

Application Submitted

Site Plan Control
Secondary Plan

OP/Zoning By-law Amendment

Draft Plan of Subdivision

Block 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): _____

Applicant

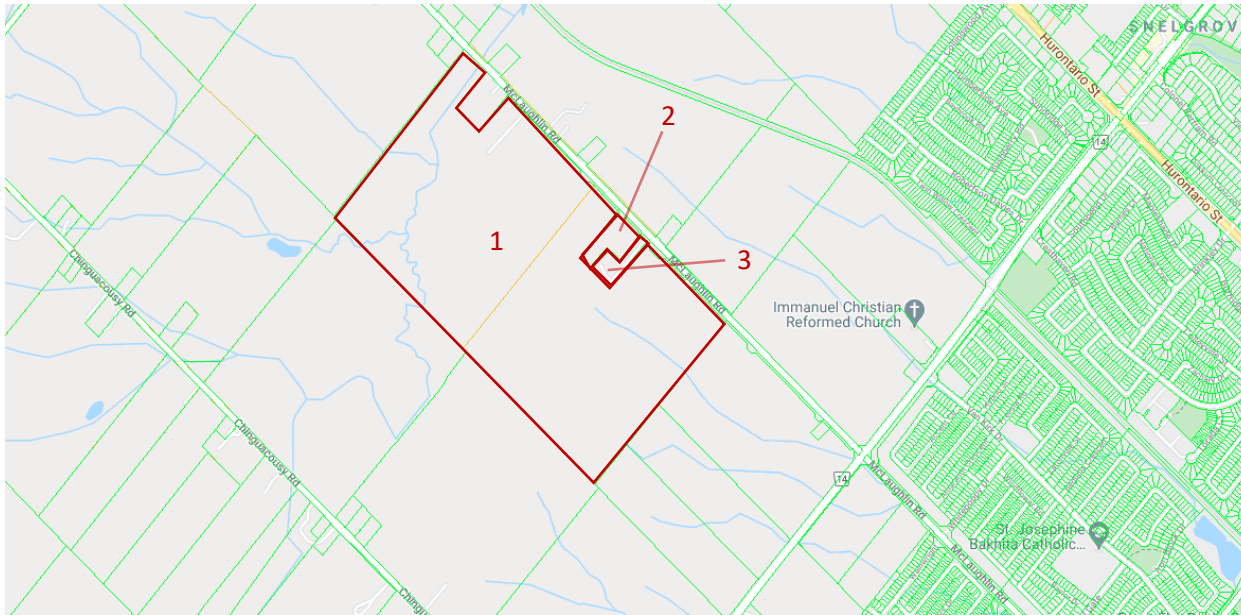
Name: _____ Telephone: _____ E-mail: _____
Registered Owner: _____

Proposal Description

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

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

Legal Description



| Parcel # | Address | Owner | Legal Description | PIN | Area |
|----------|---------|------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------------------|
| 1 | n/a | CALEDON DEVELOPMENT LP; CALEDON DEVELOPMENT GENERAL PARTNER LTD. | PART LOTS 19 & 20 CONCESSION 2 WEST OF HURONTARIO STREET CHINGUACOUSY DESIGNATED AS PART 1 PLAN 43R36993 SAVE AND EXCEPT PARTS 1, 2 AND 5 PLAN 43R39371 TOWN OF CALEDON | 142520992 | 78.6 ha / 194.3 acres |
| 2 | n/a | CALEDON DEVELOPMENT LP; CALEDON DEVELOPMENT GENERAL PARTNER LTD. | PART LOT 19 CONCESSION 2 WEST OF HURONTARIO STREET CHINGUACOUSY DESIGNATED AS PART 2 PLAN 43R36993 SAVE AND EXCEPT PART 3 PLAN 43R39371 TOWN OF CALEDON | 142520994 | 1.52 ha / 3.74 acres |
| 3 | n/a | CALEDON DEVELOPMENT LP; CALEDON DEVELOPMENT GENERAL PARTNER LTD. | PART LOT 19 CONCESSION 2 WEST OF HURONTARIO STREET CHINGUACOUSY DESIGNATED AS PART 1 PLAN 43R37536 SAVE AND EXCEPT PART 4 PLAN 43R39371 TOWN OF CALEDON | 142520996 | 1.11 ha / 2.75 acres |

