

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): 12259 Chinguacousy Road

Applicant

Name: Mayfield Developments Inc. Telephone: 905-907-8366 E-mail: Greg.Kruzel@mattamycorp.ca
Registered Owner: _____

Proposal Description

Gross Floor Area: 25.74ha Number of Storeys: _____ Number of Units: _____

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

The proposed Plan of Subdivision consists of 347 single detached dwellings, 56 back-to-back townhouse units, 101 rear lane townhouse units, two affordable housing blocks, one 0.73 hectare neighbourhood park and one stormwater management (SWM) pond, connected via a network of public roads (Figure 2 - Draft plan of Subdivision). One 1.0 hectare affordable housing block will be dedicated to the Region of Peel and one 0.2 hectare affordable housing block will be dedicated to Habitat for Humanity, in accordance with the proposed ROPA 34 and OPA 255.

The residents will have many options for active transportation and will be well connected to green spaces, parks and schools. The development is served by an efficient network of local roads which are connected to collector and arterial roads providing access to the greater Mayfield West Phase 2 cycling network.

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>OPA 255 proposes a planned density target of 77.3 residents and jobs per hectare for the Mayfield West Phase 2 Stage 2 lands. The proposed Plan of Subdivision helps to achieve this density target by providing approximately 87.8 residents per hectare as calculated using the persons per unit assumptions for the Town of Caledon Development Charges Background Study.</p>	<p>Draft Plan of Subdivision</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>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.	The Development Staging and Sequencing Plan demonstrated that at least 50% of the proposed development is within 200m of a planned transit stop.	Development Staging and Sequencing Plan, and Figure 1 Transit & Bike Routes	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.	N/A - Development is not within 400m of a Higher Order Transit Stop		1	N/A
5. Access to transit from the proposed development is safe, attractive and direct for pedestrians.	Sidewalks will be provided for safe access to transit		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>Future elementary school to the south is to have before/after school programs.</p> <p>Future Neighbourhood Park is within the proposed subdivision.</p> <p>Proposed development will have Canada Post mailboxes</p>	<p>Draft Plan of Subdivision</p> <p>Figure 2: Neighbourhood Community and Retail Services</p>	2	1
7. 100% of the proposed dwelling units are within 800m of an existing or planned	Figure 3 illustrates that 100% of the units are located within an 800m radius of the planned elementary school.	Figure 3: Elementary School	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.	As shown in Figure 4, 100% of the proposed development is within 1.6km of a planned secondary school.	Figure 4: Secondary School	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.	As shown in Figure 5, at least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.	Figure 5: Parks and Open Spaces	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.	As shown in Figure 6, a majority of the proposed dwelling units are within 800m of planned commercial areas. There is a commercial block planned at the north-east corner of Chinguacousy Rd & Mayfield Rd, approx. 400m south of the subject lands. Additionally, there is a High Density Residential Block directly adjacent (south) of the subject lands which permits ground floor retail. 100% of the proposed dwelling units are within 800m of either or both of these commercial areas.	Figure 6: Commercial Area	2	2
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> .	N/A Site is not zoned to permit this use. Planned commercial uses are found in key locations within the broader MW2 community which will support the MW2 community as a whole.		2	N/A
Employment				
12. The development is within 10km (i.e., a 30 minute transit trip) of an existing or planned employment centre or urban centre.	100% of the development is proposed within 10km of employment lands proposed in the northeast quadrant of the Mayfield West Phase 2 community (approx. 2.75km away at the furthest points)		2	2
LAND USE MIX				
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.	N/A No employment lands are planned within the proposed development		2	N/A
14. In combination, the following housing type groups make up	The proposed Plan of Subdivision consists of 347 single detached		2	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
at least 50% of the total units: <ul style="list-style-type: none"> • townhouses and multiplex • apartment buildings 	dwellings, 56 back-to-back townhouse units and 101 rear lane town house units. In addition, the two affordable housing blocks are anticipated to provide approx. 210 mid-rise units and 18 stacked towns.	Draft Plan of Subdivision		
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 provides 2 affordable housing blocks. One 1.0 hectare affordable housing block will be dedicated to the Region of Peel and one 0.2 hectare affordable housing block will be dedicated to Habitat for Humanity, in accordance with the proposed ROPA 34 and OPA 255.	Draft Plan of Subdivision	1	1
16. <i>Live-work units</i> and other employment-related uses compatible with residential uses are included in the proposed development.	N/A This site is not zoned to permit these uses.		2	N/A
17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	N/A This site is not zoned to permit these uses.		1	N/A
STREET CONNECTIVITY				
18. Infill development increases opportunities for street and pedestrian linkages and connectivity.	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 proposed development has been designed to provide sidewalks on local, collector and arterial roads. The road network has been designed to connect to planned and existing road networks, including Tim Manley Avenue and Neil Promenade which are planned to have bike lanes or pavement widenings.	Mayfield West Phase 2 Development Staging and Sequencing Plan	1	1
20. Cul-de-sacs, crescent streets and loop roads are not utilized unless they are located near significant infrastructure,	No cul-de-sacs have been proposed. Crescent streets are only utilized where required given the configuration of the property along Chinguacousy Rd and proximity to natural features (i.e. the Greenbelt).	Draft Plan of Subdivision	2	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
including highways and railways, or near natural features.				
21. Reverse frontage streets are not utilized.	No reverse frontage streets are proposed.	Draft Plan of Subdivision	1	1
22. Residential blocks in the proposed development do not exceed 80x180m in size.	The proposed blocks are much narrower (54 m) than the standard 80 m. Likewise, the proposed blocks are less than 180 m in length for the most part.		3	2
23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.	The proposed development provides 23 intersections within a 0.25 square kilometer area, achieving an intersection density of 89/sq.km.	Draft Plan of Subdivision	3	3
24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes.			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.	N/A The site is not zoned to permit these uses.		2	N/A
26. All streets in low-density residential areas have sidewalks on each side that are at least 1.5m wide. All streets in medium- and high-density residential neighbourhoods, mixed-use areas and commercial areas	As per the Community Design Guidelines, sidewalks will be located on both sides of arterial roads and will have a minimum width of 1.5m. All other streets are planned to have 1.5m wide sidewalks on one side of the street.	Draft Plan of Subdivision	1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
have sidewalks on each side that are at least 2 m wide.				
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.	The Street Trees and Planting Strategy section in the Community Design Guidelines outlines the requirements and recommendations that will be followed. A detailed landscaping plan will be submitted in the future which will follow the Community Design Guidelines.		1	1
28. All transit stations, major transit stations and major pedestrian routes have: <ul style="list-style-type: none"> • weather protection • seating • waste baskets • lighting • route information • bicycle parking 	Not applicable at this stage.		1	N/A
Cycling Amenities				
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: <ul style="list-style-type: none"> • bicycle lanes • sharrows • signed routes • multi-use paths on the boulevard <p>Where there is a local Bicycle Plan, the bikeway network</p>	<p>The cycling and trail network is outlined within the Community Design Guidelines. This includes bike lanes or pavement widening as well as multi-use trails/paved off-road trails to accommodate cyclists, pedestrians and other active transportation methods.</p> <p>The proposed development will follow the requirements and recommendations of the Community Design Guideline in relation to cycling amenities.</p>		1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
proposed in the Plan is implemented in the development area, and opportunities to enhance, or connect, the proposed bikeway network are identified.				
30. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.	As shown in Figure 1, 100% of the residential units are within 400m of the Mayfield West Phase 2 cycling network as there are bike lanes planned for the Spine Road (Tim Manely Ave) and bike lanes or pavement widenings planned for the Collector Road (Niel Promenade)	Figure 1: Transit and Bike Routes	1	1
Lighting				
31. Residential and commercial streets in medium- to high-density neighbourhoods have pedestrian-scaled lighting and are limited to a height of 4.6m.	Not applicable at this stage. The proposed development will follow the requirements and recommendations of the Community Design Plan in relation to lighting and light standards.		1	N/A
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.	Not applicable at this stage. The proposed development will follow the requirements and recommendations of the Community Design Plan and the Town of Caledon Outdoor/Street Light Standards		1	N/A
Traffic Calming				
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"> • minimum traffic lane widths • minimum number of traffic lanes in the roadway • Pedestrian-priority streets, woonerfs or home-zones 	Minimum traffic lane widths and minimum number of traffic lanes in the roadway have been achieved.	Draft Plan of Subdivision	3	3

