

## 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): 0 and 12245 Torbram Road, Caledon ON

### Applicant

Name: Weston Consulting c/o Ryan Guetter Telephone: 905-738-8080 ext: 241 E-mail: rguetter@westonconsulting.com Registered Owner: Tullamore Industrial GP Limited

### Proposal Description

Gross Floor Area: 562,381 m2 Number of Storeys: N/A Number of Units: N/A

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

The project seeks to redevelop underutilized land that is employment ready. Eight industrial use buildings are proposed in a built form that is compatible with the surrounding area and oriented in a manner that promoted high quality architectural and urban design. The proposed mix of high-quality industrial uses will contribute to the Region and Town's employment and industrial base. No development is proposed within the Greenbelt portion of the site and adequate buffering is being provided to protect and enhance the existing Greenbelt area and natural features on the site. The proposed development will contribute to healthy communities by protecting the environment and expanding the employment base in Caledon and the Region.

**TOWN OF CALEDON  
PLANNING  
RECEIVED**

**April 14, 2023**

## 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
<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 5.5.4.2.1 and 5.5.4.2.2.</p> <p>Where the local municipality has established higher density targets, these higher targets will apply.</p>	<p>Policies 5.5.19.6 and 5.5.19.7 of the approved Regional OP provides policies The proposed development contributes to the minimum employment density targets on land that has been identified as <i>Employment Area</i> per Schedule E-4 (Employment Areas) of the PROP.</p> <p>Approximately 2,092 to 3,348 jobs will be created and will provide economic development opportunities for the Town of Caledon.</p>	<p>Planning Justification Report prepared by Weston Consulting.</p> <p>Memo Prepared by Urban Metrics.</p>		
<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.</p>	<p>The subject lands are not within a Designated Urban Growth Centre within the Region of Peel.</p>	<p>Not Applicable.</p>	<p>5</p>	<p>5</p>

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<b>SERVICE PROXIMITY</b>				
<b>Transit</b>				
3. 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 the proposed development does not contemplate residential dwelling units.	Not Applicable.	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.	Not applicable as the proposed development is not within 800m of Higher Order Transit stop or an MTSA.	Not Applicable.	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 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)	The subject lands are accessible by public transit via Brampton Transit Route 30, which connects to Brampton Transit's greater network, and provides connection to major transit routes, including to Züm route 501 at Queen Street East, which provides access to the TTC and York Region Transit (YRT) systems. Route 30 also connects to Züm route 505 at Bovaird Drive East, which provides access to the Malton GO Station. Discussions are ongoing with Brampton Transit regarding extension of existing and future routes within the proposed development. All roads and pathways from the proposed development to transit routes will be paved with adequate lighting and landscaping treatments. All internal collector roadways have been designed with 3.0m multi-use pathway on both sides providing pedestrian and cycling connection the external roadway network and transit routes.	Transportation Impact Study prepared by Crozier Transportation	3	3
<b>Neighbourhood Community and Retail Services</b>				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>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:</p> <ul style="list-style-type: none"> <li>• childcare facility</li> <li>• community garden</li> <li>• hospital or health clinic</li> <li>• public library</li> <li>• place of worship</li> <li>• adult/senior care facility</li> <li>• social service facility</li> <li>• performance or cultural space</li> <li>• post office</li> <li>• recreation centre</li> </ul>	<p>Not applicable as the proposed development does not contemplate residential dwelling units.</p>	<p>Not Applicable.</p>	<p>2</p>	<p>N/A</p>
<p>7. 100% of the proposed dwelling units are within 800m of an existing or planned elementary school.</p>	<p>Not applicable as the proposed development does not contemplate residential dwelling units.</p>	<p>Not Applicable.</p>	<p>1</p>	<p>N/A</p>
<p>8. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.</p>	<p>Not applicable as the proposed development does not contemplate residential dwelling units.</p>	<p>Not Applicable.</p>	<p>1</p>	<p>N/A</p>
<p>9. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.</p>	<p>Not applicable as the proposed development does not contemplate residential dwelling units.</p>	<p>Not Applicable.</p>	<p>2</p>	<p>N/A</p>