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>Per the Regional Official Plan, the designated Greenfield density target for the Town of Caledon is 42 residents and jobs per hectare.</p> <p>The proposed Draft Plan of Subdivision proposes a net density of 63.3 residents and jobs per hectare.</p> <p>The Draft Town of Caledon OPA 255 establishes the overall density for both Mayfield West Phase 2 Stage 1 and Phase 2 Stage 2 of 69.2 residents and jobs per hectare. The total density of the MW2-2 community is 75.6 population and jobs per hectare.</p> | <p>See attached density calculation</p> <p>Overall MW2-2 density calculation provided on page 8 of the MW2-2 CSDS.</p> | 5 | 5 |
| <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>Not applicable for this application.</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. | Approximately 49% (191 units) are within 200m of a planned or existing transit route for the MW2-2 area. The MW2-1 DSSP provides the planned transit routes and stop locations for the whole community. | See attached Transit Map | 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. Not within 400m of a Higher Order Transit Stop. | See attached Transit Map | 1 | n/a |
| 5. Access to transit from the proposed development is safe, attractive and direct for pedestrians. | The proposed development provides sidewalks and pedestrian pathways to access the planned transit along Tim Manley Avenue and McLaughlin Road. | See Draft Plan for additional details. | 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 | <p>Approximately 87% of the dwelling units (341 units) in the planned development are situated within 800m of a planned community park/recreation centre at the southeast corner of McLaughlin Road and Tim Manley Avenue.</p> <p>The uses in the community centre have not yet been established but other neighborhood services such as a library, or social services could be provided.</p> <p>There is a planned commercial block at the southwest corner of McLaughlin Road and Tim Manley Avenue that is within 800m of the Draft Plan. The uses on the commercial block are yet to be determined but the proposed zoning would allow for childcare facilities, social service facilities, and post office uses.</p> | <p>See attached Community Services Map.</p> <p>See the Endorsed Framework Plan for the location of the community and commercial uses in the overall plan.</p> | 2 | 2 |
| 7. 100% of the proposed dwelling units are within 800m of an existing or planned | 100% of the proposed dwelling units are within 800m of a planned elementary school. | See attached Elementary School Map | 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. | 100% of the proposed dwelling units are within 1.6km of a planned public secondary school site. | See attached Secondary School Map | 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. | <p>100% of the proposed dwelling units are within 400m of a neighbourhood park or natural open space.</p> <p>75% of proposed dwelling units (296 units) are situated within 400m of a neighbourhood park and natural open space (the Greenbelt Plan area).</p> <p>The remaining 25% (70 singles and 27 townhouses) are located within 400 m of a natural open space (the Greenbelt Plan area). As contemplated by the Community Design Plan, recreational trails are planned to be provided to give residents access to the Greenbelt Plan area.</p> | See attached Greenspace Map and Section 5.4 of the Community Design Plan dated 2016. | 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. | <p>100% of dwelling units are within 800m radius of the planned commercial block located on the southwest corner of McLaughlin Road and Tim Manley Avenue, which is located in the subdivision immediately south of this Draft Plan in the MW2-1 area. This planned commercial block is planned to accommodate approximately 3,500 m² of commercial and retail space.</p> <p>The commercial site that can accommodate 5,000 m² of personal service and commercial retail space is located on the northwest corner of Tim Manley Avenue and Hurontario Street, approximately 1.6 km east of the Draft Plan.</p> | See attached Commercial and Employment Lands Map | 2 | 1 |
| 11. <i>Convenience commercial</i> uses are present in key locations, including <i>greyfield areas</i> , <i>intensification areas</i> and <i>corridors</i> and <i>greenfield areas</i> . | Convenience commercial uses are provided at the commercial block at the southwest corner of McLaughlin Road and Tim Manley Avenue in the adjacent subdivision to the south within MW2-1 area. The land is 1.46 ha and can accommodate approximately 3,500 m ² of retail and commercial space. | See attached Commercial and Employment Lands Map | 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. | The development is approximately 1.4km west of a planned employment area within the MW2 Secondary Plan. | See attached Commercial/ Employment Lands Map | 2 | 2 |
| LAND USE MIX | | | | |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|-----------------|--------------|
| 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. | Not applicable, no employment lands are proposed on the draft plan of subdivision. | See Draft Plan for additional information | 2 | n/a |
| 14. In combination, the following housing type groups make up at least 50% of the total units: <ul style="list-style-type: none"> • townhouses and multiplex • apartment buildings | Approximately 20% of the units proposed are townhouse units. 77 townhouse units / 393 total units = 20% | See Draft Plan for unit counts | 2 | 1 |
| 15. The proposed development includes special housing types, such as senior's housing, long term care facilities and supportive or affordable housing. | The proposed development does not include special housing types, such as senior's housing, long term care facilities and supportive or affordable housing. | | 1 | 0 |
| 16. <i>Live-work units</i> and other employment-related uses compatible with residential uses are included in the proposed development. | Live-work units are not proposed; however, the school block is anticipated to provide 55 population-related jobs that will be compatible with the surrounding residential uses. | See Draft Plan for additional information | 2 | 1 |
| 17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings. | Not applicable, no retail uses are proposed. | See Draft Plan for additional information | 1 | n/a |
| STREET CONNECTIVITY | | | | |
| 18. Infill development increases opportunities for street and pedestrian linkages and connectivity. | Not applicable. Greenfield Area development. | n/a | 1 | 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. | The sidewalk network offers clear connections to amenities and services within the Mayfield West community. In addition, multi-modal pathways are available in the draft plan of subdivision (see the Recommended Cycling and Trails Plans in the Mayfield West Phase 2 Stage 2 Transportation Assessment dated January 2018). <ul style="list-style-type: none"> • Bike lanes are provided on Tim Manley Avenue, McLaughlin Road, and the Road adjacent to the Draft Plan within MW2-1 listed as Street A. • A greenway trail and a trail gateway are proposed on the south side of the Neighbourhood Park to the Greenbelt Plan Area. | See MW2-2 Transportation Assessment, Figure 2.14. | 1 | 1 |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|-----------------|--------------|
| | <ul style="list-style-type: none"> The overall cycling and trails plan shows the connections of these paths to a wider cycling and trails plan for MW2-2. | | | |
| 20. 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. | No cul-de sacs, crescent streets and loop roads are proposed. | See Draft Plan for additional information. | 2 | 2 |
| 21. Reverse frontage streets are not utilized. | No reverse frontage streets are proposed. | See Draft Plan for additional information | 1 | 1 |
| 22. Residential blocks in the proposed development do not exceed 80x180m in size. | Size of blocks have been limited where possible to not exceed 80x180m, there are a few (approximately 4) that do exceed this size as a result of navigating the shape of developable area which is restricted by the Greenbelt Plan. | See Draft Plan for additional information | 3 | 1 |
| 23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases. | There are 14 confirmed intersections (excluding laneway intersections) in the draft plan of subdivision, which is approximately 0.338 km ² in size. Therefore, the proposed plan has 41 intersections/km ² | See attached Intersection Map | 3 | 2 |
| 24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes. | All pathways/sidewalks are planned to connect to the street network. | See Draft Plan for additional information. | 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. | The elementary school block and community park block are located linearly along a collector road and are within walking distance of the main character avenue (Tim Manley Avenue) as defined by the CDP. | See Draft Plan for additional information. | 2 | 2 |
| 26. All streets in low-density residential areas have sidewalks on each side that are at least 1.5m wide. | All streets within the draft plan include sidewalks of 1.5m in width on one side of the street, consistent with the local street permissions in the Community Design Plan. | See Sidewalk Plan prepared by WSP and Section 6.7 of Community Design Plan. | 1 | 0 |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|-----------------|--------------|
| <p>All streets in medium- and high-density residential neighbourhoods, mixed-use areas and commercial areas have sidewalks on each side that are at least 2 m wide.</p> | | | | |
| <p>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.</p> | <p>Not applicable for this application. This will be determined at the future detailed design stage.</p> | <p>n/a</p> | <p>1</p> | <p>n/a</p> |
| <p>28. All transit stations, major transit stations and major pedestrian routes have:</p> <ul style="list-style-type: none"> ● weather protection ● seating ● waste baskets ● lighting ● route information ● bicycle parking | <p>Not applicable for this application. This will be determined at the future detailed design stage.</p> | <p>n/a</p> | <p>1</p> | <p>n/a</p> |
| <p>Cycling Amenities</p> | | | | |
| <p>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:</p> <ul style="list-style-type: none"> ● bicycle lanes ● sharrows ● signed routes ● multi-use paths on the boulevard | <p>Bike lanes are planned to be located on McLaughlin Rd, Tim Manley Avenue, and the Road labelled as Street A on the Draft Plan in the adjacent MW2-1 area. These bike lanes make up a part of a larger network that will connect all of MW2 as well as lead south into future residential in Brampton.</p> | <p>See MW2-2 Transportation Assessment, Figure 2.14.</p> | <p>1</p> | <p>1</p> |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------------|
| <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>30. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.</p> | <p>100% of proposed residential units are within 400m of a planned continuous and connected bike route.</p> | <p>See MW2-2 Transportation Assessment, Figure 2.14.</p> | <p>1</p> | <p>1</p> |
| <p>Lighting</p> | | | | |
| <p>31. Residential and commercial streets in medium- to high-density neighbourhoods have pedestrian-scaled lighting and are limited to a height of 4.6m.</p> | <p>Not applicable for this application. This will be determined at the future detailed design stage.</p> | <p>n/a</p> | <p>1</p> | <p>n/a</p> |
| <p>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.</p> | <p>Not applicable for this application. This will be determined at the future detailed design stage.</p> | <p>n/a</p> | <p>1</p> | <p>n/a</p> |
| <p>Traffic Calming</p> | | | | |
| <p>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:</p> <ul style="list-style-type: none"> ● minimum traffic lane widths ● minimum number of traffic lanes in the roadway | <p>With the exception of the collector road and arterial roads, all roads in the draft plan of subdivision are designed to be two lane roads with a ROW of 18m. The Laneway in the draft plan of subdivision is designed to have a ROW of 8m.</p> <p>Traffic calming measures have been considered for the various types of roads in the Transportation Master Plan for MW2.</p> | <p>Page 67 and 68 of the Transportation Master Plan, dated 2015.</p> <p>Page 72-81 of the Transportation Master Plan for traffic calming measures.</p> | <p>3</p> | <p>2</p> |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|-----------------|--------------|
| <ul style="list-style-type: none"> • Pedestrian-priority streets, woonerfs or home-zones (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. | Traffic calming measures have been studied and considered for the MW2 secondary plan to help increase safety and comfort by reducing car speeds. Advantages and disadvantages of each measure has been studied. | See MW2-2 Transportation Assessment, Figure 2.12 | 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. | Not applicable, not in proximity of a higher order transit stop and no apartment/condominium is being proposed on the draft plan of subdivision. | n/a | 1 | n/a |
| 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). | Not applicable for this application. | n/a | 1 | n/a |
| 37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop. | Not applicable, not within 400m of a higher order transit stop. | n/a | 2 | n/a |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|-----------------|--------------|
| 38. 50% or more of residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks. | 50 Townhouse units provide rear laneway access to parking. This equates to 13%. 50/393 = 13% | See Draft Plan for additional information. | 2 | 0 |
| 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. | Not applicable for this application. Parking for the school will be determined by the school board at a later time. | n/a | 2 | n/a |
| 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: <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 | Not applicable for this application. This will be determined at the future detailed design stage/site plan approval for the institutional (elementary school) block. | n/a | 2 | n/a |

