

## Application Submitted

TOWN OF CALEDON  
PLANNING  
RECEIVED

June 21, 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): PART OF LOT 19, CONCESSION 1, E.H.S. and PART OF LOT 18, CONCESSION 1, E.H.S.

### Applicant

Name: AARON WISSON Telephone: 416-991-5988 E-mail: aaron@argoland.com Registered Owner: Argo Summer Valley Ltd.

### Proposal Description

Gross Floor Area: 8.95 ac (Brampton and Caledon Combined) Number of Storeys: 2 Number of Units: 81

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

The Summer Valley development is a 3.62ha (8.95ac) is envisioned as a low and medium density infill development with well-crafted built form that will be appropriately integrated with the adjacent established residential developments in Brampton to the south and Caledon to the east. The development shall consist of 2-storey standard townhomes and 2-storey single-detached homes, in a P-loop street configuration. The homes are accessed via a 17.0m street right-of-way with one (1) entry from Highwood Road.

## 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
<b>SERVICE PROXIMITY</b>				
<b>Transit</b>				
1. At least 100% of the development's proposed dwelling units are situated within 400m of a planned (as identified by Bramp-ton Transit, Miway or GO Transit) or existing transit stop.	100% of the development's units are within 400m of a planned or existing transit stop accessible from Hurontario Street and Collingwood Street.	Appendix A - 800m of a Higher Order Transit Stop and 400m of a Planned or Existing Transit Stop Summer Valley Urban Design Brief - Section 1.2 Opportunities & Constraints and Figure 1.2a	2	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.	100% of the development is within 800m of a Higher Order Transit Stop (Mayfield West Major Transit Station Area).	Appendix A - 800m of a Higher Order Transit Stop and 400m of a Planned or Existing Transit Stop	1	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)	Access to transit from the development is integrated with an existing residential route along Highwood Road which leads directly to Hurontario Street and a transit site. The pathway to transit along the south side of the development will be an extension of the street treatment to the east which includes a paved pedestrian route that is safe and attractive and which offers the continuation of the existing lighting and landscape treatment.		3	3

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<b>Neighbourhood Community and Retail Services</b>				
4. 100% of the proposed dwelling units are within 800m of an existing or planned elementary school.	100% of the proposed units are within 800m of a planned or existing elementary school.	Appendix B - 800m Elementary School and 1.6km Secondary School Catchment Area	1	1
5. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.	100% of the proposed units are within 1.6km of a planned or existing secondary school.	Appendix B - 800m Elementary School and 1.6km Secondary School Catchment Area	1	1
6. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.	100% of the proposed units are within 400m of a playing field, park, square or natural open space.	Appendix C - 400m Open Space Catchment Area	2	2
7. At least 75% of the proposed dwelling units are within 800m of 5,000m <sup>2</sup> 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.	More than 75% of the proposed units are within 800m of a personal service and/or commercial retail space including grocery store, pharmacy, bank, coffee, shop, restaurant, dry cleaner or hair salon.	Appendix D - 800m Personal Service and Commercial Retail Space Catchment Area	2	2
<b>LAND USE MIX</b>				
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.	N/A - no employment land uses are proposed within this development.	N/A	2	N/A
9. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	N/A - no multi-unit or mixed-use buildings are proposed within this development.	N/A	2	N/A
<b>STREETSCAPE CHARACTERISTICS</b>				
<b>Pedestrian Amenities</b>				

