MAYFIELD WEST PHASE 1 (STAGE 2)

URBAN DESIGN BRIEF

Town of Caledon

SEPTEMBER 2021

ARGO DEVELOPMENT CORP

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SECTION 1

INTRODUCTION

1.1 DOCUMENT PURPOSE & STRUCTURE

Mayfield West Phase 1 (Stage 2) represents a 100 hectare (248 acre) northerly expansion of the Mayfield West Secondary Plan in the Town of Caledon. Planned to comprise primarily of low density residential uses, this Urban Design Brief (UDB) provides design direction related to the implementation of the vision and intent for this proposed development. It focuses on the physical design, with particular reference to opportunities and constraints, structuring elements, pedestrian circulation, road network, streetscape treatment, built form characteristics, and the extensive parks, open space and trail system.

The UDB emphasizes and describes those elements that are fundamental in creating an attractive, compact, pedestrian-friendly urban environment, appropriately integrated within the surrounding community. Separate Architectural Design Guidelines (ADG) document complements the UDB, and provides further direction on the built form objectives and associated guidelines. The UDB consists of five sections which have been broken down into the following:

SECTION 1: INTRODUCTION

Provides a description and analysis of the study area, community goals, and opportunities and constraints.

SECTION 2: COMMUNITY DESIGN PLAN

Describes the development concept at the Draft Plan level and identifies the structuring elements.

SECTION 3: STREETSCAPE & OPEN SPACE DESIGN

Describes the streetscape and open space approach with corresponding design guidelines.

SECTION 4: BUILT FORM

Addresses the built form vision and corresponding guidelines.

SECTION 5: SUSTAINABILITY & LOW-IMPACT DESIGN

Addresses approaches of integrating sustainable and low-impact deign initiatives within the community.

SECTION 6: IMPLEMENTATION

Comments on the applicant responsibilities, as well as the implementation and approval process at the Town of Caledon.

1.2 STUDY AREA & CONTEXT

Situated south of Old School Road, east of Hurontario Street, and west of the Greenbelt, the subject lands are immediately adjacent to the low density residential community within the Mayfield West (Phase 1) Secondary Plan. Environmental Policy Area (EPA) runs through the site from the south west corner of Old School Road and Kennedy Road, providing an opportunity for views and trail linkages to an integrated the open space network. Surrounding the EPA, the existing topographical character of the subject lands is that of gently sloping farmland and open space.

Approximately 800m south of the site on Kennedy Road near Dougall Avenue, a mixed use block and the Southfield Community Centre provides amenities and services to the future residents.

A public elementary school is located within the southerly portion of the subject lands, on the west side of Kennedy Road within walking distance for future residents.

Existing bus transit service is located on Kennedy Road south of the site, with the potential to extend service north along Kennedy Road to be determined by transit authorities. This residential development is intended to be appropriately integrated with the surrounding community, and supports the viability of existing and planned transit service levels in this area. The location of the site is approximately 2km north of Highway 410, offering residents convenient access to downtown Brampton and broader Peel Region and beyond.

1 *View of mixed use block located at the north east corner of Kennedy Road and Dougall Avenue*

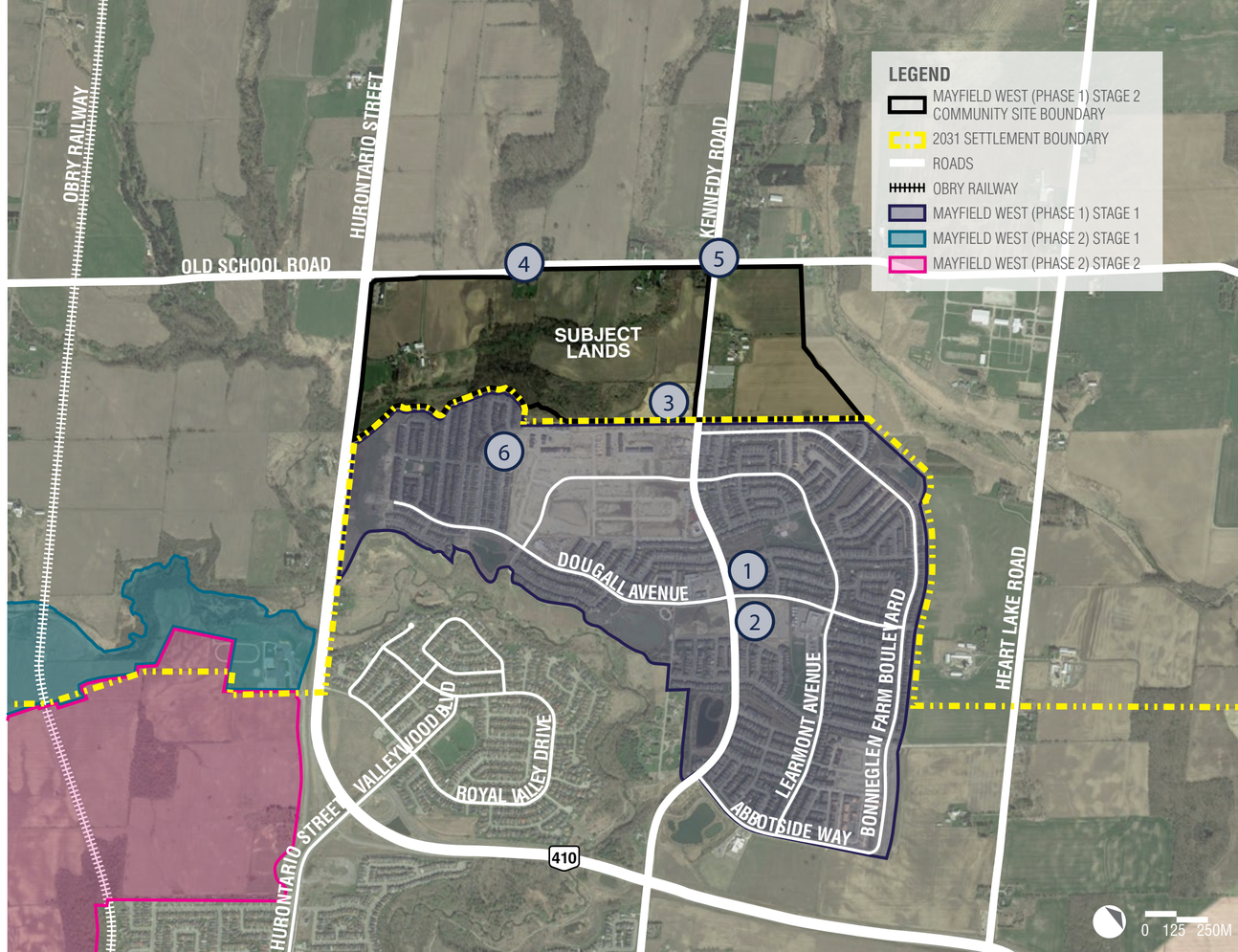
2 *View of Southfields Community Centre located at the south east corner of Kennedy Road and Dougall Avenue*

3 *View of Tony Pontes Public School on Kennedy Road*

4 *View facing south east of existing single family detached dwellings on Old School Road*

5 *View of future Mayfield West (Phase 1) Stage 2 lands facing south west from Old School and Kennedy Road*

6 *View of low density residential development south of Mayfield West (Phase 1) Stage 2*



1.3 COMMUNITY DESIGN GOALS & OBJECTIVES

The Mayfield West (Phase 1) Stage 2 development is intended to supply new residential housing within the Town of Caledon with the goal to promote, facilitate and participate in the development of affordable, welcoming and vibrant neighbourhoods. The following principles shall be used to guide the development and realize the vision:

- **A sustainable natural and open space system** - recognize importance of the natural environment and the established EPA within and surrounding the Mayfield West (Phase 1) Stage 2 study area, and the need to protect and capitalize on these existing resources to benefit future generations.
- **Provide access and visibility to open space** - develop physical (interconnected trail system, street network) and visual access to open spaces; these spaces are supportive of an improved quality of life and promote physical activity by providing recreational opportunities for residents.
- **Establish a compact, walkable community** - create pedestrian-scaled neighbourhoods that encourage community interaction and fosters a sense of place within the Mayfield West community.
- **Encourage a variety of housing** - implement a variety of housing types, styles and densities that contribute to the character of distinct neighbourhoods.
- **Integration** - ensure the physical fabric and land uses within Mayfield West (Phase 1) Stage 2 integrate appropriately with adjacent existing and future land uses.
- **Attractive Built Form Environment** - Encourage a high standard of design that reflects the existing heritage character of the Town and Region, and creates a sense of place, and contributes to civic pride.
- **Logical street network** - establish a street configuration that provides logical, safe and convenient access to community facilities and natural features within and beyond the study area.
- **Variety of parks** - integrate important open space facilities that provide active and passive uses, a variety of functions and features, and serves as a social and recreation focus for residents.

1.4 POLICY CONTEXT

The development of Mayfield West (Phase 1) Stage 2 provides an opportunity to develop an integrated and healthy community within the Town of Caledon. The proposed development is subject to the *Region of Peel Official Plan* and the *Town-Wide Design Guidelines*. As indicated in the Official Plan, Schedule A1 Town of Caledon - Town Structure, the Mayfield West (Phase 1) Stage 2 lands are located within the Mayfield West community boundary. The Mayfield West Secondary Plan Area is comprised of approximately 455 hectares located in the south west portion of the Town of Caledon. One of the urban design objectives established in the Secondary Plan is to '*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.*'

In conjunction with the planning and urban design policy goals and objectives, this document will be used to provide a set of high-level guidelines to guide the planning process to help achieve the vision for the development.

The following policy documents specifically apply to the Mayfield West (Phase 1) Stage 2 development, where the outlined goals align with the proposed greenfield development.

1.4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) came into effect on May 01, 2020, and establishes a comprehensive vision and direction for land use planning in Ontario. One of the key policy directions expressed in the PPS sets out to build strong communities by promoting efficient development and land use patterns. To that end, the PPS contains a number of policies that promote intensification, redevelopment and compact form, particularly in areas well served by public transit.

In support of the PPS, the land use design within Mayfield West (Phase 1) Stage 2 will be based on:

- Densities and a mix of land uses which efficiently use land and resources (Policy 1.1.3.2).
- Minimize negative impacts to air quality and climate change, and promote energy efficiency (Policy 1.1.3.2);
- Are transit-supportive, where transit promote densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities (Policy 1.1.3.2);
- Promote appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (Policy 1.1.3.4); and
- Provide that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and services (Policy 1.1.3.6).

1.4.2 Town of Caledon Official Plan (2018)

The Town of Caledon Official Plan (OP) is meant to provide a road map for the next 20+ years of development in the Town of Caledon. The principles and objectives contained in the OP support the Town's strategy to preserve its rural character and cultural heritage, while adapting to pressures of urbanization, fiscal capacity and the demand for more urban services.

To support Town's strategic direction, the following principles will be integrated in the development of Mayfield West (Phase 1) Stage 2:

- Settlement pattern that reinforces the concept of Caledon continuing to be a community of communities and provides the residents with convenient access to opportunities for employment, learning, culture, recreation, and physical and social well-being;
- A hierarchy of roads and a road pattern which minimizes the impact of traffic on sensitive environmental areas, heritage features and human settlement, while at the same time providing for the convenient movement of residents and the movement of through traffic traversing the Town;
- Quality of community life that provides access to community based services in a manner that best responds to the need for employment, learning, shopping, culture, recreation and social opportunities;
- An open space system which promotes a diversity of recreational and leisure opportunities; and
- A mix and range of housing that responds to the needs of the community.

1.4.3 A Place To Grow: Growth Plan For The Greater Golden Horseshoe Office Consolidation (2020)

The Growth Plan for the Greater Golden Horseshoe (GGH) Office Consolidation has been prepared under the Places to Grow Act (2005), to provide an overall vision and direction for residential and employment related development within one of the fastest growing regions in North America.

The Growth Plan establishes a long-term vision for growth in the area, and advocates for the development of vibrant, compact and complete communities that support a strong economy through intensification, efficient use of land and infrastructure, and support for transit viability.

The design of Mayfield West (Phase 1) Stage 2 supports the following principles, as outlined in the Provincial Growth Plan and the Places to Grow Act:

- Flexibility to capitalize on new economic and employment opportunities;
- Implementation of environmentally sustainable practices to minimize negative impacts to air quality and climate change;
- Intensification and introduction of higher densities in strategic growth areas to make efficient use of land and infrastructure; and
- Consideration of climate changes and management of growth through planning for more resilient communities and infrastructure.

1.4.4 Caledon Comprehensive Town-Wide Design Guidelines (2017)

The Town-wide guidelines are intended to be a single, consolidated source of guidance for both urban and rural setting in the Town of Caledon. These guidelines recognize the role and significance of Town's rural areas in establishing the town-wide character and actively contributing to daily interactions throughout the municipality.

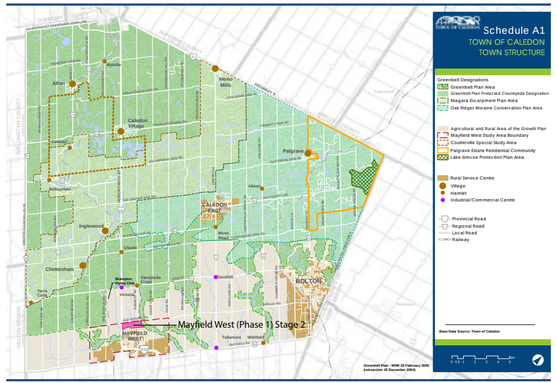
To support diversified uses in the Town's urban areas, the following key design principles will be adopted in the development of Mayfield West (Phase 1) Stage 2:

- The development of compact, connected and walkable communities that provide increased mobility options (i.e.: active and alternative transportation) and support future transit opportunities;
- Caledon's communities will provide opportunities for safe active transportation, promoting daily physical activity throughout the Town of Caledon by linking everyday destinations of work, school, business and recreation; and
- Greenfield development within the Town of Caledon will create identifiable and unique mixed use communities.