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

N/A

2 /2

1 /1

1 /1

2 /2

1 /2

2 /2

2 /2

2 /8

- /2

1 /2

0 /1

1 /2

- /1

7 /10

1 /1

2 /2

1 /1

1 /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:

6 /12

2 /2

0 /1

- /1

- /1

1 /1

1 /1

- /1

- /1

2 /3

N/A

0 /10

- /1

- /1

- /2

0 /2

- /2

- /2

33 /60

55%

80-100%

70-79%

60-69%

50-59%

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

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD (Adjusted for areas that are not applicable)

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 /14

~~/15~~

2 /2

n/a /1

N/A

2 /2

1 /1

1 /1

2 /2

1 /2

2 /2

2 /2

2 / 5

~~/5~~

n/a /2

1 /2

0 /1

1 /2

n/a /1

7 /10

1 /1

2 /2

1 /1

1 /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:

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

6 / 8

~~/12~~

2 /2

0 /1

n/a /1

n/a /1

1 /1

1 /1

n/a /1

n/a /1

2 /3

N/A

0 / 2

~~/10~~

n/a /1

n/a /1

n/a /2

0 /2

n/a /2

n/a /2

33 / 44

~~/60~~

75%

80-100%

70-79%

60-69%

50-59%

Caledon Development LP & Caledon Development General Partner Ltd.

