

Application Submitted

Site Plan Control

OP/Zoning By-law Amendment

Draft Plan of Subdivision

Block Plan

Secondary Plan

Office Use Only

Municipality: Brampton Caledon Mississauga

Date Received: _____ Planner: _____ Application No.: _____

Is this HDA revised from an earlier submission? Yes No

Property and Applicant

Address of Subject Land (Street Number/Name): 2650 Mayfield Road

Applicant

Name: KLM Planning Partners Inc. Telephone: 905.669.4055 E-mail: ashields@klmplanning.com

Registered Owner: Lormel Joint Venture Inc.

Proposal Description

Gross Floor Area: _____ Number of Storeys: _____ Number of Units: 199

Project Summary (describe how the project contributes to a healthy community)

Project consists of 199 detached residential dwellings on an underutilized parcel of land. Connections to the existing development to the west will be created to improve accessibility throughout the community. The proposed development is immediately south of both a public secondary school as well as a community park.

PEEL HEALTHY DEVELOPMENT ASSESSMENT (LARGE-SCALE)

Please indicate where and how a standard is met or exceeded in the Demonstration of Standard column with reference to a policy, plan, map or illustration of some kind in the Document/Policy Reference column. Please also tabulate points in the Score column based on whether the development proposal meets or does not meet a community design standard. For further instruction, refer to "How to Use this User Guide" on pages 2 and 3.

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual Score
DENSITY				
<p>1. All development on Designated <i>Greenfield Areas</i> shall achieve a minimum overall density target as prescribed by the Regional Official Plan in policies 5.5.4.2.1 and 5.5.4.2.2.</p> <p>Where the local municipality has established higher density targets, these higher targets will apply.</p>	<p>The minimum overall density target is not calculated on the basis of individual draft plans of subdivision. However, the the proposed draft plan achieves a density of 28.5 units per net hectare or 91.2 persons per net hectare, which exceeds the Region's target of 50 persons per hectare.</p>	<p>Draft Plan</p>	<p>5</p>	<p>5</p>
<p>2. All development in Designated <i>Urban Growth Centres</i> in the Region of Peel (i.e., Downtown Brampton and Mississauga City Centre) achieves a minimum overall density target of 200 people and jobs per hectare.</p> <p>Where the local municipality has established higher density targets, these higher targets will apply.</p>	<p>Lands not located in an Urban Growth Centre</p>	<p>N/A</p>		

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
SERVICE PROXIMITY				
Transit				
3. At least 50% of the development's proposed dwelling units are situated within 200m of a planned or existing transit stop.	Yes - there is an existing transit route along Mayfield Road immediately south of the subject lands.		2	2
4. Areas within 400m of a <i>Higher Order Transit</i> stop are developed to meet <i>Major Transit Station Area</i> density targets.	Not applicable.	Lands not within 400 metres of Higher Order Transit Stop	1	1
5. Access to transit from the proposed development is safe, attractive and direct for pedestrians.	Sidewalks will provide access to transit stops.		n/a	
Neighbourhood Community and Retail Services				
6. At least 75% of the proposed dwelling units are situated within 800m of three or more of the following planned or existing neighbourhood public services: <ul style="list-style-type: none"> • childcare facility • community garden • hospital or health clinic • public library • place of worship • adult/senior care facility • social service facility • performance or cultural space • post office • recreation centre 	Church located at south end of proposed development. Planned Community/Recreation Centre Planned commercial plazas in area, potential to include a walk-in type health clinic Planned elementary school can be used after hours as performance and cultural space. Planned elementary school can provide after school programs for childcare	See Draft Plan and Secondary Plan	2	2
7. 100% of the proposed dwelling units are within 800m of an existing or planned	Yes, planned Elementary school just west of McLaughlin.	Secondary Plan	1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
elementary school.				
8. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.	Yes, Brampton Christian School is JK-12. Proposed secondary school immediately north of subdivision		1	1
9. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.	Yes, park, woodlot and greenway corridor are proposed within the proposed development.		2	2
10. At least 75% of the proposed dwelling units are within 800m of 5,000m ² of personal service and commercial retail space, comprising a mix of uses such as a grocery store, pharmacy, bank, coffee, shop, restaurant, dry cleaner and hair salon.	Yes, plaza located at Hurontario and Mayfield Road includes Sobeys, Shoppers drugmart and Tim Hortons		2	2
11. <i>Convenience commercial</i> uses are present in key locations, including <i>greyfield</i> areas, <i>intensification areas</i> and <i>corridors</i> and <i>greenfield areas</i> .	Commercial uses being created as a result of Secondary Plan. Current commercial uses on the south east corner of Mayfield Road and Van Kirk Drive	Secondary Plan	2	2
Employment				
12. The development is within 10km (i.e., a 30 minute transit trip) of an existing or planned employment centre or urban centre.	Yes, there are employment lands planned with the Secondary Plan area and 8-9km from Brampton Urban Centre and in close proximity to the employment lands planned in Brampton at Mayfield Road and Highway 410		2	2
LAND USE MIX				
13. <i>Employment lands</i> include small scale amenity retail and services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement.	Yes, planned prestige industrial and commercial use in the Secondary Plan area to be connected at a transit hub		2	2
14. In combination, the following housing type groups make up	No, all singles proposed		2	0