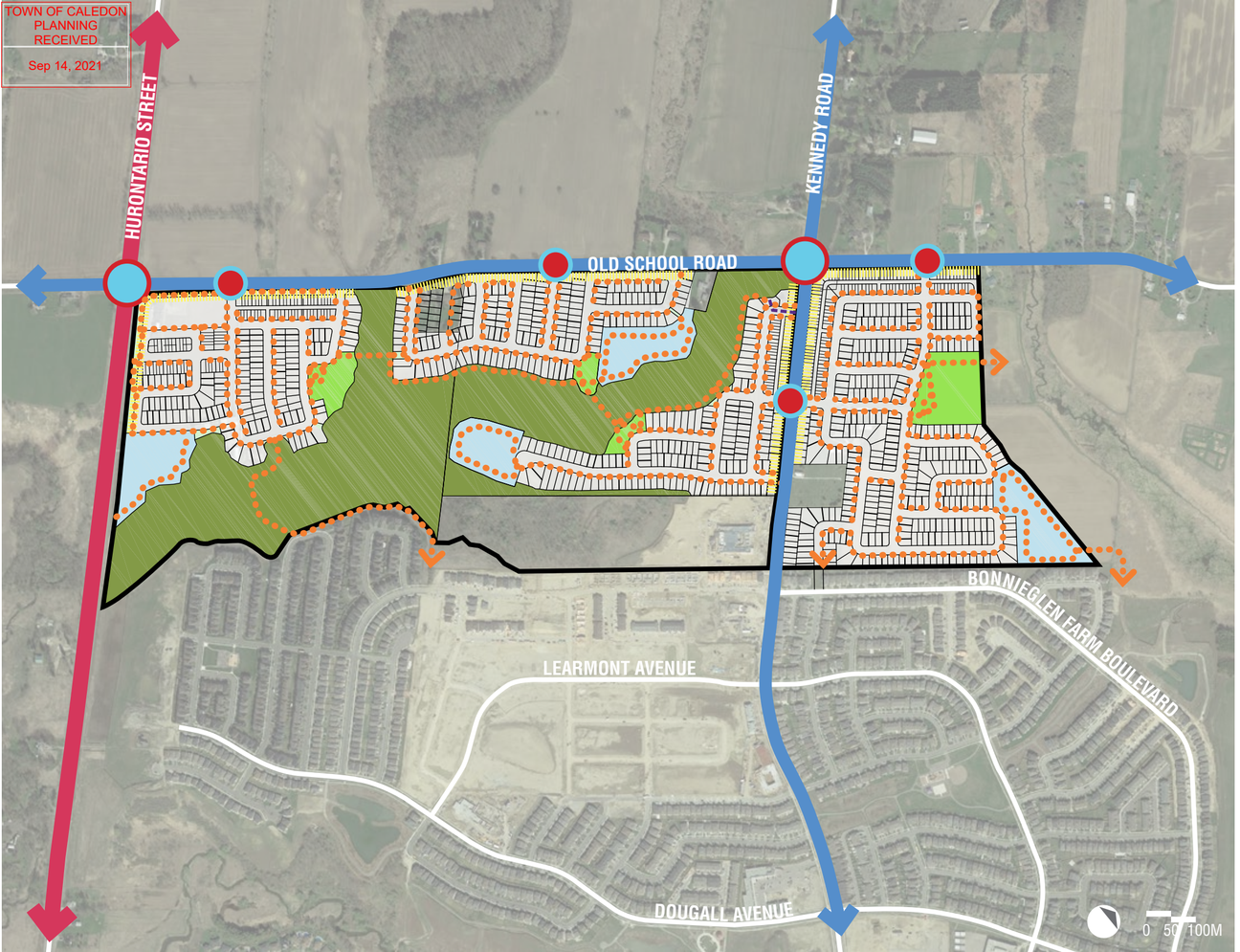
1.4.5 Mayfield West Community Design Plan (2007)

As an extension of the new community to the south, the vision and structuring elements for Mayfield West (Phase 1) Stage 2 align with the Mayfield West Community Design Plan (CDP). One of the key design elements in this CDP was to establish 'an overall community design based on the principle of environmental sustainability which seeks to protect and conserve natural environment and establish a complementary and sustainable urban form.' (page 9).

In addition to preserving and enhancing the Environmental Policy Area (EPA) and open space, the Mayfield West (Phase 1) Stage 2 will also be compatible and complementary to the surrounding established low density residential neighbourhood and village centre established to the south, reinforcing the broader community's built form character.



Location of Mayfield West (Phase 1) Stage 2 within the Mayfield West community (source: Town of Caledon Official Plan)



LEGEND

- MAYFIELD WEST (PHASE 1) STAGE 2 COMMUNITY SITE BOUNDARY
- MAJOR ARTERIAL ROAD
- MINOR ARTERIAL ROAD
- PRIMARY GATEWAY
- SECONDARY GATEWAY
- POTENTIAL PEDESTRIAN LINKAGE
- EXTERNAL ARCHITECTURAL CONFIGURATION
- STORMWATER MANAGEMENT POND
- OPEN SPACE / PARK
- ENVIRONMENTAL POLICY AREA (EPA)

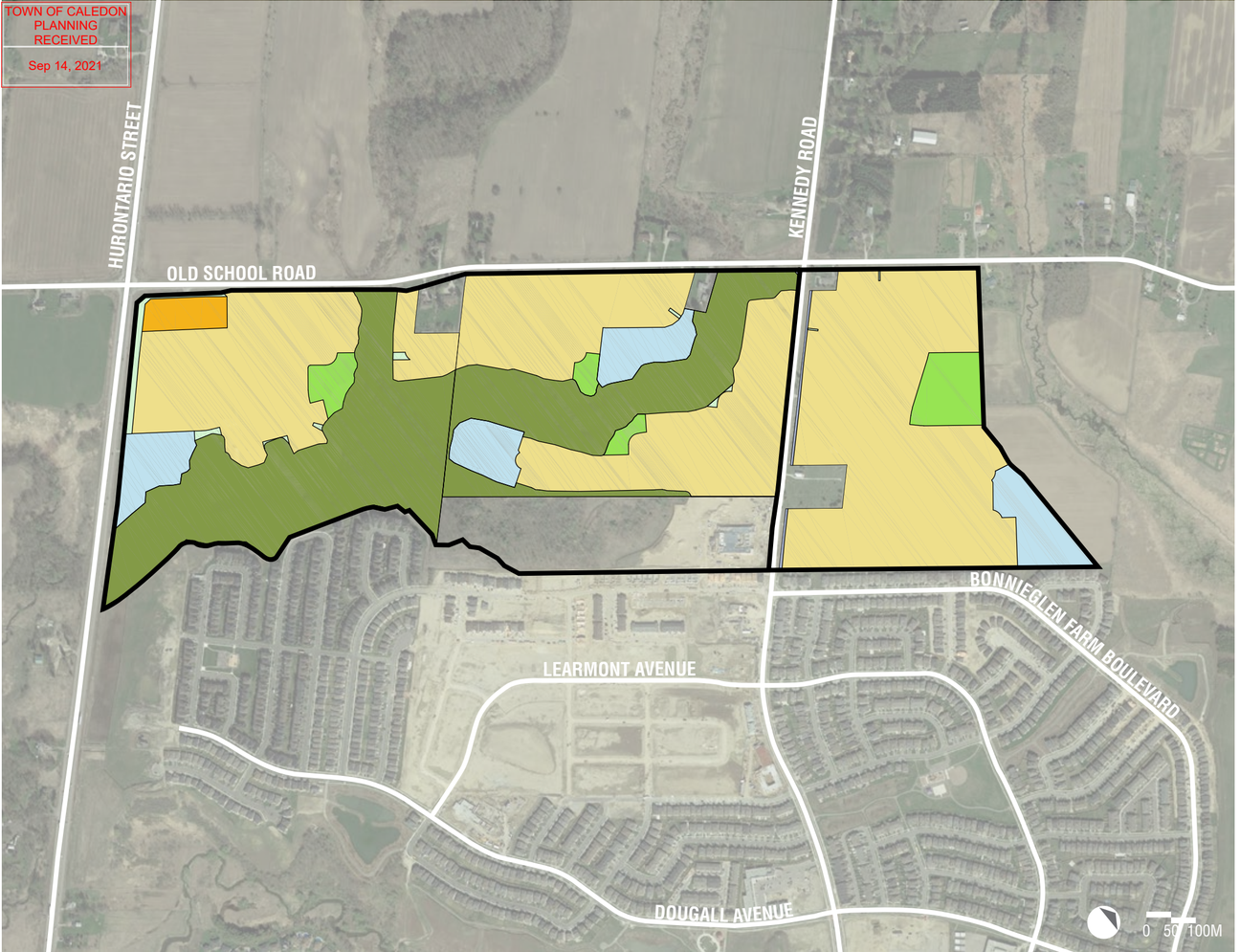
Figure 1: Proposed Opportunities and Constraints Plan

1.5 OPPORTUNITIES & CONSTRAINTS

Mayfield West (Phase 1) Stage 2 presents a set of opportunities and constraints related to the development's location, contextual issues, as well as design policies that will influence the structure of the development and provide the starting point for the evaluation of more detailed urban and architectural design.

The following opportunities and constrains will be considered during the design and development of Mayfield West (Phase 1) Stage 2:

- Neighbourhood Compatibility - establish compatibility through appropriate land use transition, built form, landscape and streetscape design with the existing Mayfield West (Phase 1) Stage 2 community to the south;
- Neighbourhood Road Connectors - utilize existing street fabric to extend linkages among existing and new neighbourhoods;
- Internal Vehicular Connection - create safe and logical internal vehicular connections;
- External Pedestrian Connections - create opportunities for direct links with existing sidewalk connections on Kennedy Road to the south;
- Internal Pedestrian Connections - create safe and logical pedestrian connections throughout the proposed development;
- External Streetscape Presence - achieve an effective streetscape edge along Hurontario Street, Old School Road, and Kennedy Road that is appropriate to the proposed built form, reflects the scale of the road and optimizes transit-supportive design;
- Existing Topography - configure street layout to respond to adverse grading conditions; and
- EPA and Greenbelt Lands - protect and enhance existing topographical and natural heritage features and areas, and their associated ecological functions.



SECTION 2

COMMUNITY DESIGN PLAN

2.1 LAND USES

The plan for Mayfield West (Phase 1) Stage 2 proposes a low and medium density residential development, with well-crafted built form that will be appropriately integrated with the Mayfield West Community to the south. It is intended to reflect the design parameters set forth in applicable Town of Caledon development guidelines and standards.

The EPA system provides a major structuring element for establishing the configuration of the site plan area, built form locations and streetscape features. A sensitive approach for appropriately integrating the new residential community at the interface Old School Road, Hurontario Street and Kennedy Road shall be an important design consideration.

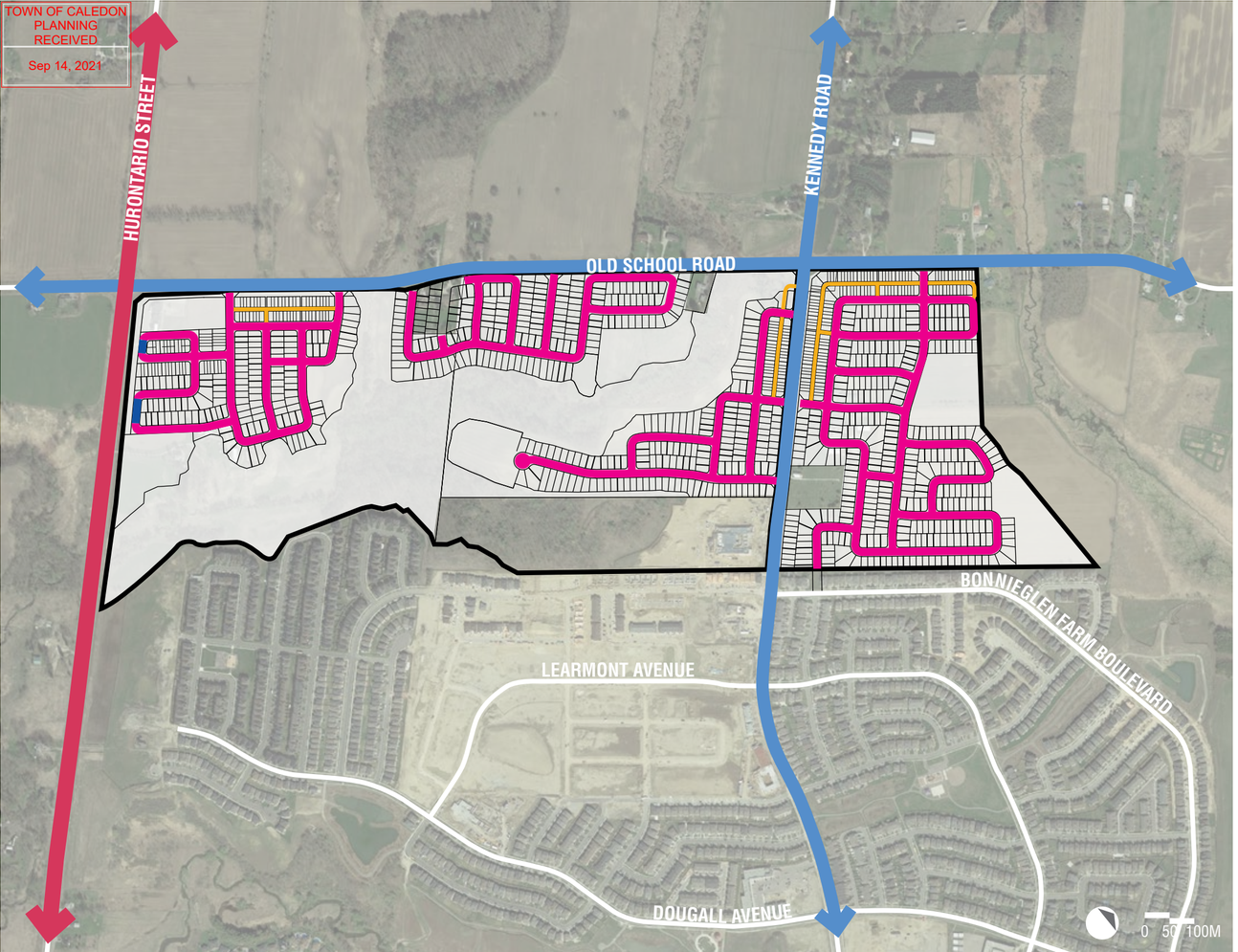
The proposed land uses contain:

- Low Density Residential;
- Mixed High/Medium Density Residential;
- Environmental Policy Area (EPA);
- Four (4) Open Space Policy Areas; and
- Four (4) Stormwater Management Ponds.