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.	Yes, a variety of native/adaptive species will be selected and planted (according to municipal standards) adjacent to all streets in the development.	Summer Valley Urban Design Brief - Section 2.2 Landscape Plan	1	1
<b>Cycling Amenities</b>				
11. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.	More than 90% of the dwellings are within 400m of a bike network present within the Etobicoke Creek Trail.	Appendix C - 400m Open Space Catchment Area	2	2
<b>Lighting</b>				
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.	The intent is to maintain lighting and light standards in public outdoor areas (including pedestrian walkways) which respond to a pedestrian scale and which may be limited to a height of 4.6m.	Summer Valley Urban Design Brief - Section 2.2.4 Lighting	1	1
<b>EFFICIENT PARKING</b>				
13. Where Zoning By-laws permit, provide reduced automobile parking ratios for: <ul style="list-style-type: none"> <li>• buildings and other facilities within 400m of a higher order transit stops; and,</li> <li>• apartments/condominiums offering car share parking spaces.</li> </ul>	<p>While the development does not accommodate reduced automobile parking ratios, the design does promote the use of other modes of transportation and access including bicycling and walking to the MTSA.</p> <p>N/A - The development also does not propose apartments/condominium built form. Standard parking ratios will be provided.</p>	N/A	1	0
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).	There is potential for efficient use of parking spaces along local ROW where lay-by parking is proposed. By providing opportunities for shared uses among a variety of user groups (residents and visitors), the development recognizes a trend for a more urban lifestyle where the local ROW provides efficient shared uses of the street while minimizing the necessity for inefficient parking lots.	Summer Valley Urban Design Brief - Section 2.1 Linkages, Connections & Circulation and Figure 2.1b.	1	1
15. Provide preferential parking for car pool and car share vehicles.	The presence of lay-by parking within the local ROW provides opportunity for variety of user groups including car-pool and/or car share users.	Summer Valley Urban Design Brief - Section 2.1 Linkages, Connections & Circulation and Figure 2.1b.	1	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.	N/A - No multi-family units are proposed within the development.	N/A	1	N/A
17. Medium to high density residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.	The proposed medium density residential dwellings do not provide access to parking via rear alleys or laneways given the block size and configuration next to an existing neighbourhood to the south.	N/A	2	0
18. For institutional and employment uses, parking is located away from the street to the rear or to the side, or is located underground.	N/A - No institutional and/or employment uses are proposed within the development.	N/A		
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"> <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>	The surface parking provided for the low and medium density residential units have been designed to minimize negative streetscape aesthetics and environmental impacts by locating the driveways in such a way to maximize areas for landscaping and incorporating elements such as tree planting to break the monotony of continuous areas of hardscape with the ultimate goal to prioritize pedestrian experience at street level.	Summer Valley Urban Design Brief - Section 2.2 Landscape Plan	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"> <li>a. Local bicycle parking requirements (provided in local Zoning By-laws or bicycle master plans); or</li> <li>b. The Minimum Bicycle Parking Standards outlined on page 10 of the User Guide.</li> </ul>	<p>N/A - The proposed development proposes low and medium density residential land uses which do not fall into any of the use categories identified in the "Minimum Bicycle Parking Standards, by Use and Type" table (See User Guide, page 19).</p>	N/A	1	N/A

# HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

## SERVICE PROXIMITY

12/12

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

## LAND USE MIX

N/A

Employment Lands	N/A / 2
Retail uses on ground floor	N/A / 2

## STREETSCAPE CHARACTERISTICS

4 / 4

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

## EFFICIENT PARKING

3/6

Provide for reduced parking ratios	0 / 1
Identify systems for shared parking spaces	1 / 1
Car pool and car share	1 / 1
Unbundled parking	N/A / 1
Parking location	0 / 2
<input type="checkbox"/> Residential	
(Tick correct box) <input type="checkbox"/> Other	
Above-ground parking design	1 / 1
Bicycle parking	N/A / 1

