

Mayfield Tullamore Secondary Plan Public Open House

November 20, 2024



Presentation Outline

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4. Planning Context
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6. Mayfield Tullamore Secondary Plan Land Use Structure
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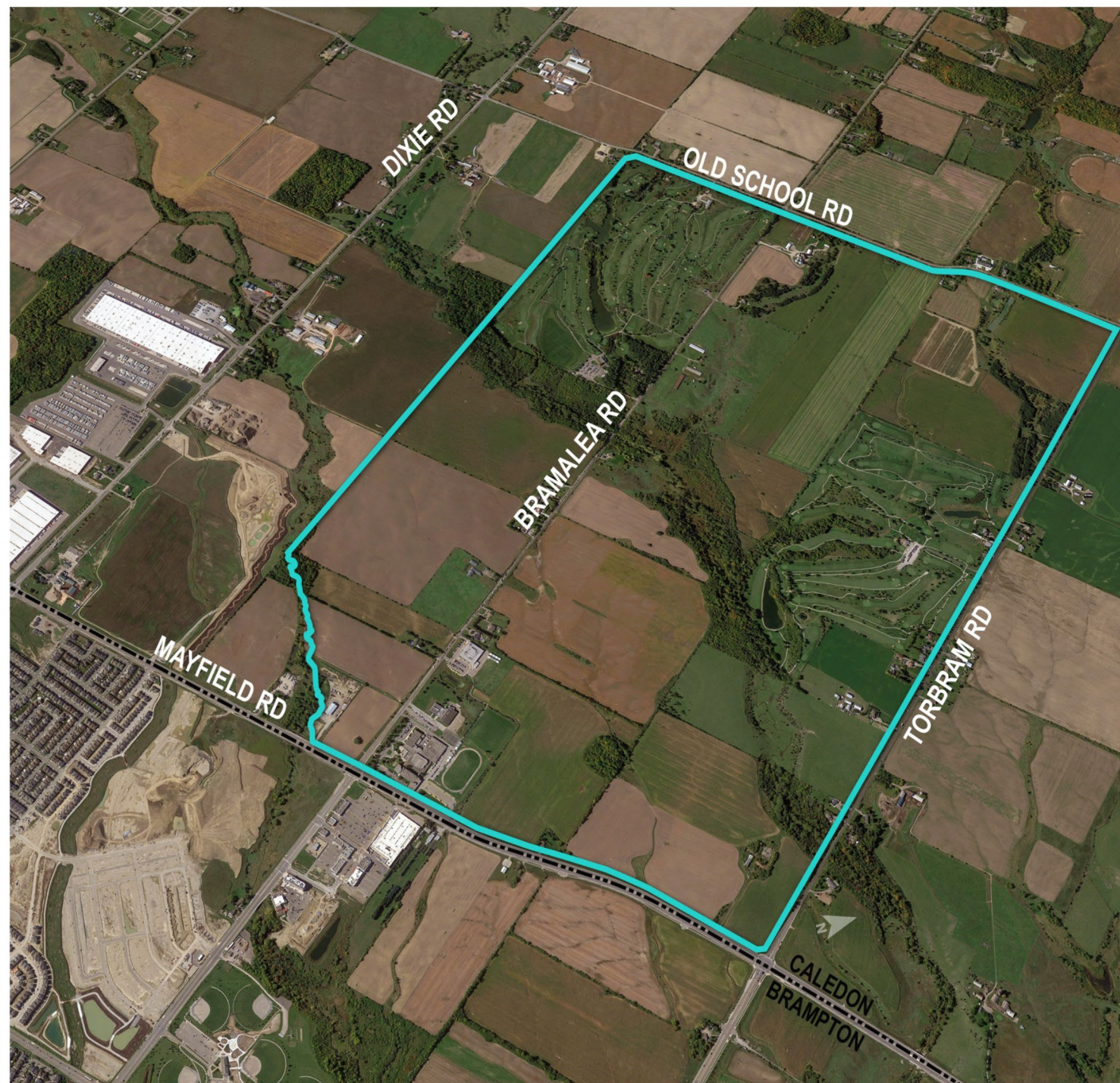
Introduction

The Subject Lands are located north of Mayfield Road, south of Old School Road, west of Torbram Road, and east of Dixie Road

62 parcels that are approximately 607 gross hectares with the Mayfield Tullamore LOG owning approximately 73% of the Subject Lands

Proposed OPA to amend the Town of Caledon Official Plan to create a detailed planning framework and urban land use designations for a portion of the adopted new community area where people can live, work, and enjoy recreational activities

Subject Lands primarily consist of agricultural and rural residential land uses but are designated for urban development



Project Consultant Team



Malone Given Parsons Ltd.
Planning



BA Group
Transportation



Keleher Planning & Economic Consulting
Fiscal Impact



Altus Group
Commercial Impact



Goldsmith Borgal & Company Ltd. Architects.
Cultural Heritage



NAK Design Strategies
Community Design



SCS Consulting Group Ltd
Servicing and Subwatershed



GEI Consultants
Subwatershed Plan Coordinators; Natural Heritage, Geotechnical & Hydrogeology



ASI
Archaeological



Colville Consulting Inc
Agriculture

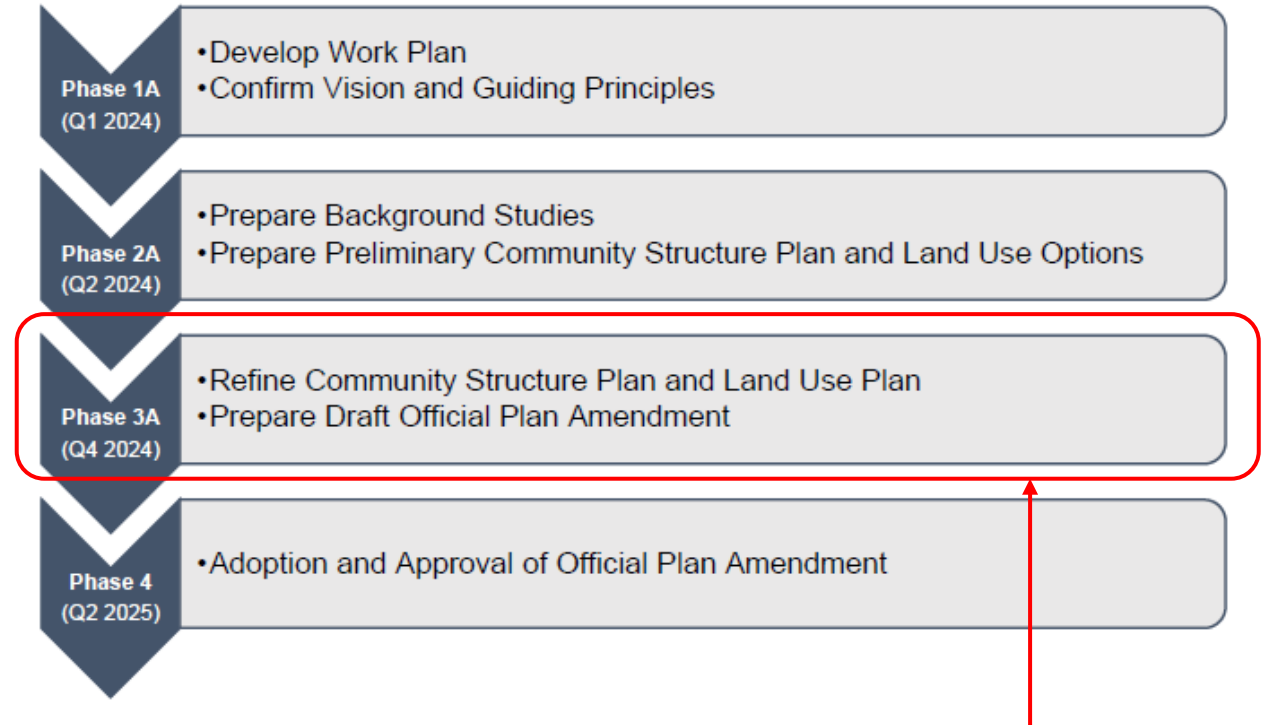


Development Collective
Project Management

P Becker Consulting
EA Specialist

Process and Status

- Follows the steps outlined in the Terms of Reference and the Official Plan including completing technical work, drafting and submitting proposed amendment to the OP and engaging with the community before decisions are made by Council
- Preliminary vision and goals completed
- Existing conditions study work completed
- Continue data collections and monitoring
- Official Plan Amendment (Secondary Plan) was submitted on August 30, 2024