LEGEND

- MAYFIELD WEST (PHASE 1) STAGE 2 COMMUNITY SITE BOUNDARY
- LOW DENSITY RESIDENTIAL
- MIXED HIGH/MEDIUM DENSITY RESIDENTIAL
- ENVIRONMENTAL POLICY AREA (EPA)
- OPEN SPACE POLICY AREA
- STORMWATER MANAGEMENT POND

Figure 2: Proposed Land Uses



2.2 STREET NETWORK & HIERARCHY

A well-defined and connected hierarchy of streets forms the main structure of the community. It provides for the safe and convenient movement of pedestrians, cyclists and vehicles, serves as a common space for social interaction and establishes the initial visible impression of the community. Designed as a modified grid pattern, the road network established for Mayfield West (Phase 1) Stage 2 responds to the site's topography, natural features, and future uses planned along the community's edges. The proposed road layout is intended to facilitate movement and circulation, support accessibility and transit ridership, and promote a safe pedestrian and cycling oriented lifestyle.

The roads are designed to minimize block lengths for easier navigation and create terminating views, vistas and other focal points to achieve an attractive public realm. Ensuring all neighbourhoods are well-interwoven, the street network enables pedestrians, cyclists, transit riders, and drivers have appropriate means to make direct, efficient, safe, connections throughout the community and surrounding areas. The proposed road network discussed in the following sections will consist of:

- Major Arterial Road;
- Minor Arterial Roads;
- Collector Roads;
- Local Roads; and
- Private Streets (Condominium Roads).

LEGEND

- MAYFIELD WEST (PHASE 1) STAGE 2 COMMUNITY SITE BOUNDARY
- MAJOR ARTERIAL ROAD
- MINOR ARTERIAL ROAD (27.0M)
- LOCAL ROAD (18.0M)
- WINDOW STREET (16.0M)
- LANE (8.0M)

Figure 3: Proposed Road Hierarchy

2.2.1 Major Arterial Roads

As a Major Arterial Road in Mayfield West Phase 1 (Stage 2), Hurontario Street (Highway 10) serves as the primary inter-district circulation route that facilitates movement for high volumes of regional and inter-regional traffic. As one of the structuring roads for the community, Hurontario Street provides connection and access to Old School Road which is intended to accommodate connections and access to the local roads in Mayfield West Phase 1 (Stage 2).

Major Arterial Roads such as Hurontario Street (Highway 10) will be designed to be attractive urban streets, with high quality built form, coordinated landscape design and engaging public realm. For this reason, the Hurontario Street (Highway 10) streetscape will support:

- A roadway design that includes one lane in each direction, 1.5m sidewalks on both sides, 1.5m bike lanes or pavement widening in each direction;
- Optimized views into the EPA the proposed Stormwater Management Pond and the future Mayfield West Phase 1 (Stage 2) by way of window streets;
- Opportunities for pedestrian connections through a 14-metre open space block along the east side of Hurontario Street to accommdate the MTO's structural setback requirement, provide a generous buffer between the proposed sensitive residential land uses and the major arterial road and to facilitate safe and convenient access into the community and natural features; and
- Higher-density built form at the intersection of Hurontario Street and Old School Road to reinforce the integration and prominence of the Major Arterial Road.

2.2.2 Minor Arterial Roads

Minor arterial roads are designed to carry larger volumes of traffic and bus transit service at moderate to high speeds over long distances. Their character varies according to land uses.

Old School Road and Kennedy Road are both considered external Minor Arterial Roads that will provide connections to Mayfield West (Phase 1) Stage 2. The streetscape along these routes will be the foci for attractive low density residential development, with streetscape breaks provided by natural areas like the Environmental Policy Area.

Typical roadway cross-section will include:

- Two (2) lanes in each direction;
- Sidewalk on one (1) side;
- Multi-use path on one (1) side; and
- Double row of street trees in grass boulevard.

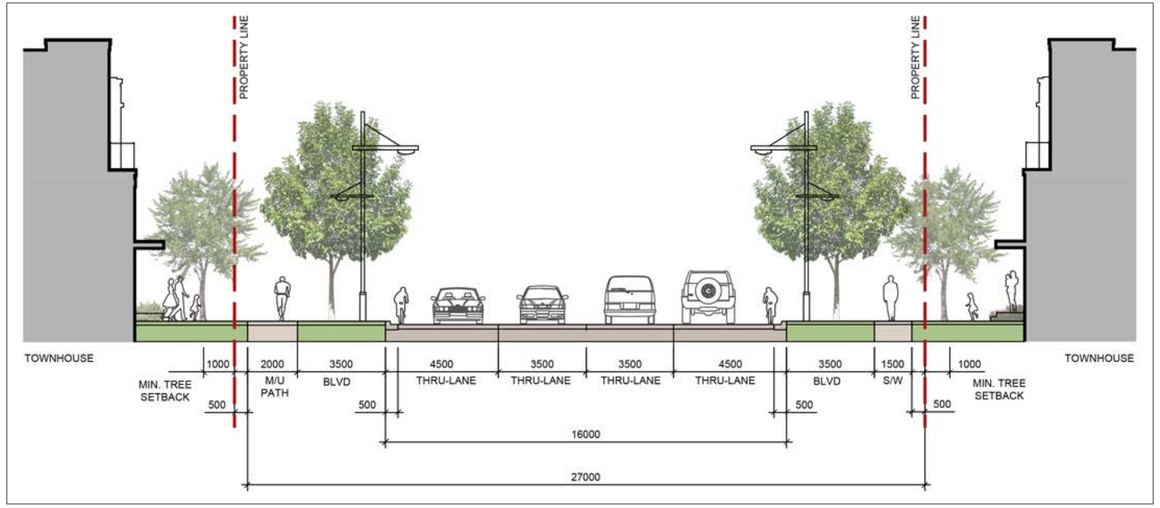


Figure 4: Minor Arterial 27.0m R.O.W. Cross-section

2.2.3 Local Roads

Local roads serve residential neighbourhoods and are intended to provide a comfortable pedestrian experience with relatively low levels of local vehicular traffic. Their character varies according to adjacent built form, which may include a combination of residential built form, parks, SWMP facilities and EPA frontages.

As a standard, the proposed local roads will have an 18.0m Right-of Way, with one lane in each direction, possible bike lanes and parking on one side and sidewalks on one or both sides. Should the Town of Caledon conclude that the maintenance requirements associated with sidewalks on both sides is cost prohibitive or otherwise unwarranted based on the configuration and/or extent of adjacent land uses, then consideration may be given to a single sidewalk configuration.

The local road network shall facilitate logical, direct, permeable, and safe neighbourhood connections through a modified-grid configuration. The use of cul-de-sacs shall be minimized throughout Mayfield West (Phase 1) Stage 2.

Typical roadway cross-section will include:

- Sidewalks on one or both sides of the street;
- One thru-lane in each direction;
- On street parking on one side of the street; and
- Double row of street trees in grass boulevard.

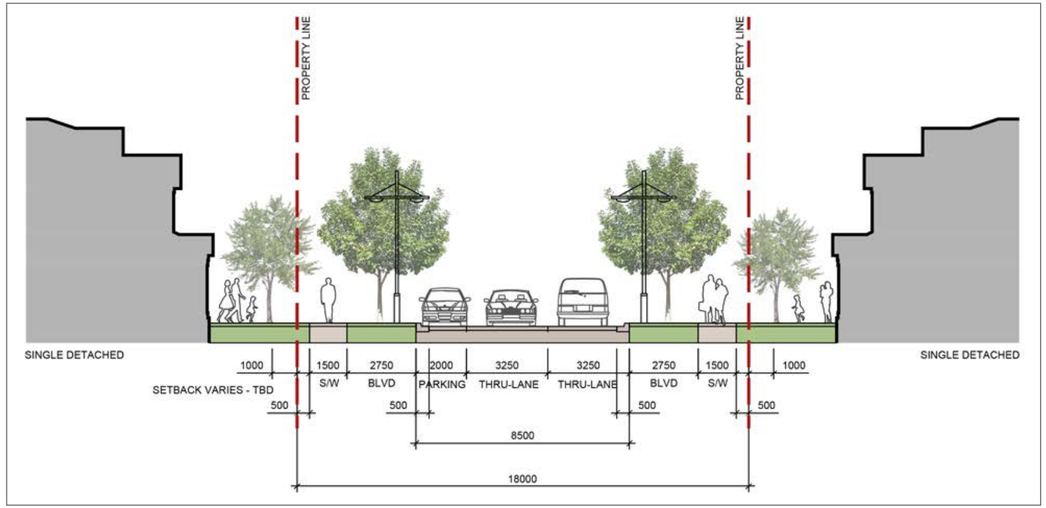


Figure 5: Local Road 18.0m R.O.W. Cross-section

2.2.4 Window Streets

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

Typical roadway cross-section will include:

- The boulevard treatment consisting of street trees on the dwelling side boulevard and trees with buffer planting and low decorative fencing within a grass boulevard adjacent to the arterial road boulevard; and
- Consideration may be given to using the window street cross-section where a local road abuts a natural feature or open space (SWM pond), as deemed appropriate by the Town.

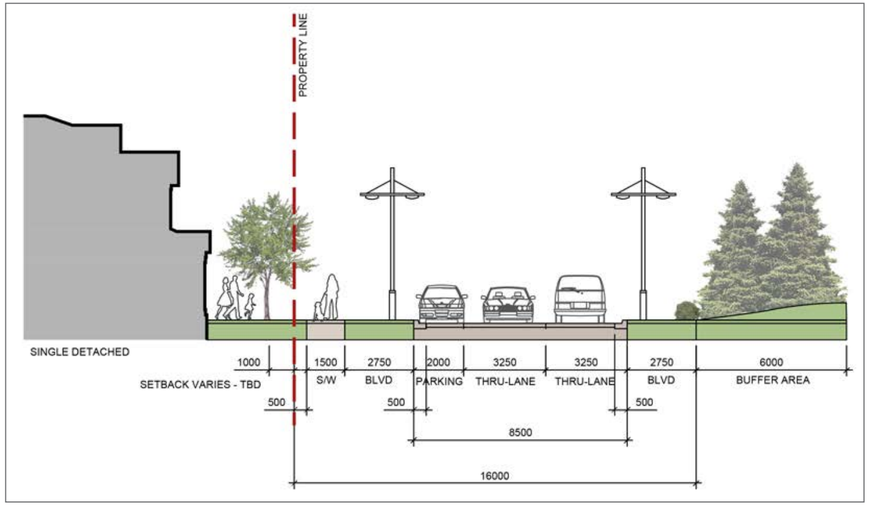


Figure 6: Window Road 16.0m R.O.W. Cross-section

2.2.5 Laneways

Rear access lanes provide access to garages and parking spaces at the rear of properties. They are typically associated with attached housing and some apartment style housing. Whilst their primary function is one of access, they also play an important communal role as "shared" community spaces for the participating residents, and are part of a wider network of connections for the local community. Through the relocation of driveways and garages from the fronts of buildings to their rear, laneways will help reduce the presence of garages and cars within the community streetscape.

To ensure a good design outcome for rear lanes, the following design principles are proposed:

- Laneways will mostly be proposed for townhouse dwellings and situated along primary roads where direct driveway access would impact the function of higher order roads;
- Gateway buildings should be provided at the entrance point to rear lanes, to overlook the laneway. These may take the form of individual buildings or loft apartments over garages and not that of a separate dwelling;
- A typical laneway width will be 8.0m. However, at elbow street conditions the laneway may need to be wider to accommodate maintenance and additional circulation; and
- The principle of providing diversity in housing within Mayfield West (Phase 1) Stage 2 will extend to the treatment of buildings and landscaping in rear lanes. Buildings will exhibit diversity in design, materials, colours, textures and finishes, with designs complementary to the character of the neighbourhood.

