

## 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): Tullamore Northwest Employment Secondary Plan

**Applicant**  
Name: Jessica Kwan Telephone: 416-220-1208 E-mail: jessica.kwan@broccolini.com Registered Owner: Broccolini Airport Road Limited Partnership, by its general partner, Broccolini Airport Road GP INC.

### Proposal Description

Gross Floor Area: N/A Number of Storeys: N/A Number of Units: N/A

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

The proposed Official Plan Amendment application is being submitted for the purposes of developing a Secondary Plan for an employment area that will provide job opportunities to nearby residents. The Secondary Plan proposes a policy framework to provide opportunities for a future connected network of streets to support future active transportation and transit opportunities. The Secondary Plan area is surrounded by ample environmental sensitive lands that will be retained and protected through proposed Secondary Plan policies that will enforce responsible site planning once lands advance for individual development.

## PEEL ICI 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
<b>DENSITY</b>				
<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 5.4.19.6 and 5.4.19.7.</p> <p>Where the local municipality has established higher density targets, these higher targets will apply. Employment (commercial, retail, light industrial ) and institutional areas/ developments shall consider a higher density target than the established local municipality, if feasible.</p> <p>If the large-scale employment or institutional area/ development application does not contain details about density considerations,</p>	<p>The proposed Secondary Plan will include policies that allows flexibility to incorporate higher density developments that would contribute to creating additional jobs to support the residents of the area.</p>	<p>Planning Justification Report</p>	<p>5</p>	<p>5</p>

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual Score
<b>DENSITY</b>				
provide written detail about how density standards could be achieved at the site plan.			5	
<p>2. All development in Designated <i>Urban Growth Centres</i> in the Region of Peel (i.e., Downtown Brampton, Downtown Mississauga and Intensification Areas) 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. Employment (commercial, retail, light industrial) and institutional areas/developments shall consider a higher density target than established by the local municipality, if feasible.</p> <p>If the large-scale employment or institutional area/development application does not contain details about density considerations, provide written detail about how density standards could be achieved at the site plan.</p>	The proposed development is not located within a designated Urban Growth Centre within the Region of Peel	N/A		N/A

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
SERVICE PROXIMITY				
Transit				
3. 100% of the functional entries in the proposed development are situated within a 400-meter walking distance of an existing or planned transit stop (as identified by Brampton Transit, MiWay or Go Transit) or 800-meters of higher order transit stop.	The Town of Caledon does not currently have its own transit system, but areas that abut Mayfield Road as the border between Caledon and Brampton benefit from extensions of Brampton Transit routes. The closest transit stop at 12203 Airport Rd is located approximately 1.2km of the Subject Site. There will be opportunity to improve transit frequency and extensions as the area is more developed.	N/A	2	N/A
4. Areas within 800m of a <i>Higher Order Transit</i> stop are developed to meet <i>Major Transit Station Area</i> density targets.	The proposed Secondary Plan area is not located within 800m of a Higher Order Transit stop.	N/A	1	N/A
5. Access to transit from the proposed development is safe, attractive and direct for pedestrians: •Pathway to transit site is paved (or equivalent measure) and provides direct access to pedestrians (1 point) •Pathway to transit site contains pedestrian scaled lighting (1 point) •Pathway to transit site incorporates landscape treatments (including but not limited to, permeable paving for pathway connections, deciduous/coniferous trees ) that improve the environment for pedestrians (1 point)	N/A	N/A	3	N/A
Services and Retail				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>6. At least 75% of the proposed functional entrances are situated within 800m of 6 or more diverse uses, including:</p> <ul style="list-style-type: none"> <li>Grocery Store or Supermarkets ( 1 point)</li> <li>Full Service restaurant, cafe, or diner that does not provide a drive-thru ( 1 point)</li> <li>And any of the four from the following categories (4 points):</li> </ul> <p>Community Service Retail:</p> <ul style="list-style-type: none"> <li>Convenience store</li> <li>Hardware Store</li> <li>Pharmacy</li> <li>Other retail</li> </ul> <p>Services:</p> <ul style="list-style-type: none"> <li>Bank</li> <li>Family Entertainment venue (e.g. theatre, sports)</li> <li>Gym, health club, exercise studio</li> <li>Hair care</li> <li>Laundry, dry cleaner</li> </ul> <p>Civic and Community Facilities:</p> <ul style="list-style-type: none"> <li>Adult or senior care (licensed)</li> <li>Child care (licensed)</li> <li>Community or recreation centre</li> <li>Cultural or arts facility</li> <li>Educational facility</li> <li>Government office that services the public on site</li> <li>Medical Centre or office that treats patients</li> <li>Place of worship</li> </ul>	<p>The lands within the proposed Secondary Plan area have recently been expanded within the Region's settlement area. Therefore, much of the adjacent lands remain undeveloped and are currently being developed. The closest services are located just over 1km away to the south at the intersection of Airport Road and Mayfield.</p>	<p>Planning Justification Report</p>	<p>6</p>	<p>N/A</p>

