on opposite side abutting adjacent roadway;

Character
- Residential / roadway interface;
- Comfortable for people – shade and wind protection;
- Sustainable growth environment for trees –high quality stock, ease of maintenance;
- No restriction on direct driveway access – see Table 3.

Guidelines
- Coordinated landscaping and berming with adjacent street to screen colletor roadway from local residential road;
- Noise attenuation fencing only if required, otherwise residential chain link within landscaping zone;
- Sidewalks will be located on one side of the road, preferably the house side where possible.

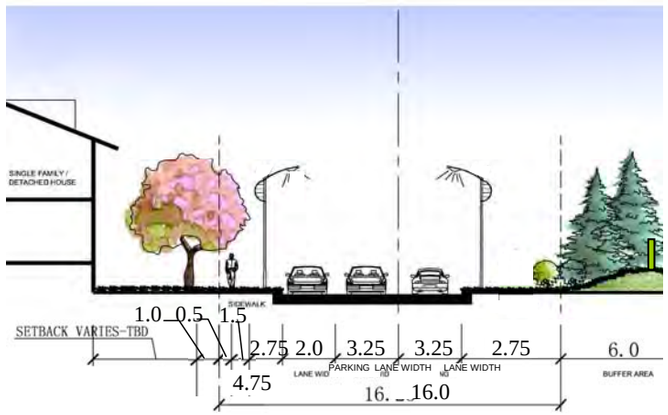


FIGURE 50: LOCAL WINDOW STREET SECTION

5.3.2 PUBLIC LANEWAYS (8.0m ROW)

Purpose
Laneways are provided in those situations where access to the street is restricted either for traffic reasons or to achieve certain urban design objectives.

Features
- Two 3.0 m travel lanes within 6.0 metre roadway
- Two 1.0 m boulevard;
- Mountable curb.

Character
- Functional and utilitarian design for garage / parking access;
- Garbage storage and pick up functions;

Guidelines
- Design to minimize views from adjacent roadways;
- Generally short sections not exceeding approximately 100 metres in length;
- Architectural elements of garages to provide design interest and consistent rear yard fencing to ensure cohesive appearance;
- Possible Interior street light if greater than 100 m in length.

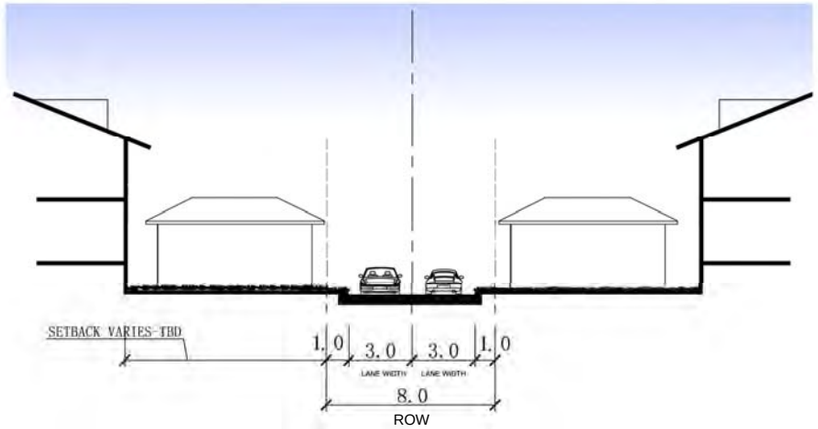


FIGURE 51: PUBLIC LANEWAY SECTION

CHILDREN PLAYING IN RESIDENTIAL LANEWAY, ROCKWOOD RIDGE

5.4.1 INDUSTRIAL COLLECTOR ROAD (26m ROW)

Purpose

Industrial collector roads provide access to the employment areas of the community. These streets will be characterized by access driveways to the Business Park and the location of parking and service/ loading areas.

Features

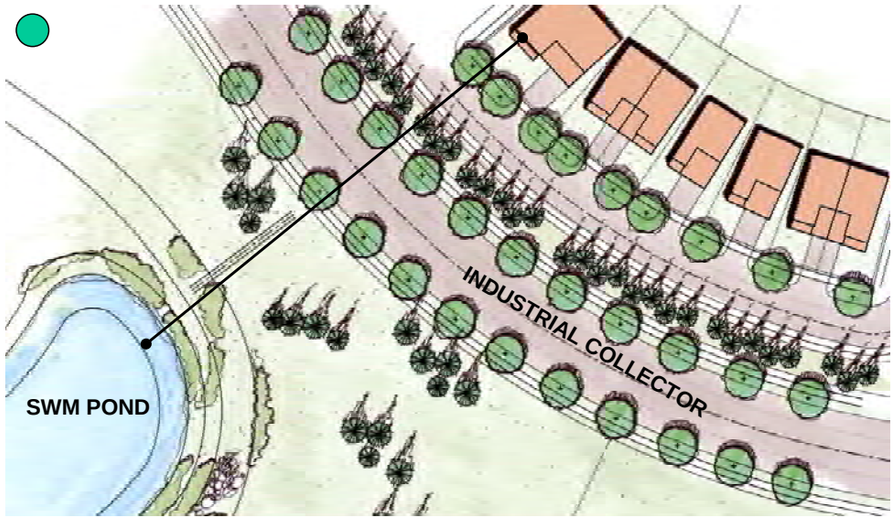
- 26 m ROW;
- 4 travel lanes;
- Centre lanes 3.5m in width;
- Curb lanes 3.75 m in width;
- 5.75 m boulevard to accommodate street trees, street lights, utilities and sidewalks;
- 1.5 m sidewalks on both side of road.
- Final road alignment will respond to property/access and servicing requirements, environmental protection and relationship/vistas of the easterly woodlot.

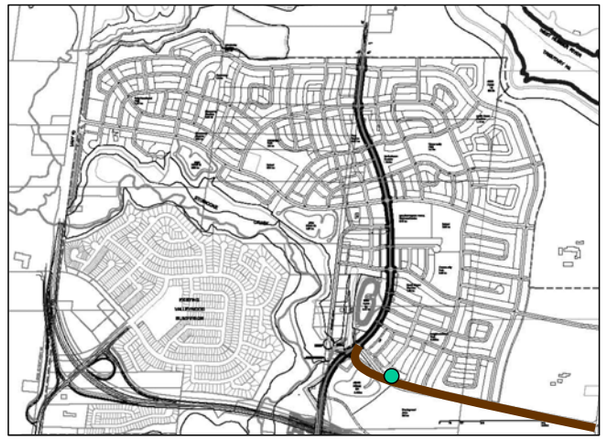
Character

- Industrial / Industrial/Residential interface;
- Comfortable for people – shade, wind protection;
- Sustainable growth environment for trees, high quality stock, ease of maintenance.
- Buffer to residential where necessary with berming and continuous planting area;

Guidelines

- Landscape buffers on private property should be provided where parking areas are located along the street.
- Shared or individual driveways permitted;
- Driveways spacing should be minimum of 14 m. to centre line or as defined by the Town or Region.





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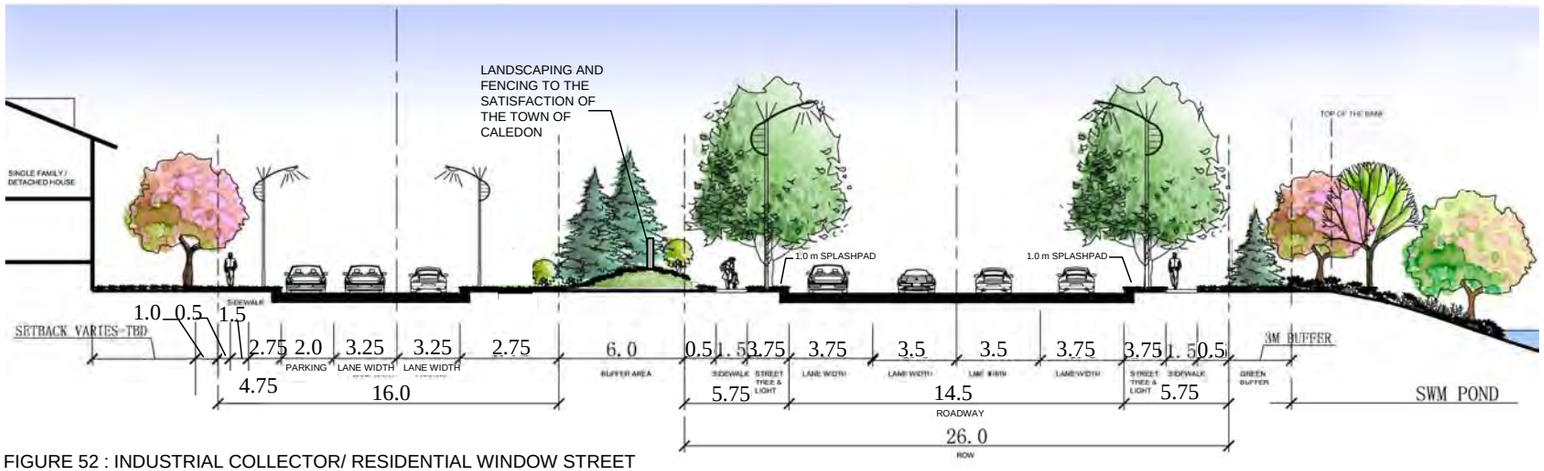


FIGURE 52 : INDUSTRIAL COLLECTOR/ RESIDENTIAL WINDOW STREET SWM POND INTERFACE PLAN & SECTION

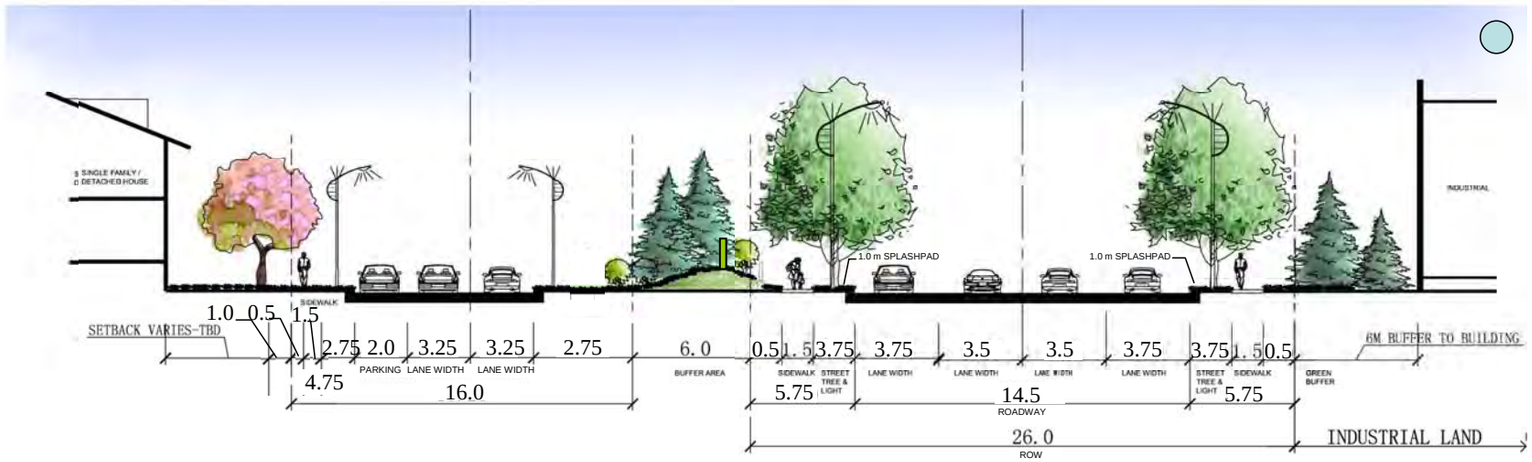
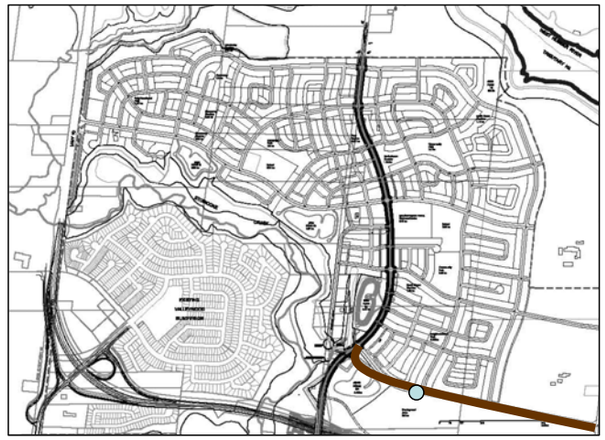


FIGURE 53: INDUSTRIAL / RESIDENTIAL INTEFACE WITH WINDOWN STREET SECTION



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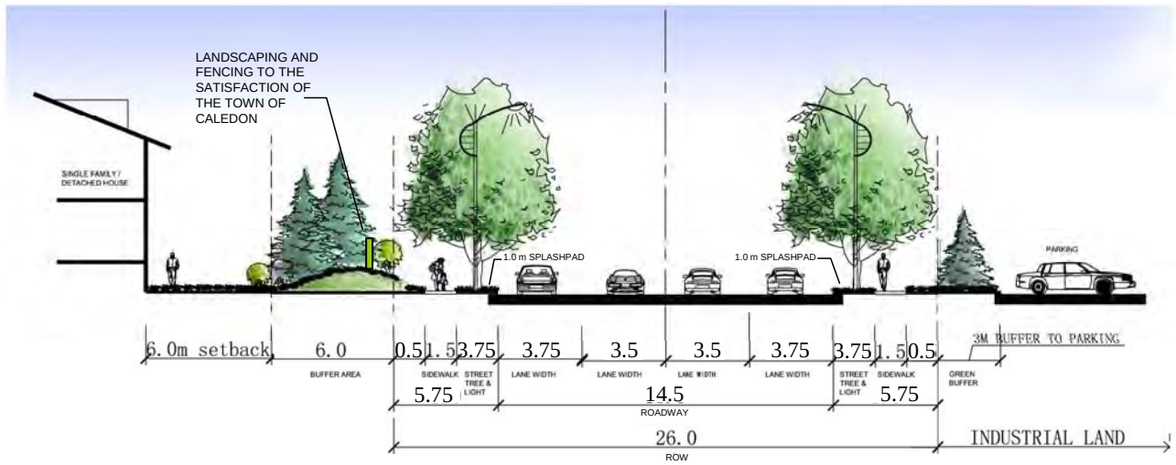