**TOTAL\*:**

**19/22**

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

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

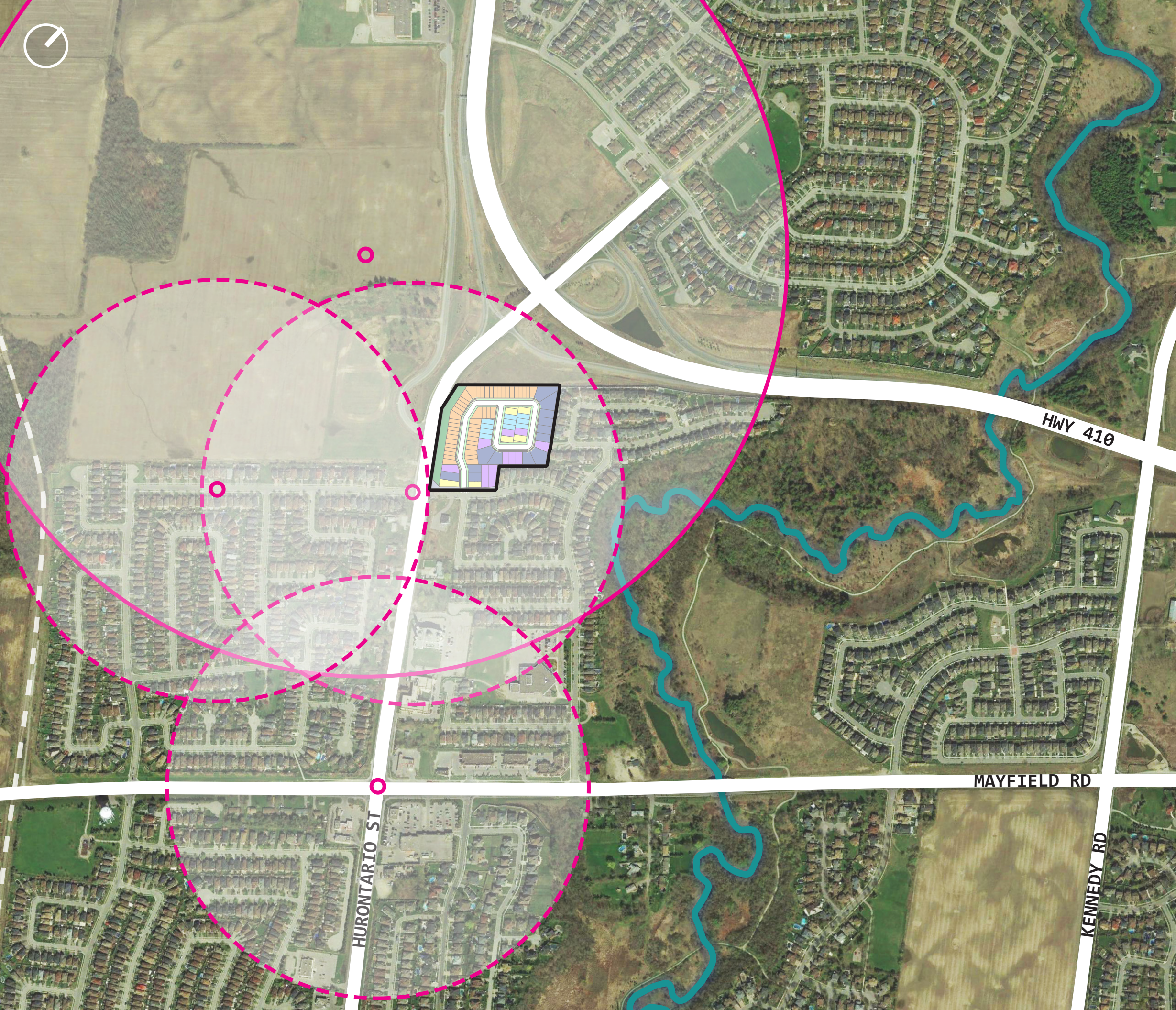


HEALTHY DEVELOPMENT  
ASSESSMENT

APPENDIX A:  
800m OF A HIGHER  
ORDER TRANSIT STOP  
400m OF A PLANNED OR  
EXISTING TRANSIT STOP

LEGEND

- SITE BOUNDARY
- 400M BOUNDARY
- 800M MAYFIELD WEST MAJOR  
TRANSIT STATION AREA (MTSA)  
BOUNDARY
- 24' TOWNHOUSE
- 31' SINGLE DETACHED
- 40' SINGLE DETACHED
- 42' SINGLE DETACHED
- 50' SINGLE DETACHED
- MTO SETBACK
- ETOBICOKE CREEK