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<ul style="list-style-type: none"> <li>• Post Office</li> <li>• Public Park</li> <li>• Public library</li> <li>• Open community spaces such as squares or plazas</li> </ul>			6	
7. The functional entry of the proposed development is within 800-meter walking distance of a planned or proposed natural open space, green space, or public square that contains pedestrian infrastructure (e.g. walking path).	The Secondary Plan area is surrounded by natural open space that will be retained.	Master Environmental Servicing Report	2	2
8. <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> .	The Secondary Plan area is proposed to consist of employment uses. Under Bill 97, commercial uses can only be provided accessory to the main employment use. Types of accessory uses will be determined at the rezoning stage. However, existing convenience commercial uses are located at the Mayfield and Airport Road intersection	Planning Justification Report	2	2
<b>Cycling Infrastructure</b>				
9. At least 75% of the project's functional entrances are within 400 meters of an existing or planned cycling network that is connected to higher order transit.	The Secondary Plan area is surrounded by 2 existing cycling facilities, MUPs on Mayfield Rd and Airport Rd. As part of future site-specific application, additional cycling supportive infrastructure will be considered to enhance the TDM for the area.	Traffic Impact Study	1	1
<b>LAND USE MIX</b>				
10. Where permitted, employment lands include small scale amenity retail services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement.	The Secondary Plan area is proposed to consist of employment uses. Under Bill 97, commercial uses can only be provided accessory to the main employment use. Types of accessory retail services and uses will be determined at the rezoning stage. Transit does not currently exist in the Town of Caledon but it can be access just over 1km away at the City of Brampton at Mayfield and Airport. Existing cycling infrastructure are located on Airport and Mayfield and will be further enhances as the area develops and other arterial/collector roads are upgraded or constructed.	Planning Justification Report	2	2
11. Retail uses on the ground floor are provided in institutional, commercial and light industrial buildings.	The Secondary Plan area is proposed to consist of employment uses. Under Bill 97, commercial uses can only be provided accessory to the main employment use. Types of accessory retail services and uses will be determined at the rezoning stage.	Planning Justification Report	1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
12. The proposed development contains a mix of allowable land uses as per zoning regulations and includes a minimum of three different uses on the project site (e.g., retail, commercial, office, light, industrial, institutional, hospitality, park or recreation) or other additional uses as permitted under the zoning designation.	The Secondary Plan area is proposed to consist of employment uses. Under Bill 97, commercial uses can only be provided accessory to the main employment use. Opportunities to include different types of accessory services and uses will be determined at the rezoning stage.	Planning Justification Report	3	3
<b>STREET CONNECTIVITY</b>				
13. The proposed development contains complete streets, designated for safety and security of all users, including pedestrians, cyclists, motorists and transit riders of all ages and abilities. Street-networks and off-road paths are multi-modal and separated by mode to provide safety and choice to pedestrians and cyclists and make clear connections (signage should be incorporated) to existing routes and facilities.	Mayfield Rd and Airport Road are currently equipped with MUPs. As the area develops and as arterial/collector roads are upgraded, opportunities for further enhancement to ensure complete streets will be incorporated into the area	Traffic Impact Study	1	1
14. Cul-de-sacs, crescent streets and loop roads are not utilized unless they are located near significant infrastructure, including highways and railways, or near natural features. If these features are present, then pedestrian paths are established to allow for a cut-through in the middle of the longer blocks.	No cul-de-sacs, crescent streets and loop roads are proposed.	Traffic Impact Study	2	2
15. Reverse frontage streets are not utilized.	Reverse frontage streets are not proposed	Planning Justification Report	1	1
16. Commercial, retail, institutional or light industrial blocks in the proposed development do not exceed 80x180m in size.	Block sizes will be determined at site-specific subdivision and/or site plan applications	N/A	3	N/A