FIGURE 54: INDUSTRIAL / RESIDENTIAL INTERFACE WITH REAR LOTTING

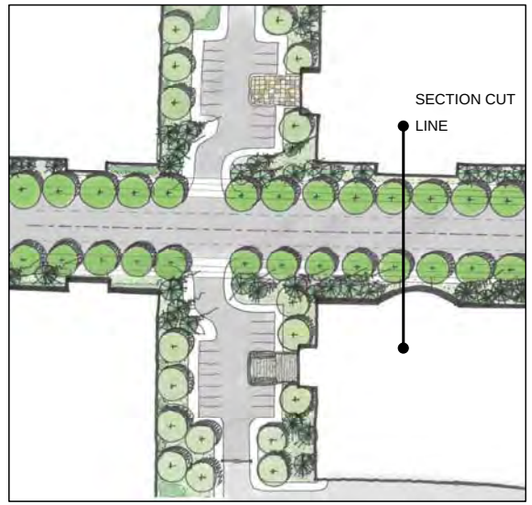
5.4 2 INDUSTRIAL LOCAL ROAD (22m ROW)

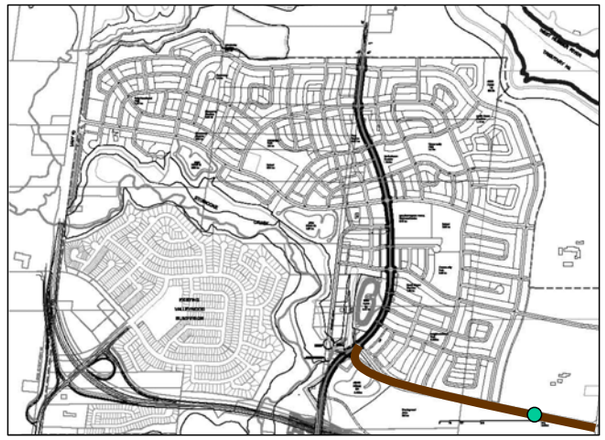
Purpose
Local industrial roads provide access to industrial buildings. These streets will be characterized by access driveways to the individual industrial users for parking, deliveries, service/ loading areas.

Features
- 22.5m ROW;
- Two 5.5 m travel lanes;
- Two 5.75 m boulevards to accommodate street trees, street lighting, sidewalks and utilities;
- 1.5 m sidewalk on each side of road;

Character
- Industrial / Industrial
- Comfortable for people – shade, wind protection;
- Sustainable growth environment for trees;
- Functional street environment;

Guidelines
- Landscape buffers on private property should be provided where parking areas are located along the street.
- Shared or individual driveways permitted





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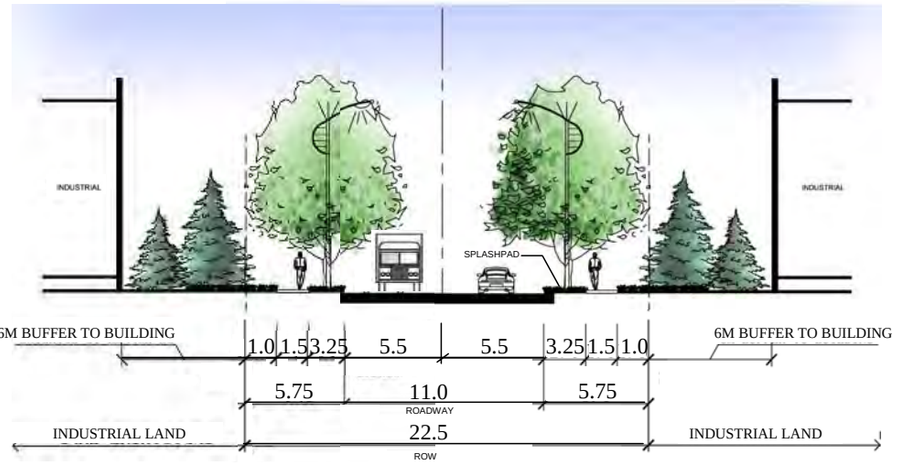


FIGURE 55: INDUSTRIAL / INDUSTRIAL INTERFACE PLAN AND SECTION

5.5 TRAFFIC CALMING

Holistic Approach

The road network in the Mayfield West Community has been planned to avoid the problems that can sometimes trouble existing communities. The continuity and connectivity of roads are key elements of the Mayfield West Community Plan. The modified grid of curvilinear roads, with direct connections to existing roads, provides an efficient way for residents of the Mayfield West community to travel between neighbourhoods, while discouraging neighbourhood infiltration by "through" traffic. Traffic calming measures such as pavement undulations, pavement narrowing, "chicanes" and boulevard "pump-outs" contradict the continuity and connectivity principles that are the basis of the roadway network in Mayfield West. The Traffic Management Plan serves as a companion document to the Community Design Plan in this regard.

Design features that encourage traffic calming in Mayfield West are:

- A pedestrian-friendly streetscape design, through provision of sidewalks, on-street parking, right of way widths appropriate to the road function and street-oriented buildings.
- Reduced rights-of-way are planned for collector roads and local roads in the community. These reduced road rights-of-way help to calm traffic, achieve streetscape and urban design objectives and create an enhanced sense of community.
- Appropriately implemented urban design elements including reduced building setbacks and street trees over hanging the boulevard, aid in visually containing the street, thereby encouraging reduced driving speeds.
- A pavement surface texture, such as textured or patterned concrete paving, or asphalt emulsion and coarse aggregate, is encouraged to be used to delineate pedestrian crosswalks.
- The use of a special crosswalk treatment to provide users with a visual indicator of the continuation of the Greenway System and heighten driver awareness at these locations. At a minimum, marked crosswalks are to be provided.
- In the vicinity of the schools and parks, where pedestrian movements and safety are of special concern, it is appropriate to consider additional or special measures for facilitating safe pedestrian crossings and calming traffic.

The Town of Caledon Engineering Department has specifically requested special intersection treatments for the Outer Neighbourhood Green Collector Road 1, between Kennedy Road and the Industrial Collector and the intersections of Kennedy Road with the Outer Neighbourhood Green Collector with Main Street east of Kennedy Road. Options for these intersections include roundabout, curb extensions and/or raised centre medians. These options are examined in the Traffic Management Plan.

Intersections and Mid Block Crossings

A key element of the plan is giving priority to pedestrians where (1) a direct Greenway Corridor or (2) a Green Walkway linkage (across a collector road – See Figure 74.) exists, or (3) a connection to an open space or community amenity feature (e.g., park or school) is desirable.

This approach recognizes the importance of the Parks and Open Space Plan and encourages walking and cycling as alternative modes of travel within the community, while providing flexibility to accommodate anticipated turning movements at the collector road intersections without impeding traffic flow on the roadways. Variations from the principles occur at some locations due to planning and design objectives such as accommodating vehicle turning movements and transit vehicles.

Potential options for enhancing the pedestrian realm at intersections and possible mid-block locations in the Mayfield West Community, as identified in Figure 74, have been identified based on a review of available documentation and Best Practices. Potential options for enhancements to the pedestrian realm at intersections and possible mid-block locations in the Mayfield West Community include:

- Improved or enhanced pedestrian signals;
- Painted, textured or raised crosswalks and approaches;
- Curb extensions and/or reduced curb radii ;
- Advance stop bar.


ON-STREET PARKING


PEDESTRIAN FRIENDLY STREETSCAPE


STREET-ORIENTED BUILDING/ SIDEWALK

5.6.1 LANDMARKS

Landmarks are an important community structuring element. They provide visual clues within the urban fabric that enhance orientation and wayfinding, enhance the sense of place and reinforce the character and identity of the Mayfield West Community. Several landmark locations have been identified in the Community Design Plan. These locations should be developed to include in order of priority:

- Built form
- Architectural elements
- Landscaping

Landmark locations shall be designed with equal consideration for and a coordination approach to the built form and landscaping within the private lands and the landscaping and coordination of street elements within the public lands.

Guidelines

- Landmarks should include a comprehensive design of the private and public elements of the four corners that comprise the intersection. wherever possible. Built form should be located behind the daylight triangle and as close to the street line as possible.
- Massing, form. scale and setbacks of built form should be combined to provide a strong physical and visual presence at these locations.
- Design of built form should incorporate enhanced architectural elements that will distinguish these buildings from others within the community.
- Consideration should be given to locating building entrances at these locations.
- Landscaping should be designed to reinforce and support the built form in these locations.
- Landscaping should complement architectural elements.
- Streetscape design should be coordinated with the landscaping at the landmarks.
- Residential dwellings located at landmarks should be designed to reinforce their importance by providing attractive built form in these locations that are sited to define the edge of the street.

5.6.2 Gateways

Entry features into the community will be located at the entrance to the Town of Caledon and the Mayfield West Community from Highway 410, the intersection of Highway 10 and “Main Street”, and the northern reaches of the community at Kennedy Road. These are locations with high visibility and profile and are indicated on Figure 56.

The Gateway at Kennedy Road north of Hwy. 410 will occur between a major storm water pond and creek crossing with a “bridge like” structure and a signature house(s) development on the west side of realigned Kennedy Road located south of second planned storm water management pond.

The gateway features for Main Street east of Hwy 10 is shown on Figures 56-58 , Pg. 69 The detailed design of gateways will be established during the Subdivision Approval process.

Entranceway features at these locations will signal to both pedestrians and vehicles that they are entering the distinct new community of Caledon - Mayfield West. There is an opportunity to incorporate design elements which represent the unique country village character of Mayfield West. Such elements may be repeated throughout the site, e.g. in streetscape treatments and architecture, to bring further unity and identity through the site.

Various materials and finishes may be incorporated, including:

- Dry stone walls
- Stormwater management ponds
- Special paving and pedestrian crossings
- Special lighting
- Signature architecture and alignment
- Rich landscape design and treatment
- Signature home locations and building position relative to the street
- Entry features or monuments