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
10. 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.	Not applicable as the proposed development does not contemplate residential dwelling units.	Not Applicable.	2	N/A
11. <i>Convenience commercial</i> uses are present in key locations, including <i>greyfield areas, intensification areas and corridors and greenfield areas</i> .	Not applicable	Not applicable	2	n/a
<b>Employment</b>				
12. The development is within 10km (i.e., a 30 minute transit trip) of an existing or planned employment centre or urban centre.	The proposed development is located within an Employment Area as per Schedule E-4: Employment Areas of the Approved Region of Peel Official Plan 2022.	Planning Justification Report prepared by Weston Consulting	2	2
<b>LAND USE MIX</b>				
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.	The Minister Zoning Order for the subject lands provides for commercial and retail use that will support the proposed development. The site is easily accessed by transit.	Site Plan prepared by Turner Fleischer Architects	2	2
14. In combination, the following housing type groups make up at least 50% of the total units: <ul style="list-style-type: none"> <li>• townhouses and multiplex</li> <li>• apartment buildings</li> </ul>	Not applicable as the proposed development does not contemplate residential dwelling units.	Not Applicable.	2	N/A

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
15. The proposed development includes special housing types, such as senior's housing, long term care facilities and supportive or affordable housing.	Not applicable as the proposed development does not contemplate residential dwelling units.	Not Applicable.	1	N/A
16. <i>Live-work units</i> and other employment-related uses compatible with residential uses are included in the proposed development.	Not applicable as the proposed development does not contemplate residential dwelling units.	Not Applicable.	2	N/A
17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	Not applicable as the proposed development does not contemplate residential or mixed-use development.	Not Applicable.	1	N/A
<b>STREET CONNECTIVITY</b>				
18. Infill development increases opportunities for street and pedestrian linkages and connectivity.	Not applicable	Not applicable		
19. In designated <i>Greenfield Areas</i> , street networks and off-road paths: <ul style="list-style-type: none"> <li>• are <i>multi-modal and separated by mode</i> to provide safety and choice to pedestrians and cyclists; and</li> <li>• make clear connections (signage should be incorporated) to existing routes and facilities.</li> </ul>	Street networks have been designed to ensure safety for users and adequate signage will be provided. All internal collector roadways have been designed with 3.0m multi-use pathway on both sides providing pedestrian and active transportation connectivity to the external roadway network. The proposed cross section also proposes a 3.0m boulevard separation from the roadway, providing safety and choice to pedestrians and cyclists. Signage to existing and future routes will be incorporated as part of the detailed design process	Transportation Impact Study prepared by Crozier Transportation	1	1
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.	A cul-de-sac is proposed for the northern terminus of "Street B". The cul-de-sac will permit service and emergency vehicles such as snowplows, fire trucks and waste collection vehicles to turn around within the public ROW. As the lands to the north develop, Street B has the potential to extend northwards and operate as a	Traffic Impact Study prepared by Crozier Engineers	2	2

continuous north-south collector roadway. No other cul-de-sacs or loop roads are utilized

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
21. Reverse frontage streets are not utilized.	Reverse frontage streets are not utilized. Buildings are site appropriately. Adequate landscape screening and architectural treatment is provided to improve the relationship to the street.	Master Urban Design Brief prepared by Weston Consulting	1	1
22. Residential blocks in the proposed development do not exceed 80x180m in size.	Not applicable as the proposed development does not contemplate residential block development.	Not Applicable.	3	N/A
23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.	n/a. 75 per sq.km is inappropriate for an industrial subdivision. Internal intersections are proposed with pedestrian crossings and are appropriate based on the size of the buildings.	Traffic Impact Assessment prepared by Crozier Engineer	3	N/A
24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes.	All internal collector roadways have been designed with 3.0m multi-use pathway on both sides. The paths provide pedestrian and active transportation connectivity to the external roadway network, bus stops and the potential park situated in the southwest corner of the subject lands.	Traffic Impact Assessment prepared by Crozier Engineer	n/a	
<b>STREETSCAPE CHARACTERISTICS</b>				
Pedestrian Amenities				
25. Primary building entrances for Office, Institutional, High Density Residential, Commercial Retail are oriented towards the street and are clearly identifiable and prominent with direct access to the public sidewalk, pedestrian connection and transit facilities.	Buildings shall be designed to optimize their highly visible location. Main building entrances will face and provide access to higher order streets.	MUDB prepared by Weston. Section: 1.5.6	2	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>26. All streets in low density residential 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.</p> <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 2.0 m wide.</p>	<p>Not applicable as the proposed development is not located in a low density residential area.</p>		<p>1</p>	<p>1</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>A mix of native and non-native flowering trees will be used as specified by the Town along Airport road and internal roads within the complex. Trees will be selected for hardiness, urban resilience, and low maintenance requirements. Trees will be planted in areas where they do not conflict with utilities, sight lines and where there is adequate root space to foster a healthy growth.</p>	<p>Landscape Plan</p>	<p>1</p>	<p>1</p>
<p>28. All transit stations, major transit stations and major pedestrian routes have:</p> <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>	<p>Not applicable</p>	<p>Not applicable</p>	<p>1</p>	<p>n/a</p>
<p>Cycling Amenities</p>				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<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"> <li>• bicycle lanes</li> <li>• sharrows</li> <li>• signed routes</li> <li>• multi-use paths on the boulevard</li> </ul> <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>All internal collector roadways have been designed with 3.0m multi-use pathway on both sides providing cycling connectivity to the external roadway network. These facilities connect to the MUPs located on Airport Road and Mayfield Road. There is no local Bicycle Plan for this area.</p>	<p>Traffic Impact Study prepared by Crozier Transportation</p>	<p>1</p>	<p>1</p>
<p>30. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.</p>	<p>Not applicable as the proposed development does not contemplate residential dwelling units.</p>	<p>Not Applicable.</p>	<p>1</p>	<p>n/a</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>All parking areas, pedestrian areas and building entrances will be well lit. Downward lighting shall be considered to reduce glare and the spillage of light. Detailed lighting design will be provided at the Site Plan application stage.</p>	<p>Urban Design Brief prepared by Weston Consulting</p>	<p>1</p>	<p>1</p>