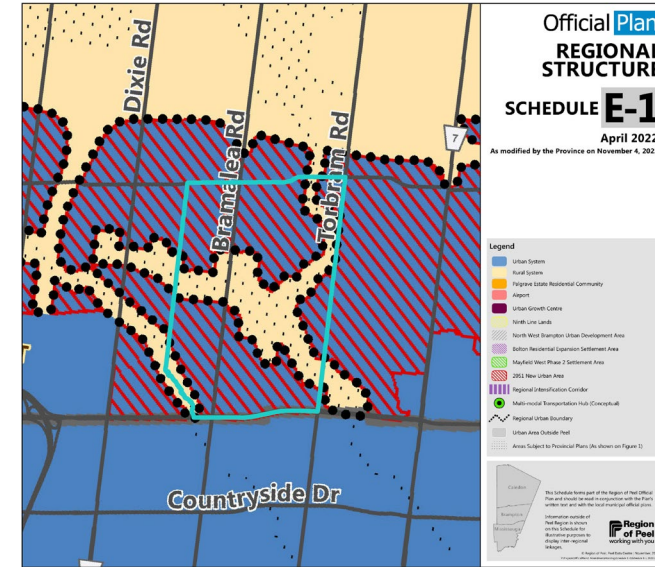
We are here

Planning Context – Region of Peel

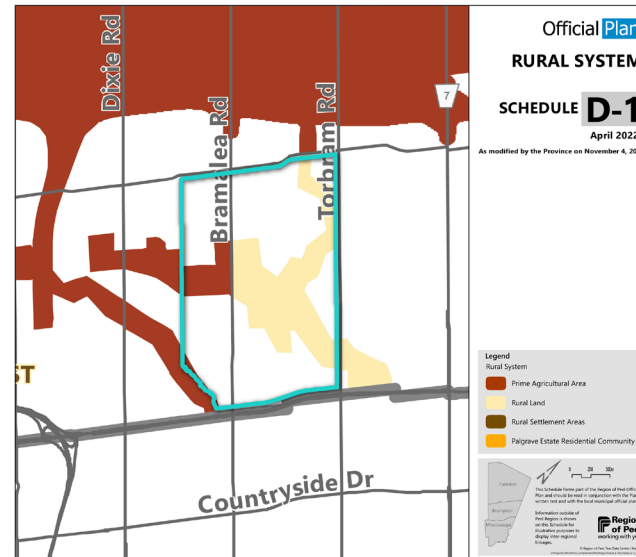
As per Bill 23 and Bill 185, as of July 1st, 2024, the Region of Peel Official Plan constitutes an official plan of Caledon

The Secondary Plan is located within the 2051 New Urban Area Boundary designation and the Rural Land Designation with a small western portion remaining Prime Agricultural Area

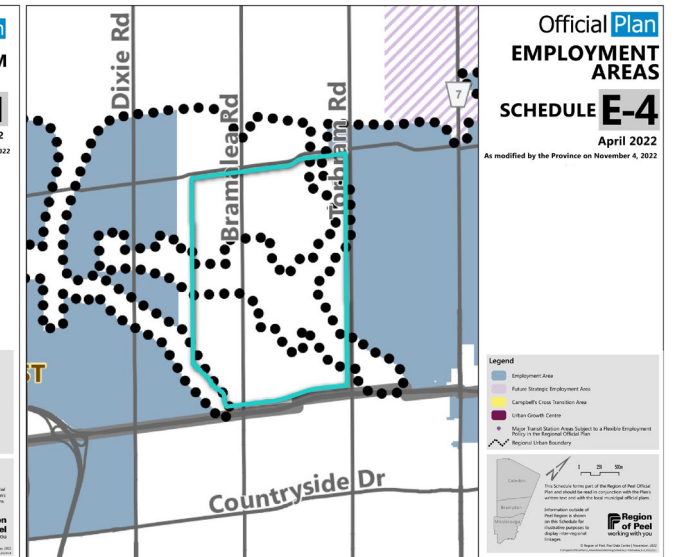
The New Urban Area designation is intended for residential development of complete healthy communities



Subject Lands



Subject Lands



Subject Lands

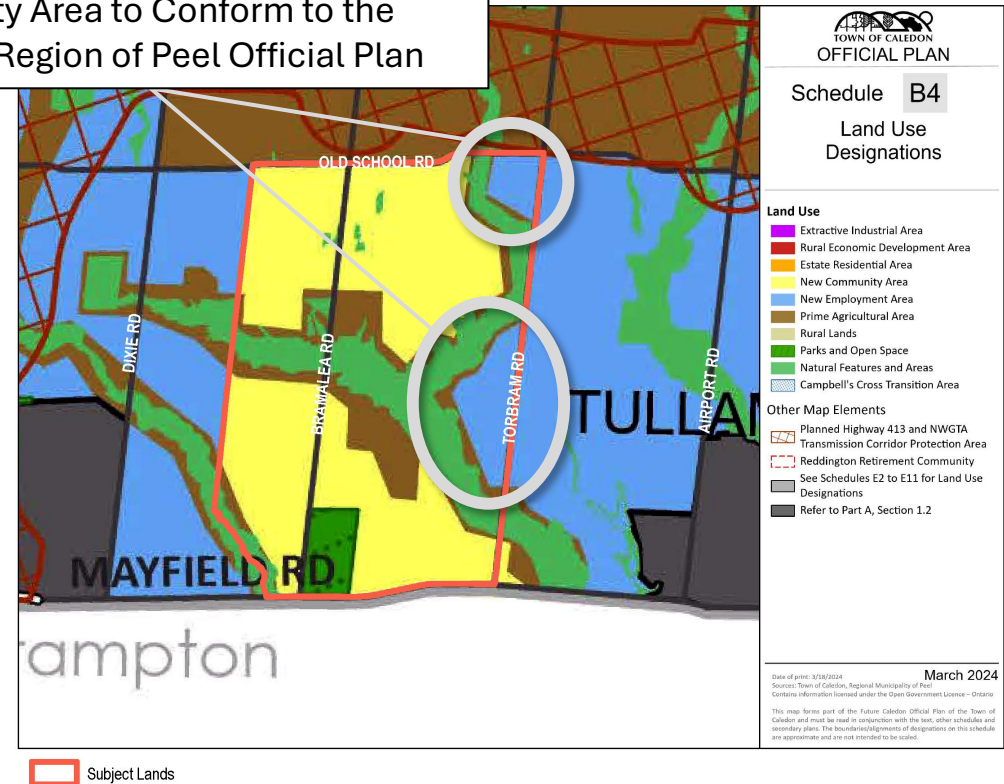
Planning Context – Future Caledon Official Plan (adopted)

The Future Caledon OP designates the Secondary Plan area as New Community Areas intended for residential development while ensuring protection of the key natural heritage features

New Community Areas integrate a variety of land use designations to support development of a complete community

The FCOP will be updated in the future to redesignate the New Employment Area as New Community Area to conform to the Approved RPOP

Is Required to be Redesignated to New Community Area to Conform to the Approved Region of Peel Official Plan



Secondary Plan Objectives

- Support a complete community, with policies that foster vibrant neighborhoods where people can live, work, and enjoy recreational activities.
- Focus on achieving key principles of good planning and outstanding urban design, in alignment with the Town's vision and policies



Objective 1: An Environmentally Conscious Community

- Include a Natural Heritage System that follows the important features traversing the site and protected in OP policy
- Provide a network of open spaces and recreational areas within the Secondary Plan which is sensitive and connected to the Greenbelt to provide additional recreational opportunities



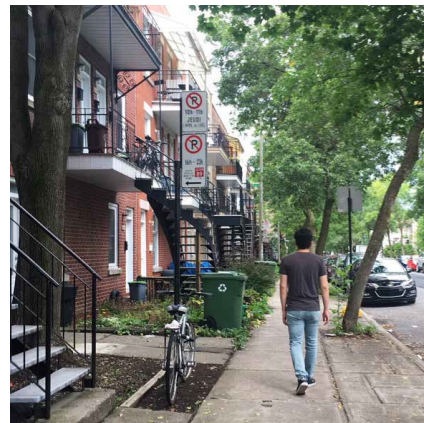
Objective 2: A Complete Community

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



Objective 3: A Connected Community

- Provide a multi-modal transportation network which transit services, pedestrian and cycling connections will be developed
- Provide an active transportation and open space network accessible to all users that is well integrated with the Town and Region's transportation system.



Objective 4: A Well-Serviced Community

- Walkable community that provides easy access to transit and active transportation
- Provide easy access as well to shopping, recreation, and institutional uses



Objective 5: An Attractive Community

- Provide high-quality public and private spaces with design standards that create attractive and vibrant places