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
17. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.	Due to the existing natural heritage features through the Secondary Plan area, intersections with street block at 75/sq.km would prove to be difficult. The proposed road network will be further reviewed through site-specific applications to analyze feasibility and implementation of roads and street blocks sizes.	N/A	3	N/A
18. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes and are available for general public use.	Sidewalks and MUPs currently exist on Mayfield Rd and Airport Rd. As the area develops, the street network and MUPs will be enhanced	N/A	n/a	N/A
<b>STREETSCAPE CHARACTERISTICS</b>				
<b>On-site Amenity Areas</b>				
19. On-site common outdoor amenity, social gathering or recreation spaces are provided and contain: <ul style="list-style-type: none"> <li>• Appropriate green space of natural open space,</li> <li>• Adequate amount of seating,</li> <li>• Covered all-weather seating,</li> <li>• Mixed-used space and street furniture,</li> <li>• Weather protection and shade along pedestrian pathways,</li> <li>• Waste baskets</li> </ul>	The secondary plan area is surrounded by natural green and open spaces that will remain and be protected as the area gradually develops and can be used and enjoyed by the general public. Specific on-site common outdoor amenity and social gathering spaces will be further review on a site-specific basis as each land comes forward to be developed and will be reviewed and provided through the site plan review process.	Master Environmental Servicing Report	1	1
<b>Pedestrian Amenities</b>				
20. All streets in industrial areas have sidewalks on each side of the street which are at least 1.8 m wide. Where is it only possible to include a sidewalk on one side of the street, ensure it is a minimum of 2.0 metres.  All streets in medium- and high-density institutional, retail and commercial areas have sidewalks on each side that are at least 2.0 m wide, or wider than the minimum local municipal standard and are on both sides of the street.	Airport Road is currently being upgraded by the Region of Peel which will include 2.0m wide sidewalks on both sides. EA's for both Torbram Road and Old School Road will be undertaken by the Town, which will also implement sidewalks on both sides of the streets. For any other roads internal to the Secondary Plan area, the design and cross-sections will be reviewed by Town staff at the site-specific development stages when and where roads will be dedicated to the Town.	Traffic Impact Study	1	1



Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
21. Functional building entrances for institutional, commercial, and industrial uses are oriented towards the street and are clearly identifiable and prominent with direct access to public sidewalk, pedestrian connections and transit facilities.	Caledon Town-wide Design Guidelines provides guidance on the delivery of high-quality streetscapes, building design, and site design for employment lands. One of the criteria in the Town's Guidelines is to ensure that entrances are oriented towards the street. This will be implemented for each building and development at the site plan review process.	N/A	2	N/A
22. 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 and provide increased shading on the pedestrian path.	Caledon Town-wide Design Guidelines provides guidance and requirements to integrate buffer and/or robust landscape planting features along streetscapes to create attractive environments that promote infiltration and reduce urban heat island effect. This will be implemented for each development at the site plan review process.	N/A	1	N/A
23. All major pedestrian routes, transit stations and major transit stations have the following features, which are adequate to meet the projected demand on-site: <ul style="list-style-type: none"> <li>• weather protection</li> <li>• seating</li> <li>• waste baskets</li> <li>• lighting</li> <li>• route information</li> <li>• bicycle parking</li> </ul>	At the detailed design stage during site plan review process, these features will be reviewed for their appropriateness and implement into each development. Caledon currently does not have their own transit system so certain features as part of transit stations cannot be provided.	N/A	1	N/A
Lighting				
24. Streets in employment areas and institutional areas have pedestrian-scaled lighting and are limited to a height of 4.6 meters.	Streetlights on existing roads within the Secondary Plan are to be installed by the Region (Airport Road) and the Town (Old School Road and Torbram Road). Any other new roads determined through future development applications will be designed with streetlights designed in accordance with Town and Regional requirements.	N/A	1	N/A
25. Lighting and light standards in public outdoor areas, such as pedestrian walkways, pathways to transit stops, common amenity or recreation spaces, plazas and parking areas relate to the pedestrian and are limited to a height of 4.6 meters.	No lighting or light standards will be implemented as part of this Secondary Plan stage. These details may be implement in site-specific draft plan or site plan review applications.	N/A	1	N/A
Cycling Amenities				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>26. A connected and destination-oriented cycling network is provided throughout the proposed development, 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:</p> <ul style="list-style-type: none"> <li>• bicycle lanes</li> <li>• sharrows</li> <li>• signed routes</li> <li>• multi-use paths on the boulevard</li> </ul> <p>In areas where the anticipated higher truck volume, on-street bikeway facilities should provide a greater degree of separation from motorized traffic.</p> <p>Where there is a local Bicycle Plan, the bikeway network proposed in the Plan is implemented in the development area, and opportunities to enhance, or connect, the proposed bikeway network are identified.</p>	<p>The Region of Peel and Town of Caledon outlines a 32% sustainable mode share target within the Town of Caledon for 2041.</p> <p>To support the Town and Region's sustainable mode share targets, the Tullamore North Employment Area will implement a transportation demand management strategy that enhances the viability of sustainable transportation modes through the following measures that will be considered as part of future site-specific applications:</p> <ul style="list-style-type: none"> <li>o Real-Time Transit Information Screens</li> <li>o Wayfinding Signage</li> <li>o Cycling Supportive Infrastructure</li> <li>o Electric Vehicle Infrastructure</li> <li>o Carpooling Opportunities</li> <li>o Smart Commute Opportunities</li> <li>o Priority Rideshare and Pick-Up/Drop-Off Areas</li> </ul> <p>The comprehensive development of the Secondary Plan lands, particularly the non-participating landowner lands, can continue to advance through further discussions with the Town.</p>	Traffic Impact Study	1	1
Traffic Calming				
<p>27. 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.</p>	N/A	N/A	N/A	N/A