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
at least 50% of the total units: <ul style="list-style-type: none"> • townhouses and multiplex • apartment buildings 				
15. The proposed development includes special housing types, such as senior's housing, long term care facilities and supportive or affordable housing.	Affordable housing to meet the requirements of the the Region of Peel and Habitat for Humanity will be provided in the community in accordance with the community-wide Development Staging and Sequencing Plan.	refer to DSSP	1	1
16. <i>Live-work units</i> and other employment-related uses compatible with residential uses are included in the proposed development.	No	N/A	2	0
17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	No multi-unit buildings or mixed use buildings are proposed. Commercial uses are being created within the community as a result of the Secondary Plan.	N/A	1	1
STREET CONNECTIVITY				
18. Infill development increases opportunities for street and pedestrian linkages and connectivity.	N/A	N/A		
19. In designated <i>Greenfield Areas</i> , street networks and off-road paths: <ul style="list-style-type: none"> • are <i>multi-modal</i> to provide choice to pedestrians and cyclists; and • make clear connections to existing routes and facilities. 	Street network makes connections to planned subdivision to the west and greenway corridor Collector Roads B and E, immediately adjacent to the subject lands are proposed to include on-pavement bike lanes.	Draft Plan	1	1
20. Cul-de-sacs, crescent streets and loop roads are not utilized unless they are located near significant infrastructure,	Crescent street run alongside the Greenway corridor and the ORBY railway	Draft Plan	2	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
including highways and railways, or near natural features.				
21. Reverse frontage streets are not utilized.	None exist	Draft Plan	1	1
22. Residential blocks in the proposed development do not exceed 80x180m in size.	Only one block does exceed 180m length. All other blocks are well below 80 x 180	Draft Plan	3	2
23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.	9 intersections are included in the proposed development and they generally comply with this standard, which results in 76/sq.km when woodlots and greenlands blocks are excluded.	Draft Plan	3	2
24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes.	The proposed greenway trail will have connection from the street network of the proposed draft plan with further connection to the multi-use trail on Mayfield Rd.	Draft Plan	n/a	

STREETSCAPE CHARACTERISTICS

Pedestrian Amenities				
25. Neighbourhood public and retail services are located linearly along major roads to promote a main street environment, and are focused within community and mixed use nodes.	There are no retail uses proposed in the draft plan of subdivision. Area commercial/retail are located along major road. Immediately south is a plaza with a variety of services available. Planned commercial at McLaughlin and Mayfield is at key access points to he development	see Secondary Plan	2	2
26. All streets in low-density residential areas have sidewalks on each side that are at least 1.5m wide. All streets in medium- and high-density residential neighbourhoods, mixed-use areas and commercial areas	Sidewalks are currently proposed on only one side of the streets as per Section 3.4.1.1 of the Development Standards, Policies and Guidelines of the Town.	Development Standards, Policies and Guidelines of the Town.	1	0