Density Calculation

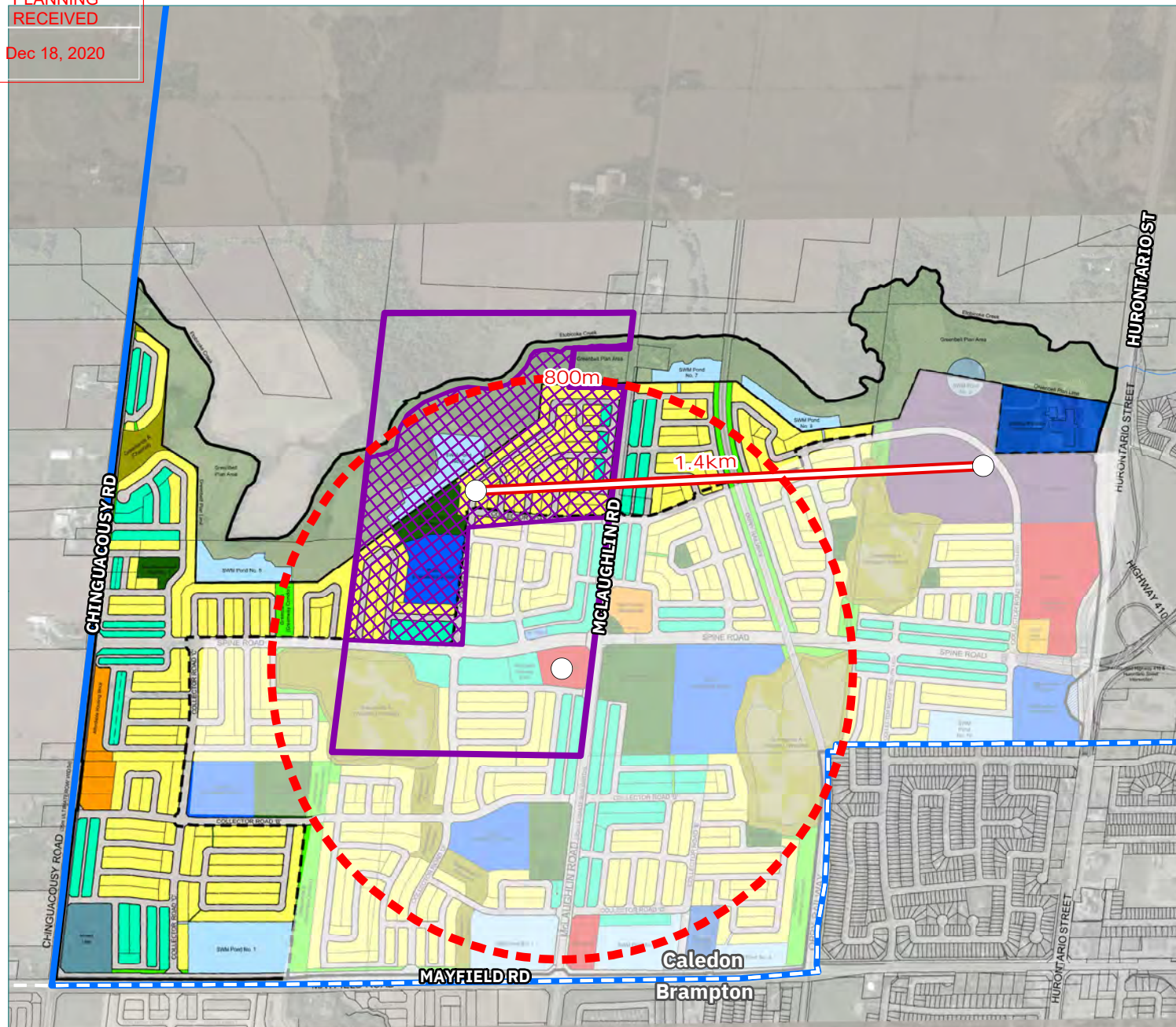
Net Area Calculation (based on areas from the Draft Plan)

| | Area (ha) |
|------------------------------------------------------------------------------|-------------|
| Total Caledon Development LP & Caledon Development General Partner Ltd Lands | 33.79 |
| Less Environmental Protection Area and Stormwater Management Pond | 10.79 |
| Net Developable Area (ha) | 22.0 |

Density Calculation

| | |
|----------------------------------------------|--------------|
| Population (@393 units) | 1,338 |
| Jobs | 55 |
| Total People and Jobs | 1,393 |
| Net Developable Area (ha) | 22.0 |
| Total People and Jobs per net Hectare | 63.3 |

COMMERCIAL/ EMPLOYMENT LANDS HEALTHY DEVELOPMENT ASSESSMENT



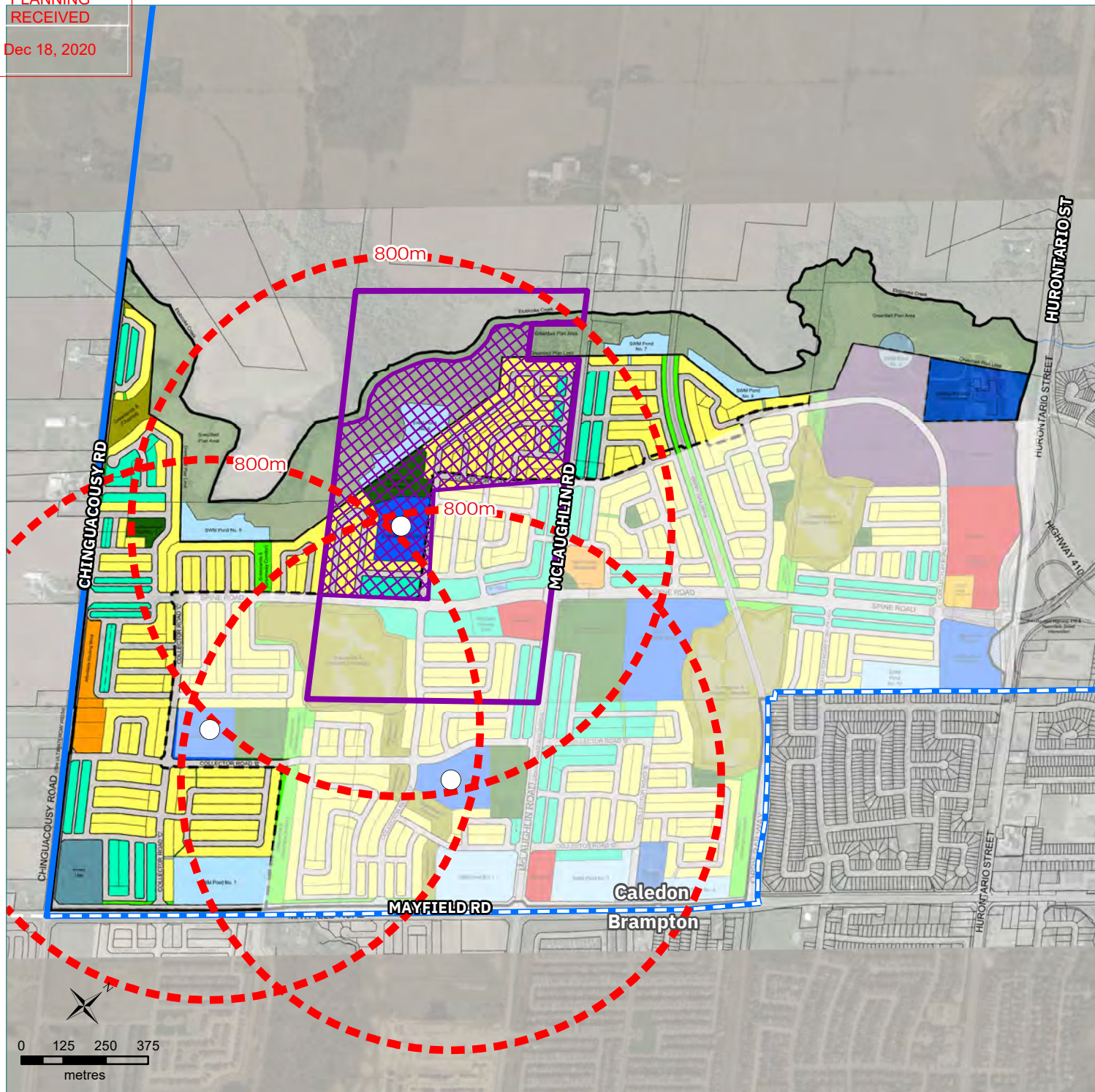
- Caledon Developments Lands
- Subject Lands
- Buffer of Commercial Land Use (800m)
- Mayfield West Study Area
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Prestige Industrial
- General Commercial
- Mixed Use
- Live-Work
- Institutional
- Open Space Policy Area
- Environmental Policy Area
- Stormwater Pond Facility
- Greenway Corridor
- Transit Hub
- Greenbelt Plan Area
- Stage 1 / 2 Boundary
- MW2 Boundary (Stage 1 & Stage 2)