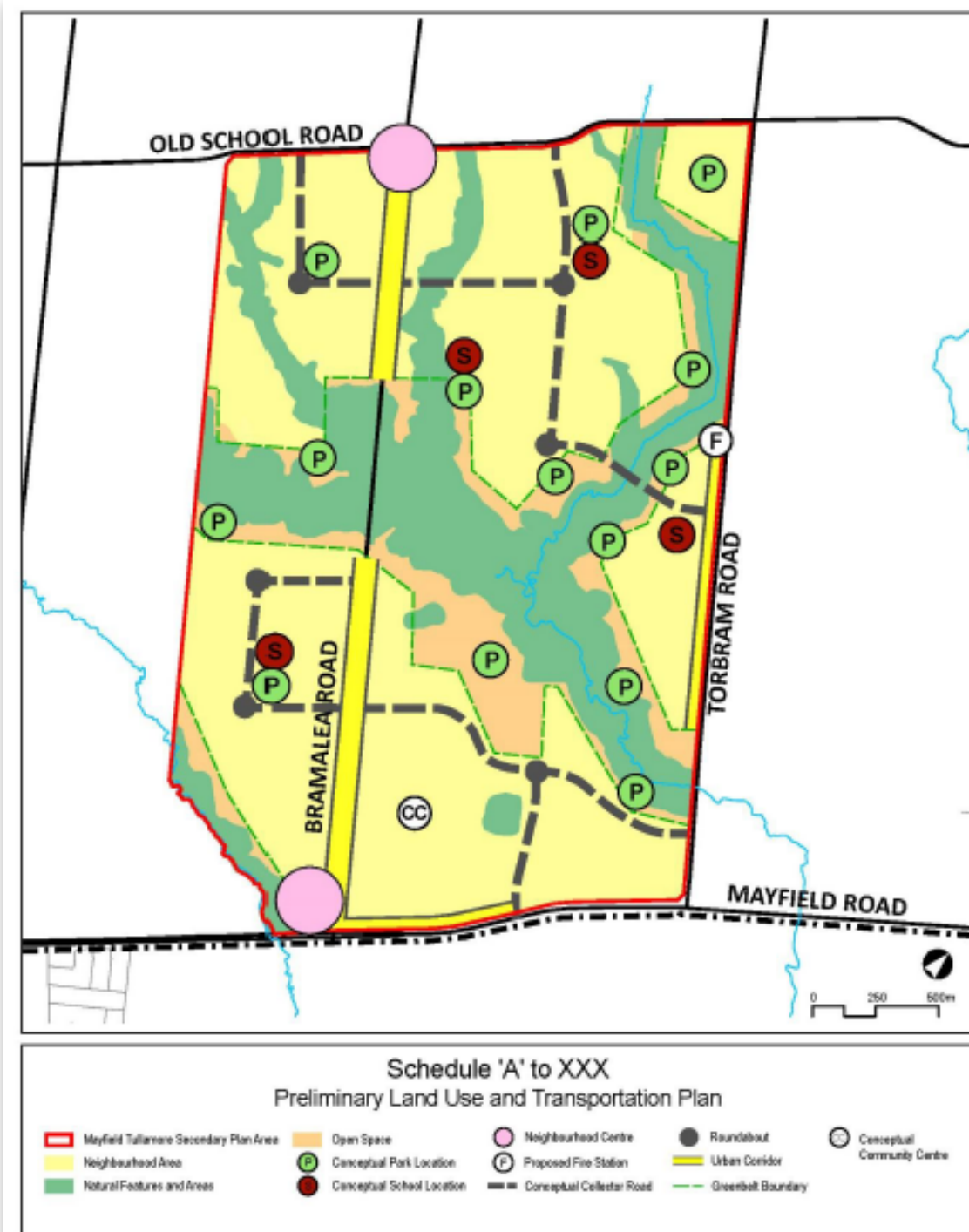


Proposed Land Use

- Provides residential and employment uses that complement the significant community employment area growth Caledon is planning for
- Planned to achieve 25,400 people and 2,000 jobs for a total of 27,400 people and jobs (70 people and jobs per hectare)
- Comprehensive plan for the area to achieve a complete, coordinated, healthy, high quality and sustainable community
- Recommend to leverage Brampton Transit in the short term with long term transit service plan to be prepared collaboratively as part of Secondary Plan process
- Bramalea Rd, Mayfield Rd, Torbram Rd, and Old School Rd are proposed transit corridors to provide high level of transit connectivity

Land Use Designations

- Neighbourhood Area
- Urban Corridor
- Neighbourhood Centre
- Natural Features and Areas
- Open Space



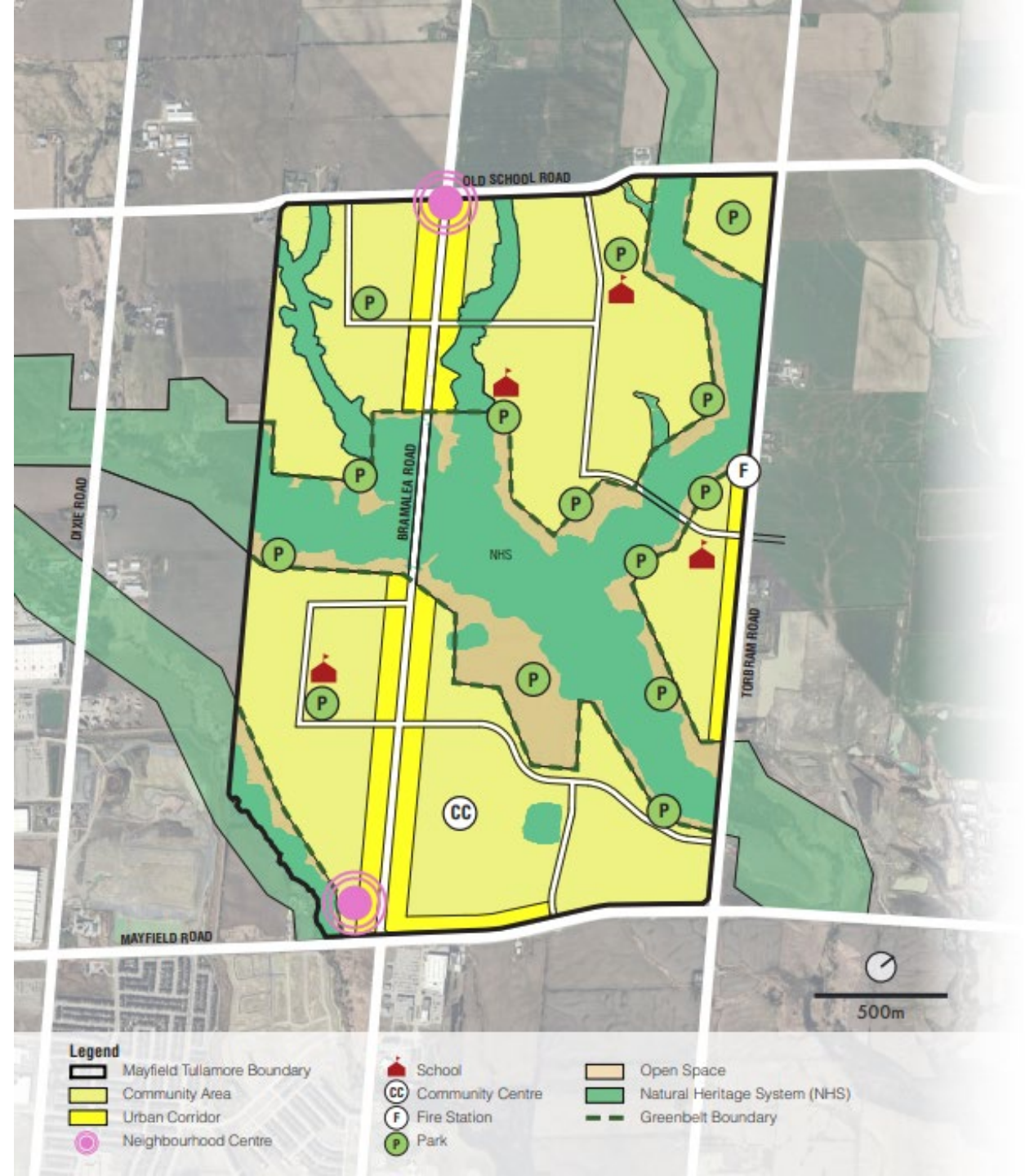
Complete Community

A mix of residential built forms and community uses will support the creation of a complete community.

Residential				
Unit Type	Net Land Area (ha)	# Units	% Unit Mix	Population
Single/Semi Detached	150	3890	51%	14200
Secondary Unit	0	850	11%	1750
Street Townhouse	50	1750	23%	5,800
Stacked Townhouse Units	10	780	10%	2550
Apartment	2	380	5%	800
Total	212	7650	100	25100
Non-Residential				
Job Source	Net Land Area (ha)	# Jobs	% Job Mix	
Institutional	10	350	18%	
Commercial	20	650	32%	
Work from Home	212	1000	50%	
Total	242	2000	100%	

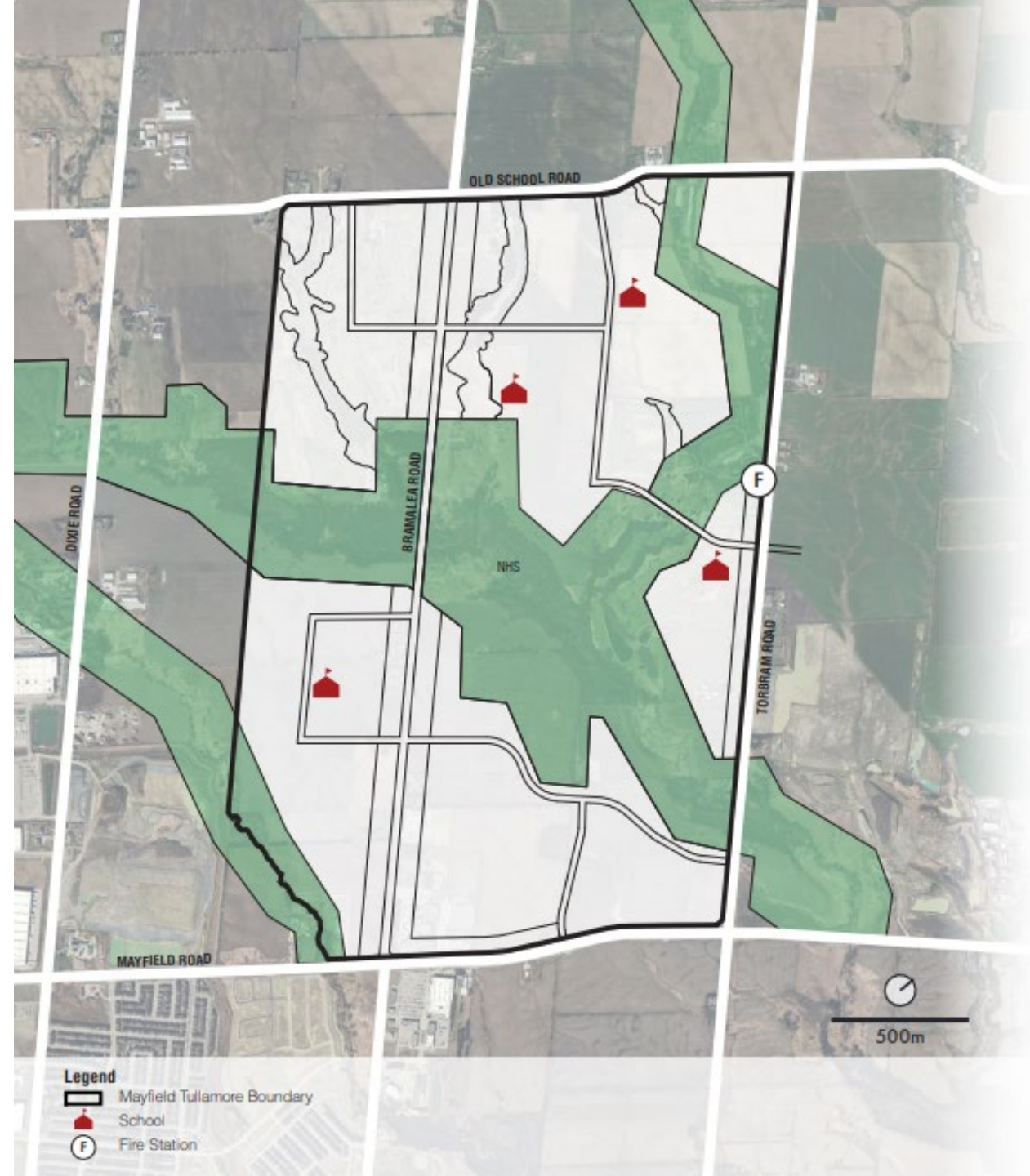
Proposed Community Facilities include:

- Four (4) schools
- One (1) community center
- One (1) firehall
- Fourteen (14) parks



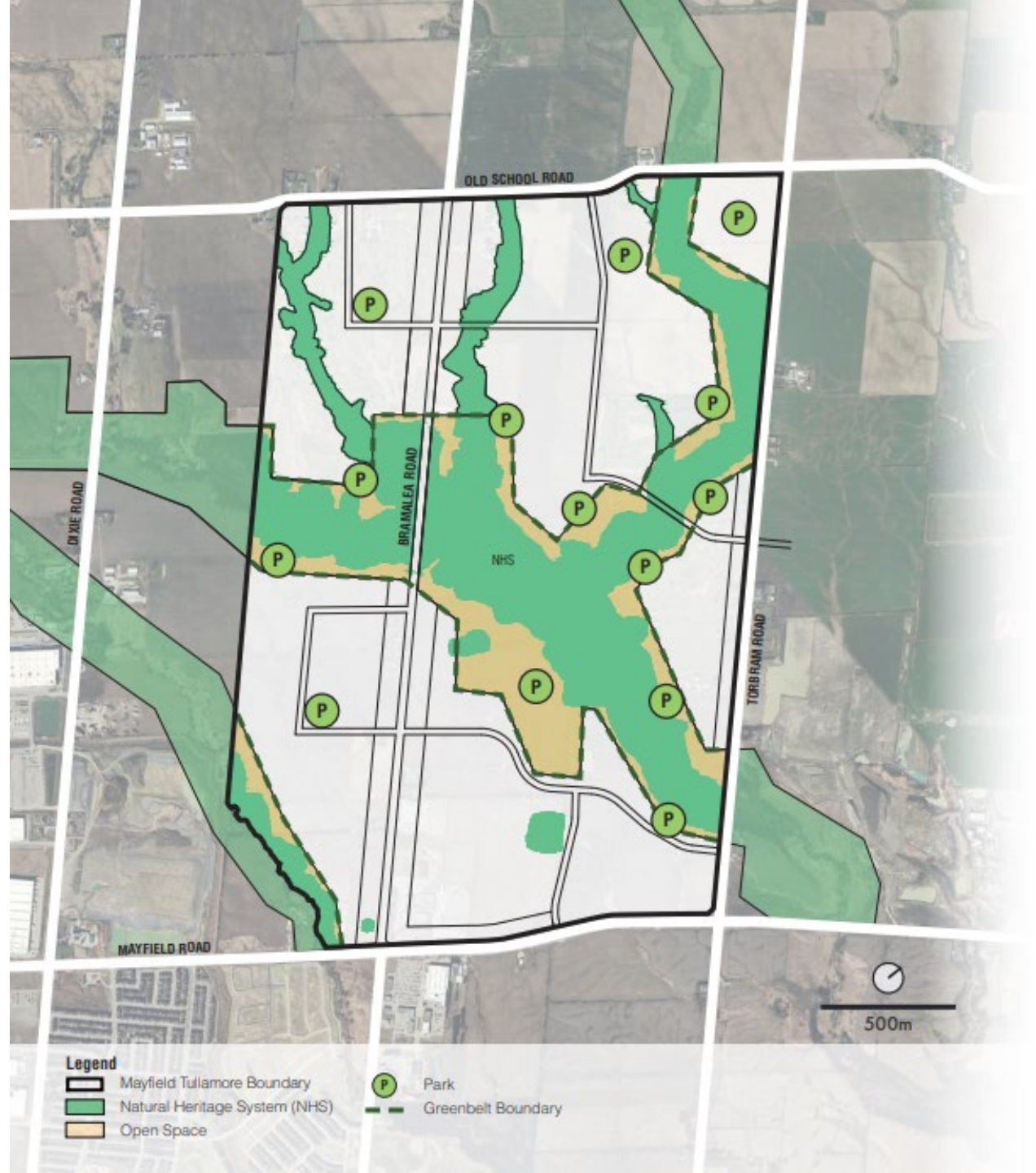
Schools

- Existing James Grieve Public School and Mayfield Secondary School
- Four (4) additional schools proposed within the MTSP Area
- Anticipated generation of 3,636 public school students
- Anticipated generation of 1,448 Catholic school students



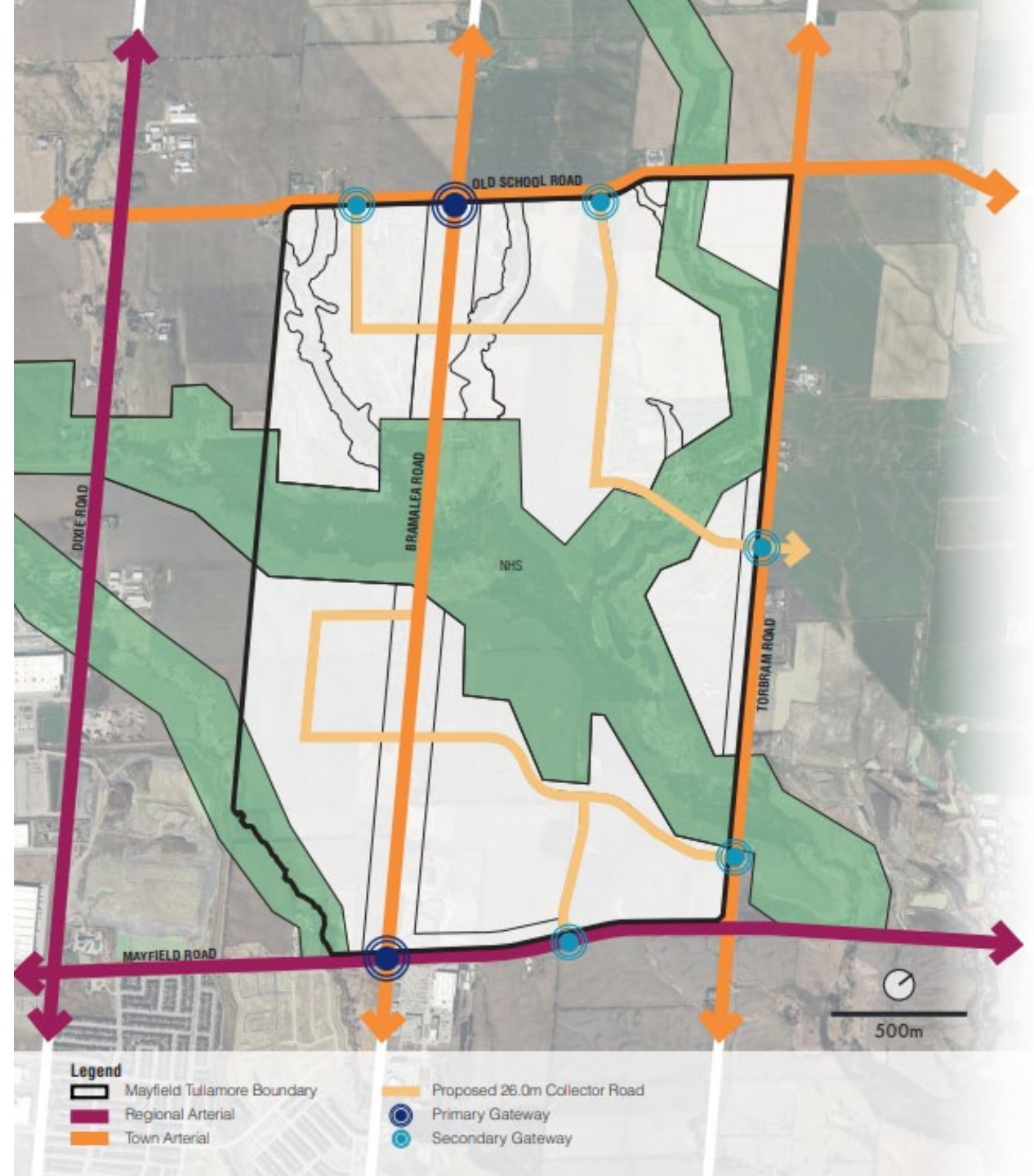
Network of Parks and Open Space

- Fourteen (14) parks are proposed
- Primarily co-located with the NHS, one of the four elementary schools, or both
- 96% of the proposed dwelling units are located within 400m of the parks and open space



Road Network

- Reduce reliance on the automobile and plan for active transportation (walking and cycling) and transit
- Minimizes crossings of the Natural Heritage System
- Master Transportation Plan ensures safe and efficient movement of people and goods