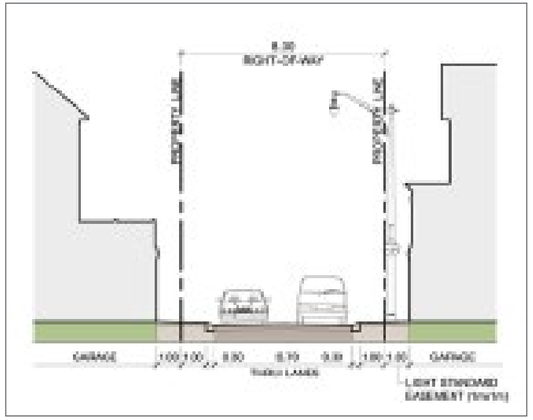
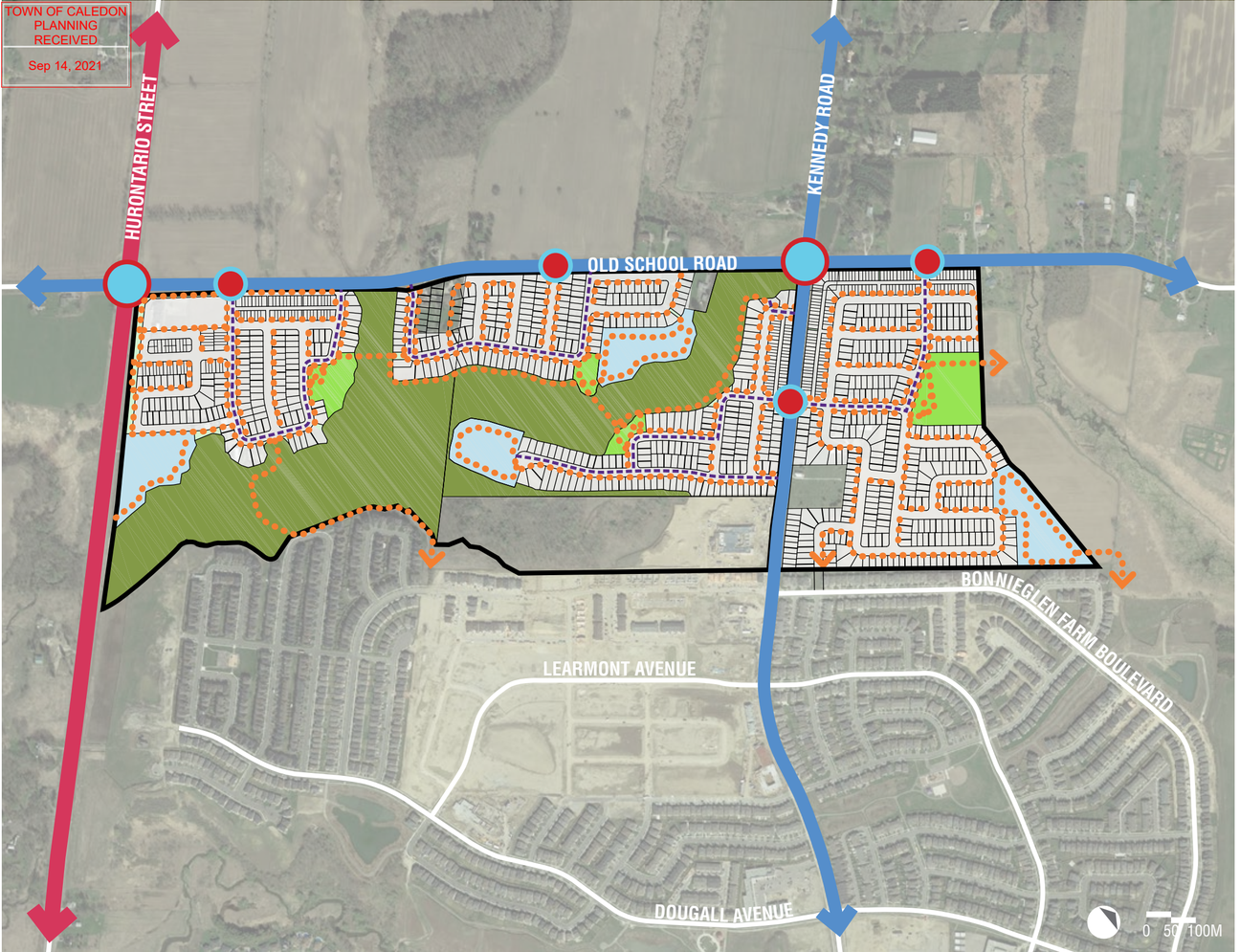


Figure 7: Laneway 8.0m R.O.W. Cross-section



2.3 GATEWAYS & COMMUNITY EDGES

2.3.1 Community Gateways

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

Community gateways will be located at the main vehicular and pedestrian entrances along Old School Road and Kennedy Road. These gateways will be identified through increased architectural detailing and enhanced landscape architecture features. Figure 6 indicates the preliminary proposed location for primary and secondary gateways within Mayfield West (Phase 1) Stage 2.

2.3.2 Community Edges

The edges of Mayfield West (Phase 1) Stage 2 include the arterial roads of Old School Road, Kennedy Road and Hurontario Street, which will be reinforced by higher densities and a strong building edge to provide high quality urban environments on these existing and/or future transit corridors. Proposed built form along the intersection of Old School Road and Hurontario Street will therefore include a medium / high density residential block framed by low rise residential.

2.4 PEDESTRIAN CIRCULATION

Safe, direct and logical pedestrian connections is a fundamental element of any new residential development and will be a key development principle for Mayfield West (Phase 1) Stage 2. Sidewalks proposed within the development area will link with existing sidewalks of the surrounding neighbourhood. Consistent with the existing adjacent community, sidewalks along local roads shall be located on one or both sides of the street aimed to promote comfortable pedestrian circulation leading to community facilities like parks and as spaces for social interaction among the residents.

Design Guidelines:

- Construct new sidewalks along both sides of Kennedy Road and along the south side of Old School Road to ensure safe and lofical pedestrian circulation in and around the community;
- Sidewalks proposed within the development area shall be strategically located along the most frequently traveled routes to encourage walking trips throughout the surrounding neighbourhoods. A direct link with the existing Mayfield West (Phase 1) Stage 1 community achieved through the extension of potential pedestrian linkages to the existing sidewalks; and
- All sidewalks within the development site shall consist of broom finished concrete and be a minimum of 1.5m width.

LEGEND

- MAYFIELD WEST (PHASE 1) STAGE 2 COMMUNITY SITE BOUNDARY
- MAJOR ARTERIAL ROAD
- MINOR ARTERIAL ROAD
- PRIMARY GATEWAY
- SECONDARY GATEWAY
- POTENTIAL PEDESTRIAN LINKAGE
- POTENTIAL CYCLING ROUTE
- STORMWATER MANAGEMENT POND
- OPEN SPACE / PARK
- ENVIRONMENTAL POLICY AREA (EPA)

Figure 8: Proposed Community Gateway and Pedestrian Circulation Plan

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SECTION 3

STREETSCAPE & OPEN SPACE DESIGN

3.1 STREETSCAPE TREATMENT / PLANTING

The streetscape plays a key role in promoting and enhancing the identity of a community. A carefully considered combination of elements within the right-of-way can create an inviting and unique public realm experience for residents. To reinforce the character and identity of the proposed development and ensure the safety, comfort and accessibility of pedestrians, cyclists and motorists, the design of streetscape elements shall be coordinated and consistent throughout the whole community.

3.1.1 Planting

Healthy street trees reduce air pollution, provide shade and cooling, furnish habitat for wildlife, increase property values, enhance community aesthetics and pride of place, make streets safer and more walkable, and contribute to quality of life. An effective planting strategy can help establish or reinforce the character of the community.

Design Guidelines:

- Street trees shall be appropriately spaced to create an effective canopy and strong streetscape presence.
- Tree planting shall comprise hardy species tolerant of urban conditions (pollution/salt/drought tolerant, compacted soils).
- Generally, preference shall be given to native species.
- Selection of proposed tree species and caliper size shall be from the Town of Caledon's recommended list.
- To foster greater biodiversity, avoid street tree monocultures that repeat the same species over large areas.
- Avoid planting conditions inherent in many urban environments, which are characterized by minimal soil volumes, poor soil structure, lack of irrigation and improper drainage.
- If applicable, retain good quality soil on site and enhance, if required, with locally sourced soil of equal or better quality.

3.1.2 Street Trees

Healthy street trees reduce air pollution, provide shade and cooling, furnish habitat for wildlife, increase property values, enhance community aesthetics and pride of place, make streets safer and more walkable, and contribute to quality of life. An effective planting strategy can help establish the character of Mayfield West (Phase 1) Stage 2 community and should relate to the street type and adjacent land use.

The strategy may address 5 basic categories for street trees, including the following:

Category 1 - Native / Non-Invasive Trees (Medium or Coarse-Textured Species) typically located on streets adjacent to natural heritage features, stormwater management facilities and buffers.

Category 2 - Urban Tolerant Trees (Medium, Coarse or Fine-Textured Species) typically located within a commercial area predominantly characterized by a hardscape environment.

Category 3 - Ornamental or Flowering Trees (Medium or Coarse-Textured Species) typically located at significant community / neighbourhood entry points or alongside main gathering areas.

Category 4 - Medium or Coarse-Textured Trees typical to all street hierarchy types, including local, collector and arterial roads.

Category 5 - Fine-Textured Trees typically located along local streets. Medium or coarse-textured species typically refers to deciduous trees with a single, simple leaf structure with one blade attached to a stalk or petiole (ex. Sugar Maple). Fine-textured species refers to trees with a compound leaf with secondary leaflets borne on a single stalk attached to a twig (ex. Honeylocust).

Design Guidelines:

- The use of native, non-invasive tree species is required for streets and areas adjacent to natural open spaces, including EPA features, buffers, and SWMP;
- Generally, preference shall be given to native species, particularly those tolerant of urban conditions (pollution, salt, drought, soil compaction);
- Avoid planting conditions inherent in many urban environments, which are characterized by minimal soil volumes, poor soil structure, lack of irrigation, and improper drainage;
- Ornamental or flowering trees shall be considered for key entry streets to help define or emphasize community and neighbourhood gateways;
- Unless otherwise stipulated, street trees shall be located within the grass boulevard between sidewalk and curb, with the intent of creating a prominent, continuous canopy on both sides of the street;
- Trees of the same species should be planted on both sides of the street and may extend the length of the block or street, with the objective of creating a uniform canopy;
- To foster greater biodiversity, avoid street tree monocultures that repeat the same species over large areas;
- Street tree sizes shall comply with Town of Caledon minimum caliper size standards. However, a larger caliper size (approx. 80-100mm cal.) should be considered to highlight character streets, focal areas or significant entry points; and
- Minimum distance separation between street trees and below and above-ground utilities shall be in accordance with Town of Caledon standards.

3.1.3 Fencing

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

Locations for integrating fencing may include:

- Wood privacy fencing and/or wood acoustic fencing at residential flankage locations;
- Low decorative fencing (metal or wood) at gateway entries along arterial roads;
- Low decorative fencing (metal or wood) along window streets; and
- Chain link fencing for lots adjacent to SWMP, neighbourhood park perimeters and any other public open space feature.

Design Guidelines:

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

Ample street trees and planting will positively contribute to the character of the community and support an attractive streetscape

Lighting design shall be coordinated with the architectural design to promote a definable and consistent character for Mayfield West (Phase 1) Stage 2

Existing streetlights in the surrounding neighbourhood that contributes to the community's character

3.1.4 Street Lighting

Street lighting is an essential component of streetscape design. For this reason, the choice of lighting elements plays a key role in establishing the character of the public realm.

When selecting lighting for Mayfield West (Phase 1) Stage 2 consideration should be given to the continuation of existing street lighting design found in the surrounding neighbourhoods like Mayfield West, together with aesthetics, maintenance, cost effectiveness and energy efficiency.

Design Guidelines:

- Lighting design (pole and luminaire) shall be coordinated with the architectural design and other street furnishings to promote a consistent and definable character for the community;
- Select light poles and luminaires that are appropriate to the site and function to avoid underlit or excessively lit areas and light pollution; and
- Selection and placement of lighting fixtures shall be in compliance with established Town of Caledon standards.

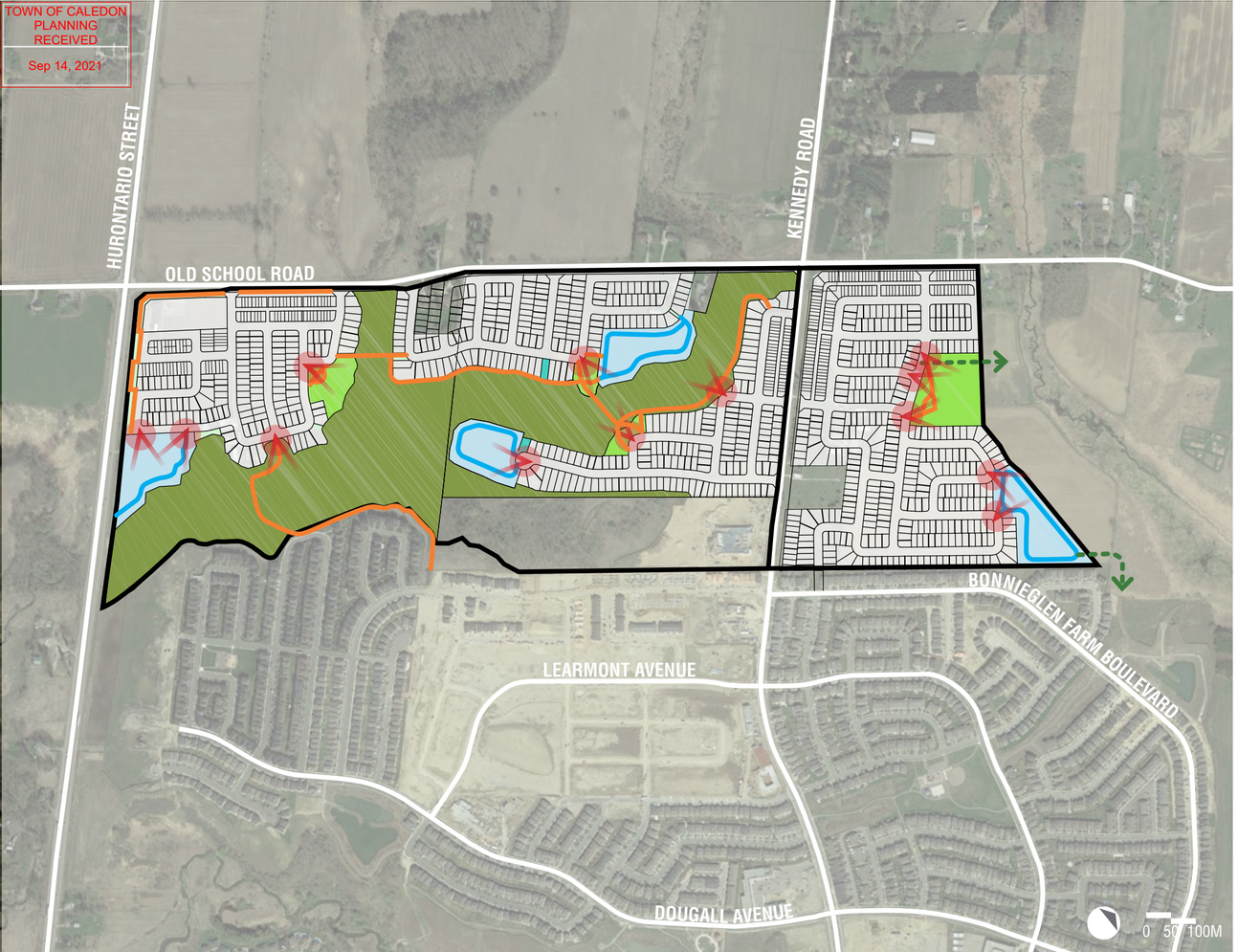
3.1.5 Street Furnishings

Attractive, sturdy, and accessible street furniture is fundamental to the visual appeal and use of streets and public spaces. It plays an important role in defining the streetscape and reinforces the community identity.