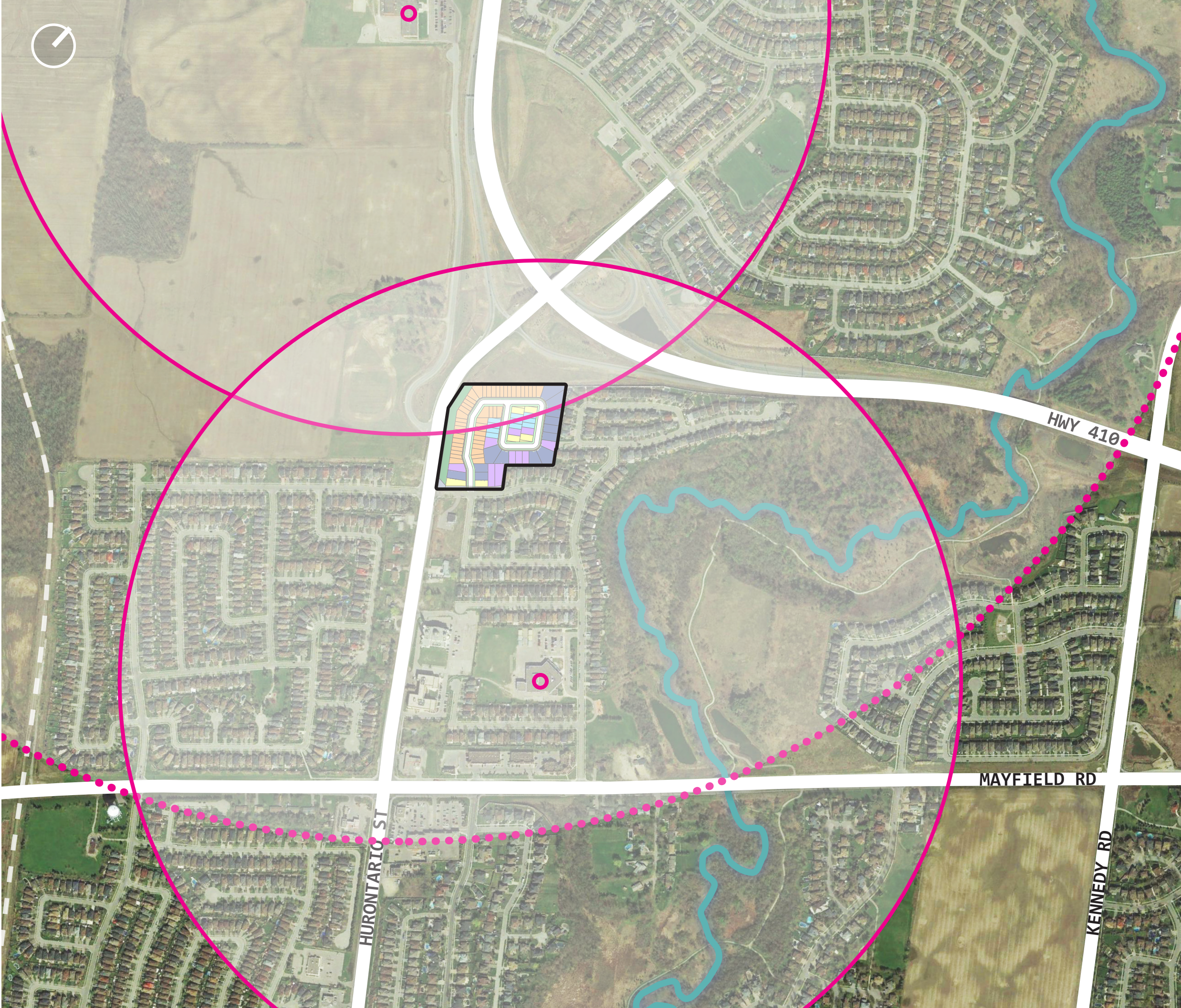


HEALTHY DEVELOPMENT  
ASSESSMENT

APPENDIX B:  
800m ELEMENTARY  
SCHOOL CATCHMENT AREA  
1.6km HIGH SCHOOL  
CATCHMENT AREA

LEGEND

- SITE BOUNDARY
- 800M BOUNDARY
- 1.6KM BOUNDARY
- 24' TOWNHOUSE
- 31' SINGLE DETACHED
- 40' SINGLE DETACHED
- 42' SINGLE DETACHED
- 50' SINGLE DETACHED
- MTO SETBACK
- ETOBICOKE CREEK