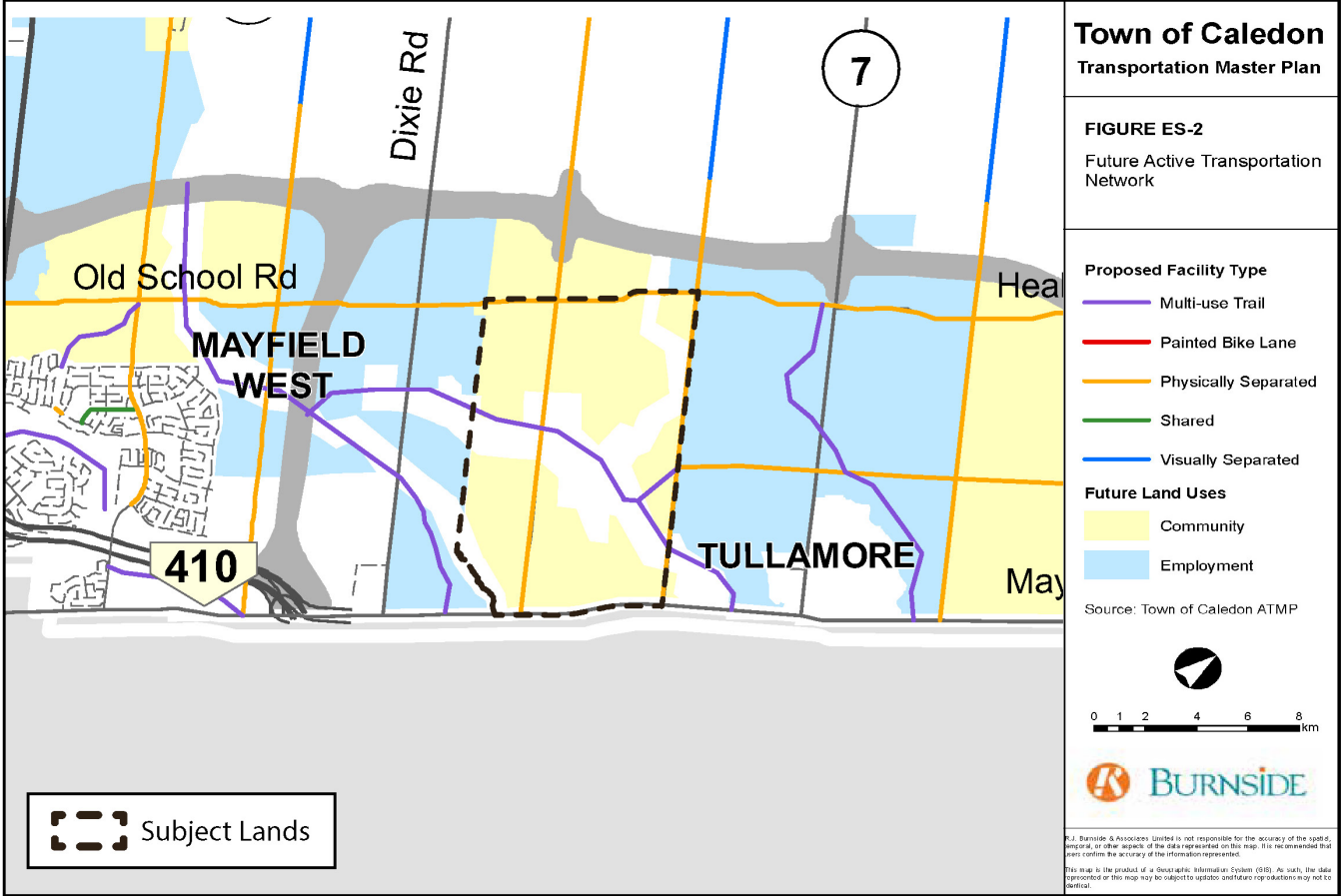
Active Transportation Network

Multi-Use Trail

- Running east-west through the site, connecting to physically separated bike lanes at Torbram Rd

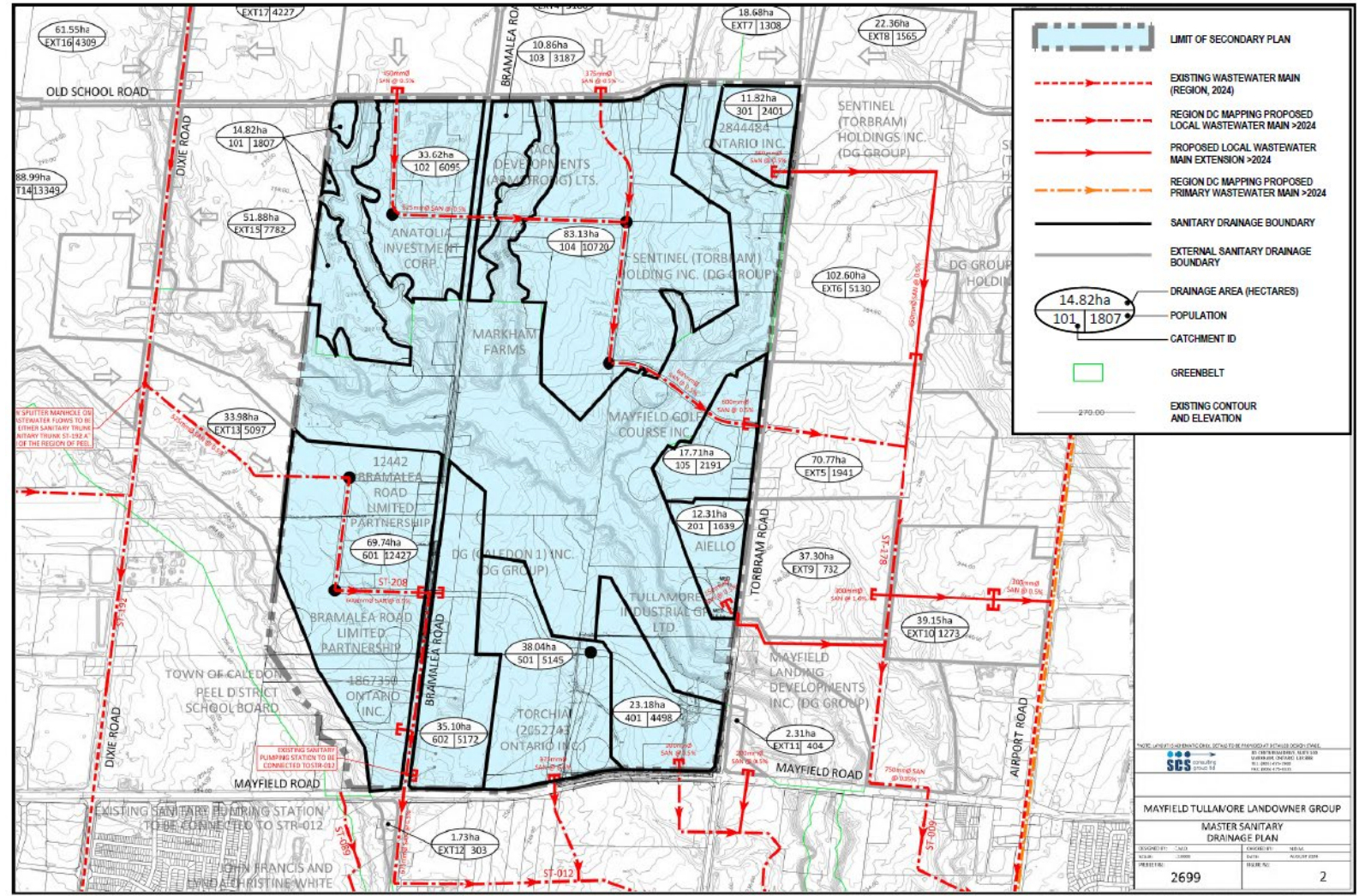
Physically separated cycling network:

- Bramalea Road, north-south, from Mayfield Road to King Street
- Torbram Rd, north-south, from Mayfield Road to north of the proposed Highway 413 Corridor
- Old School Road, east-west, from Winston Churchill Blvd to Airport Rd
- Proposed Road north of Mayfield Road, east-west, from Torbram Rd to The Gore Rd



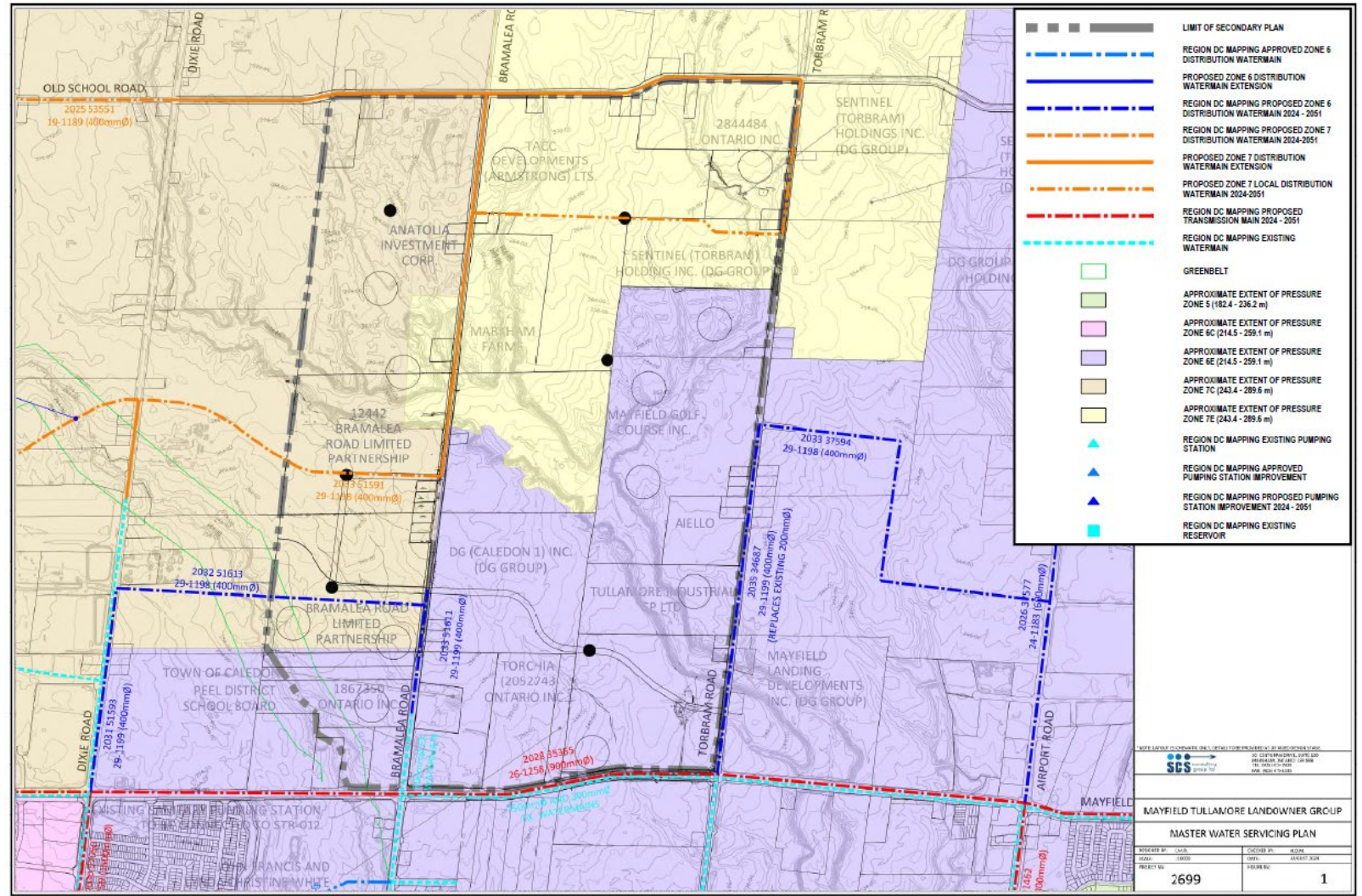
Servicing Solution – Master Sanitary Servicing Plan

