

Application Submitted

TOWN OF CALEDON
PLANNING
RECEIVED
June 30, 2022

- 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): 10249 Hunsden Sideroad

Applicant

Glen Schnarr & Associates Inc.
Name: c/o Stephanie Matveeva Telephone: 416.456.5182 E-mail: stephaniem@gsai.ca Registered Owner: Suzanne Wilson

Proposal Description

Gross Floor Area: To Be Determined Number of Storeys: 2 Number of Units: 19

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

The proposal contemplates a low density estate residential development comprised of detached dwellings arranged in nineteen (19) lots. The proposed Draft Plan of Subdivision will serve to implement the development envisioned for this Site.

We note that the development contemplates retention of the existing rural residential dwelling in the Site's northwestern quadrant. As such, the proposal contemplates the creation of a new lot that includes the existing dwelling, and the creation of eighteen (18) new lots in the Site's eastern quadrant. Furthermore, the proposal is organized around retention of the nearby natural features, provision of an appropriate buffer from these features, provision of landscaped open spaces and a new public road network

PEEL HEALTHY DEVELOPMENT ASSESSMENT (SMALL-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
SERVICE PROXIMITY				
Transit				
1. At least 100% of the development's proposed dwelling units are situated within 400m of a planned (as identified by Brampton Transit, Miway or GO Transit) or existing transit stop.	Not Applicable. As further discussed in the accompanying Planning Justification Report, there are no transit services in the surrounding area	Planning Justification Report	2	
2. Areas within 800m of a <i>Higher Order Transit</i> stop are developed to meet <i>Major Transit Station Area</i> density targets.	Not Applicable. The Site is not located within 800 m of a higher order transit stop		1	
3. 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 at a height of 4.6m (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)	Not Applicable		3	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
Neighbourhood Community and Retail Services				
4. 100% of the proposed dwelling units are within 800m of an existing or planned elementary school.	The proposal is situated within the catchment area of Palgrave Public School, however this school is located at a distance exceeding 800 metres		1	0
5. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.	The proposal is located within the catchment area of The Humberview School. As such, the school is located 10 km south of the Site		1	0
6. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.	As demonstrated on the Draft Plan of Subdivision, the proposal contemplates retention of on-site natural areas and an open space block	Draft Plan of Subdivision	2	2
7. 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.	The proposal is situated within the Palgrave community. Access to personal service and commercial retail spaces is available within the Bolton Core area - approximately 10 km south of the Site		2	0
LAND USE MIX				
8. <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. As an estate residential development, no employment uses are contemplated		2	
9. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	Not Applicable		2	
STREETSCAPE CHARACTERISTICS				
Pedestrian Amenities				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
10. 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.	Opportunities to provide street trees will be further explored during the detailed design stage		1	1
Cycling Amenities				
11. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.	Not Applicable. The Subject Lands have frontage on Hunsden Sideroad which are not planned to have Multi-Use Pathways		2	
Lighting				
12. 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.	Not Applicable		1	
EFFICIENT PARKING				
13. Where Zoning By-laws permit, 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		1	
14. 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		1	
15. Provide preferential parking for car pool and car share vehicles.	Not Applicable		1	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
16. Provide unbundled parking for multi-family dwelling units within 400m of a higher-order transit stop.	Not Applicable		1	
17. Medium to high density residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.	Not Applicable		2	
18. For institutional and employment uses, parking is located away from the street to the rear or to the side, or is located underground.	Not Applicable			
19. 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 	Surface parking spaces are to be provided. The precise design of driveways on each lot will be further explored in the future		1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>20. The development must meet or exceed the higher of:</p> <ul style="list-style-type: none"> a. Local bicycle parking requirements (provided in local Zoning By-laws or bicycle master plans); or b. The Minimum Bicycle Parking Standards outlined on page 10 of the User Guide. 	<p>Not Applicable</p>		<p>1</p>	

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

SERVICE PROXIMITY

/12

Transit proximity	/2
Major Transit Station Area targets	/1
Safe & comfortable transit access	/3
Proximity to elementary school	/1
Proximity to secondary school	/1
Proximity to park, square or natural space	/2
Proximity to commercial retail	/2

LAND USE MIX

/4

Employment Lands	/2
Retail uses on ground floor	/2

STREETSCAPE CHARACTERISTICS

/4

Street trees	/1
Cycling amenities	/2
Public outdoor lighting	/1

EFFICIENT PARKING

/8

Provide for reduced parking ratios	/1
Identify systems for shared parking spaces	/1
Car pool and car share	/1
Unbundled parking	/1
Parking location	/2
<input type="checkbox"/> Residential	
(Tick correct box) <input type="checkbox"/> Other	
Above-ground parking design	/1
Bicycle parking	/1

TOTAL*:

/28

GOLD:	80-100%
SILVER:	70-79%
BRONZE:	60-69%
PASS:	50-59%

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