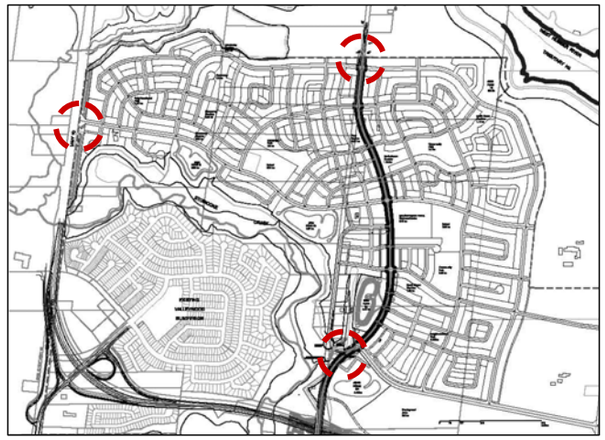


FIGURE 56: GATEWAY LOCATIONS

“BRIDGE-LIKE” COMMUNITY ENTRANCE

SIGNATURE BUILDING

LANDMARK FEATURE

5.0 STREETSCAPE DESIGN
5.6 LANDMARKS AND GATEWAY

HIGHWAY 10 GATEWAY ILLUSTRATIONS

FIGURE 56: HIGHWAY 10 GATEWAY DEMONSTRATION PLAN

GATEWAY TREATMENTS MAY INCLUDE STONE WALLS, STORMWATER PONDS, AND/ OR SIGNATURE ARCHITURE

KEY PLAN

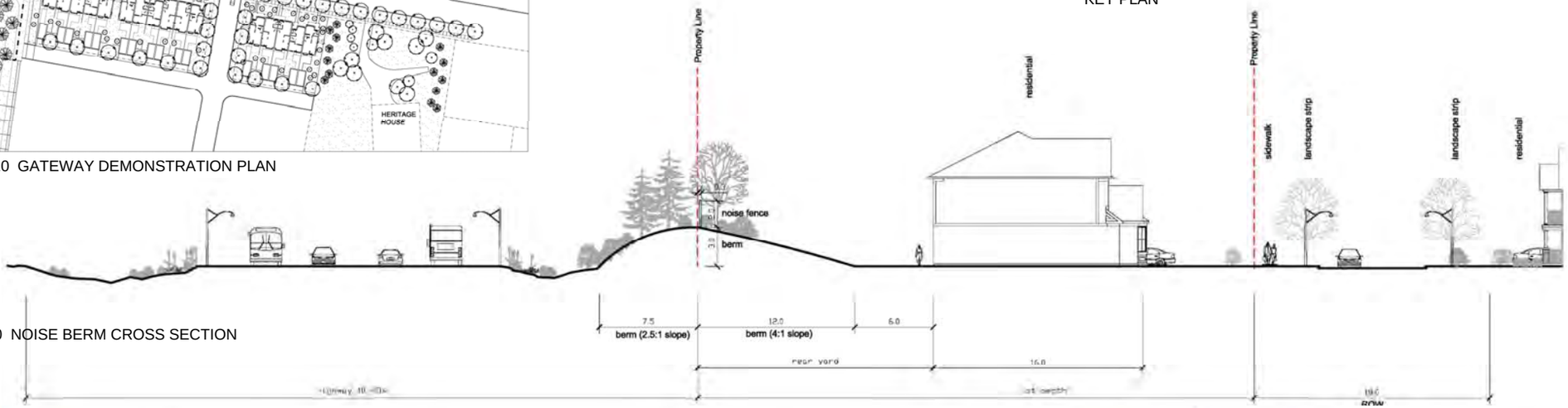


FIGURE 57: HIGHWAY 10 NOISE BERM CROSS SECTION

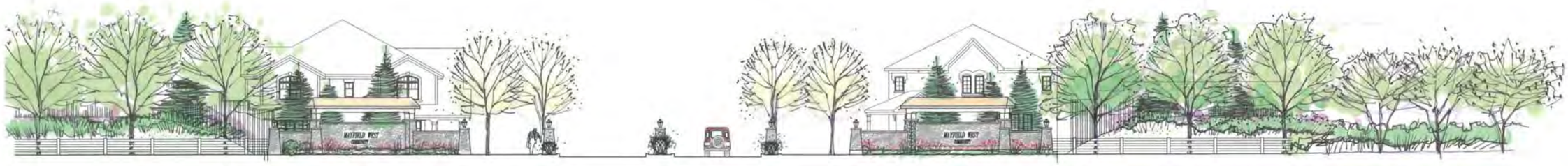


FIGURE 58: ILLUSTRATION OF HIGHWAY10 ENTRY STREETSCAPE

KENNEDY ROAD GATEWAY ILLUSTRATIONS

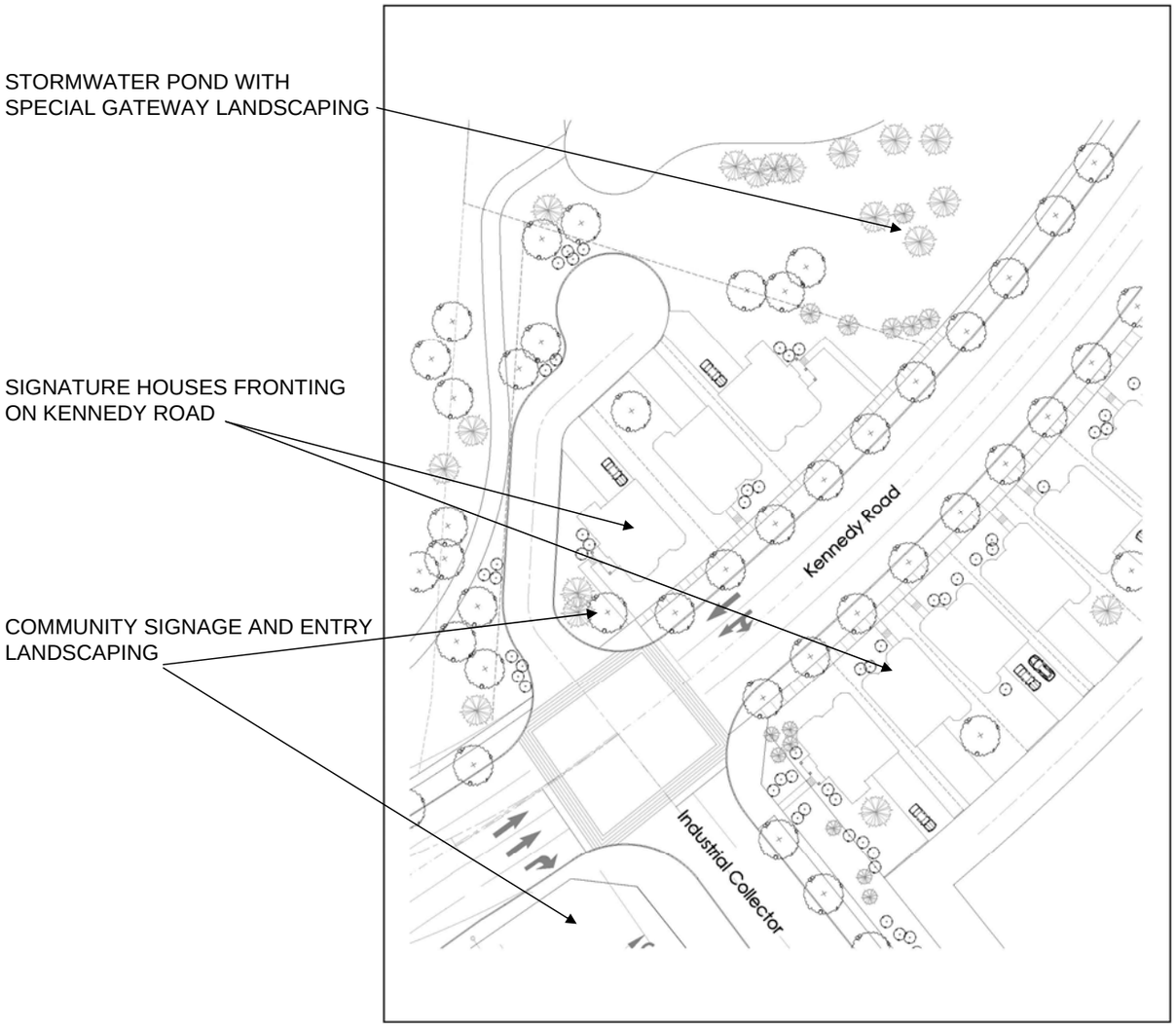
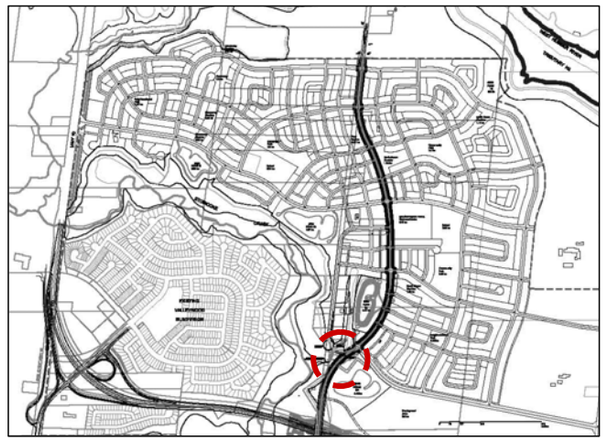


FIGURE 59: KENNEDY ROAD ENTRY STREETSCAPE



KEY PLAN

5.7 STREETSCAPE ELEMENTS

Streetscape elements may include street furniture, transit stops and community mailboxes, which are generally located within the public realm of the street R.0.W. A co-ordinated system of streetscape elements is important in conveying the identity of the community, reinforcing its character and ensuring the safety, accessibility and comfort of pedestrians, cyclists and motorists. Design of streetscape elements should complement one another as much as possible and be consistent with the design vision for the Mayfield West Community.

5.7.1 Street Lighting

Street lighting serves both a functional and aesthetic purpose. Lighting standards should be selected based on a balanced consideration of maintenance, cost effectiveness and visual appearance. Placement of street lighting within the R.O.W. should be consistent with Town of Caledon standards.

A comprehensive street lighting plan identifying a hierarchy of street light fixtures will be established prior to final subdivision approval. The street light plan shall respond to the following design objectives:

Guidelines

- Street lighting should be placed in line with street trees;
- Utility boxes should be located to minimize visibility and in accordance with Town of Caledon standards;
- Decorative street light standards should be used on the Primary Roads;
- Specialty lighting fixtures may be used at the Village Centre and Main Street to highlight these areas;
- Light standard types and styles should be coordinated with other street furniture;
- Lighting within low and medium density residential lanes may consist of garage mounted lighting fixtures activated by light-sensitive devices;
- All lighting fixtures and lighting levels shall meet Town of Caledon Standards;
- Lighting adjacent to natural features should be downwards oriented, and directional to minimize light intrusion into the adjacent natural area.

5.7.2 Transit Stops

Guidelines

- Transit stops should be located in accordance with transit authority;
- At bus stop locations, provide a concrete standing area (1.5 m by 9 m min) adjacent to the curb;
- The location of street furniture such as benches, trash receptacles and recycling bins should be coordinated with transit stops wherever possible;
- A safe level of night lighting should be provided at transit stops, using pedestrian-scale street lighting.

5.7.3 Community Mailboxes

The location and extent of community mailboxes shall be determined in consultation with Canada Post and the Town of Caledon. In general, community mailboxes should be placed in areas convenient to residents, have suitable night lighting and be integrated physically and visually into the streetscape or open space system.

Guidelines

- Community mail boxes should be supplied by Canada Post at a preferred minimum ratio of 1 per 200 units or 1 per 38 units, if using super mailboxes;
- Community mail boxes should be located in easily accessible, highly visible areas of the community and within walking distance of most residents;
- Preferred locations of community mail boxes are within street boulevards adjacent to:
    - Community parks;
    - Neighbourhood parks;
    - Greenway open space system adjacent to the trail system;
    - Storm water management ponds;
    - Natural entry points to the neighbourhood.

5.7.4 Utilities

The siting and arrangement of utilities and utility-related structures and boxes should be designed to minimize their visual impact from both the private and public domain or integrated with other infrastructure e.g. Trafalgar Poles. The composition and placement of utility structures should be coordinated at the start of development between the respective utility companies, the Town of Caledon and the developers.

Guidelines

- Utility boxes could be placed along flankage lots where possible;
- Hydro / Bell substations are generally on stand alone sites;
- Design of substations will be required to be integrated into the architecture of the community.

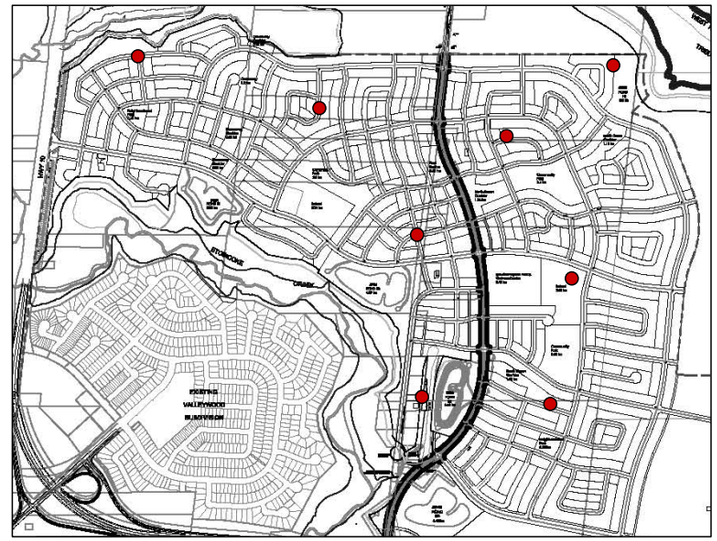


FIGURE 60: PRELIMINARY LOCATION OF COMMUNITY MAIL BOXES

5.7.5 Site Furniture

Street furnishings will be used to unify the landscape elements. Streetscape furnishings will consist of materials that will not only be functional but also reinforce the streetscape character.

The provision of visually attractive, aesthetically consistent, safe and accessible street furniture in strategic locations throughout the community is critical in enhancing the appearance and use of public spaces.

Guidelines

- Colours, materials, forms and styles of site furniture should be complementary and consistent with the overall theme of the community;
- Placement and arrangement of site furniture should encourage safe use and reinforce the streetscape.

Criteria:

- Along with other elements of streetscape treatment, furnishings will establish an identity for Mayfield West;
- Subtle design variations to street furnishings are acceptable for specific spaces;
- The range of furnishings should be minimized to avoid visual clutter and be tied together by a common theme and colour palette;
- Furnishings should be low maintenance, vandal-resistant and easily replaceable.

1. Banners and Lighting

- Banner graphics should be coordinated with the Mayfield West community identity;
- Special lighting may be installed along key streetscapes, such as Main Street, Kennedy Road and the Neighbourhood Green Collectors;
- Lighting should meet the functional demands from road users while preserving the identity and mood for the area;
- Lighting standards should be able to incorporate pedestrian scale lights, banners, baskets, etc;
- Rural village character and uniform design.

2. Benches

- Durable;
- Benches should be at least 6 feet long to accommodate 2 to 3 people comfortably;
- Benches should have backs and arm rests.

3. Bike Racks

- Durable;
- Embedment mounting;
- Located in / at entrances to parks and open space, including schools and community facilities, as well as in the Village Centre

4. Newspaper Vending Machine Enclosure

- Locate vending machines convenient to higher-volume pedestrian areas to attract users and provide service.

5. Trash / Recycle Bins

- Durable trash bins;
- Design style similar to benches;
- Trash bins should be equipped with plastic liners, have rain proof tops and be easily accessible for emptying.

6. Community Signage

- Should be consistent in terms of design and lettering;
- Incorporate community identity such as town logo and community name;
- Apply to elements such as:
    - Park names;
    - Trail signage / markings;
    - Environmental signage;
    - Educational signage.

6.0 PARKS AND OPEN SPACE

A comprehensive and inter-connected parks and open space system will be provided for Mayfield West to help create a distinct community character and identity within the Town of Caledon.

The Town of Caledon is a large, predominantly rural municipality containing extensive natural heritage features such as the Oak Ridges Moraine, Niagara Escarpment and in close proximity to the Mayfield West site itself, the Provincial Greenbelt and headwaters of the Etobicoke Creek and Humber River. In addition, the town is defined by a rural character that includes these natural heritage features, rural farmland and a series of towns, villages and hamlets. The Mayfield West site is located on part of the relatively flat Peel Plain and bounded by the Etobicoke Creek valley on the north and west and by portions of the Humber River valley and Provincial Greenbelt on the northeast and east sides. It is these features and the countryside character that provides the environmental context for the development of the parks and open space plan for Mayfield West.

The Parks and Open Space Plan addresses the location and design issues and provides direction for the detailed design stages including plan of subdivision and site plan approval. The plan also takes into account the findings and recommendations of the *Mayfield West Natural Features Assessment and Environmental Impact Study, November, 2005* and the *Town of Caledon Recreation and Parks Master Plan, 2004*.

Key guiding principles for the parks and open space system are:

- Protect and enhance existing natural heritage features and habitat;
- Provide continuous vegetative corridors connecting natural features;
- Create community and neighbourhood identity and focal points;
- Provide visible and connected public spaces;
- Provide a range of active and passive recreation opportunities for all age groups;
- Provide a comprehensive trail system.

The objectives of the Open Space Master Plan are:

- To provide an integrated parks and open space system serving the Secondary Plan area based on an assessment of the anticipated population, household composition and locations of significant natural features;
- To ensure continuity of the open space system;
- To provide parks and open spaces in visible and accessible locations (within a 5 minute, 400 metre walk) in each neighbourhood;
- To preserve, enhance and integrate natural features within the open space system wherever possible;
- To design and locate parks and open space as focal points within the community and for each neighbourhood;
- To ensure views and vistas to parks and open space through the street pattern;
- To incorporate and design stormwater management facilities as both functional features and community amenities where appropriate, while meeting the water quality and quantity requirements of the Town of Caledon and appropriate agencies.