Design Guidelines:

- Street furniture shall be provided in high pedestrian traffic areas within mixed-use nodes and in key open space areas, such as neighbourhood park and SWMP;
- The colour, material, form, and style of street furniture shall be consistent with and complementary to the established design theme for the community;
- The placement and layout of furnishings shall encourage safe use, maintain all accessibility requirements and be appropriate to the adjacent built form type and function;
- As much as possible, furnishings shall be vandal-resistant and low-maintenance, with readily available components; and
- Furniture within the Neighbourhood Park, shall include benches, waste receptacles and rings or posts, and shall be complementary to the established design theme for the community.

Elements like waste receptacle, community mailboxes and benches should be complementary to the established design theme for the whole Mayfield West (Phase 1) Stage 2



3.2 ENVIRONMENTAL POLICY AREA (EPA)

The Environmental Policy Area (EPA), consists of a natural corridor along the East Branch of Etobicoke Creek which runs along a central corridor in the community. This corridor of natural lands has been integrated into the design of Mayfield West (Phase 1) Stage 2 and has been designed to ensure an ecologically diverse, healthy and sustainable EPA in an urbanized setting. The primary objective is to preserve the existing natural environment to achieve multiple objectives and targets related to wildlife habitat, connected natural areas and features, community diversity, water management, etc., that will be balanced and implementable.

The proposed land use fabric, including streets, residential, open space features and buffer elements, evolve from the prominent EPA lands and will provide important view opportunities within walking distance of the neighbourhoods. As well, the street grid pattern will allow convenient and logical access to the proposed trail system integrated into these features.

Land uses immediately adjacent to the EPA (woodlands, wetlands, watercourses) shall be designed to support the EPA features through careful integration of streets, public open spaces, trails, etc. and by establishing required setbacks and buffers.

LEGEND

- MAYFIELD WEST (PHASE 1) STAGE 2 COMMUNITY SITE BOUNDARY
- VIEWS / VISTA
- OPEN SPACE TRAIL
- POTENTIAL GREENBELT LINKAGE
- PROPOSED SWMP ACCESS ROAD
- ENVIRONMENTAL POLICY AREA (EPA)
- OPEN SPACE / PARK
- STORMWATER MANAGEMENT POND
- WALKWAY / VISTA
- PUMP HOUSE

Figure 9: Proposed Open Space and Park Plan

Conceptual image showing an example of built form that helps to frame a conventional EPA

3.3 STORMWATER MANAGEMENT POND (SWMP)

In addition to its primary water quality and control function, a SWMP will be designed to maintain the environmental and ecological integrity of the EPA and to provide a net benefit to the environmental health of Mayfield West (Phase 1) Stage 2.

Four (4) SWMP have been identified in the plan. The first SWMP (0.61ha) located along Hurontario Street will provide attractive views from the major arterial road into the residential pocket. The seond SWMP (0.61ha) will be situated along Greenbelt Lands. Finally, two other SWMP (1.34ha and 1.00ha) will be located along the EPA interface and complemented by neighbourhood parks through provisions for the extension of the trail network and the integration of community features, such as seating areas.

Dwellings flanking onto SWMP or buffer blocks can emphasize these spaces as key feature of the community

To encourage a strong connection with the community, the design of the SWMP shall have regard for the following:

- A regular spaced row of coarse-leaved canopy trees shall be provided along the street frontage in combination with areas of naturalized planting;
- The integration of viewpoint is encouraged to be provided at the pond entry as a public amenity that may provide seating and decorative features (decorative paving, information signage, shade structure, formal planting) at desirable view opportunities along the street interface;
- Naturalized planting throughout to consist of whips, multi-stem shrubs, ornamental grasses and riparian, aquatic and upland species appropriate for the pond condition, with an emphasis on native species, in accordance with conservation standards;
- Pedestrian trails shall be integrated to provide connections from the street pond entry to adjacent EPA trail networks;
- Trails around the SWMP shall be combined with maintenance access roads in common locations to minimize non-vegetative surfaces, while facilitating important pedestrian linkages;
- Should utility structures be placed within the SWMP facility, they shall be screened from public view with planting and fencing or other built features, as necessary; and
- If appropriate, provide information signage at the pond entry / viewpoint area to inform the public of the importance and treatment of the SWMP as a functioning natural open space feature.

The opportunity to design the SWMP with a more urban, compact layout may be considered. Compared to conventional ponds, urban SWMP are characterized by terraced retaining walls along a portion of the perimeter rather than earthen slopes. Urban SWMP have the advantage of reducing the overall area required for pond development, while enhancing the public realm.

In addition to guidelines for conventional SWMP, the following should be considered:

- Opportunities exist to substantially terrace plant in between rows of armourstone or other retaining wall system, effectively screening a large extent of the retaining wall, should that be desired, while providing a gradual and fully vegetated transition from water level to the street edge;
- Armourstone or its equivalent is an appropriate landscape treatment that provides an additional element and character to pond design. It can be laid out in a sinuous pattern to better integrate with the natural patterns of the landscape planting;
- Armourstone or other retaining wall system should be placed at an appropriate distance from adjacent street right-of-ways so that it has no impact on the design, safety and support of the roadway;
- Dense planting should serve as a barrier between multi-use paths and retained sloped edges on the low side of the path; and
- Armourstone or other retaining wall system should not be utilized below the regulatory storm event or in the path of the overland flow routes.

Armourstone or its equivalent can be part of a landscape treatment that provides an additional element and character to pond design

3.4 STORMWATER PUMPING STATION

Stormwater pumping stations are necessary for the removal of stormwater from sections of highway where gravity drainage is impossible or impractical. To encourage a safe and attractive visual connection with the surrounding community, the design of the stormwater pumping stations shall have regard for the following:

- The pumping station should be readily accessible by maintenance vehicles during all weather conditions. The facility should be located off the traffic way of streets and alleys.
- Pump stations usually include features to secure them from entry by unauthorized personnel and to minimize the risk of vandalism. This may be achieved by including strategically placed windows that are highly visible to the public, providing fencing and exterior lighting, concealing expensive equipment and installing unauthorized entry alarms;
- Pump stations require frequent inspection and maintenance. Therefore, provisions should be made for easy access to the station and so that the station is compatible with the number and size of vehicles and hoisting equipment that will likely be required to construct and maintain the station; and
- The site for the pump house must be well drained, preferably on higher ground than the surrounding area.

3.5 BUFFER BLOCK

The proposed Mayfield West (Phase 1) Stage 2 interfaces with a designated EPA, consisting of a natural corridor framing the East Branch of Etobicoke Creek and which runs along a east-west axis within the community.

The buffer block area will be provided along the edge of the EPA in order to sustain these natural features and to protect them from potential adverse impacts caused by adjacent development. Considerations for species selection, erosion control, habitat creation, planting density, topsoil mix, etc. as related to terrestrial and aquatic ecosystems, will be critical to the long term success of these buffer blocks.

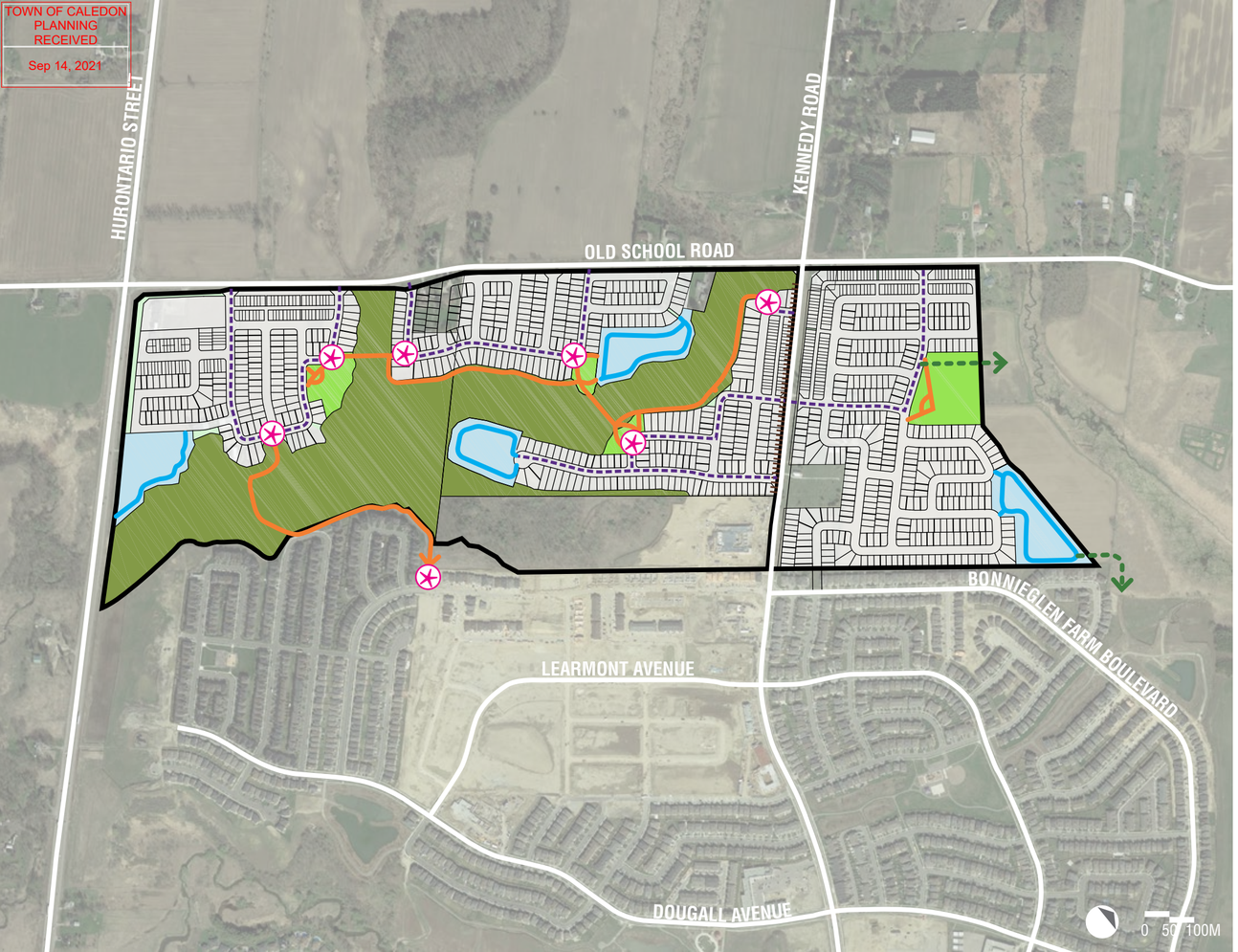
3.6 TRAIL & CYCLING NETWORK

A comprehensive, integrated trail and cycling network shall be implemented within Mayfield West (Phase 1) Stage 2 contributing to the development of walkable, cycle-friendly and active neighbourhoods and acting as an extension of trails and pathway system present throughout Mayfield West (Phase 1) Stage 1. This system will provide safe, attractive and convenient access to community focal points, open spaces and transit, on a local, community and Regional scale, for both commuter and recreation purposes.

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

Bicycle and pedestrian path designations are as follows:

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



LEGEND

- MAYFIELD WEST (PHASE 1) STAGE 2 COMMUNITY SITE BOUNDARY
- POTENTIAL CYCLING ROUTE
- POTENTIAL TRAIL PATHWAY
- POTENTIAL GREENBELT LINKAGE
- PROPOSED SWMP ACCESS ROAD
- POTENTIAL TRAIL CONNECTION
- ENVIRONMENTAL POLICY AREA (EPA)
- OPEN SPACE / PARK
- STORMWATER MANAGEMENT POND
- WALKWAY / VISTA

Figure 10: Proposed Trail Master Plan

3.6.1 Trail & Cycling Network Guidelines

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

- Trails and pathways shall provide pedestrian linkages that facilitate the continuity of the Town of Caledon and Region of Peel active transportation networks, including Caledon's Trail Masterplan, enhance the continuity of the Town's open space and transit systems, and provide access to recreational opportunities within each neighbourhood;
- Connect to important community destinations such as parks, schools, urban village centres, community and neighbouhood parks;
- Mitigate potential impacts to the designated Environmental Policy Area as a primary criterion for proposed trail locations within these lands;
- Adequate buffers between residential property limits and proposed trails will be addressed through the final approval of future development applications;
- The trail network shall be integrated into the Town-wide path system and linked with trails established in the City of Brampton to the south;
- On-street bike lanes shall be integrated into the arterial road system, where possible;
- Trails shall provide a barrier-free experience and be designed to accommodate a wide range of users and abilities. Trail gradients shall meet Municipal and Provincial standards.
- To promote user safety, trail lighting shall be considered where night travel is anticipated.
- Trails shall not be lit where adjacent to sensitive habitat environments or where light may spill over onto adjacent private areas (backyards, residential windows, etc.); and
- Ensure that all contemplated lighting of trails is within areas of high visual exposure to ensure trail users are not directed to areas of low public surveillance during the night.