Sources: Mayfield West Phase 2:
 Proposed Stages 1 & 2 Development Concept Plan,
 GSAI, June 1, 2020

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ELEMENTARY SCHOOLS HEALTHY DEVELOPMENT ASSESSMENT



- Caledon Developments Lands
- Subject Lands
- Buffer of Elementary School (800m)
- Mayfield West Study Area
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Prestige Industrial
- General Commercial
- Mixed Use
- Live-Work
- Institutional
- Open Space Policy Area
- Environmental Policy Area
- Stormwater Pond Facility
- Greenway Corridor
- Transit Hub
- Greenbelt Plan Area
- Stage 1 / 2 Boundary
- MW2 Boundary (Stage 1 & Stage 2)

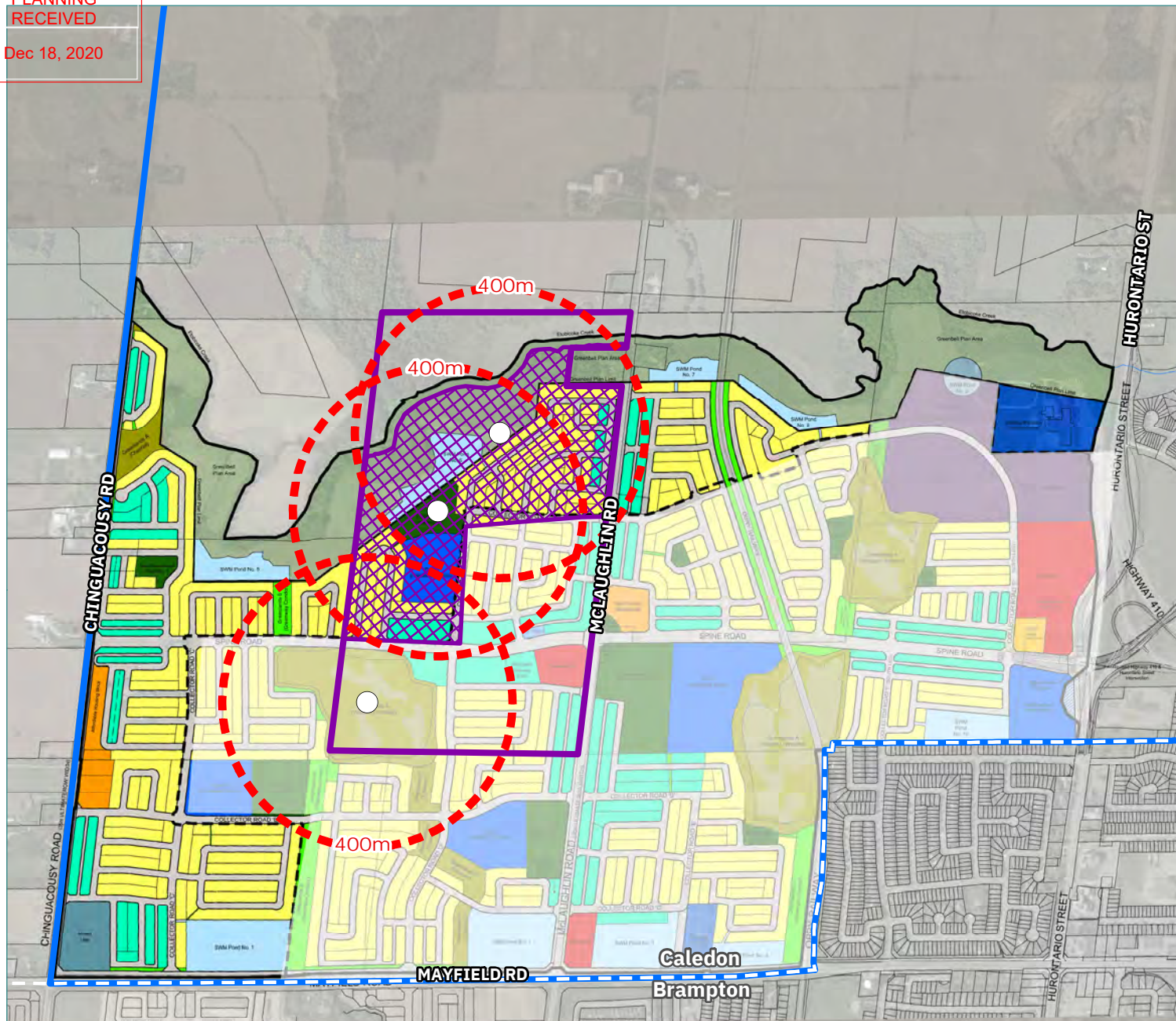
Sources: Mayfield West Phase 2:
 Proposed Stages 1 & 2 Development Concept Plan,
 GSAI, June 1, 2020

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MGP File: 20-2872
 Date: December 2, 2020