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
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.	All parking areas, pedestrian areas and building entrances will be well lit. Downward lighting shall be considered to reduce glare and the spillage of light. Detailed lighting design will be provided at the Site Plan application stage.	Urban Design Brief prepared by Weston Consulting	1	1
<b>Traffic Calming</b>				
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"> <li>• minimum traffic lane widths</li> <li>• minimum number of traffic lanes in the roadway</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>	Not applicable as traffic calming elements are not required through this development application. The proposed street network has been designed to ensure efficient circulation patterns safety.	Not applicable	3	n/a
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.	Not applicable as traffic calming elements are not part of the proposed development	Not applicable	n/a	
<b>EFFICIENT PARKING</b>				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>35. Provide reduced automobile parking ratios for:</p> <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>Not applicable as the proposed development is not located within 400m or a higher order transit stop.</p>	<p>Not Applicable.</p>	<p>1</p>	<p>n/a</p>
<p>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).</p>	<p>Parking has been optimized to promote efficiency utilization. An appropriate parking rate has been determined through the Minister's Zoning Order.</p>	<p>Traffic Impact Assessment prepared by Crozier Consulting</p>	<p>1</p>	<p>1</p>
<p>37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop.</p>	<p>Not applicable as the proposed development does not contemplate residential dwelling units and is not located within 400m or a higher order transit stop.</p>	<p>Not Applicable.</p>	<p>2</p>	<p>N/A</p>
<p>38. 50% or more of residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.</p>	<p>Not applicable as the proposed development does not contemplate residential dwelling units.</p>	<p>Not Applicable.</p>	<p>2</p>	<p>N/A</p>
<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>The development's manufacturing and warehousing industrial use calls for large vehicle parking lots. However, the design strategy is to mitigate views to at-grade parking lots from the pedestrian boulevard with landscaped buffers and breaking long parking rows with landscaped islands and medians.</p>	<p>Master Urban Design Brief prepared by Weston Consulting</p>	<p>2</p>	<p>2</p>

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<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"> <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>	<p>With respect to site circulation, pedestrian, vehicular and truck circulation are separated as much as possible with minimal conflict. Pedestrian routes will connect parking areas to main building entrances and municipal sidewalks. Detailed sidewalk routes will be provided in more advanced stages of the design. The development concept provides 9 metre landscape buffers along the major roads for buffering of street facing parking areas. Vehicle parking spaces are divided into small clusters and rows with landscaped peninsulas.</p>	<p>Master Urban Design Brief prepared by Weston Consulting</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

5/5

5/5

5/18

~~-2~~

~~-1~~

3/3

~~-2~~

~~-1~~

~~-1~~

~~-2~~

~~-2~~

~~-2~~

2/2

2/8

2/2

~~-2~~

~~-1~~

~~-2~~

~~-1~~

## STREET CONNECTIVITY

Improved connectivity

- Infill development
- Greenfield development

Non-grid streets avoided

Reverse-frontage streets avoided

Small residential blocks

Frequent intersections

Active transportation connectivity

2/2

1/1

~~-3~~

~~-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

6/12

2/2

1/1

1/1

~~-1~~

1/1

~~-1~~

1/1

~~-1~~

~~-3~~

N/A

5/10

~~-1~~

1/1

~~-2~~

~~-2~~

2/2

2/2

## TOTAL\*:

26/32 ~~/63~~

GOLD:

80-100%

SILVER:

70-79%

BRONZE:

60-69%

PASS:

50-59%

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