3.6.2 Trail Elements

To encourage use and safety, the designated trails within Mayfield West (Phase 1) Stage 2 shall incorporate the following elements:

- Pedestrian lighting within park paths, at trail entrances (when close to school routes) or along window streets shall be considered on a case-by-case basis;
- To make points of entry more identifiable, provide markers at key trailhead locations where they coincide with proposed EPA crossings;
- Provide signage information displaying the trail network, encouraging trail users to stay on the designated path to avoid damage to adjacent sensitive environments, educate trail users on the purpose and importance of the natural system, as well as inform users of the winter maintenance expectation;
- Trail gateways shall be strategically located at access points to the EPA;
- Special elements shall be provided at trail entrances and may include gateway markers, signage information kiosk, landscaping, seating, waste receptacles, bike racks, signal activated bike rails, community mailboxes, decorative paving and interpretive signage;
- Trail gateway locations provide an opportunity to commemorate notable aspects of Mayfield West in a unique marker or signage form, and shall be further integrated throughout the Mayfield West Phase 1 (Stage 2) community as a defining character element; and
- Locate benches and waste receptacles at accessible key points along the trails, typically at trailhead locations.

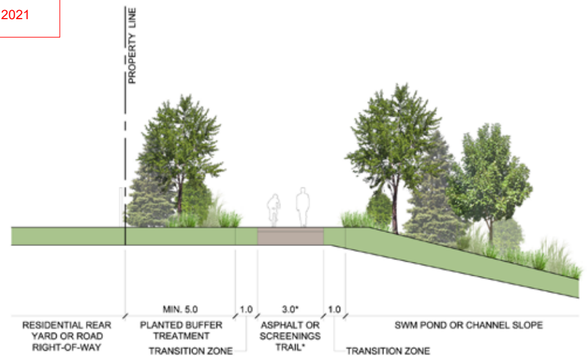
3.6.3 Integration of Trails within the Environmental Policy Area

While the Environmental Policy Area (EPA) can be considered as green infrastructure with respect to functions such as floodplain management, water quality improvement etc., there are limitations related to the integration of trails within its boundaries and associated buffers.

- Proposed trails and pathways shall be appropriately located and designed to respect significant hazards or sensitive features and functions;
- Generally, the trails will be located along the east-west green corridor that spans the length of Mayfield West (Phase 1) Stage 2;
- Mitigation measures will be undertaken to avoid and/or minimize any impacts to natural features and/or functions, and to restore and enhance those local areas that may be affected by pedestrian crossings; and
- The design of any trails contemplated within the EPA shall be composed of screenings material, unless otherwise authorized by the Town of Caledon. In order to mitigate potential impacts to the EPA, flexibility with respect to trail width and setbacks may be required.

3.6.4 Key Trail Linkages

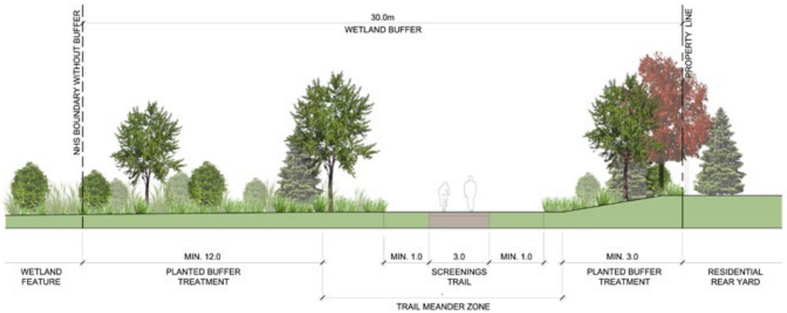
- Key trail linkages (Figure 10) are identified where there are advantageous connections to trails from publicly accessible open space such as parks, schools and stormwater management ponds;
- In some instances, a convenient or desirable connection to a trail, school or park may be present where a block of residential dwellings separate these uses from a street. If this is the case, the integration of a walkway block may be considered to facilitate this connection;
- Walkway blocks shall be a minimum of 6.0m in width and will include a 3.0m wide asphalt, concrete or unit paved walkway. They shall be short blocks where lighting will not be required; and
- Walkway blocks shall not be designed as overflow drainage routes.



CROSS SECTIONS REPRESENT TYPICAL TRAIL LOCATIONS ONLY. SOME VARIATIONS IN PLACEMENT WILL OCCUR, SUBJECT TO SITE SPECIFIC CONDITIONS. FINAL TRAIL PLACEMENT WILL BE SUBJECT TO DETAILED DESIGN WITH INPUT FROM THE TOWN OF CALEDON AND TRCA / CVC.
THE INTENT OF THIS SECTION IS TO IDENTIFY THE MINIMUM WIDTH FOR EACH BUFFER/TRAIL COMPONENT.

* TRAIL WITHIN SWM POND OR CHANNEL MAY BE PART OF THE MAINTENANCE ACCESS ROAD.

Figure 11: Cross-section depicting a proposed greenway trail within a stormwater management pond or channel facility



CROSS SECTIONS REPRESENT TYPICAL TRAIL LOCATIONS ONLY. SOME VARIATIONS IN PLACEMENT WILL OCCUR, SUBJECT TO SITE SPECIFIC CONDITIONS.
FINAL TRAIL PLACEMENT WILL BE SUBJECT TO DETAILED DESIGN WITH INPUT FROM THE TOWN OF CALEDON AND TRCA / CVC.
THE INTENT OF THIS SECTION IS TO IDENTIFY THE MINIMUM WIDTH FOR EACH BUFFER/TRAIL COMPONENT.

Figure 12: Cross-section depicting a proposed greenway trail within a 30.0m wetland buffer, adjacent to a residential rear yard

3.7 VIEWS & VIEWSHEDS

Public access through a trail system to EPA views and viewsheds is an integral component of an attractive, walkable and sustainable community. Within the Mayfield West (Phase 1) Stage 2, views will be dominated by the EPA. This natural feature will provide attractive views from various vantage points within the community and has significantly influenced the configuration of the proposed land uses and endorsed framework plan, including the layout of the road network and the block plan.

Viewsheds are defined as publicly accessible viewing opportunities either along a road right-of-way (ROW), a trail network, or an open space block (Neighbourhood Park, SWMP). The quality and character of the resulting view opportunity can be described as either long / expansive views, which typically afford an extensive vista or longitudinal view over a large distance, or short views, which are usually framed by a woodland edge or have built community features (roads, built form, etc.) in the background.

Capitalizing on the presence of the EPA, strategic viewshed opportunities have been integrated into Mayfield West (Phase 1) Stage 2 through the adaptation of the following principles:

- Streets have been oriented to maximize views towards open space features, including the use of single-loaded roads;
- Emphasis has been placed on providing access points to natural features by locating pedestrian amenities such as seating areas and bridge crossings; and
- Architectural built form shall be located, oriented, and designed to maintain or emphasize views.

Important views and viewsheds have been captured with the following land use components and are depicted in Figure 9.

3.8 PARKS

Parks and open spaces proposed for Mayfield West (Phase 1) Stage 2 shall consist of two types, all of which are defined through function, configuration, setting, and programming opportunities. These include the following park typologies:

- Community Park
- Neighbourhood Parks

Figure 8 illustrates the preliminary distribution of the various park types across Mayfield West (Phase 1) Stage 2. The location of some Neighbourhood Parks shown will be determined through the Draft Plan process to ensure these fit within the context of neighbourhood and block structure. Programming for the parks will be guided by the following sections and in concert with Town staff.

The Town of Caledon Recreation & Parks Master Plan (March 2010) establishes a parks and open space classification system. In support of the provisions and design recommendations set out in Section 5.4 - Park Design & Amenities of the Masterplan, the following shall apply:

- Emphasis should be placed on providing more informal space in new parks in order to promote unstructured and organized activities.
- New and existing parks should continue to be designed with patrons' safety in mind through the application of CPTED (Crime Prevention Through Environmental Design).
- Ensure that parks are accessible to a wide range of users.
- Provide appropriate signage to promote recognition of parks among visitors and residents.

Figure 13: Proposed Open Space and Park Master Plan

3.8.1 Parkland Requirements

In addition to the Master Plan provisions and recommendations, the Town of Caledon Comprehensive Town-wide Design Guidelines Part 2, Section 6.1.2 - Public Parks will also be incorporated into Mayfield West (Phase 1) Stage 2 parks allocation, programming and design, and shall include:

- Provide parks in centralized locations that are accessible to residents within a 5 to 10 minute walk (or 400-800 metres);
- Locate parks with minimum 50% frontage onto connector streets, ensuring public exposure and proper integration;
- Incorporate accessibility elements into park design, wherever possible;
- Provide a variety of recreational amenities for people of all ages, including children's play equipment, garden plots, and seating;
- Provide adequate LED lighting as per the Town Standards to ensure safe use throughout the day and seasons, in coordination with the Community Services Department;
- Contribute to the urban forest canopy by planting hardy, native tree species, shrubs, grasses and ground covers;
- Incorporate low impact development (LID) measures, where appropriate, and in consultation with the appropriate conservation authorities; and
- Provide on-street parking adjacent to parks, on the park side of the street, where deemed desirable through consultation with Town Staff.

LEGEND

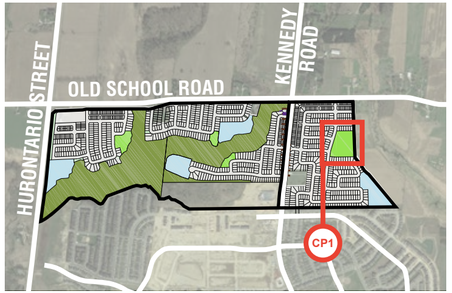
- MAYFIELD WEST (PHASE 1) STAGE 2 COMMUNITY SITE BOUNDARY
- CP COMMUNITY PARK
- NP NEIGHBOURHOOD PARK
- ENVIRONMENTAL POLICY AREA (EPA)
- OPEN SPACE / PARK
- STORMWATER MANAGEMENT POND
- WALKWAY / VISTA

3.8.2 Community Park

Supporting a range of community uses, Mayfield West (Phase 1) Stage 2 Community Park is intended to be a central focus and primary green space for the community, which physically and visually links the park system with the Greenbelt Lands to the east. Primarily surrounded by a mix of low residential dwellings, this Community Park will be part of the wider green space network which connects Mayfield West (Phase 1) Stage 2 to the southern neighbourhoods.

Given the proximity to the Greenbelt Lands, this Community Park shall incorporate native and non-invasive plant material within the park and at the interface with the natural feature, utilizing a planting palette that is consistent with the existing or proposed plant material found within the nearby natural feature.

In keeping with promoting a healthy lifestyle, facilities that cater to a broad age group – children to seniors, will be provided in this active recreation community park, including an exercise circuit and other unique youth play opportunities.



KEY PLAN

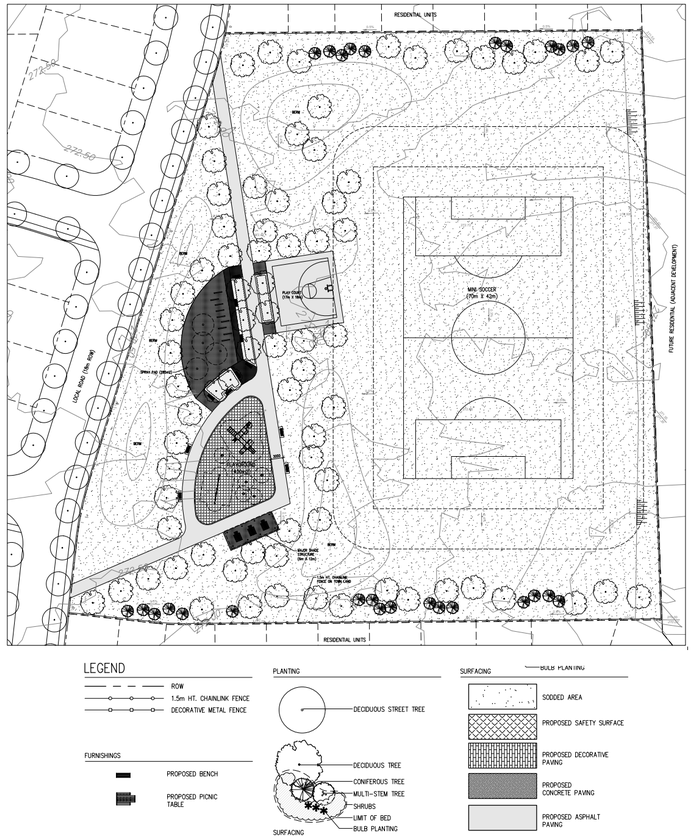


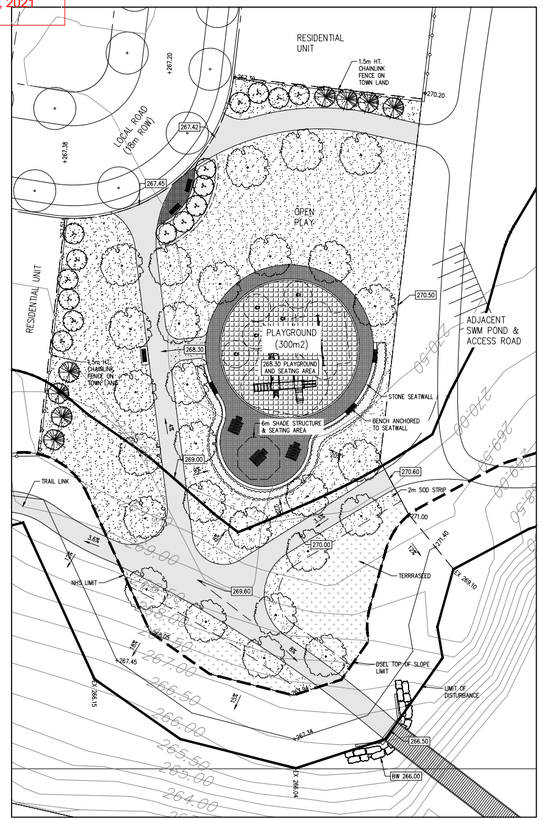
Figure 14: Proposed Facility Fit Plan for Community Park 1

3.8.3 Neighbourhood Parks

Neighbourhood Parks have a neighbourhood focus and provide active and passive recreation opportunities within a reasonable walking distance of the majority of residents. Three (3) Neighbourhood Parks have been identified within Mayfield West (Phase 1) Stage 2. These parks will serve as a central common green space, reflecting the character of the community and providing a connection into the natural trail network.