Parks and Open Space System

The Parks and Open Space System is composed of two major parts – Natural Systems Preservation Areas and Community Facilities. Refer to Figure 41 – Parks and Open Space Plan and Table 4 - Framework for Parks and Open Space system for complete descriptions. The key features of the system are summarized as follows:

- Existing Etobicoke Creek Valley is to be preserved and possibly enhanced to accommodate trail linkages with Valleywood in consultation with the TRCA;
- Existing Etobicoke Creek Valley (northwest side) to be preserved;
- Existing Humber River tributary (northeast side) to be preserved;
- Existing eastern woodlot / wetland complex to be preserved;
- Stormwater Management Facilities developed as open space features where possible within the community containing water elements as point of interest.

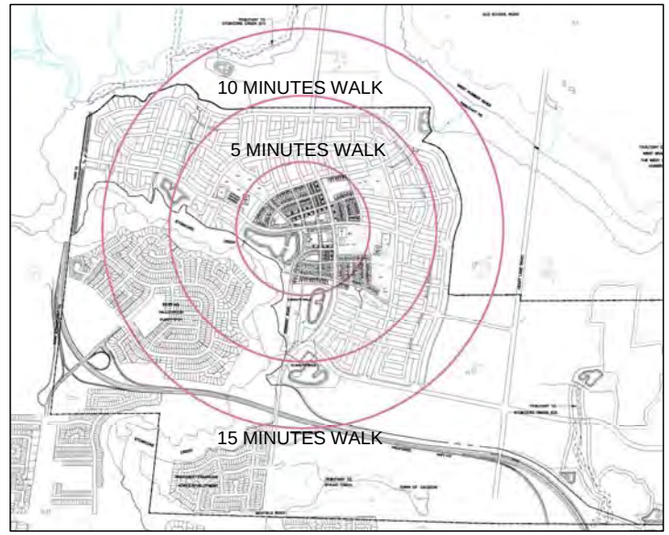
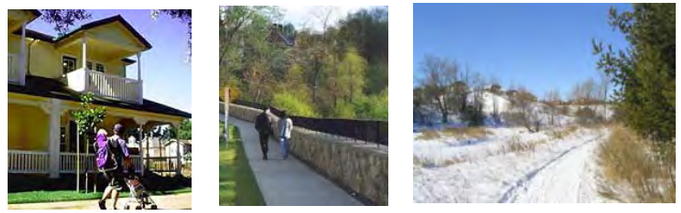


FIGURE 61: A WALKABLE NEIGHBOURHOOD- WITHIN A 5 MINUTE WALK OF A PARK AND WITHIN 10 MINUTES WALK OF THE VILLAGE CENTRE



RESIDENTIAL NEIGHBORHOODS; PEDESTRIAN BOULEVARD/ TRAIL; EXISTING SITE PHOTO OF LOWER ETOBICOKE CREEK VALLEY CROSS-COUNTRY TRAILS (LEFT TO RIGHT)

Parks and Community Facilities

- Greenway Corridors
  - That form open space links between existing natural open spaces and community parks;
- Special Purpose Park
  - That forms a significant focal point in the Village Centre and contains a Community Centre and multi-use green space;
- Community Park
  - That form major open space focal points within the community and contain active and passive recreation facilities;
- School Block
  - That form major focal points within the community adjoining the Community Parks providing educational and recreational facilities;
- Neighbourhood Park
  - That provides a combination of smaller scale active and passive recreation facilities within a specific neighbourhood;
- Rear Yard Vegetation Corridors (private)
  - That provides protected naturalized planting buffers between back-to-back rear lot conditions in selected locations as determined by the development program;
- Pedestrian and Bicycle Trail System
  - That consists of a combination of on-street facilities within the road cross sections and trails within the parks and open space components.

The size and location of school sites have been determined based on a projected resident population and the requirements of the Peel Region Public and Separate School Boards. They are located adjacent to the Community Parks and the Special Purpose Park. Timing of the provision of the school sites will be determined according to development of the community beyond 1200 residential units.

FIGURE 62: PARKS AND OPEN SPACE PLAN

LEGEND

- CP COMMUNITY PARK
- NP NEIGHBOURHOOD PARK
- SPP SPECIAL PURPOSE PARK
- GREENWAY CORRIDOR
- LANDSCAPE BUFFER
- NATURAL ENVIRONMENTAL AREA
- STORMWATER MANAGEMENT POND
- ES SCHOOL

NTS

6.0 PARKS AND OPEN SPACE
6.1 CONCEPTUAL FRAMEWORK

FRAMEWORK FOR PARKS AND OPEN SPACE SYSTEM

Environment	NATURAL											VILLAGE
Typology	**Valleyland (Env. Policy Areas)**			**Woodlots**		**SWM Ponds**		**Greenway Corridors**	**Rear-yard Landscape Corridor**	**Green Boulevard**	**Schools**	**Special Purpose Park**	**Community Park**	**Neighbourhood Park**
Size / Areas	Area 1 – Lower Etobicoke Creek	Area 2 – Upper Etobicoke Creek	Area 3 – Humber River	Woodlot 1	Woodlot 2	Village Centre Pond	Local SWM Ponds	6.0 ha total area; width varies	1.5 – 3 m width	20 m ROW	Min 2.8 to 4.0 ha each	3.4ha	2.0 –2.5 ha each	0.5 ha
Function	Protection of natural features	Protection of natural features	Existing uses to continue	Protection of natural features	Protection of natural features Potential natural links between woodlots	Storm water quantity / erosion quality Natural landscape Special amenity at Village Centre	Storm-water quantity / erosion quality Natural landscape	Continuous naturalized pedestrian links Trail system Potential mail-box nodes at key roads	Rear lot screening Establish tree canopy and understory to provide shade and screening Grading changes / swales	Major community character builder Primary – inter-neighbourhood circulation linking parks, schools and mail box nodes, etc – roads, pedestrian, cycling, etc Major trail links	Education Community presence and identity	Community use and identity builder Wellness and Recreation Centre High profile, landmark facility Green space for all ages and abilities	Active and passive recreation Non-programmed Community identity builder Green space for all ages and abilities	Passive recreation Non-programmed Neighbourhood identity builder Green space for all ages and abilities
Location Criteria	Existing valley lands along the Etobicoke Creek		Existing valley lands along the Humber River	Adjacent to upper Etobicoke Creek midway between Highway 10 and Kennedy Road	Existing location between Heart Lake Road and Dixie Road	Where pre-development flows enter receiving watercourse Coincide with key community amenity spaces where possible		Replicated historic features not currently existing	Backlot location	Midway through neighbourhoods Expands with second loop to future expansion to east	Located at street intersections where possible; close to road ROW Street lay-by or drop-off lanes (150 to 200 m)	Crossroads of Kennedy Road and East- West Collector	Adjacent to schools 5 minute walking distance	Within west neighbourhood 5 minute walking distance
Potential Features + Facilities	Local and inter-regional green link Bridge link to Valley-wood Potential fencing separating from adjacent uses	Potential fencing separating from adjacent uses	Potential fencing separating from adjacent uses	Potential fencing separating from adjacent uses		SWM Pond / Service Access Amenities may include trail, boardwalk bridge, lookout, benches	SWM Pond / Service Access	Naturalized landscape planting and grading Multi-use granular surface trail Mail-box nodes	Property fences (black chain link) Caliper trees, understory trees and shrubs	Double row of large street trees Multi-use trail / sidewalk, lighting Mail-box nodes at linear parks	Building, parking, play facility Daycare facility	Wellness and Recreation Centre with swimming pool, gymnasium, meeting rooms and activity centres Active play facilities Multi-use green space, Walkways, benches, lighting	Children's dry play – junior/ senior Multi-use playfield Active play facilities Walkways, benches, lighting	Children's dry play – Senior / Junior Open green space Walkways, benches, lighting, features
Landscape Themes / Character	Protect natural habitats Education and inter-pretation where possible	Protect natural habitats	N/A	Protect natural habitats		Natural character Education and Interpretation Countryside community identity		Naturalized character Trail recreation Community information nodes	Naturalized hedgerow utilizing native species	Major community boulevard with wide setbacks Shaded street character with strong pedestrian activity	Village character	Village character	Country village themes- rolling terrain, hedgerows, floral displays, etc.	Country village themes – rolling terrain, hedgerows, floral displays, etc

TABLE 4: CONCEPTUAL FRAMEWORK FOR MAYFIELD WEST PARKS AND OPEN SPACE SYSTEM

6.2 NATURAL SYSTEM CONTEXT – ETOBICOKE CREEK AND HUMBER RIVER VALLEYS

Based on an “environment first” philosophy, the valleys, stream corridors, woodlots and wetland areas and other terrestrial environmental features within the site area were identified for protection and enhancement during the community planning process. In addition to the existing environmental open space structure, green corridors in the form of neighborhood parks, storm water management ponds and greenway corridors connect some of the existing natural features to one another. This assists the objective of protecting, enhancing and restoring the ecosystem form, function and integrity. The “green” connections provide for a community trail system in a natural setting and promotes an environmental linkage between the major valley systems which exist on the outer limits of the community plan.

Key guiding principles for protection and enhancement of the Etobicoke Creek and Humber River Valleys Natural Systems and surrounding terrestrial features are:

- Protect existing natural features and habitat through establishment of appropriate buffers;
- Provide continuous vegetative corridors connecting natural features to provide linkages between key habitats;
- Enhancement of riparian habitat, where appropriate;
- Protect Species of Conservation Concern and their habitat, where possible; and
- Ensure no net loss of tableland forest as part of the Terrestrial Natural Heritage Systems Strategy;
- Manufacture system linkages where they did not previously exist.

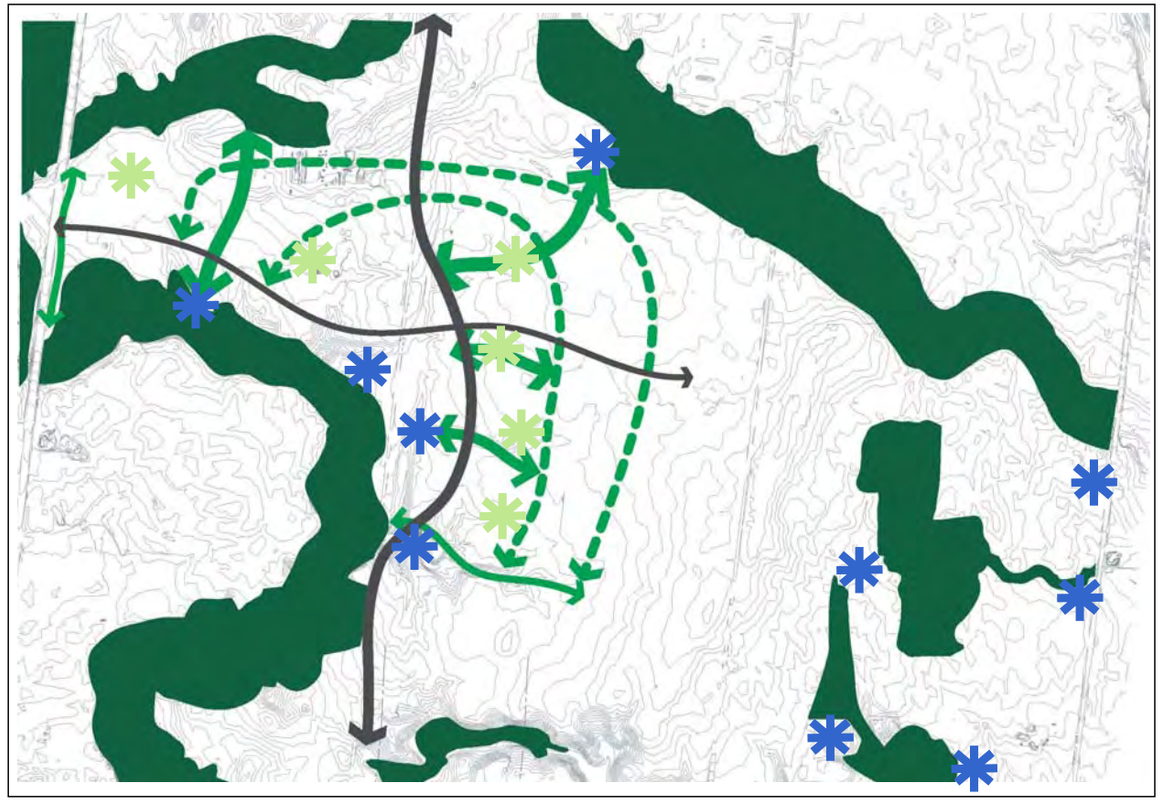


FIGURE 63: PROPOSED OPEN SPACE ENHANCEMENT OPPORTUNITIES

LEGEND

EXSITING VALLEYS & NATURAL SYSTEM LINKAGES

PARKS AND OPEN SPACE

SWM PONDS

NEIGHBOURHOOD “GREEN COLLECTOR”

ENHANCED NATURAL SYSTEM/ LANDSCAPE CORRIDOR CONNECTIONS

Environmental Enhancement and Buffer Areas

- Boundaries of natural features have generally been established in the supporting documents (Mayfield West Natural Features Assessment and Environmental Impact Study, November 2005) prepared for this community. These boundaries have been staked and surveyed in the field with the environmental agencies in areas where access to land was permitted to confirm development limits prior to preparation of draft plans of subdivision to ensure protection of key features. Features located on other lands will be staked and surveyed accordingly as access to land is made available through development of the community.

Enhancement opportunities include:

- Establish connections between intermittent stream channels and the large tableland forest within the Industrial district.

- Establish greenway corridors in the form of naturalized open space trails along historic drainage channels which no longer exist due to agricultural land use;

- Enhancement of riparian and terrestrial areas, where appropriate, will be completed based upon an evaluation of Species of Conservation Concern and their respective habitat needs.

- General areas of restoration were identified as part of the supporting Comprehensive Environmental Impact Study and Management Plan, August 2006. These included addition of vegetative plantings in valley areas where natural riparian vegetation was sparse (e.g.. to improve future overhanging tree cover of the streams which in turn improves fish habitat), as well as restoration of small channels, where possible.