- Serviced via connection to future wastewater mains to be extended through the developments to the east of Torbram Road and to the south of Mayfield Road
- Interim servicing options will be explored as part of the future sanitary servicing analysis



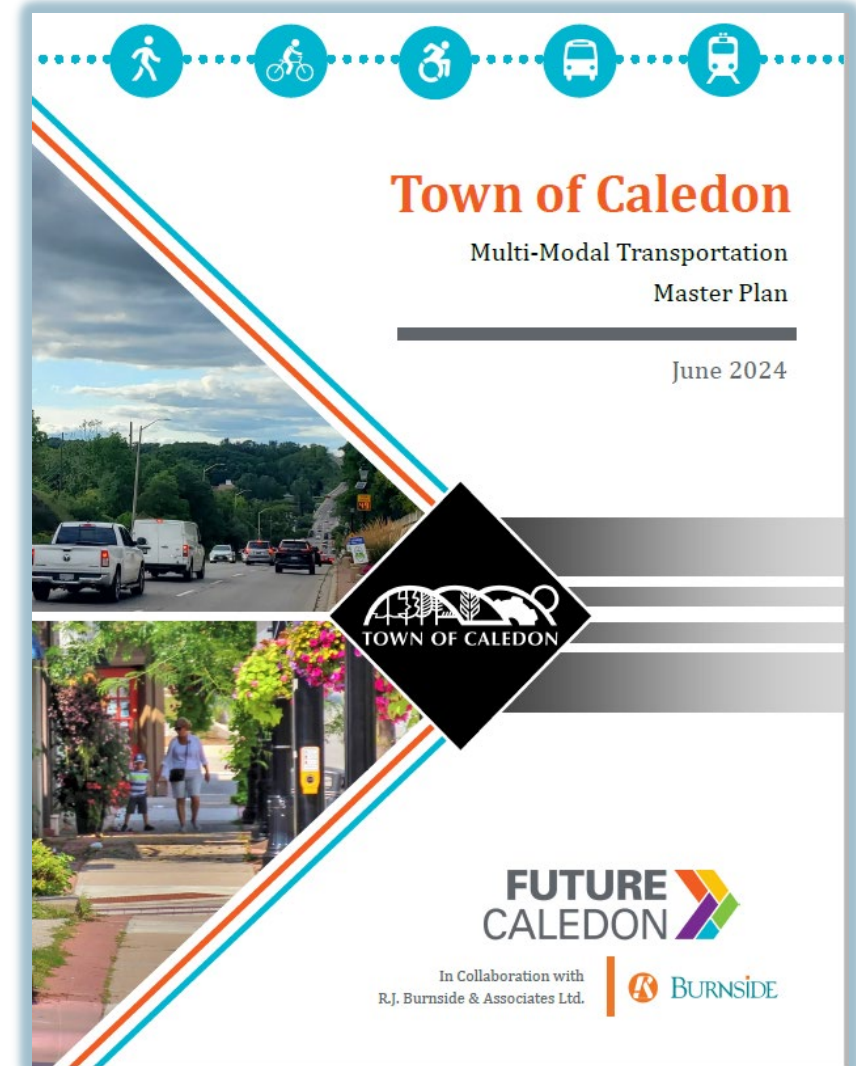
Servicing Solution – Master Water Servicing Plan

- Servicing will be provided by distribution mains planned by the Region and through connections to existing distribution mains.
- Interim servicing options will be explored as part of the future sanitary servicing analysis



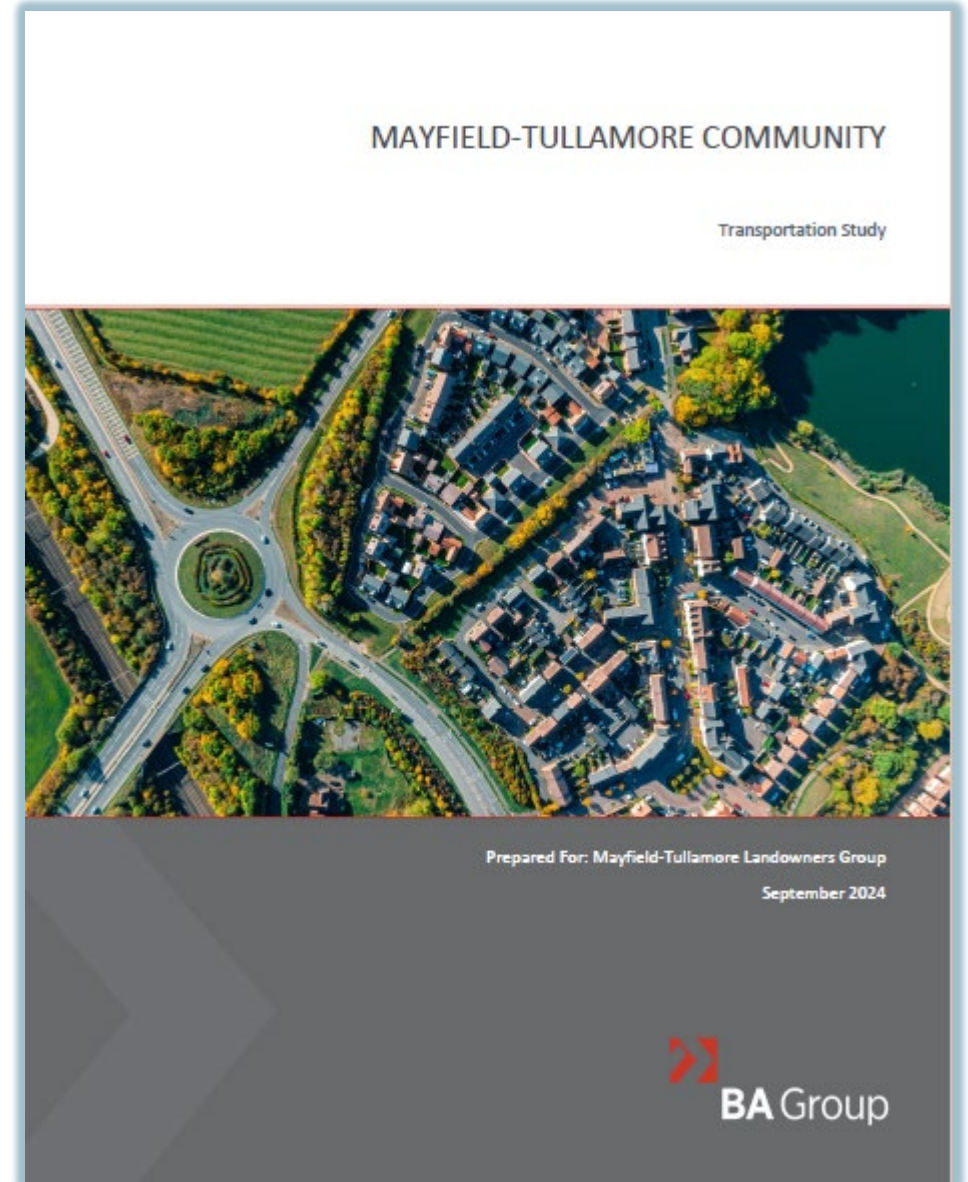
Town of Caledon's Multi-Modal Transportation Master Plan

- The Town of Caledon issued a Multi-Modal Transportation Master Plan (TMP) in June 2024
- This includes traffic forecasting, planned road networks, active transportation planning, and preliminary transit planning.