<u>Design Guidelines:</u>

- Neighbourhood Parks shall be predominantly soft landscaped to allow for a variety of active and passive uses, including programmed and unstructured uses;
- The design of hard and soft landscape elements and features, including points of entry, shall be consistent or complementary with established neighbourhood themes (including surrounding dwellings and other open space components);
- Playgrounds and / or shade structures (including play structures, swings, etc.) shall be designed as a major focal element of the Neighbourhood Park;
- Hard and soft landscape elements and features shall be designed to identify areas of activity, circulation, entry points, seating, and gathering;
- Reasonably level and functional open play areas shall be provided for passive recreation use;



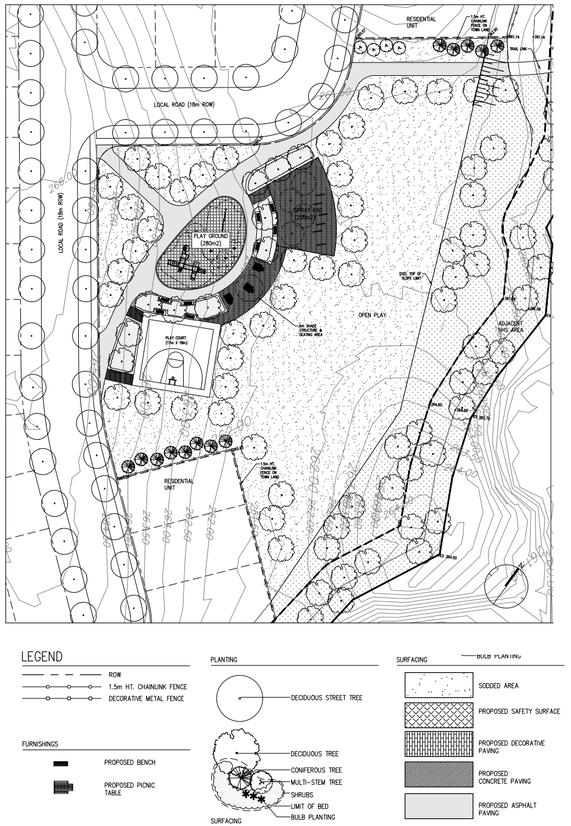


Figure 16: Proposed Facility Fit Plan for Neighbourhood Park 1 and 2

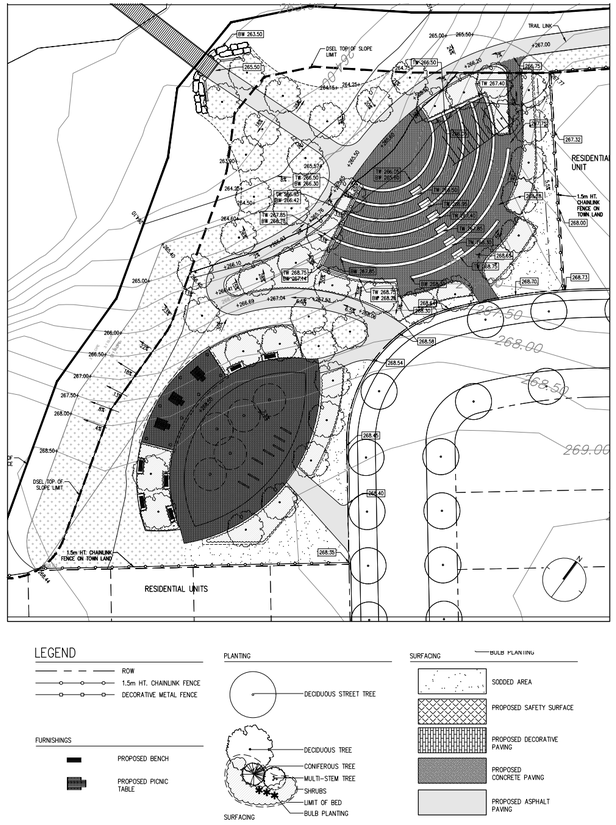
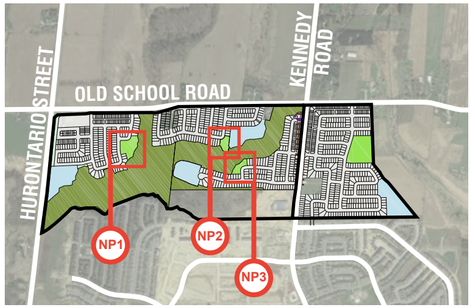
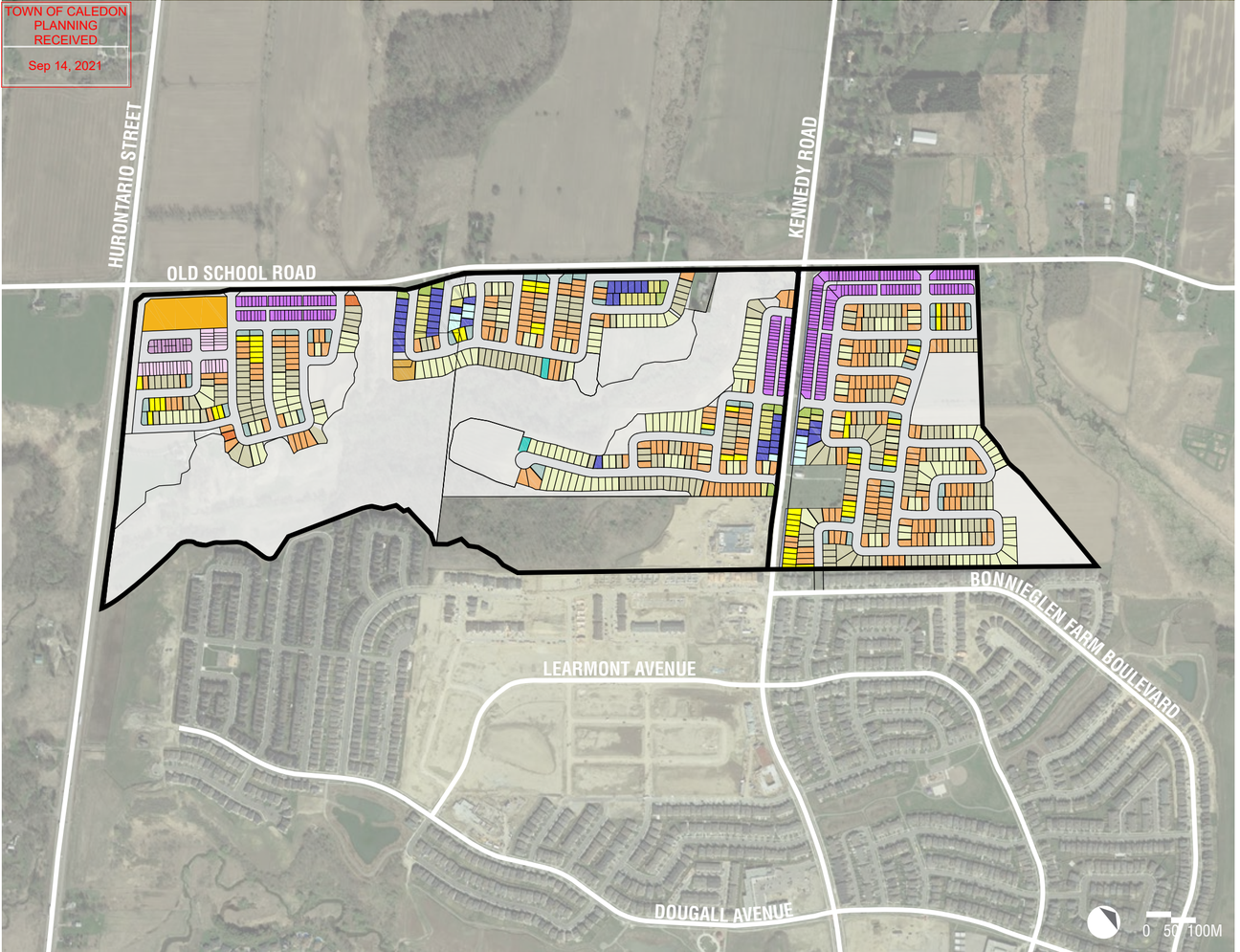


Figure 17: Proposed Facility Fit Plan for Neighbourhood Park 3



KEY PLAN

- Safe pedestrian and cycling connections shall be provided between the Neighbourhood Park and other community open space elements, and accessible natural areas. These connections link to the higher level of pathways associated with main roads, as part of the hierarchy of trails and pathways;
- Planting (trees, shrubs, grasses) shall consist of species tolerant of urban conditions with an emphasis on native species; and
- Tree planting within open space areas shall reflect an informal layout with cluster groupings of trees contained within lawn areas to facilitate shaded passive use.



SECTION 4

BUILT FORM

4.1 GENERAL DESIGN OBJECTIVES

A high quality built form character shall be achieved for all built form types, delivering architecture that is rich and varied in its form and treatments, creating a distinctive community with visually appealing streetscapes. Single detached dwellings, typically in the form of 2 and 3 storey massing, are expected to encompass all of low density freehold dwellings within the proposed development. The design of all dwellings within Mayfield West (Phase 1) Stage 2 shall offer a harmonious mix of architectural themes derived from traditional styles. The use of distinctive and well-designed architecture employing high-quality materials (brick, cement board, siding, and stone, depending on architectural style) will be a consistent characteristic of all proposed development, linking various communities in the Caledon region.

Stylistic influences may be borrowed from traditional-period Ontario precedents, and may include Stylistic influences may be borrowed from local architectural precedents, and may include: Ontario Country Traditional Style, Georgian Style, Tudor Style and Contemporary Style.

Distinguishing elements from each building design should reflect a single identifiable architectural style. Avoid combining discordant architectural elements in a single building design and ensure that a consistent level of design quality is achieved regardless of the chosen architectural style.

Refer to the *Mayfield West (Phase 1) Stage 2 Architectural Design Guidelines* for the detailed built form objectives and design guidelines.

LEGEND

- MAYFIELD WEST (PHASE 1) STAGE 2 COMMUNITY SITE BOUNDARY
- SINGLE DETACHED (10.4M)
- SINGLE DETACHED (11.0M)
- SINGLE DETACHED (11.2M)
- SINGLE DETACHED (11.6M)
- SINGLE DETACHED (12.2M)
- SINGLE DETACHED (12.5M)
- SINGLE DETACHED (12.8M)
- SINGLE DETACHED (13.1M)
- SINGLE DETACHED (13.4M)
- SINGLE DETACHED (13.72M)
- SINGLE DETACHED (14.63M)
- SINGLE DETACHED (15.24M)
- SINGLE DETACHED (CUSTOM)
- ON-STREET TOWNHOME (6.4M)
- REAR LANE TOWNHOME
- BACK-TO-BACK TOWNHOME
- MEDIUM DENSITY RESIDENTIAL
- FUTURE DEVELOPMENT
- PUMP HOUSE

Figure 18: Proposed Built Form

Single detached dwellings with 2 storey massing and prominent porch entries, well articulated facade treatments, and attached street facing garages will help create an attractive community streetscape

4.2 LOW DENSITY RESIDENTIAL

4.2.1 Single Detached Dwellings

Single detached dwellings, typically in the form of 2 and 3 storey massing, are expected to encompass the majority of low density freehold dwellings within Mayfield West (Phase 1) Stage 2.

Design Guidelines:

- Lot sizes for single detached dwellings may range from 9.0m to over 15.24m;
- Single-detached dwellings shall have one to two storey massing. Where a third storey is contemplated, it should be incorporated into the roof massing;
- Garages will typically be attached and accessed from the street. The use of alternative garage options (i.e. detached, rear yard, tandem or lane -accessed) may be explored, where feasible;
- Dwellings on lots with frontage less than 11.0m may have a single car or 1-1/2 car street facing garage. Two car street-facing garages will be permitted on lot frontages of 11.0m or greater;
- Attached street-facing garages shall be incorporated into the main massing of the building. Dwelling designs with garages projecting beyond the front façade of the dwelling or porch are discouraged;
- Porches and bay windows are permitted to encroach into the front, flankage, and rear yards as a prominent architectural feature;
- For corner units, the flanking side elevation shall be given a similar level of architectural detailing as the front elevation; and
- Main entries for corner dwellings are encouraged to be oriented to the flanking lot line.

4.2.2 On-Street Townhouses

Street-accessed or on-street townhouses will be situated in areas where increased density and pedestrian activity is desired. Townhouses, which may range from 1.5 to 3 storeys, make efficient use of land, provide higher density in key locations, reduce energy consumption and increase the diversity of built form within a community.

Design Guidelines:

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

On-Street townhouses will be situated in areas where increased density and pedestrian activity is desired, and/or in close proximity to planned transit routes

Outdoor amenity areas for lane-based townhouses may take the form of a functional raised terrace/balcony (with integrated garages)

4.2.3 Rear Lane Townhouses

Rear lane townhouses have been strategically located along arterial roads of the community where more intensive pedestrian activity and transit-supportive built form is desired. Rear lane townhouses contribute positively to the built form character and streetscape appearance by eliminating garages and driveways and providing a strong uninterrupted street edge presence that is predominantly urban in character. In addition to the design guidelines stated for street townhouses, the following will apply.

Design Guidelines:

- Rear lane townhouses shall feature 2-3 storey building massing to provide an appropriate transition with low density residential and establish a built form scale appropriate to the planned street hierarchy. Heightened building massing at main intersections should be considered;
- The main dwelling facade should typically be sited no further than 4.0m from the front lot line to create a strong and active street edge;
- Garages shall be complementary to the main dwelling in terms of materials, massing, character and quality. They shall be designed and arranged to provide an attractive visual environment within the rear laneway;
- Front entrances shall be directly linked to the public sidewalk with a walkway. Definition of the private front yard space may occur through the use of low fencing and/or edge planting;
- Outdoor amenity areas for lane-based townhouses may take the form of a conventional rear yard amenity space (with detached garages) or a functional raised terrace/balcony (with integrated garages);
- Where feasible, utility meters should be located in the laneway, away from prominent views; and
- Where a common open space or internal courtyard area occurs, a tot lot play facility shall be integrated within the site to complement neighbourhood park amenities.