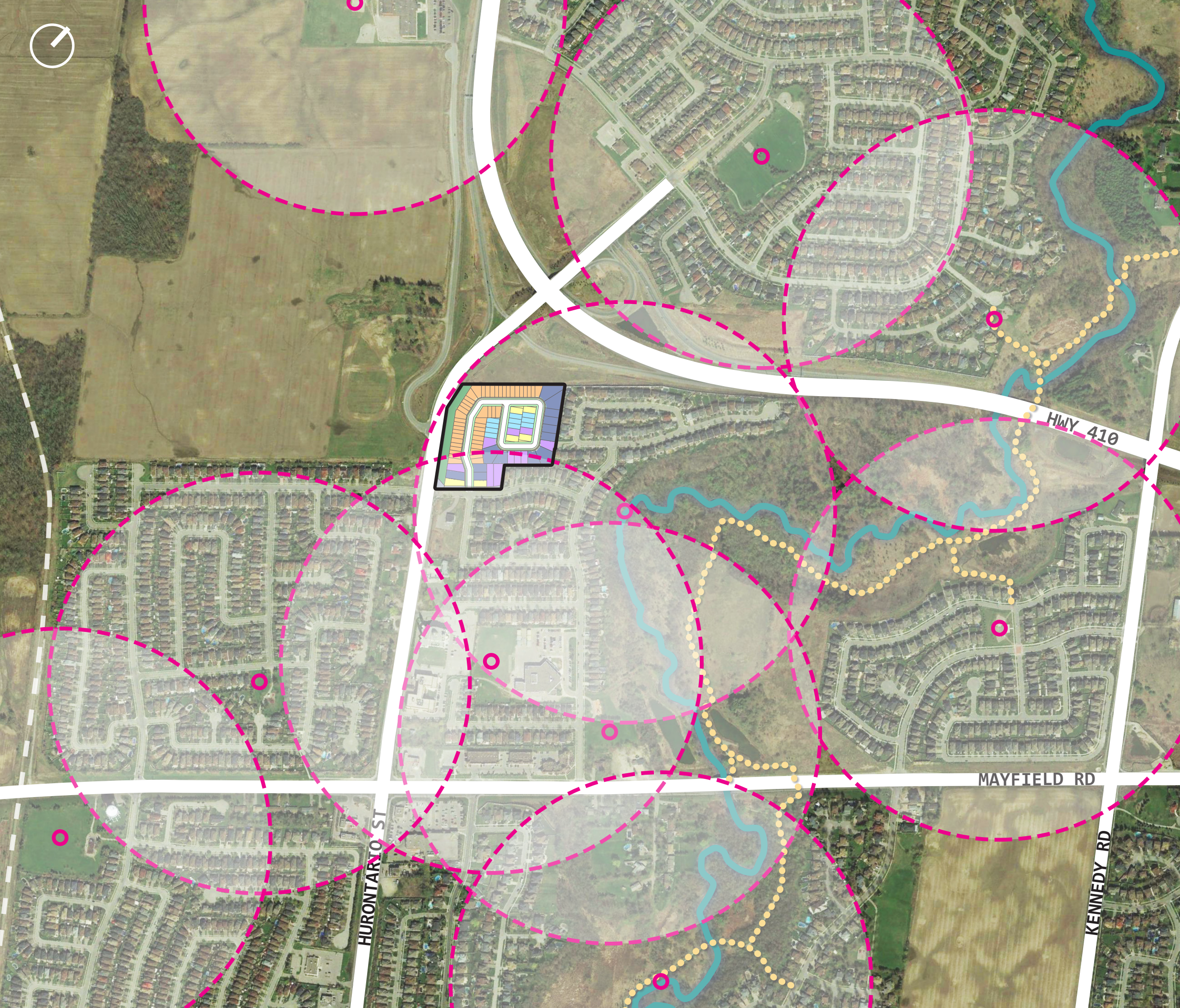




HEALTHY DEVELOPMENT  
ASSESSMENT

APPENDIX C:  
400m OPEN SPACE  
CATCHMENT AREA

- LEGEND
- SITE BOUNDARY
  - 400M BOUNDARY
  - 24' TOWNHOUSE
  - 31' SINGLE DETACHED
  - 40' SINGLE DETACHED
  - 42' SINGLE DETACHED
  - 50' SINGLE DETACHED
  - MTO SETBACK
  - ETOBICOKE CREEK
  - ETOBICOKE CREEK TRAIL





HEALTHY DEVELOPMENT  
ASSESSMENT

APPENDIX D:  
800m PERSONAL  
SERVICES CATCHMENT  
AREA

LEGEND

- SITE BOUNDARY
- 800M BOUNDARY
- 24' TOWNHOUSE
- 31' SINGLE DETACHED
- 40' SINGLE DETACHED
- 42' SINGLE DETACHED
- 50' SINGLE DETACHED
- MTO SETBACK
- ETOBICOKE CREEK