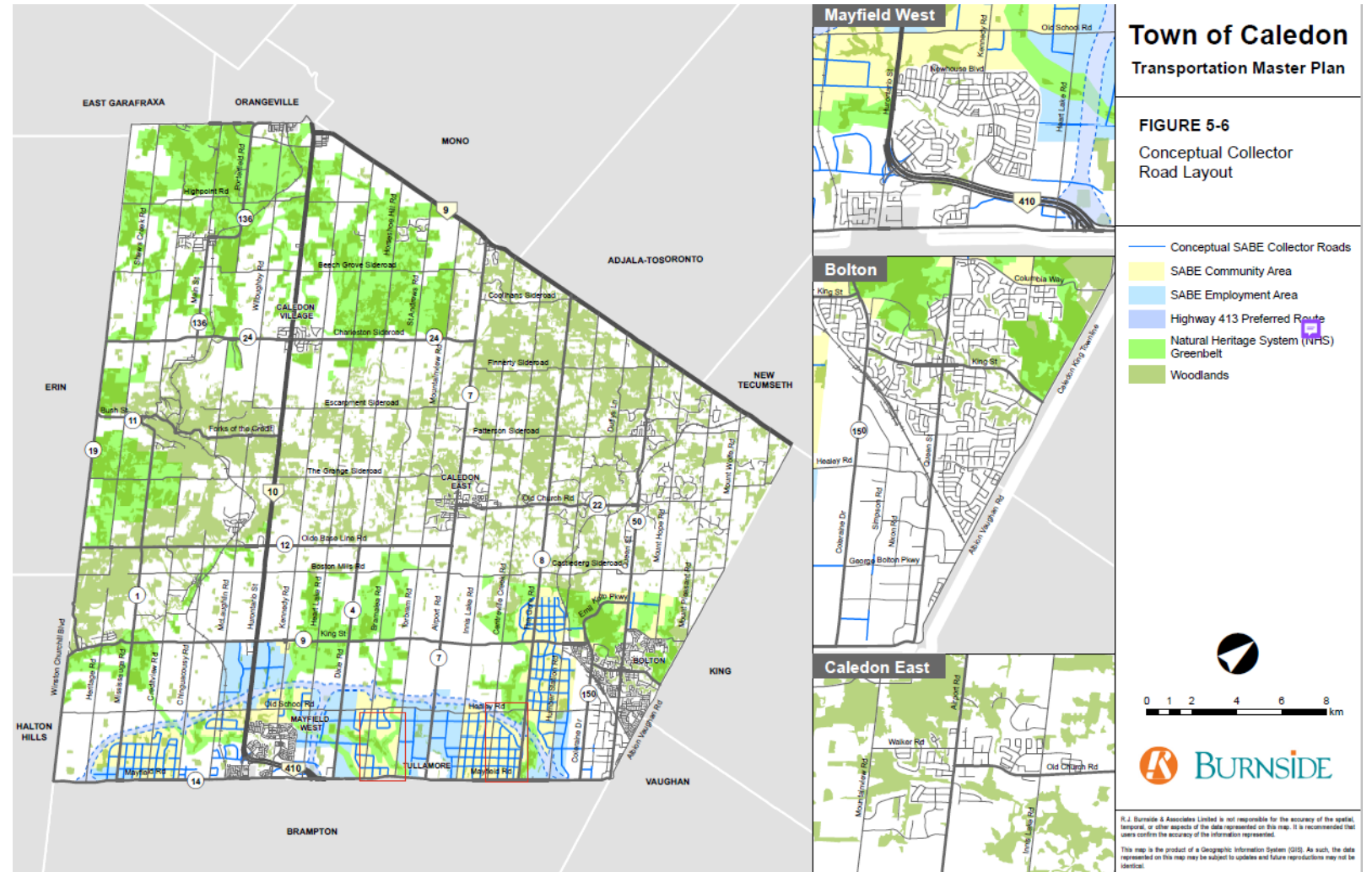
Transportation Study

- A transportation study in support of the Secondary Plan was submitted in September 2024
- This study was submitted to the Town of Caledon and Peel Region for comment.
- This study addresses traffic operations, road design, active transportation, and public transit issues related to the project.
- This takes the findings of the Town's TMP and provides a finer-grained review specific to the Secondary Plan area.
- New collector roads identified in the study are subject to the Municipal Class Environmental Assessment process.

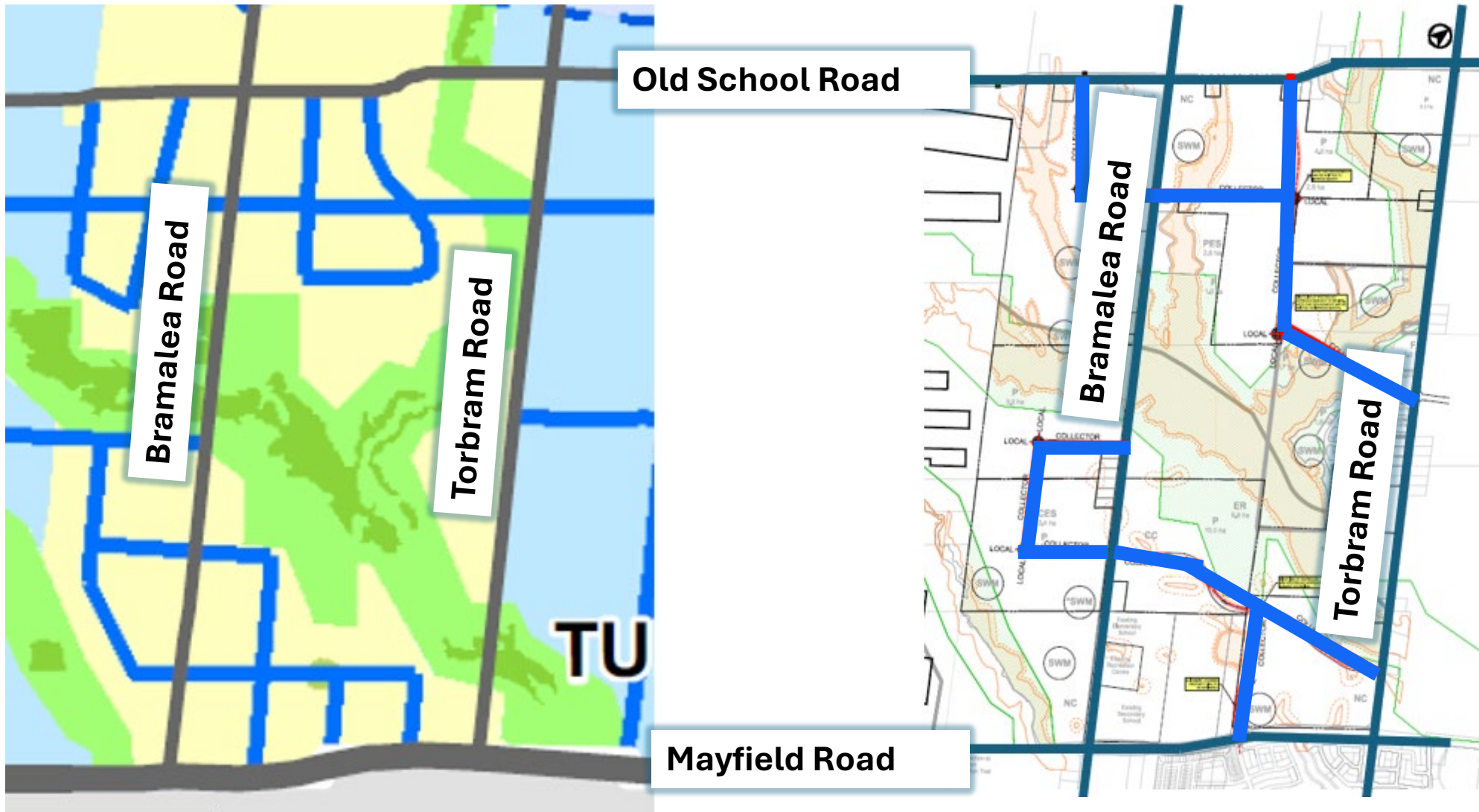


Collector Road Pattern – Caledon TMP

- The TMP identifies a conceptual alignment for a new collector road network for the community.
- New collector roads identified in the TMP are subject to the Municipal Class Environmental Assessment process.
- All roads in the TMP must undergo detailed design.