- Detailed restoration plans including specifying vegetation species, density and location to be provided during the subdivision approval stage.

- Buffers are to be established adjacent to all valley and stream corridors and the tableland forest features within the Industrial area.

- Buffers widths as approved by the TRCA in the MESP are indicated on Figure 56 and provide as follows:

  Etobicoke Creek Main Valley – 20 metres
  Etoblcoke Creek Tributary – 10 metres
  Humber River Valley – 30 metres
  Eastern Woodlot – 15 metres
  Kennedy Rd. channel and east 410 channel corridor – 10 metres
  Other Channel Corridors – 30 metres from centre line inclusive of buffers

TRAIL SYSTEM; STORMWATER MANAGEMENT POND AS KEY FEATURES OF THE COMMUNITY

NATURAL AREAS OF SCENIC AND BIOLOGICAL VALUE CREATED BY TOPOGRAPHY, VEGETATION AND WATER RESOURCES OF THE ETOBICOKE CREEK AND HUMBER RIVER TRIBUTARY VALLEY AND EXISTING WOODLOTS

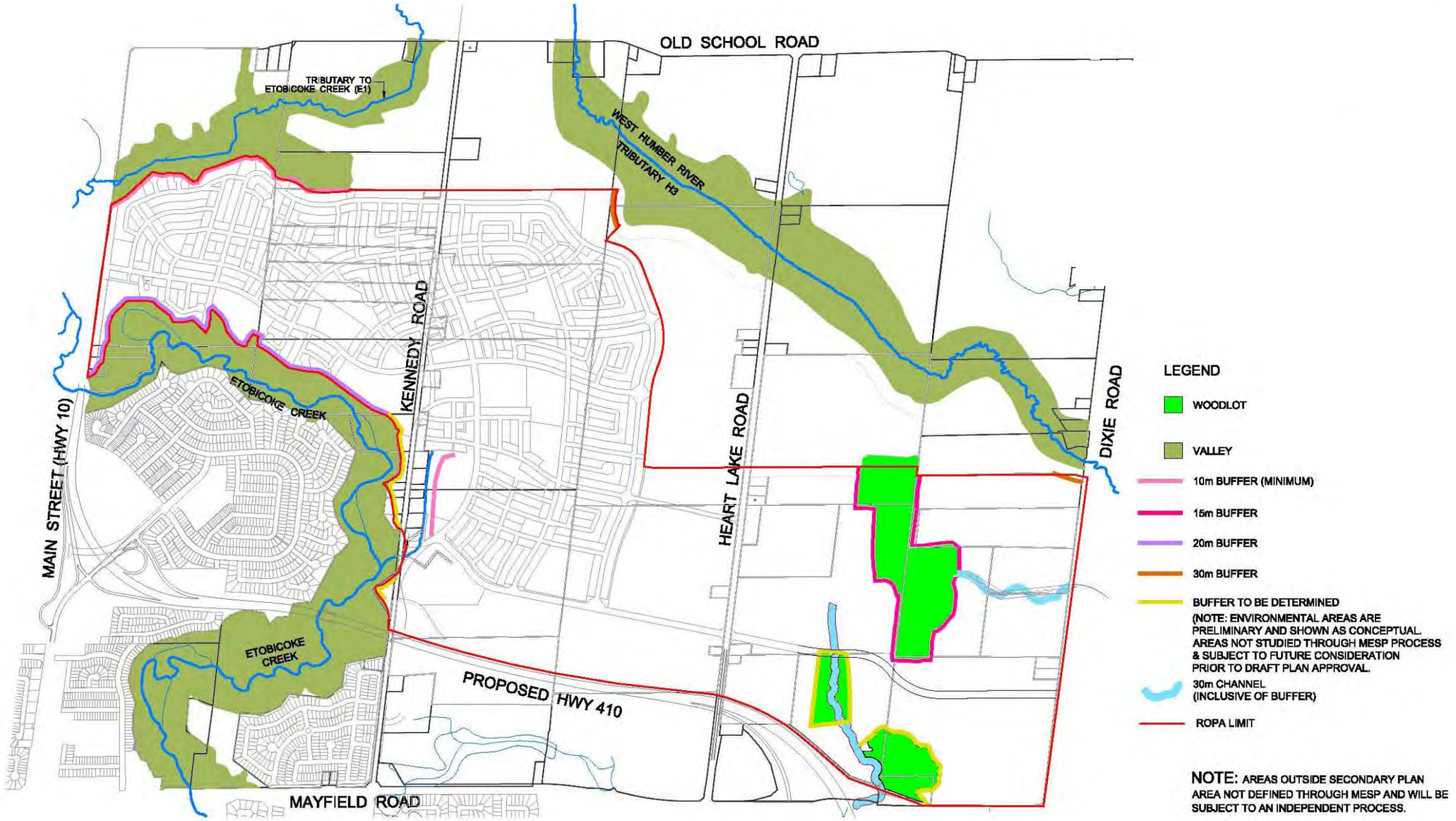


FIGURE 64: MAYFIELD WEST COMMUNITY BUFFERS

6.3 STORMWATER MANAGEMENT FACILITIES

The Mayfield West Community Preliminary Stormwater Management Plan, August, 2006, consists of the following system of storm ponds:

- E1 - north of Etobicoke Creek on the east-west collector;
- E2 – north of Etobicoke Creek at west end of the Village Centre;
- E3 – west of the re-aligned Kennedy Road south of the Village Centre;
- E4 – east of Kennedy Road north of the Highway 410;
- E5 – east of Heart Lake Road north of the industrial collector;
- E6 – east of Heart Lake Road, north of Mayfield Road;
- E7 – west of Dixie Road, on the north side of Mayfield Road;
- E8 – west of Kennedy Road at the north side of the settlement area;
- H1 – west of Dixie Road, north of Mayfield Road;
- H2 - west of Dixie Road, south of the West Humber River valley;
- H3 – east of Kennedy Road, south of the West Humber River valley.

Stormwater Management Facility E2 will be developed as a major focal point feature within the Village Centre. The pond will be visible from the main east west commercial street and from several Village Centre commercial, mixed use and residential sites. Landscape treatments for this pond will include naturalized landscape edges and pedestrian access trail adjacent to the Etobicoke Creek valley. The landscape treatments along the commercial street and adjacent to the Village Centre will be more formal in character with potential for use as pedestrian amenities spaces, landscaping and programmed uses. This area will include enhanced landscape treatments, seating and lookouts, decorative paving, walls, and other architectural features as focal points. The design of the east end of the Village pond will endeavor to ensure that the pond always contains water to reflect both its functional and aesthetic purpose.

The other Stormwater Management Facilities (E1, E3 - E8 and H1 - H3) will be developed as naturalized features within the open space system and are defined further in the Master Environmental Servicing Plan.

IMAGERY OF STORMWATER MANAGEMENT PONDS

Guidelines

- The layout, organization and design features of the components of the stormwater management facilities should be of a natural character consistent with the natural landscape typical of the area including indigenous plant materials, soft surface trails and viewing areas.
- Engineered structures associated with the function of the stormwater management facility should be designed as attractive features. Fencing of storm water ponds is discouraged in order that they function as an integral part of the open space system;
- The zone adjacent to surrounding streets should be designed as transitions from naturalized areas to the urban streetscape character;
- The landscape treatments adjacent to the valley lands should merge with the natural landscape of the valley;
- Areas for seating and viewing should be provided at the street edge. Where appropriate, trail entrances should be provided;
- Stormwater management ponds are to be integrated into the trail system where appropriate.

FIGURE 65: CONCEPTUAL SKETCH OF THE “VILLAGE BLUE” SWM POND E2

6.4 PARKS AND COMMUNITY FACILITIES

The parks and community facilities in Mayfield West help create and define the character of the community. The comprehensive hierarchy of parks, greenway corridors, trails and facilities connect with the natural systems heritage of the site to create a strong, cohesive framework of open space that weaves its way through the community. Individual unique parks create focal points that define each neighbourhood; greenway corridors provide links with the surrounding natural systems where possible; an interconnected trail system provides opportunities for healthy activities such as walking, jogging and cycling; and well designed community parks and schools provide amenities and recreational opportunities.

Parks and community facilities within Mayfield West include Special Purpose Park and Community Centre, Community Parks, Neighbourhood Parks, Greenway Corridors, Pedestrian and Cycling Trails and Schools.

Parks sizes are generally consistent with the standards set out in the *Town of Caledon - 2004 Recreation and Parks Master Plan.* The total amount of parkland is determined through the Secondary Planning process and is strategically located within the community. Park sizes and locations may be adjusted slightly at the Plan of Subdivision stage. It is intended that parkland dedication will occur on a comprehensive basis with the major development interests in the community. This may require a parkland conveyance agreement or similar agreement between the Town and the Developers.

Parkland Budget Summary

Total Parkland Required:	11.4 ha
Park Hierarchy:	
<u>West Neighbourhood</u>	
Community Park	= 2.0 ha
Neighbourhood Park	= 0.5 ha
Greenway Corridor	= 2.3 ha
<u>North Neighbourhood</u>	
Community Park	= 2.5 ha
Greenway Corridor	= 2.3 ha
<u>South Neighbourhood</u>	
Community Park	= 2.5 ha
Neighbourhood Park	= 0.5 ha
Greenway Corridor	= 1.4 ha
Special Purpose Park	= 3.42 ha
Total Parkland Provided	**= 11.4 ha**
Total Greenway Corridor	**= 6.0 ha**

Two schools are proposed for the Mayfield West Community at the request of the School Boards. The schools are located adjacent to Community Parks offering the opportunity for sharing facilities between School Boards and the Town of Caledon. Details of facility sharing should be addressed at the Plan of Subdivision and Site Plan Approval stages.

FIGURE 66: PARKS AND COMMUNITY FACILITIES

LEGEND

- CP — COMMUNITY PARK
- NP — NEIGHBOURHOOD PARK
- SPP — SPECIAL PURPOSE PARK
- GREENWAY CORRIDOR
- LANDSCAPE BUFFER
- NATURAL ENVIRONMENTAL AREA
- STORMWATER MANAGEMENT POND
- ES — SCHOOL

6.4.1 Special Purpose Park

The Special Purpose Park and Recreation Centre are intended to serve the entire community and offer specialized services. It is prominently located at the southeast corner of the intersection of Kennedy Road and the East-West Collector (Main Street), at the east end of the Village Centre. The Special Purpose Park contains a Recreation Centre similar to the Caledon Recreation and Wellness Centre as well as multi-use green spaces and parking facilities.

Guidelines

- The Recreation Centre will provide active and passive recreational uses to the community and may include uses such as a swimming pool, a gymnasium, meeting rooms and a senior activity centre;
- The building should be located adjacent to the street frontages where possible and articulated to form a welcoming and attractive pedestrian scale entrance space close to the intersection of Kennedy Road and Main Street and compliment neighbouring buildings in height;
- The building façade treatment should enhance the village core character in terms of its height, massing, architectural treatments and materials;
- Signage should be ground related or located on the building wall (no pylon signs will be allowed);
- The parking lot should serve the Recreation Centre and the park and should be located near the rear of the building, and attractively landscaped;
- Opportunity to share parking with the elementary school to the west shall be considered;
- The balance of the park should include a multi-purpose green space for community use and special events;
- Trees and shrubs should be used to provide shade, screen parking, add visual interest and define activity spaces;
- Native trees and shrubs should be used wherever possible

FIGURE 67: MULTI PURPOSE PARK

6.4.2 COMMUNITY PARKS AND SCHOOLS

☐ Community Parks

Community Parks are considered significant open space focal points within the Mayfield West Community. The Community Park blocks are prominently located on significant streets in the community adjacent to School Blocks. Each park block should be designed as a cohesive unit to present a unified, visually attractive and functional design. Community parks should have as much street frontage as possible – at least 50% as a minimum.

Guidelines

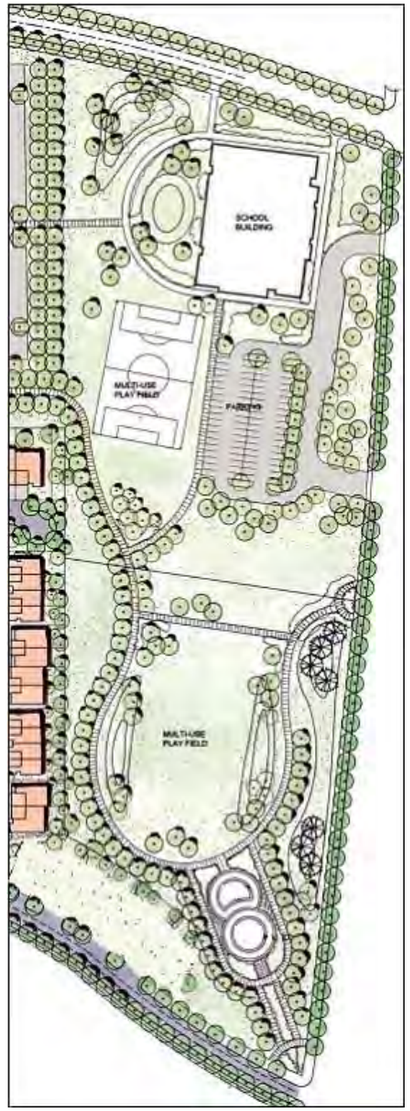
- Parks should provide both active and passive recreational facilities and amenities.
- Parks should be connected with Greenway Corridors and School Blocks.
- Parks should accommodate a minimum of one full size multi-use field recreational facility, children's playground facility and spray pad / water play facility, passive open space, seating areas and pathways.
- Sports fields should generally be oriented in an north/south direction
- Parks provide potential locations for super mail boxes or community mail box uses.
- Trees and shrubs should be used to provide shade, screen parking, add visual interest and define activity areas
- Gentle landforms, trees and shrubs should be used to buffer adjacent residential uses.
- Native trees and shrubs should be used wherever possible.