4.2.4 Back-to-Back Townhouses

Back-to-Back townhouses may be contemplated as a built form transition between residential mid rise and low rise. This townhouse form is typically a 3-storey freehold structure with front facing garages accessed from a public street. A common demising wall is located along the rear of the units, in addition to the traditional interior side walls. The outdoor amenity space is typically located above the garage as a terrace or in the form of a balcony or roof-top terrace.

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

Design Guidelines:

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

Back-to-back townhouses can provide additional amenity space by incorporating balconies above the garage and front entrance.

All façades exposed to public view shall be well articulated and detailed through the use of materials, colours, ample fenestration and style-appropriate architectural detailing

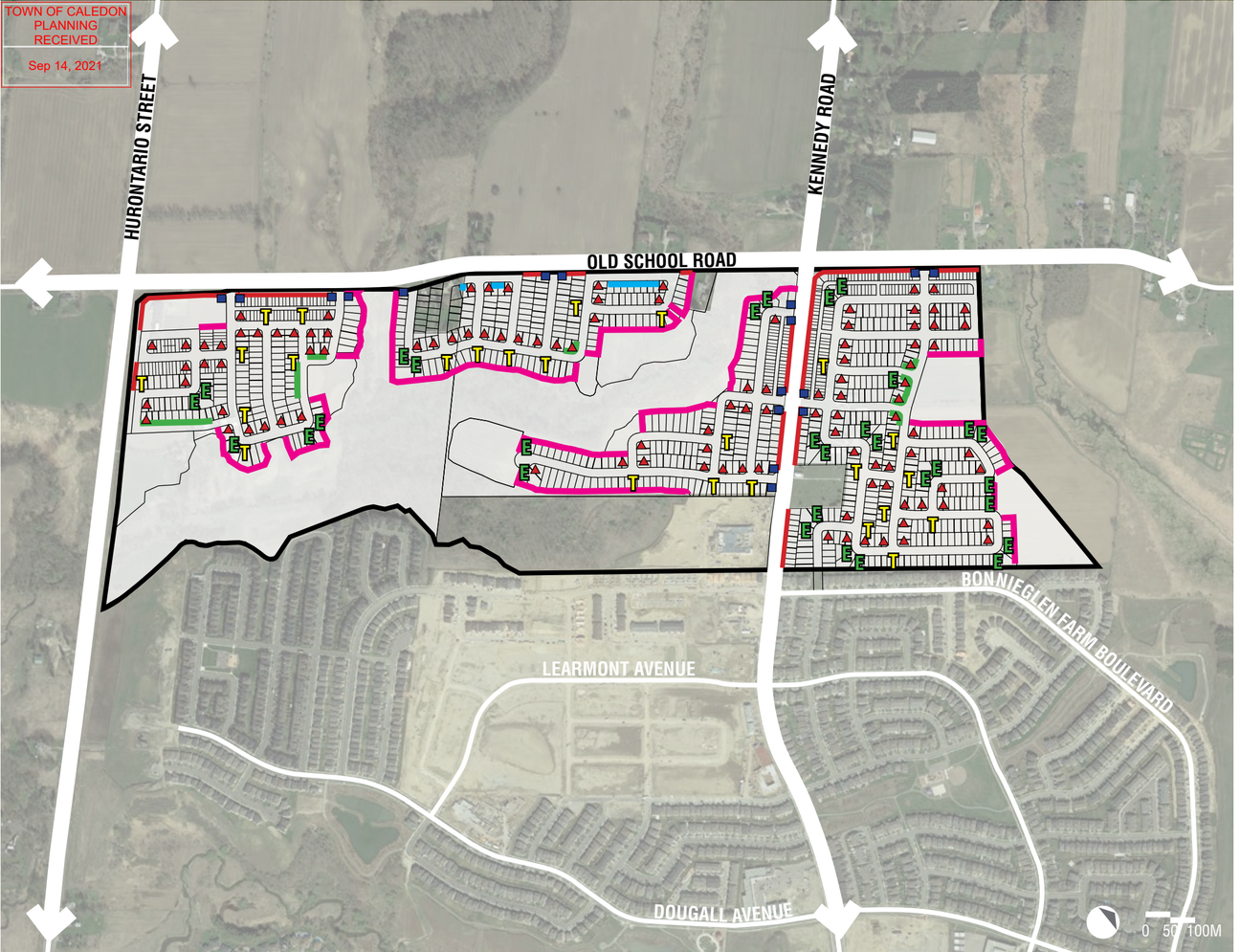
4.3 MEDIUM DENSITY RESIDENTIAL

A medium density residential block is proposed at the intersection of Hurontario Street and Old School Road in the north-west corner of Mayfield West (Phase 1) Stage 2. These higher density residential forms are appropriate in establishing an active urban character through an emphasis on building height and massing where intensity of use and a landmark form is desirable, such as is the case for the Hurontario Street corridor.

Design Guidelines:

- Building heights from 4 to 8-storeys will be permitted;
- Buildings shall be designed to mitigate any negative impact upon surrounding lower density residential development;
- Ground level floor heights are encouraged to be taller than upper floor heights in order to create a strong street presence and provide opportunities for flexible space;
- Building set-backs shall be minimized to relate well to the adjacent roadway and/or open space areas, while allowing sufficient space for a comfortable pedestrian zone and landscaping opportunities;
- Building façades shall provide visual interest through use of materials, colours, ample fenestration, wall articulation and style-appropriate architectural detailing. All façades exposed to public view shall be well articulated and detailed;
- Corner buildings shall provide façades which appropriately address both street frontages; Underground parking is encouraged to avoid unsightly large expanses of parking typically associated with higher density buildings;
- Underground parking will enable a greater proportion of the site area to be utilized as outdoor amenity space for residents, which is particularly important for seniors-focused dwellings where residents benefit from a closer proximity to these outdoor features;
- Where surface parking is provided, it shall be done so in a non-obtrusive manner, away from areas of high visibility. Surface parking areas shall be screened from street views through the use of landscaping (including features such as metal fencing with masonry columns) or building siting to provide appropriate screening;
- Garbage facilities shall be incorporated into the overall design of the building and hidden from areas of high visibility;
- Mechanical equipment shall be screened from public view and integrated into the design of the building; and
- Where a common open space or internal courtyard area occurs, a lot play facility or seating area shall be integrated within the site to complement the neighbourhood park amenities.

Common open space or internal courtyard areas within medium density residential blocks provide opportunities for extending community and neighbourhood park amenities



4.4 PRIORITY LOTTING

Priority Lots are located within those areas of the Mayfield West (Phase 1) Stage 2 development that have a higher degree of public visibility. Their visual prominence within the streetscape and public open spaces requires that the siting, architectural design and landscape treatment for dwellings on these lots be of an exemplary quality to serve as landmarks within the community. Built form on priority lots identified in Figure 16 to Figure 18, will require special design consideration to ensure an attractive built form character is achieved.

Priority Lots include:

Gateway Lots

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

LEGEND

- MAYFIELD WEST (PHASE 1) STAGE 2 COMMUNITY SITE BOUNDARY
- GATEWAY DWELLING
- CORNER DWELLING
- VIEW TERMINUS LOTS
- ELBOW LOTS
- UPGRADED REAR AND SIDE YARD ARCHITECTURE
- LOTS ALONG COMMUNITY EDGES
- LOTS FRONTING ONTO PARKS AND OPEN SPACES

Figure 19: Proposed Priority Lot Plan

Corner Lots

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

View Terminus and Elbow Lots

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

Window and Community Edge Lots

Streetscapes containing community edge / window street dwellings are those situated on single-loaded roads and laneways along the edges of Mayfield West (Phase 1) Stage 2. Window streets, in particular, are designed as local roads and allow front-loaded housing to face onto higher order roads while maintaining the benefit of driveway access from a local road. This arrangement ensures undesirable reverse frontage lot conditions are avoided.

Lots Adjacent to Park or Open Spaces

The neighbourhood park and school to the southeast of the site functions as key community element hat provide a visual backdrop for the proposed built form development. Lots backing onto the neighbourhood park are therefore visible to the public and should maintain similar quality and facade treatment as the front elevation with respect to window placement and architectural detailing .

Refer to the *Mayfield West (Phase 1) Stage 2 Architectural Design Guidelines* Section 3 - Design Criteria for Priority Lot Dwellings for detailed discussion and architectural guidelines for priority lotting.

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SECTION 5

SUSTAINABILITY & LOW-IMPACT DESIGN

5.1 ABOUT SUSTAINABILITY & LOW-IMPACT DESIGN

Mayfield West (Phase 1) Stage 2 shall be designed with an emphasis on the integration of sustainable practices and techniques that will result in a community which is highly walkable and cyclist friendly, with a diversity of housing types and densities.

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

Mayfield West (Phase 1) Stage 2's design and implementation will integrate several important sustainable measures related to:

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

5.2 SUSTAINABILITY & LOW-IMPACT APPROACHES

There are several techniques that may be considered in Mayfield West (Phase 1) Stage 2 that will help mitigate the impacts of development and reduce the reliance on 'end of pipe' solutions.

Transportation Alternatives

- To encourage a reduction in automobile usage, ensure pedestrian circulation is integrated into the design of the community;
- Consider LEED requirements as a key component in built form and open space design;
- The sizing of parking facilities shall be minimized to meet zoning requirements; and
- As an alternative to automobile use, encourage cycling by establishing safe, efficient cycling connections and integrating bicycle racks, rings, or posts, where appropriate.

Landscaping features can be used to successfully screen undesirable views to adjacent or nearby uses like parking lots

Hardscaping

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

- Preference shall be given to the selection of porous paving materials, such as porous concrete or asphalt and/or precast turf-grid products;
- Where possible, utilize surface materials that contain recycled or sustainable materials;
- The use of light coloured surface materials, such as concrete or light asphalt is encouraged to decrease heat absorption and ambient surface temperatures (urban heat island effect); and
- All paving materials and installation to be selected and designed to withstand traffic impacts and maintenance requirements.

Softscaping

- Naturalized, low maintenance planting shall be specified where appropriate;
- A priority shall be placed on utilizing xeriscape planting techniques, selecting drought-tolerant species to conserve water;
- Landscape features, such as berms, tree and shrub groupings, and 'green' walls shall be utilized to screen undesirable views to adjacent or nearby uses (traffic, parking);
- Strategically place dense deciduous canopy trees to let sunlight and warmth into buildings and public open spaces and sidewalks during winter, while in summer creating a canopy that shields people and buildings from sun, glare and heat, and allows breezes to flow through;
- 'Green' screens and other landscape wall features may be situated on or near building façades to reduce ambient heat and minimize air conditioning requirements;
- To mitigate the impact of wind on a site, evergreens should be used as a windscreen for undesirable wind exposures; and
- Use only organic or biological fertilizers and weed and pest controls, free of potentially toxic contaminants.

Water Conservation and Management

- Utilize xeriscape planting techniques, selecting drought-tolerant plant species to conserve water and avoid the need for irrigation systems;
- Utilize rainwater harvesting techniques to use stormwater resources for irrigation;
- Depending on the type of built form, rain barrels or similar container system may also be considered to manage roof runoff;
- Where feasible, integrate soakaway pits and infiltration galleries as an effective technique for managing stormwater within expansive areas of runoff.
- Composition of soakaway pits and infiltration galleries shall be designed to ensure surface water is fully drained within 48 hours of the end of any rainfall event;
- Undertake soil amendments to increase topsoil depths and restructure compacted soils for improved infiltration; and
- The degradation of slopes leading to erosion and sedimentation control problems results from the effects of rain and wind on unprotected slopes, with potential negative impacts for water quality and stormwater management infrastructure. As such, developers and contractors shall be diligent in preventing erosion on site, both, during the construction phase and following construction completion.

Xeriscape planting in combination with light-coloured paving that reflects light serves to reduce the urban heat island effect

Roof downspouts help direct excess water into soakaway pits. Paired with xeriscape planting, the combination performs well in urban environments due to low-maintenance requirements

Rain barrels help manage roof run off and are a good sustainable alternative for watering gardens

Solar paneling located on residential roofs can provide an alternative and sustainable energy source

Lighting

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

Materials

- Green roof technologies or reflective, light-coloured roofs should be encouraged in the mid-rise residential areas, if feasible, in order to reduce solar heat absorption and building energy demand;
- Encourage the use of local materials to avoid unnecessary long distance transport of building materials; and
- Encourage the use of materials that have been sustainabily harvested.

SECTION 6

IMPLEMENTATION

6.1 APPROVAL PROCESS

This UDB will be implemented through the various development application processes. Complete Submission requirements for development proposals are outlined in the Town of Caledon's Official Plan.

6.1.1 Architectural Control

Architectural Control for Mayfield West (Phase 1) Stage 2 will occur prior to the issuance of Building Permits. While it is incumbent upon the applicant to prepare architectural designs that comply with the design objectives and built form guidelines provided in both the Architectural Design Guidelines and Urban Design Brief, all submitted plans and designs shall be reviewed and approved through an architectural control process.

In all instances, the developer or builder is to make satisfactory arrangements with the Control Architect in regards to cost. In no instance shall the Control Architect and the design architect be the same individual or firm.

6.1.2 Site Plan Approval Process

Where Site Plan Approval is required, Town staff will circulate the application to the Control Architect for review and coordinate comments for the applicant. Plans reviewed by the Control Architect will include the following:

- Site plan;
- Architectural renderings and elevations; and
- Material and exterior colour charts.

Approved drawings will be stamped by the Control Architect, and suffice for any subsequent approval required as part of the release of a Building Permit. Complex site plan applications may require the submission of an urban design brief, at the discretion of the Town.

6.1.3 Building Permit Process

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

NAK
design strategies

421 RONCESVALLES AVE
TORONTO ON M6R 2N1
www.nakdesignstrategies.com

T: 416.340.8700