GREENSPACE HEALTHY DEVELOPMENT ASSESSMENT



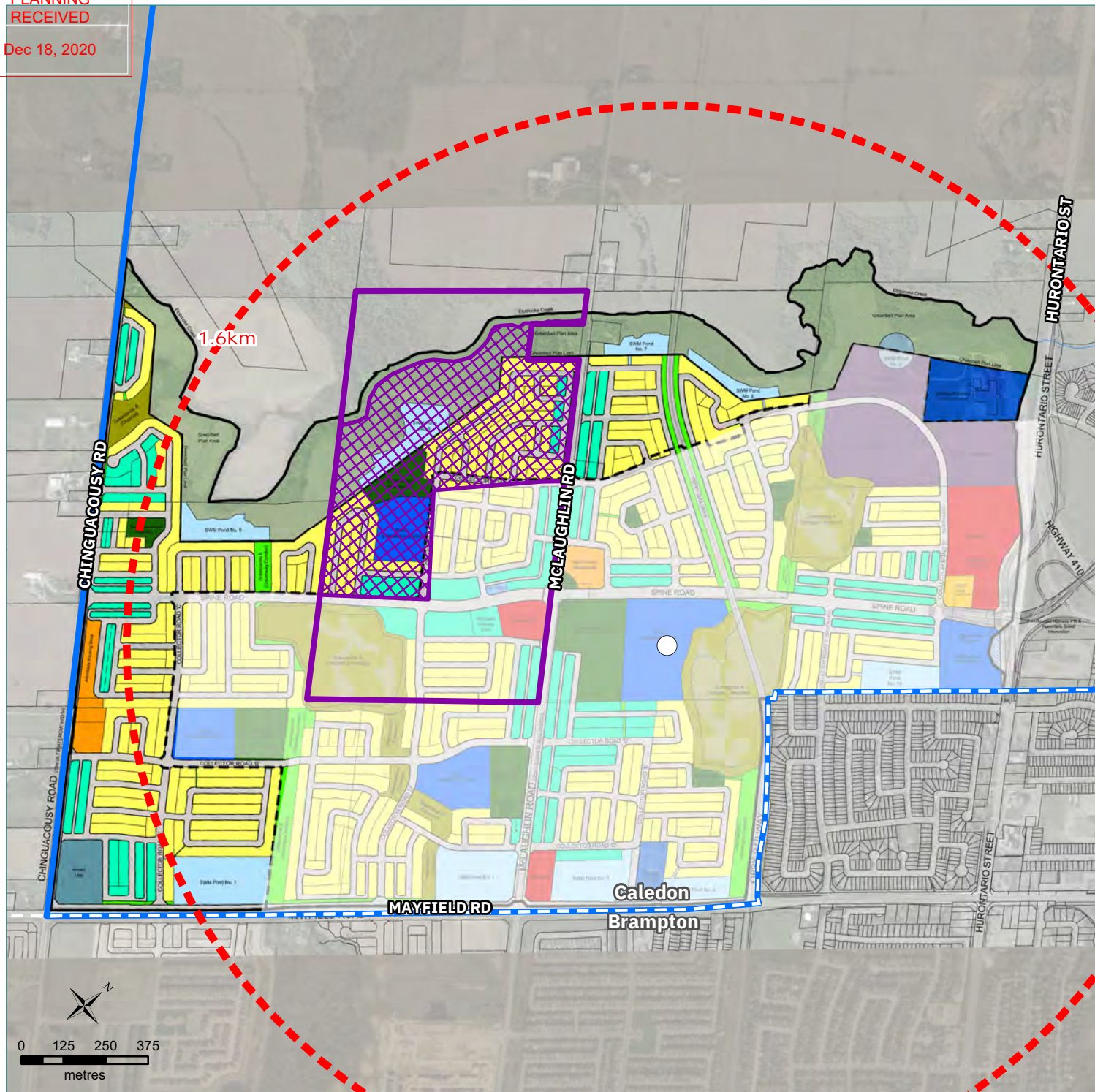
- Caledon Developments Lands
- Subject Lands
- Buffer of Greenspace (400m)
- Mayfield West Study Area
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Prestige Industrial
- General Commercial
- Live-Work
- Institutional
- Open Space Policy Area
- Environmental Policy Area
- Stormwater Pond Facility
- Greenway Corridor
- Transit Hub
- Greenbelt Plan Area
- Stage 1 / 2 Boundary
- MW2 Boundary (Stage 1 & Stage 2)

Sources: Mayfield West Phase 2:
 Proposed Stages 1 & 2 Development Concept Plan,
 GSAI, June 1, 2020