Schools

Community Schools are also considered significant built form and open space landmarks within the Mayfield West community. The School blocks are prominently located on significant streets in the community, adjacent to the Community Parks. Each school block and community park should be designed as a cohesive unit to present a unified, visually attractive and functional design.

Guidelines

- School buildings should be located at street intersections where possible and close to the road ROW to create a strong presence on the street and within the community.
- Parking should be located at the rear or side of the school. Consideration should be given to siting a bus drop-off at the side of the building and to the provision of drop-off lanes for buses and cars within the school site.
- School grounds should have strong physical and visual connections to adjacent parkland. Fenced plan areas, where necessary, should not prevent public access to and through school grounds after hours.
- Walkway connections from the building entry to the adjacent sidewalk should be clearly visible.
- Both the architectural and landscape design should consider the potential for community use during off-peak hours.
- Trees and shrubs may be used to accentuate the school building, provide shade and buffer adjacent residential uses.
- School buildings are encouraged to be two stories in height, similar to neighbouring buildings.
- Schools are subject to Site Plan Approval.



INITIAL COMMUNITY PARK AND SCHOOL PLAN B (WEST 'A')

INITIAL COMMUNITY PARK AND SCHOOL PLAN A (SOUTH)

FIGURE 68: COMMUNITY PARKS AND SCHOOLS

6.4.3 Neighbourhood Parks

The Neighbourhood Park is considered a smaller, though important focal point within each neighbourhood. The parks are located with extensive frontage on public streets to enhance the character of the neighbourhood. The Neighbourhood Park should provide as much street frontage as possible – at least 50% as a minimum.

Guidelines

- The Neighbourhood Park should provide both active and passive recreational opportunities and amenities;
- The Park should accommodate one multi-use field recreational facility, children's playground facility, passive open space, seating areas and pathways;
- Trees and shrubs should be used to provide shade, add visual interest and define activity areas;
- Gentle landforms, trees and shrubs should be used to buffer adjacent residential uses;
- Native trees and shrubs should be used wherever possible.

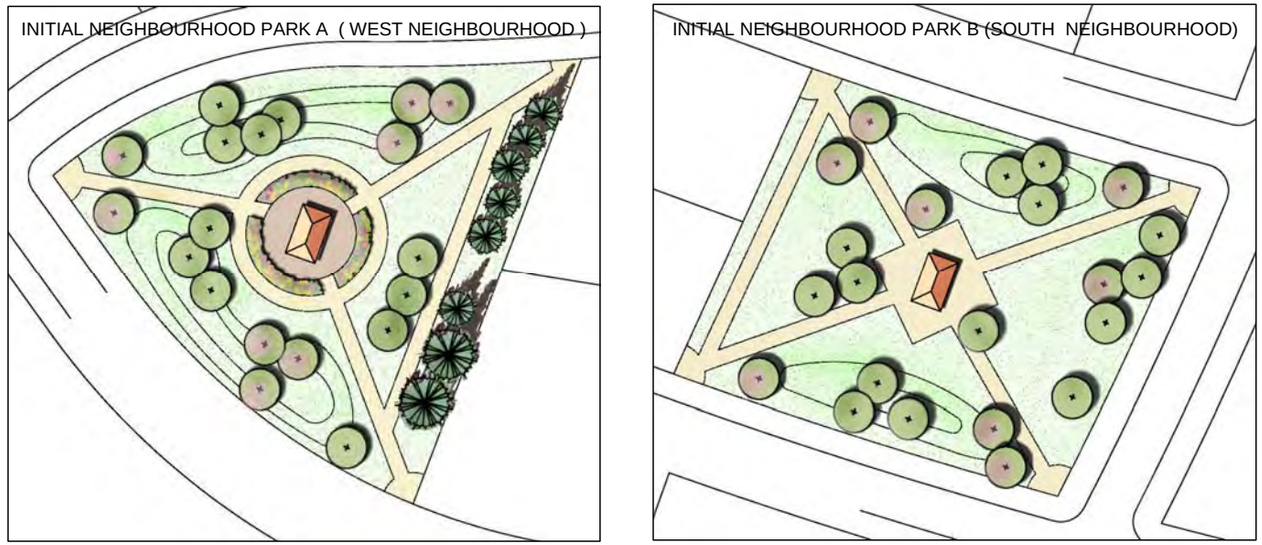


FIGURE 69: NEIGHBOURHOOD PARKS

NEIGHBOURHOOD PARK IMAGERY

6.4.4 Greenway Corridors

Greenway Corridors are an important component of the natural and open space system in Mayfield West. These corridors will be man made features and will be constructed by the developers of the community. The total area devoted to greenway corridors is 6 ha.

Purpose

One function of these corridors is to connect key natural features, such as the Etobicoke Creek and the West Humber Tributary, to facilitate the movement of flora and fauna and help maintain ecological process. Restoration activities are proposed within these corridors, including the planting of trees and shrubs on tableland for the purpose of restoring some cover for species dispersal. In addition, and in support of the objectives of the Mayfield West Secondary Plan, a second function of these corridors is to facilitate pedestrian and bicycle activity within the community by providing hiking trails and pathways that interconnect the residential neighborhoods, the Village Centre, community facilities and employment lands.

The Greenway Corridors will primarily facilitate active transportation opportunities within the community. In his regard, active transportation opportunities (e.g. walking, bicycling, and rollerblading) will be promoted in these greenway corridors. To facilitate this objective, a 3.0 m wide multi-use hard surfaced pathway will be provided. In addition, the treatment of these corridors will include naturalized landscaping and grading, and a planting program that will include commonly occurring species of trees and shrubs of various heights and forms.

A north south Greenway Corridor is proposed between the Etobicoke Creek valleys in the “West B” residential neighbourhood. In addition to active transportation opportunities the intent of this corridor is to connect two heavily vegetated areas of the same creek system, thereby facilitating species dispersal between the two areas. Plantings proposed in the corridor would consist of natural commonly occurring species of trees and shrubs of various heights and forms to ensure a variety of microhabitats for plants and animals.

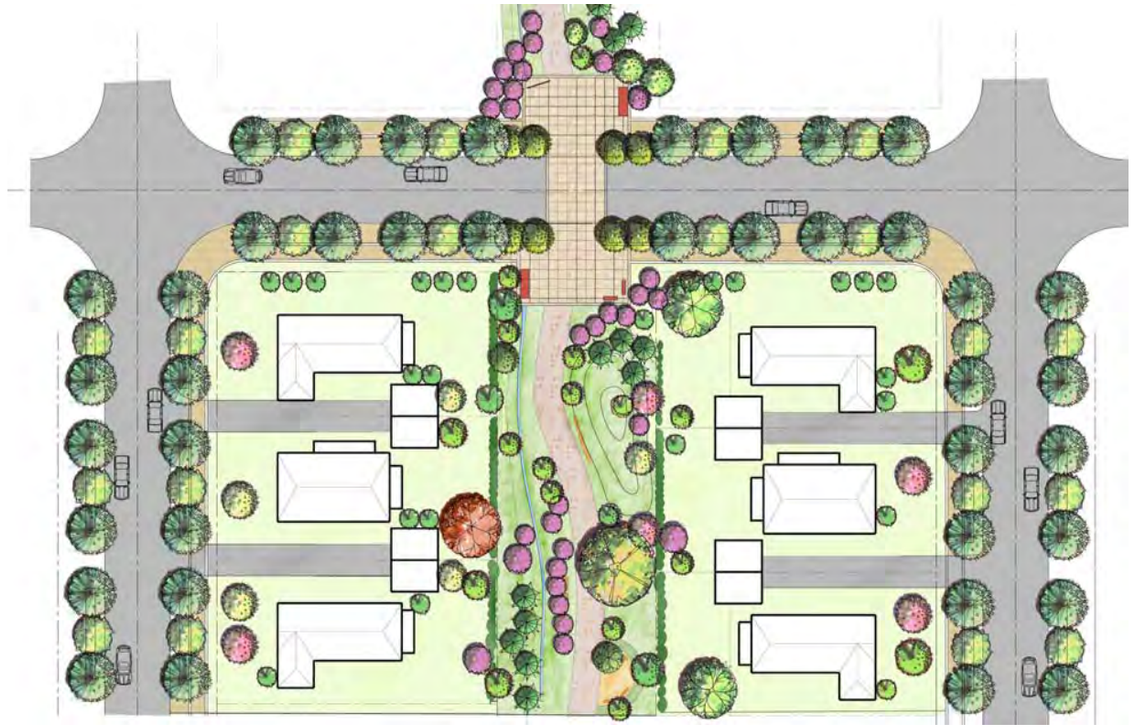


FIGURE 70: TYPICAL PLAN OF GREENWAY CORRIDOR

6.4.4 Greenway Corridors (continued)

Guidelines

- The Greenway Corridors will provide active transportation (e.g. walking, bicycling, and rollerblading) opportunities;
- Provide a sufficient width to ensure privacy to abutting private amenity areas through tree and shrub planting, berming and distance separation from the trailway;
- Generally range from approximately 15metres to 20 metres in width;
- Provide opening a road crossings with special pavement treatment to facilitate safety and enhance community design;
- Provide opportunities for community mail boxes, bus shelters and street furniture, where required;
- Pedestrian connections should be integrated with adjacent sidewalks at streets and with park trail systems as required;
- Generally no additional lighting should be provided along the corridors, however lighting at or near street crossings should be provided as part of the street lighting system.

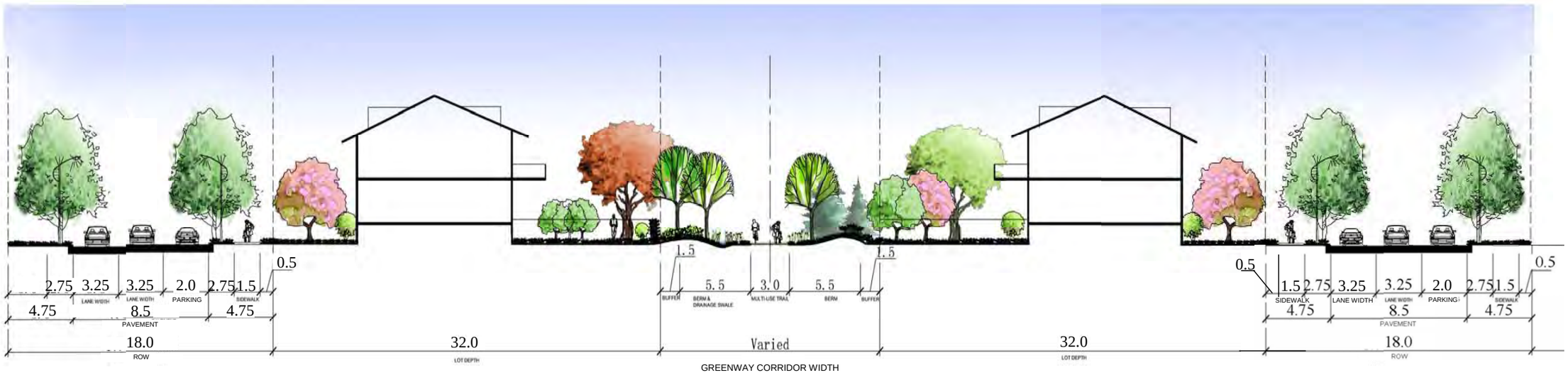


FIGURE 71 : TYPICAL SECTION OF GREENWAY CORRIDOR

6.4.5 Pedestrian and Bicycle Paths

An interconnected system of streets, trails and parks is provided to encourage walking and cycling access to shops, schools, parks and other community facilities, conservation and employment areas. Pedestrian and bicycle paths follow desirable routes within the community offering variation in scenery as well as safety in movement.

Guidelines

☐ Bicycling routes are examined in more detail in the Traffic Management Plan Update. The recommended facilities provide for:

- Kennedy Rd. spine to accommodate longer distance through cyclists;
- Two Community Bike Route to provide an inner and outer circuit connecting to the Village Centre, community open space links and the valleylands, and to smaller Neighbourhood Bike Routes within each of the three planned neighbourhoods; Cycling should be accommodated;
- Neighbourhood Bike Routes within each of the three planned neighbourhoods range between roughly 1.4 and 1.6km and are intended to provide a much shorter cycling route of approximately 5 minutes duration for recreational cyclists that is contained entirely within the neighbourhood.
- Off-road multiuse pathways are proposed to complement the comprehensive network of on-road bicycle routes in the Mayfield West Community. Off-road multi-use pathways are proposed to connect each of the planned neighbourhoods to the Village Centre and the adjacent valleylands, and to make important connections between the Mayfield West Community and the existing Valleywood community on the west side of Kennedy Road

☐ Trails

- Multi use trails should be 3.0 meters wide to accommodate cyclists;
- Trails should be paved in Community and Neighbourhood Parks, the Greenway corridor and direct community linkage trails in the Etobicoke creek valley to facilitate active transportation such as bicycle and roller blade activity in the community.
- Any connecting trails within portions of the Etobicoke Creek may have natural granular material such as compacted screenings or other natural treatment to minimize run-off and complement the natural environment;
- Trails should follow a curvilinear alignment following site contours;
- Trail surfaces should be well drained and supported by culverts and swales where low-lying areas cannot be avoided;
- Trail entries at designated street crossings and trail heads should have detailed landscape designs which may include accent planting, neighbourhood mailboxes, signage, feature paving and street furniture;
- Trail routes should be coordinated with access roads to the stormwater management facilities where it is desirable to provide pedestrian and cycling access adjacent to these facilities.