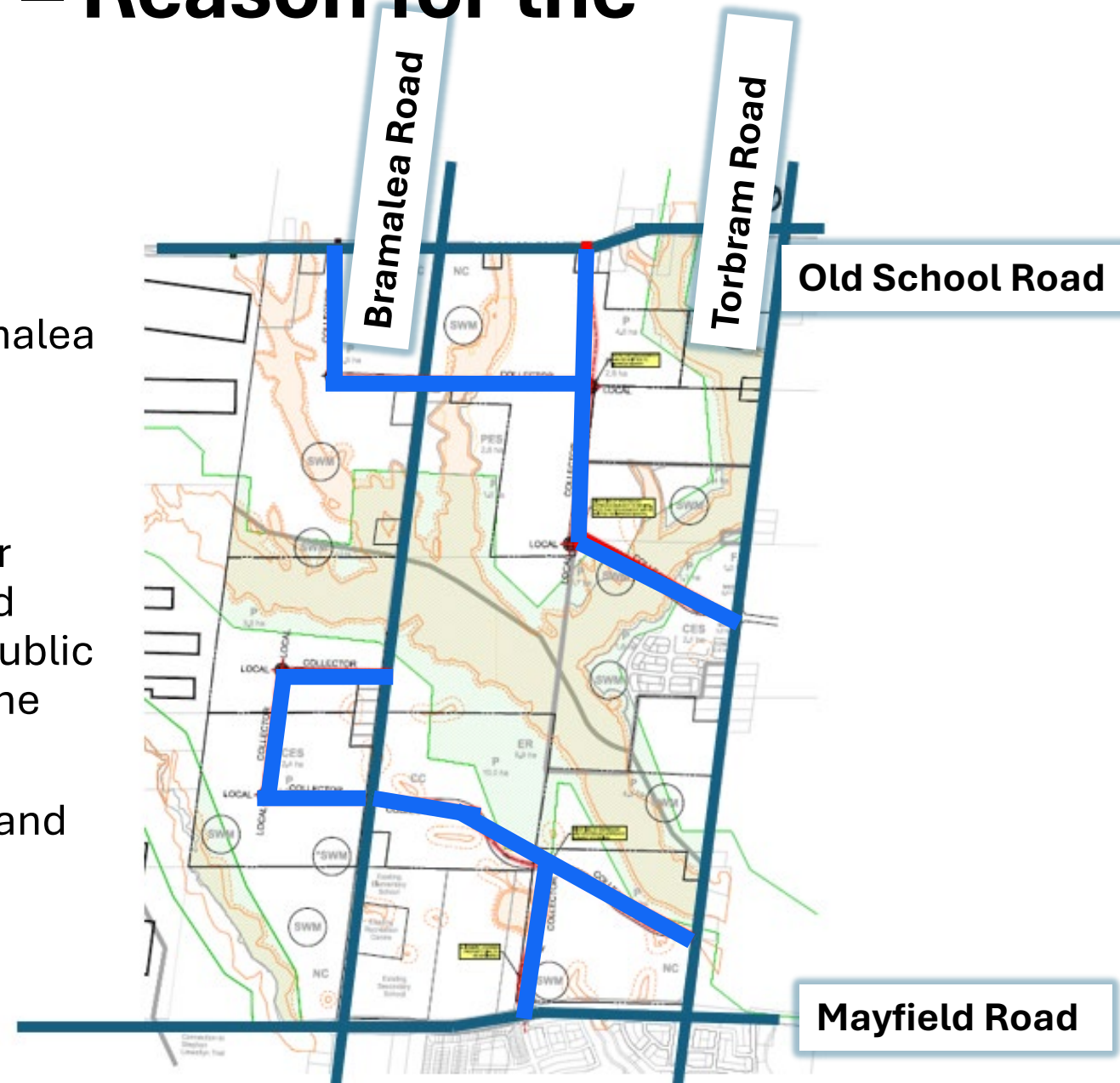


Collector Road Pattern – Comparison



Collector Road Pattern – Reason for the Proposed Changes

- Removed collector road links between Bramalea and Dixie. This is to prevent traffic from travelling through the community between Highway 413 and the employment area.
- Reduced the number and length of collector roads through the community. The proposed network meets the vehicular connectivity, public transit, and active transportation needs of the community.
- Rationalized connections to Mayfield Road and Torbram Road.

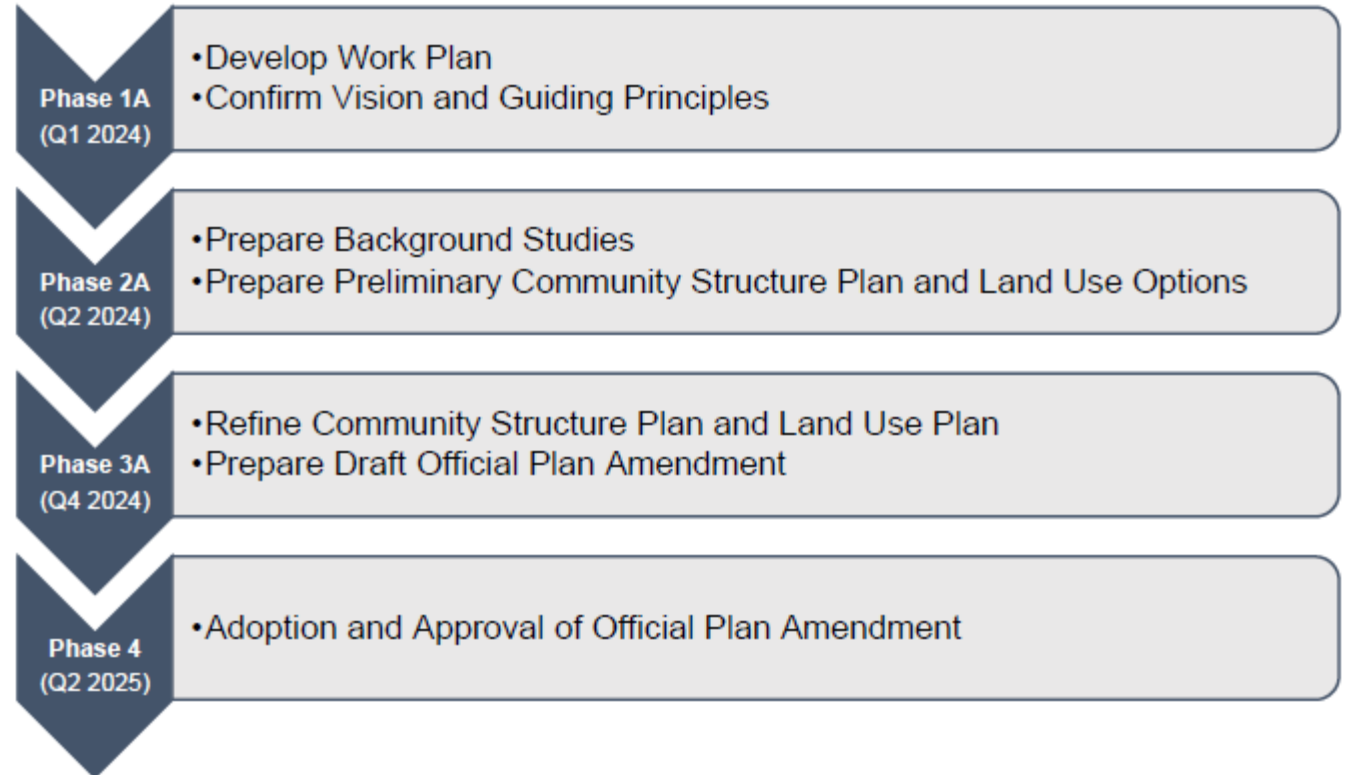


Collector Roads – Next Steps

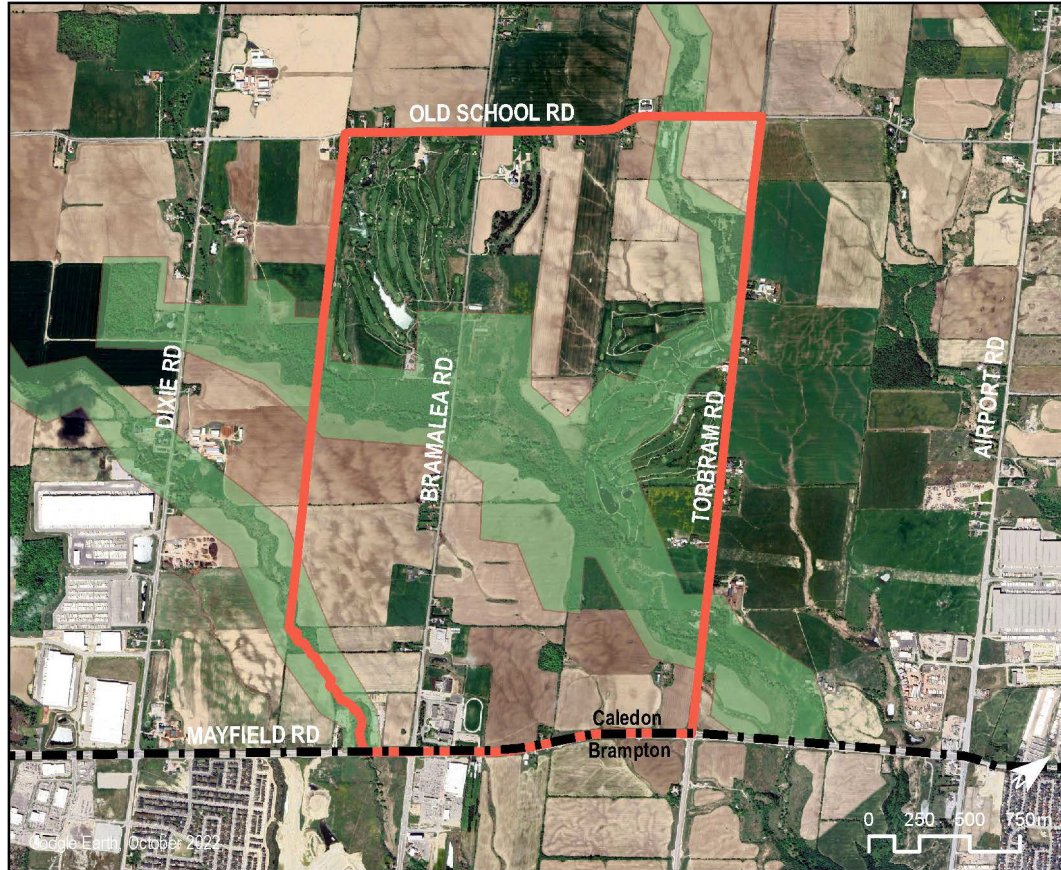
- The Collector roads will undergo a Schedule C, Class Environmental Assessment (EA) process to confirm the alignments
- The EA will evaluate alternative conceptual designs of the collector roads.
- This EA will take into account the existing environment, public and review agency input, anticipated environmental effects and methods of minimizing negative impacts and maximizing positive effects.
- To determine the preferred alignment, the potential impacts of the alternative designs will be reviewed. This is based on conceptual design and not detailed design of the roads.
- Class EA process includes public consultation on the design and completion of an Environmental Study Report that is subject to public comment.
- Following completion of the Class EA process detailed design will be undertaken.

Next Steps

- Confirmation of Complete Application
- Town’s Peer Review and Agency Circulation
- Refine Draft Official Plan Amendment based on input
- Statutory Public Meeting
- Official Plan Amendment Council Approval



Q&A Period



- Subject Lands
- Greenbelt Plan
- Municipal Boundary