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SECONDARY SCHOOLS HEALTHY DEVELOPMENT ASSESSMENT



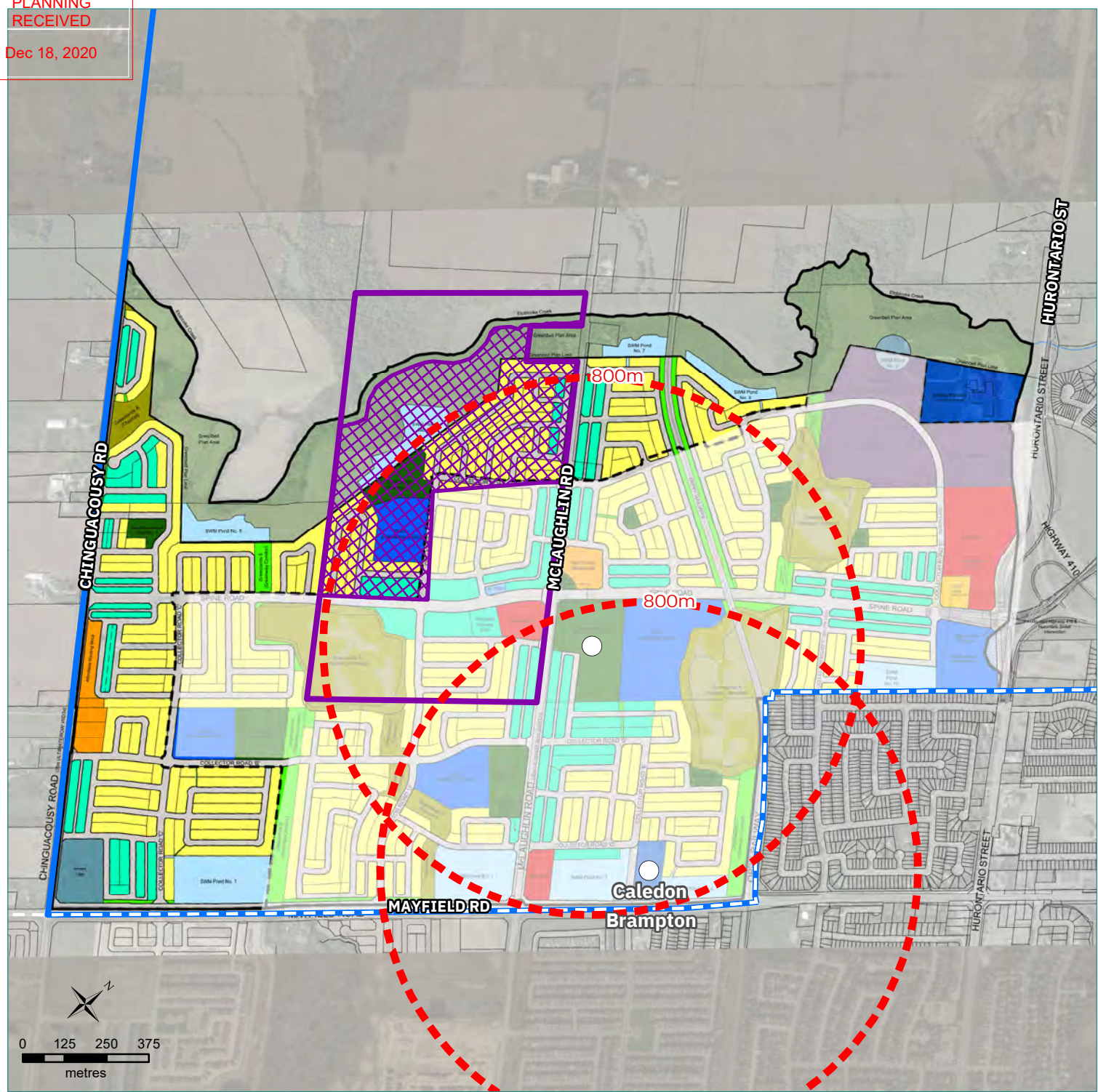
- Caledon Developments Lands
- Subject Lands
- Buffer of Secondary School (1.6km)
- Mayfield West Study Area
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Prestige Industrial
- General Commercial
- Mixed Use
- Live-Work
- Institutional
- Open Space Policy Area
- Environmental Policy Area
- Stormwater Pond Facility
- Greenway Corridor
- Transit Hub
- Greenbelt Plan Area
- Stage 1 / 2 Boundary
- MW2 Boundary (Stage 1 & Stage 2)

Sources: Mayfield West Phase 2:
 Proposed Stages 1 & 2 Development Concept Plan,
 GSAI, June 1, 2020

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COMMUNITY SERVICES HEALTHY DEVELOPMENT ASSESSMENT



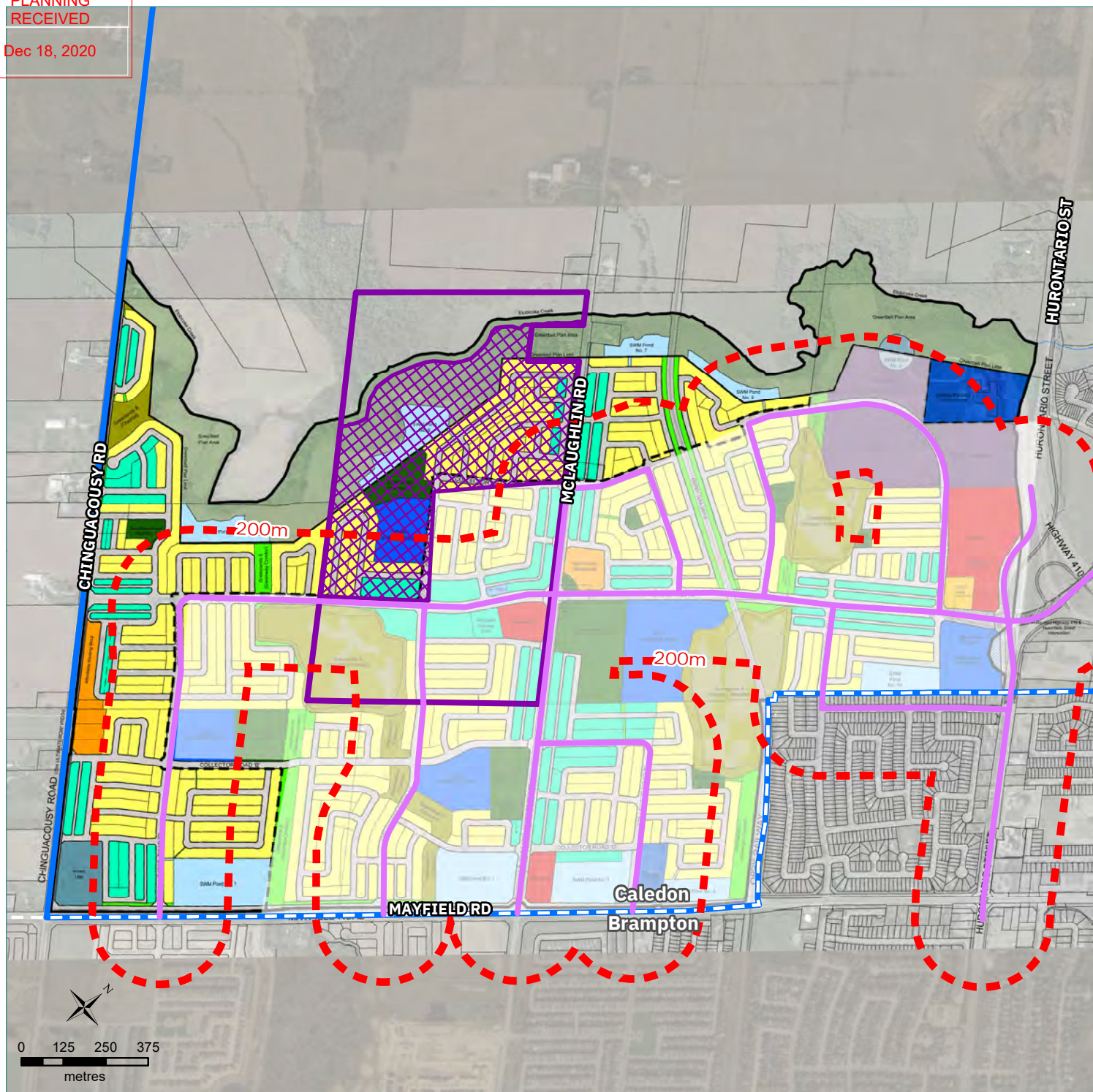
- Caledon Developments Lands
- Subject Lands
- Buffer of Community Services (800m)
- Mayfield West Study Area
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Prestige Industrial
- General Commercial
- Mixed Use
- Live-Work
- Institutional
- Open Space Policy Area
- Environmental Policy Area
- Stormwater Pond Facility
- Greenway Corridor
- Transit Hub
- Greenbelt Plan Area
- Stage 1 / 2 Boundary
- MW2 Boundary (Stage 1 & Stage 2)