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>28. 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:</p> <ul style="list-style-type: none"> <li>• Minimum traffic lane widths</li> <li>• Minimum number of traffic lanes in the roadway</li> <li>• Separated and protected bike lanes</li> <li>• Traffic Islands</li> <li>• Curb extensions to visually highlight pedestrians and slow traffic</li> <li>• Pedestrian-priority streets, woonerfs or home-zones (i.e., the speed limit is under 15km/hr and vehicles must yield to pedestrians and cyclists)</li> </ul>	<p>A comprehensive multi-modal safety review will be prepared as part of future site-specific application(s), once the internal collector road network is confirmed. This will include a review of the proposed internal collector road network geometry. Furthermore, traffic calming measures will be reviewed to be implemented as part of future work to support multi-modal safety within the Secondary Plan.</p>	N/A	3	N/A
<b>EFFICIENT PARKING</b>				
<p>29. Limit Automobile parking in industrial, commercial and institutional project sites through:</p> <ul style="list-style-type: none"> <li>• Adhering to minimum parking requirements as per the local parking by-law, or</li> <li>• A parking reduction approved through a minor variance on the site.</li> </ul>	<p>The Town's Future Caledon Official Plan states its intention to reduce single-occupant vehicle dependency by supporting and promoting sustainable modes of transportation. Minimum parking requirements or reductions will be reviewed and implemented through site-specific rezoning applications</p>	N/A	2	N/A
<p>30. 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).</p>	<p>Efficient use of parking, including sharing parking spaces by two or more groups will be further reviewed through site-specific rezoning and/or site plan applications</p>	N/A	1	N/A
<p>31. Where zoning by-laws permit provide reduced automobile parking ratios for buildings and other facilities within 800 meters of a higher order transit stop.</p>	<p>There are no higher order transit stops within 800 metres of the proposed Secondary Plan area</p>	N/A	1	N/A

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
32. For institutional and employment uses, parking is located away from the street to the rear or to the side or is located underground.	Parking locations will be reviewed through site-specific rezoning and site plan applications	N/A	2	N/A
33. For commercial, industrial and institutional areas within 400m of higher order transit, provide at least 10 additional publicly accessible, short term bicycle parking spaces per building on the project site or within the public boulevard in addition to the bicycle parking required from the local bicycle parking standards.	There are no higher order transit within 400m of the Secondary Plan area	N/A	N/A	N/A
34. 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: <ul style="list-style-type: none"> <li>• pedestrian access, connectivity and circulation</li> <li>• tree planting</li> <li>• landscaping</li> <li>• stormwater management</li> <li>• porous/permeable surfaces</li> <li>• light-coloured materials instead of black asphalt</li> </ul>	Parking lot design will be implemented through site-specific rezoning and site plan applications, including minimum landscape requirements, pedestrian access/connectivity, and materiality	N/A	2	N/A

# HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

## DENSITY

Density targets

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

5/5

5/5

## SERVICE PROXIMITY

Transit proximity

Major Transit Station Area targets

Safe & comfortable transit access

Proximity to public services and retail

Proximity to park, square or open space

Convenience commercial in key locations

Proximity to cycling network

5/5 /17

-2-

-1-

-3-

2/2

-6-

2/2

1/1

## LAND USE MIX

Employment Lands

Retail uses on ground floor

Mix of land uses

6/6

2/2

1/1

3/3

## STREET CONNECTIVITY

Complete Streets

Non-grid streets avoided

Reverse-frontage streets avoided

Active transportation connectivity

Small blocks

Frequent intersections

4/4 -10

1/1

2/2

1 /1

N/A

-3-

-3-

## STREETSCAPE CHARACTERISTICS 3/3 /12-

On-site amenity areas

Linear and nodal ICI development

Sidewalks

Street trees

Pedestrian route and transit station amenities

Connected bike network

Lighting ICI areas

Public outdoor lighting

Traffic calming

Traffic calming enhances comfort and safety

1/1

-2-

1/1

-1-

-1-

1/1

-1-

-1-

-3-

N/A

## EFFICIENT PARKING

N/A -8---

Limit Automobile Parking

Provide reduced parking ratios

Identify systems for shared parking spaces

Parking location

Above-ground parking design

Bicycle parking

-2-

-1-

-1-

-2---

-2-

N/A

## TOTAL\*:

23/23 -58-

GOLD:

SILVER:

BRONZE:

PASS:

80-100%

70-79%

60-69%

50-59%

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