FIGURE 72: TYPICAL PLAN OF TRAIL/ STREET CROSSING WITH SPECIAL PAVING AND MAILBOX KIOSK,

PEDESTRIAN AND BICYCLE PATHS IMAGERY

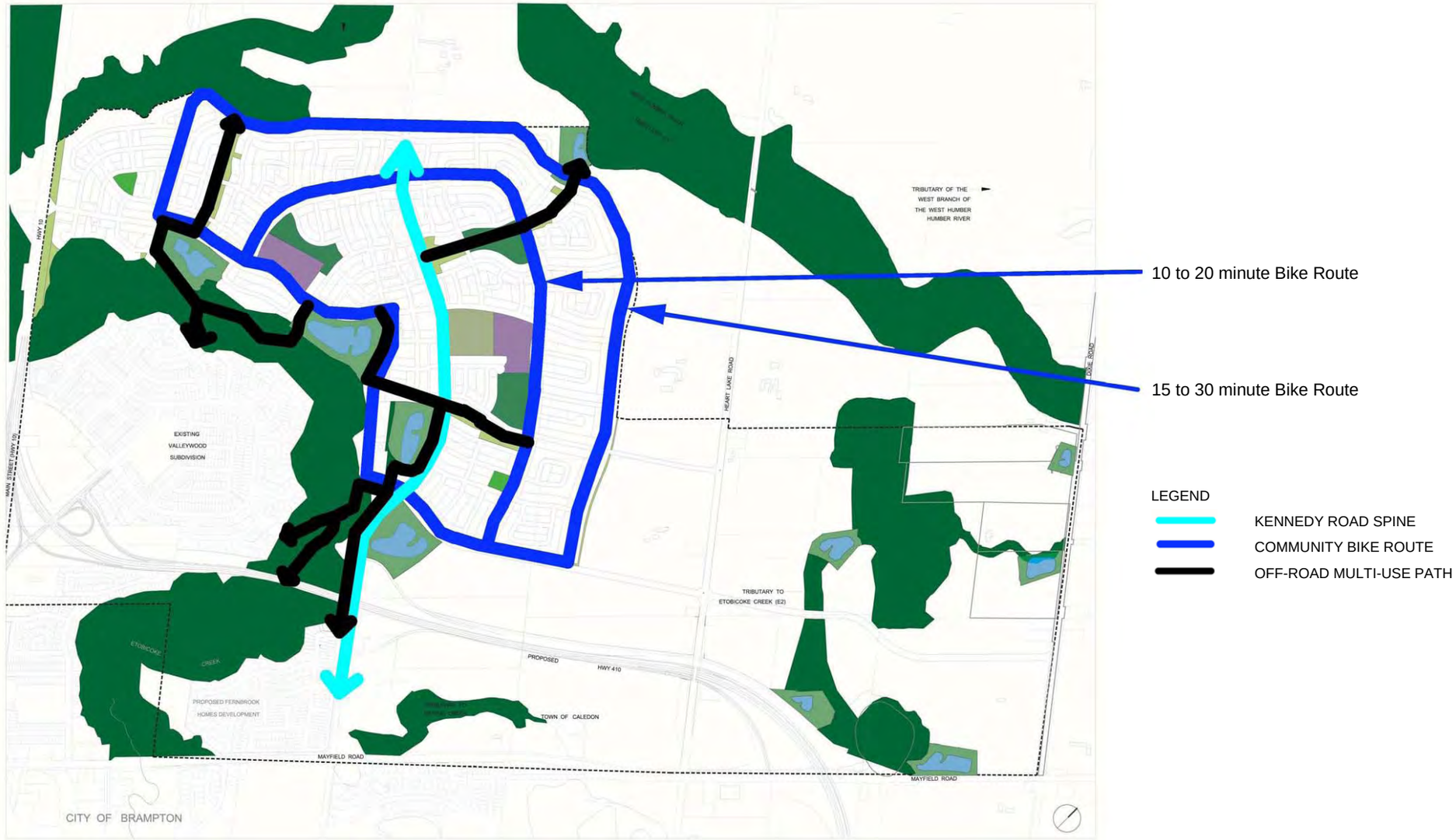


FIGURE 73: BIKE AND TRAIL NETWORK PLAN

6.4.6 Rear Yard Landscape Corridors

Rear yard landscape corridors may be located on private lands to provide additional vegetated linkages along the rear of residential lots and assist in creating a landscaped setting early in the community development. These corridors may be located within residential enclave areas where additional lot depth and specific linkages are possible providing an amenity for the overall neighbourhood.

Guidelines

- Corridors should be a total width of 3.0 metres with 1.5 m on each side of the rear lot line;
- Corridors may provide linkages with other open space system components such as parks and natural areas;
- Planting should include large and medium specimen native trees, shrubs and groundcovers;
- A fence along the rear property line would be established concurrent with the landscape corridor;
- Corridors and planting should be protected and maintained through an owner's covenant.

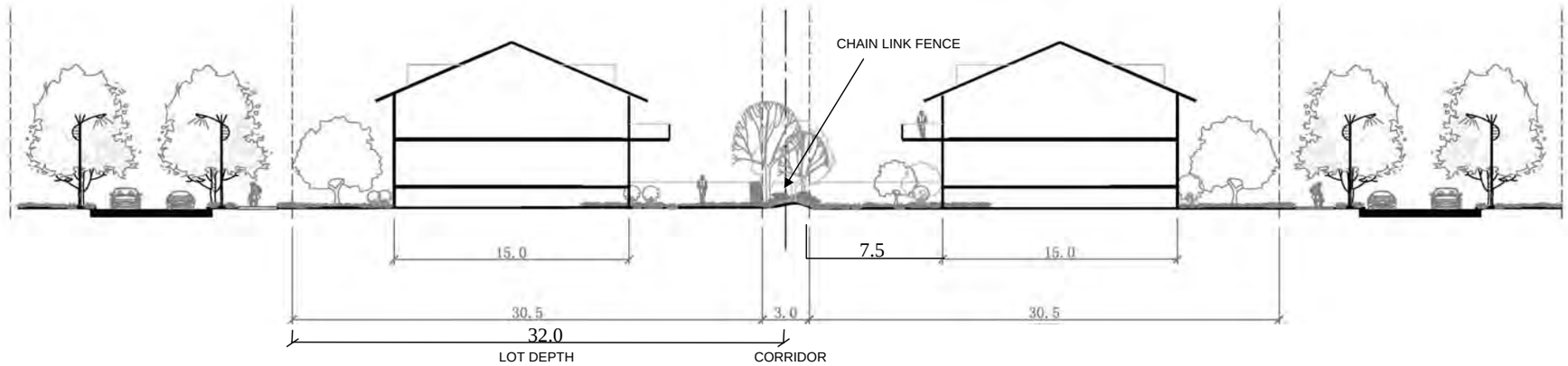


FIGURE 74: TYPICAL SECTION LANDSCAPE CORRIDOR 3 M WIDTH

7.0 CULTURAL HERITAGE RESOURCES

A Cultural Heritage Survey was undertaken to identify archaeological resources, built heritage resources and cultural heritage landscapes within the Mayfield West Secondary Plan area. These resources were documented in two separate reports, entitled *Stage 1 Archaeological Assessment of Mayfield West Community Development Plan* (Archaeological Services Inc., February 2006) and *Cultural Heritage Survey Report: Built Heritage Resources & Cultural Heritage Landscapes* (Unterman McPhail Associates, August 2007)

Archaeological Resources

There are no previously registered archaeological sites within the Mayfield West Secondary Plan area, although 17 sites have been registered within a 2.5 kilometre radius of it. The Secondary Plan area encompasses extensive areas that exhibit potential for the presence of pre-contact and Euro-Canadian archaeological resources.

Prior to any land-disturbing activities within the Secondary Plan area, a Stage 2 Archaeological Assessment must be conducted in accordance with Ministry of Culture Stage 1-3 Archaeological Assessment Technical Guidelines in order to identify any archaeological remains and recommend further mitigation requirements, where necessary. The Stage 2 Archaeological Assessment shall include all areas of potential within lands to be maintained as greenlands or conveyed to the Town, except for areas zoned to prohibit soil disturbances for which written commitment to that effect is provided to the Ministry of Culture. This work typically occurs through the subdivision review process prior to Draft Plan Approval.

Built Heritage Resources

A number of significant built heritage resources were identified in the *Cultural Heritage Survey Report: Built Heritage Resources & Cultural Heritage Landscapes* report. Preparation of a Cultural Heritage Impact Statement is required for each of these resources to address appropriate conservation measures as part of any development application. These measures will be implemented through conditions of Draft Plan Approval.

It is the intent of the Mayfield West Secondary Plan to conserve significant built heritage resources through retention and integration into new development proposals in the form of their original use or an appropriate adaptive re-use. To this end, plans of subdivision and other development applications will be designed to enable their preservation.

The alternatives to be investigated for the retention of significant built heritage resources, in order of priority as established in the Town's Official Plan, are as follows:

- retention on the original site;
- relocation within the development plan; or,
- relocation to a sympathetic site.

For those built heritage resources to be integrated into the community, consideration must be given, at minimum, to the following aspects during subdivision design:

- provide large lot size to ensure conservation of contextual landscape and sufficient buffer from adjacent development;
- street orientation to conserve the original access and existing landscaping
- street pattern designed to maintain sight lines to built heritage resource as community focal point;
- priority lot location to enhance streetscape prominence (e.g. corner lots; lots adjacent to parks/green spaces, trailways or pedestrian links);
- sympathetic landscaping to enhance heritage character of site;
- ensure that adjacent development densities are compatible with built heritage resource

A conservation plan shall be prepared to direct appropriate restoration and rehabilitation. Retained built heritage resources will be considered for designation by the municipality under Part IV of the Ontario Heritage Act.

To ensure the continued prominence and distinct character of retained built heritage resources, all development adjacent to or incorporating a built heritage resource must, from an urban design perspective, be respectful of the resource, having regard for scale, massing, setbacks, building materials and design features.

Should it be determined through a Cultural Heritage Impact Statement that a site is not to be integrated into the community design, standard heritage conservation measures entail photographic documentation, preparation of measured drawings, and salvage of identified architectural elements prior to relocation or demolition.

Cultural Heritage Landscapes

The Kennedy Road roadscape was identified as a cultural heritage landscape of merit in the *Cultural Heritage Survey Report: Built Heritage Resources & Cultural Heritage Landscapes* report. The characteristic elements of this rural roadscape include the narrow two-lane cross section, narrow shoulders, and absence of curbs. Realignment of Kennedy Road and the retention of a section of the existing road as a cul-de-sac adjacent to the rural residential enclave south of the village centre provides an opportunity to retain a remnant example of this rural roadscape. Where possible, retention of the aforementioned roadscape characteristics is encouraged as part of any development proposal.

The cultural heritage of the area will also be commemorated through the use of historic local family names in the naming of streets, parks, trails, natural areas, community facilities and other public places.

1 VIEW OF WEST (FRONT) ELEVATION OF NO. 12701 HIGHWAY 10.

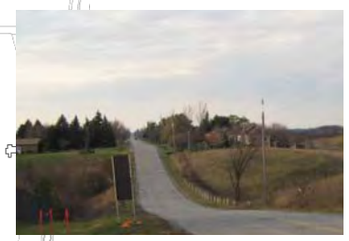
2 VIEW SOUTHWEST TO FARMHOUSE (LEFT) AND BARNS (RIGHT) OF NO. 12516 KENNEDY ROAD

3 VIEW OF WEST (FRONT) ELEVATION OF NO. 12551 KENNEDY ROAD.

4 VIEW OF WEST (FRONT) ELEVATION OF NO. 12409 KENNEDY ROAD.

5 VIEW OF FARM COMPLEX AT NO. 12280 HEART LAKE ROAD

6 VIEW SOUTH (FRONT) AND EAST ELEVATIONS OF FARMHOUSE AT NO. 12434 DIXIE ROAD.



9 OLD KENNEDY ROAD ROADSCAPE

8 FARM COMPLEX AT 12267 KENNEDY ROAD

7 FARM COMPLEX AT 12669 KENNEDY ROAD

FIGURE 75: SIGNIFICANT CULTURAL HERITAGE RESOURCES

8.0 ENVIRONMENTAL SUSTAINABILITY
8.1 ENVIRONMENT AND ENERGY CONSERVATION PRACTICES
8.2 SUSTAINABILITY ELEMENTS

8.1 ENVIRONMENT AND ENERGY CONSERVATION PRACTICES

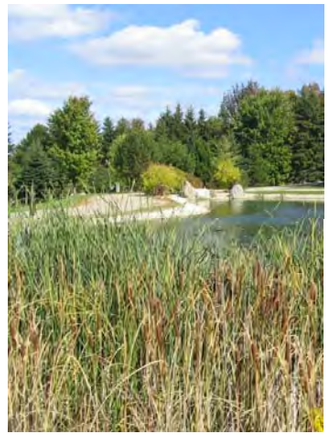
The environmental strategy for Mayfield West is based on the following principles:

- Awareness and understanding of how surrounding ecological systems contribute to our well-being and of the environmental impact of our lifestyle is the foundation of environmental responsibility;
- The built environment is a deciding factor in the magnitude of our impact on the environmental impact – well planned communities are a lasting resource, which can inspire sustainable living;
- A lasting sustainable community will be the result of broad and inclusive commitment to an ongoing process of change - it cannot be created by technology or governance alone;
- The process will depend on the direct involvement of future residents but this involvement must be encouraged and supported over the long term by the Town of Caledon, local businesses, and knowledgeable environmental groups;
- To be effective and appropriate, the effort must connect to initiatives at the national, regional and local level.

8.2 SUSTAINABILITY ELEMENTS

Sustainability elements of the Community Plan include:

- Ecology and Habitat Conservation as set out in the Environmental Impact Statement and Management Plan;
- Landscape Sustainability as provided for the Parks and Open Space Master Plan;
- Green Infrastructure Strategy as proposed in the Master Environmental Servicing Plan;
- Initiatives for Archaeological and Heritage Conservation;
- Compact, pedestrian and transit supportive community design;
- Compact community design to facilitate live/work and reduced transportation impacts and enhances local economic viability;
- Planned connections to public transportation to encourage ridership and reduce car dependence;
- Streetscape planning to include large continuous planting areas to reduce urban heat island effect, improve stormwater management and encourage habitat development;
- Comprehensive connected green trail system to encourage pedestrian mobility;
- Enhanced stormwater management;
- Mix of building forms and housing opportunities within the Community;
- Increased density of development than traditionally found in the Town of Caledon;
- Walkable neighbourhood (5 min to park, 10 min to village centre)
- Site planning guidelines to encourage building forms and positions that create a friendly streetscape while moving large parking areas to the back.