Sources: Mayfield West Phase 2:
 Proposed Stages 1 & 2 Development Concept Plan,
 GSAI, June 1, 2020

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TRANSIT ROUTE HEALTHY DEVELOPMENT ASSESSMENT



- Caledon Developments Lands
- Subject Lands
- Potential Transit Route
- Buffer of Potential Transit Route (200m)
- Mayfield West Study Area
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Prestige Industrial
- General Commercial
- Mixed Use
- Live-Work
- Institutional
- Open Space Policy Area
- Environmental Policy Area
- Stormwater Pond Facility
- Greenway Corridor
- Transit Hub
- Greenbelt Plan Area
- Stage 1 / 2 Boundary
- MW2 Boundary (Stage 1 & Stage 2)

Sources: Figure 4.1 - Transit Service Plan, Development Staging and Sequencing Plan, Mayfield West Phase 2 Secondary Plan, GSAI, 2020,
 Mayfield West Phase 2: Proposed Stages 1 & 2 Development Concept Plan, GSAI, June 1, 2020

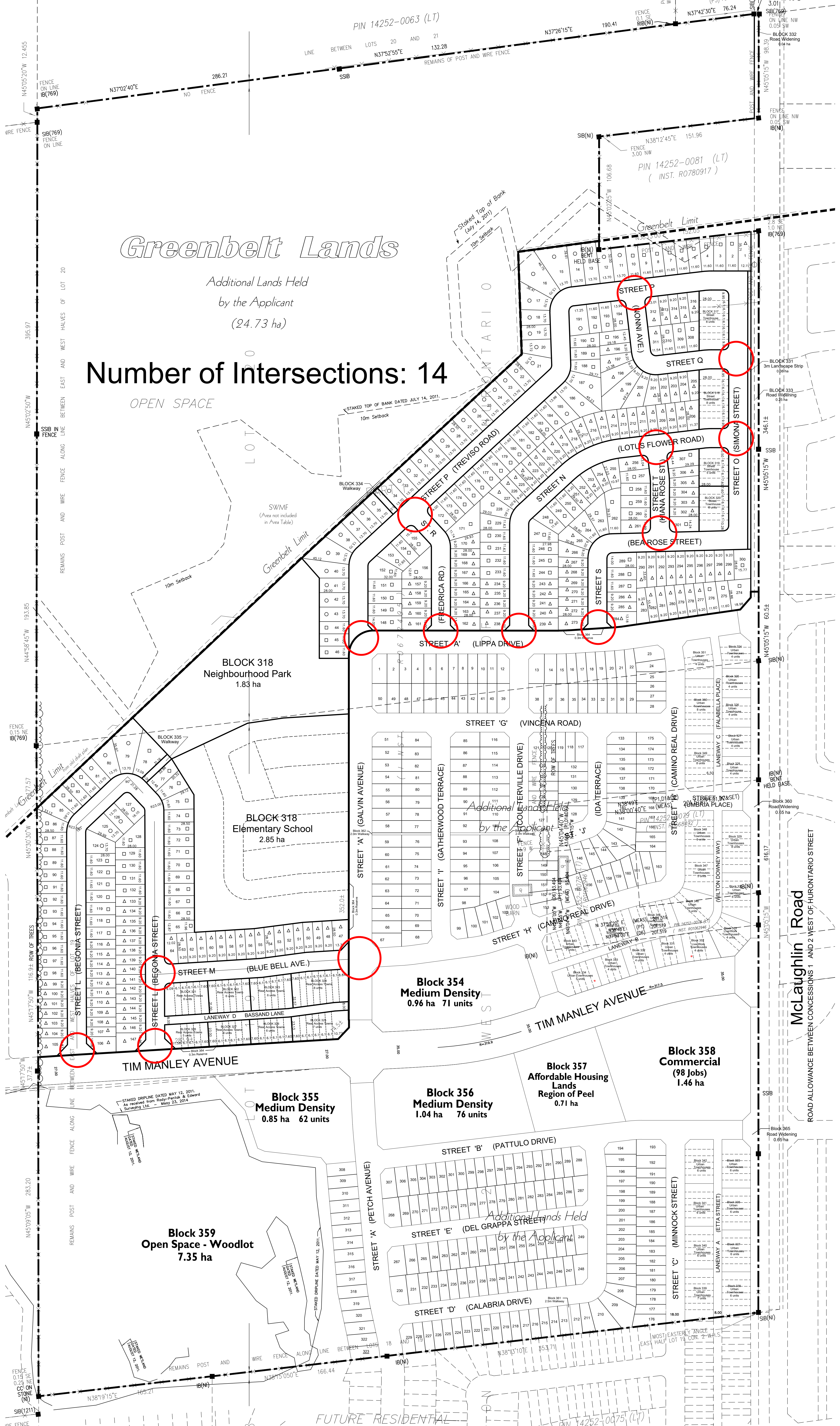
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Greenbelt Lands

Additional Lands Held by the Applicant (24.73 ha)

Number of Intersections: 14

OPEN SPACE



McLaughlin Road

ROAD ALLOWANCE BETWEEN CONCESSIONS 1 AND 2 WEST OF HURONTARIO STREET

FUTURE RESIDENTIAL

PIN 14252-0075 (LT)