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
have sidewalks on each side that are at least 2 m wide.				
27. A variety of street trees that are hardy, resilient, and low maintenance are planted at regular intervals (as specified by the municipality) adjacent to all streets.	Development planned to include street trees per requirements of Section 3.5.7 of the Development Standards, Policies and Guidelines of the Town of Caledon.	Development Standards, Policies and Guidelines of the Town.	1	1
28. All transit stations, major transit stations and major pedestrian routes have: <ul style="list-style-type: none"> • weather protection • seating • waste baskets • lighting • route information • bicycle parking 	N/A - there are no transit stations included in the proposed draft plan of subdivision.	N/A	1	1
Cycling Amenities				
29. A connected and destination-oriented bikeway network is provided throughout the community, including a variety of on- and off-street bikeway facilities. These provide an appropriate degree of separation from motorized traffic, taking into account the speed and volume of traffic on the street. These on-street bikeway facilities must include: <ul style="list-style-type: none"> • bicycle lanes • sharrows • signed routes • multi-use paths on the boulevard <p>Where there is a local Bicycle Plan, the bikeway network</p>	Collector Roads B and E are designed to include on-pavement bike lanes with connections to the multi-use trail on Mayfield Road Sidewalks are proposed on one side of the streets only as per Section 3.4.1.1 of the Development Standards, Policies and Guidelines of the Town of Caledon	Community Transportation Master Plan Development Standards, Policies and Guidelines of the Town of Caledon	1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
proposed in the Plan is implemented in the development area, and opportunities to enhance, or connect, the proposed bikeway network are identified.				
30. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.	Yes, multi-use trail proposed on Mayfield Road and within the Greenway Corridor as well as Collector Roads B and E are designed to include on-pavement bike lanes.	Community Transportation Master Plan	1	1
Lighting				
31. Residential and commercial streets in medium- to high-density neighbourhoods have pedestrian-scaled lighting and are limited to a height of 4.6m.	N/A the proposed development is a low density neighbourhood	N/A,	1	1
32. Lighting and light standards in public outdoor areas, such as pedestrian walkways, plazas, parks, play lots and parking areas, relate to the pedestrian and are limited to a height of 4.6m.	Yes, lighting and light standards will be Yes, in accordance with applicable standards found in Section 3.11 of the Development Standards, Policies and Guidelines of the Town of Caledon	Development Standards, Policies and Guidelines of the Town of Caledon	1	1
Traffic Calming				
33. In greenfield development, or where new streets are introduced through infill (re)development, traffic calming is achieved by using any of, but not limited to, the following: <ul style="list-style-type: none"> • minimum traffic lane widths • minimum number of traffic lanes in the roadway • Pedestrian-priority streets, woonerfs or home-zones 	Roads will be designed in accordance with Section 3.3.7 of the Development Standards, Policies and Guidelines of the Town of Caledon. All rights-of-way range from 18 to 22 metres and will provide two way traffic, with one lane in either direction. Roads will be properly signed, and inclusion of on-street parking on one side of the road will further result in slower traffic	Development Standards, Policies and Guidelines of the Town of Caledon	3	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
(i.e., the speed limit is under 15km/hr and vehicles must yield to pedestrians and cyclists)				
34. Traffic calming elements are designed to increase comfort and safety for means of active transportation, so as not to unduly create hazards or obstacles for pedestrians or cyclists.	Proposed public roads will be designed in accordance with Section 3.3.7 of the Development Standards, Policies and Guidelines of the Town of Caledon. Sidewalks are proposed on one side of the street. Greenway corridor provides pathway connection to multi-use paths along Mayfield. Collector Roads B and E adjacent to the subject lands.	Development Standards, Policies and Guidelines of the Town of Caledon	n/a	
EFFICIENT PARKING				
35. Provide reduced automobile parking ratios for: <ul style="list-style-type: none"> • buildings and other facilities within 400m of a higher order transit stops; and, • apartments/condominiums offering car share parking spaces. 	N/A		1	1
36. Efficient use of parking is promoted by identifying systems for sharing parking spaces by two or more user groups at different times of the day or week (e.g., weekday use by office staff and evening/weekend use by restaurant clientele).	N/A		1	1
37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop.	N/A		2	2
38. 50% or more of residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.	Parking will be provided in the front yard		2	0

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>39. For multi-storey residential dwelling units, institutional and employment uses, parking is located away from the street to the rear or to the side, or is located underground.</p>	<p>N/A</p>		<p>2</p>	<p>2</p>
<p>40. Where surface parking is provided, it is designed to minimize negative aesthetic and environmental impacts. This can be achieved by incorporating the following into the parking lot design:</p> <ul style="list-style-type: none"> • pedestrian access, connectivity and circulation • tree planting • landscaping • stormwater management • porous/permeable surfaces • light-coloured materials instead of black asphalt 	<p>Dwellings are single detached, appropriate front yard landscaping will be provided</p>		<p>2</p>	<p>2</p>

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

DENSITY

Density targets

- (Tick correct box) Greenfield targets
 Urban Growth Centre targets

SERVICE PROXIMITY

Transit proximity

Major Transit Station Area targets

Safe & comfortable transit access

Proximity to neighbourhood public services

Proximity to elementary school

Proximity to secondary school

Proximity to park, square or natural space

Proximity to commercial retail

Convenience commercial in key locations

Proximity to employment or urban centre

LAND USE MIX

Employment Lands

Housing diversity

Special Housing

Live-Work units and other employment uses

Retail uses on ground floor

STREET CONNECTIVITY

Improved connectivity

- Infill development
 Greenfield development

Non-grid streets avoided

Reverse-frontage streets avoided

Small residential blocks

Frequent intersections

Active transportation connectivity

5/5
5/5

13/15

2/2

1/1

N/A

2/2

1/1

1/1

2/2

2/2

2/2

2/2

4/8

2/2

0/2

1/1

2/2

1/1

8/10

1/1

2/2

1/1

2/3

2/3

N/A

STREETSCAPE CHARACTERISTICS

Linear and nodal commercial development

Sidewalks

Street trees

Transit Station amenities

Connected bike network

Proximity to bike network

Lighting on residential/commercial streets

Public outdoor lighting

Traffic calming

Traffic calming enhances comfort and safety

EFFICIENT PARKING

Provide reduced parking ratios

Identify systems for shared parking spaces

Unbundled parking

Parking location (single-storey residential)

Parking location (other)

Above-ground parking design

TOTAL*:

GOLD:

SILVER:

BRONZE:

PASS:

10/12

2/2

1/1

1/1

1/1

1/1

1/1

1/1

1/1

2/3

N/A

8/10

1/1

1/1

2/2

0/2

2/2

2/2

48/60

80-100%

70-79%

60-69%

50-59%

*Should certain standards not apply, the total score will be reduced accordingly.