8.3 GREEN BUILDING PROGRAM

Buildings represent one of the most significant investments in any community. In a sustainable community they are also one of the most physical representations of the environmental and sustainable principles, protecting the surrounding environment, minimizing the demand on service infrastructure and facilitating a green lifestyle for community members.

Mayfield West seeks to make a significant step towards sustainability by improving the comfort, value and energy performance of its buildings while reducing environmental impact through the application of green building guidelines.

8.3.1 Single Family Residential Buildings

The green building guidelines for low rise residential buildings (i.e. detached, semi-detached and townhouse units) are founded on Canada's new *Energy Star for New Homes* program.

Energy Star houses offer significant advantages over conventionally built houses:

- Lower bills - annual energy use reduced by 30 - 40%;
- Lower environmental impact - annual ghg emissions reduced by 2-3 tonnes;
- Higher owner satisfaction and resale value through improved comfort and durability;
- Government backed Energy Star Advisors to support builders and provide quality assurance.

All detached, semi-detached and townhouse type residential buildings in Mayfield West will be Energy Star Qualified. This requires:

- Licensed Energy Star for New Homes builder;
- Adherence to Energy Star for New Homes Technical specifications;
- Third party verification.

Builders in the Mayfield West development will have the option of selecting pre-packaged upgrades from Alternate Building Packages or working with an Energy Star Advisor to create custom *packages that achieve the required energy performance levels.*

- The energy efficiency measures employed in Energy Star houses may include:
- Upgraded insulation systems;
- Higher-performance windows;
- Greater control of air leakage and drafts;
- Improved ventilation and air distribution systems;
- Better heating, hot water and air-conditioning systems.

Elements of the proposed LEED-H pilot rating system may be used to broaden the environmental scope of the Mayfield West green building guidelines for single family dwellings through the development of a series of resource efficiency, indoor environmental quality and owner awareness "Green Option Packages". Examples of the additional LEED-H elements are summarized in Section 7.4.3

8.3.2 Additional LEED-H Program Elements

Elements of the proposed LEED-H v1.11a pilot rating system (USGBC Jan.2007) can be used to broaden the environmental scope of the Mayfield West green building guidelines through the development of a series of Green Option Packages. Builders will be required to offer packages that may include:

Water Conservation

- Indoor Water Use: Install high efficiency fixtures (6 lpf toilets, 9 lpm shower heads, 9 lpm lavatory faucets) (ref LEED-H WE 3.1)

Indoor Environmental Quality

- Combustion Venting: All space heating and domestic hot water (DHW) equipment shall have closed combustion or power exhaust. Install CO monitor (ref LEED-H IEQ 2.1);
- Humidity Control: Analyze interior moisture loads and install central humidity control system as required (ref LEED-H IEQ 3);
- Local Exhaust: Install bathroom exhaust fans/ventilation system with timer or automatic controls (ref LEED-H IEQ 5.2);
- Contaminant Control: Install central vacuum system (ref LEED-H IEQ 8.2).

Resource Efficiency

- Material Efficient Framing: Employ advanced framing techniques (ref LEED-H MR 2.2);
- Environmentally Preferable Products: Select a minimum number of materials from LEED-H environmentally preferable product list (ref LEED-H MR 5.2);
- Waste Management: Restrict construction waste sent to land fill (Max of 2.5 lb per sq. ft.) (ref LEED-H MR 6.1);
- Improved Water Heating: Incorporate demand controlled recirculation loop in hot water distribution system. (ref LEED-H EA 7.1)

Homeowner Awareness

- Homeowner Education: Prepare detailed owners manual to identify unique green building features and explain their use.

8.3.3 Multi-unit Residential Buildings

The green building guidelines for Multi-Unit residential buildings i.e. apartments, condominiums are based on either the Energy Star for New Homes Guidelines or the LEED Canada for New Construction and Major Renovation guidelines.

Multi unit buildings which fall under Part 9 of the OBC shall be Energy Star Qualified. Mulit unit buildings which do not fall under Part 9 but are constructed using low rise residential building practices may be Energy Star qualified provided that Natural Resources Canada approves the exception.

Multiple Residential units that cannot meet the above conditions shall be treated similar to ICI buildings ie. They shall be designed so that their predicted performance can be demonstrated to achieve 30% energy savings versus the ASHRAE 90.1 1999 standard verified by a third party.

8.3.4 Institutional & Commercial Buildings

All Commercial and Institutional Buildings in Mayfield West will be designed and constructed in accordance with the ASHRAE Advanced Energy Design Guides for Small Office Buildings, Small Retail Buildings or K-12 School Buildings. In lieu of this buildings can be designed so their predicted performance achieves a minimum 30% energy savings versus the ASHRAE 90.1 1999 standard (as verified by a 3rd party).

The Town of Caledon and School Boards are charged to lead by example through the construction of energy efficient community buildings.

8.3.5 Industrial Buildings

All Industrial buildings will shall be designed and constructed in accordance with the above ASHRAE Advanced Energy Design Guides or the Advanced Energy Design Guide for Warehouses, whichever is more appropriate. In lieu of this buildings can be designed so their predicted performance achieves a minimum 30% energy savings versus the ASHRAE 90.1 1999 standard (as verified by a 3rd party).

8.3.6 Green Building Program Implementation

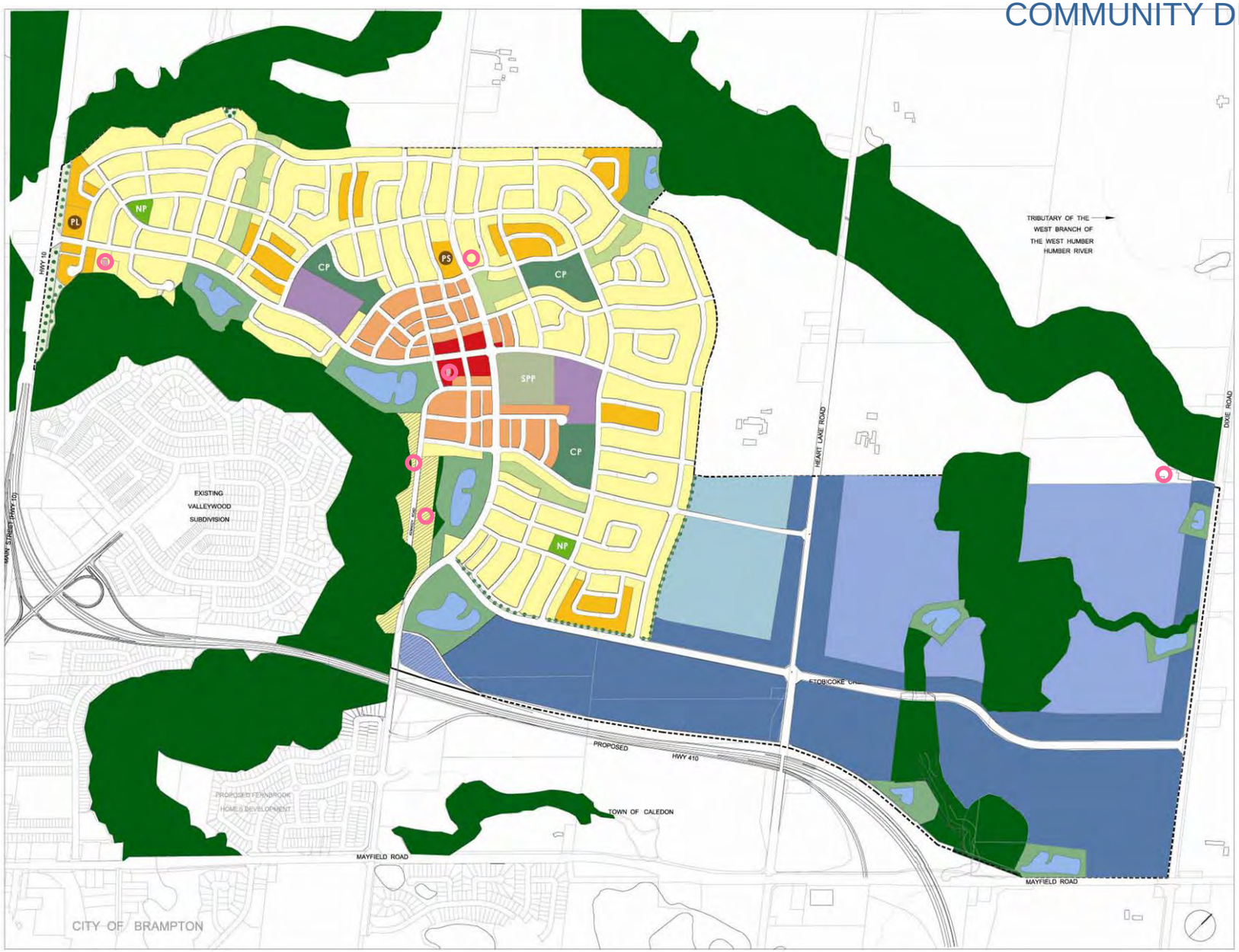
- The detail elements and implementation requirements of the Green Building Programme will be established on a community wide basis by the developer in consultation with the Town prior to registration of Phase 1 development.

APPENDIX A
PRELIMINARY COMMUNITY DESIGN PLAN

LEGEND

- ENVIRONMENTAL POLICY AREA
- ELEMENTARY SCHOOL
- VILLAGE CENTRE COMMERCIAL
- VILLAGE CENTRE RESIDENTIAL MIXED USE
- VILLAGE CENTRE RESIDENTIAL
- RESIDENTIAL COMMUNITY
- EMPLOYMENT DISTRICTS
- GREENWAY CORRIDOR
- NEIGHBOURHOOD/ COMMUNITY PARK
- SWM POND
- EXISTING RESIDENTIAL
- ROPA17/ OPA 208 BOUNDARY
- NEIGHBOURHOOD BOUNDARY

APPENDIX B
COMMUNITY DESIGN LAND USE PLAN

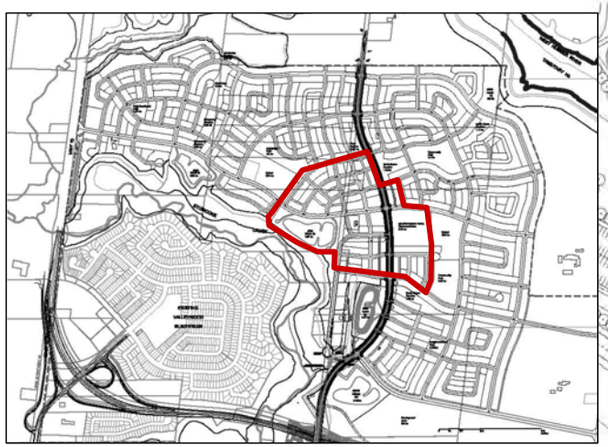


LEGEND

- VILLAGE CENTRE COMMERCIAL
- VILLAGE CENTRE RESIDENTIAL (MIXED USE, APARTMENT)
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- PEEL SENIORS
- PEEL LIVING
- IDENTIFIED SIGNIFICANT CULTURAL HERITAGE RESOURCE
- ELEMENTARY SCHOOL
- ACADEMIC/ PRESTIGE INDUSTRIAL
- PRESTIGE INDUSTRIAL
- GENERAL INDUSTRIAL
- COMMUNITY PARK
- NEIGHBOURHOOD PARK
- SPECIAL PURPOSE PARK
- GREENWAY CORRIDOR
- STORMWATER MANAGEMENT POND
- ENVIRONMENTAL AREA

NTS

APPENDIX C
THE VILLAGE CENTRE DEMONSTRATION PLAN



KEY PLAN

CURVILEAR ENTRY ROAD

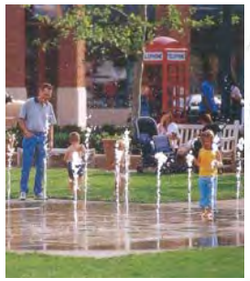
THE POND AS A COMMUNITY AMENITY WITH LOOKOUTS AND ADJACENT OPEN SPACE

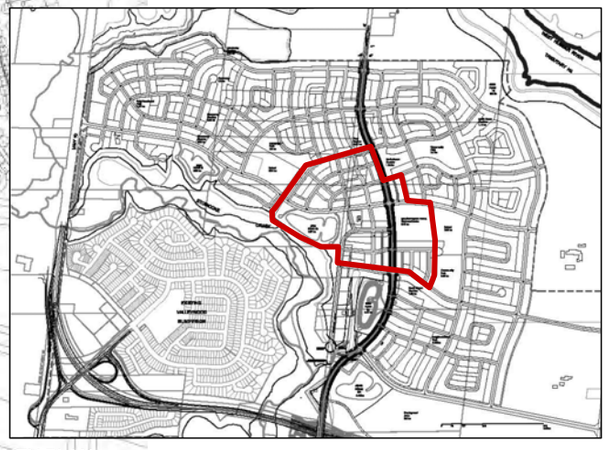
OPPORTUNITIES FOR SPECIAL EVENTS AND PROGRAMS

APPENDIX D
THE VILLAGE CENTRE LAND USE DEMONSTRATION PLAN

"PLEASURE SHOPPING"

COMMUNITY USE





KEY PLAN

APPENDIX E: LIST OF PARTICIPANTS

The Community Design Plan was prepared based on input from the following list of participants:

The Town of Caledon

- Community Planning Department
- Public Works & Engineering Department
- Urban Strategies Inc. Peer Review Consultants

On behalf of Moscorp Inc.

- JH Stevens Planning and Development Consultants (Community Planning)
- EDA Collaborative Inc. (Master Plan, Urban Design and Landscape Architecture)
- The Planning Partnership (Urban Design and Community Planning)
- DILLON Consulting (Natural Environment)
- Balanced Solutions Inc. (Sustainable Building; LEED: Leadership in Energy and Environmental Design)
- Giannone Associates (Urban Design)
- David Schaeffer Engineering Ltd. (Engineering)
- ENTRA Consultants (Transportation)
- Viljoen Architects (Architecture)
- Archaeological Services Inc. (Archaeology)
- Unterman McPhail Heritage Consultants (Cultural and Built Heritage)
- Talbot Consultants (Retail and Commercial)
- IBI Group (Financial Implementation)