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
(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.			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. 	N/A This development is not within 400m of a higher order transit stop and does not include apartments/condominiums.		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).	N/A The only proposed use is residential and there are no ancillary parking areas proposed.		1	N/A
37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop.	N/A This development is not within 400m of a higher order transit stop.		2	N/A
38. 50% or more of residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.	The rear-lane townhouses fronting onto Tim Manely Ave provide access to parking via rear laneways with no parking along their frontage/ front setbacks (on Tim Manley Ave).		2	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
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.	N/A No multi-storey residential, institutional or employment uses are proposed.		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 	N/A No parking lots are being provided in this development.		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 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

11 / 12

2 / 2

N/A/1

N/A

1 / 2

1 / 1

1 / 1

2 / 2

2 / 2

N/A/2

2 / 2

LAND USE MIX

Employment Lands

Housing diversity

Special Housing

Live-Work units and other employment uses

Retail uses on ground floor

3 / 3

N/A/2

2 / 2

1 / 1

N/A/2

N/A/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

9 / 10

1 / 1

2 / 2

1 / 1

2 / 3

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

7 / 7

N/A/2

1 / 1

1 / 1

N/A/1

1 / 1

1 / 1

N/A/1

N/A/1

3 / 3

N/A

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

1 / 2

N/A/1

N/A/1

N/A/2

1 / 2

N/A/2

N/A/2

TOTAL*:

36 / 39

=92%

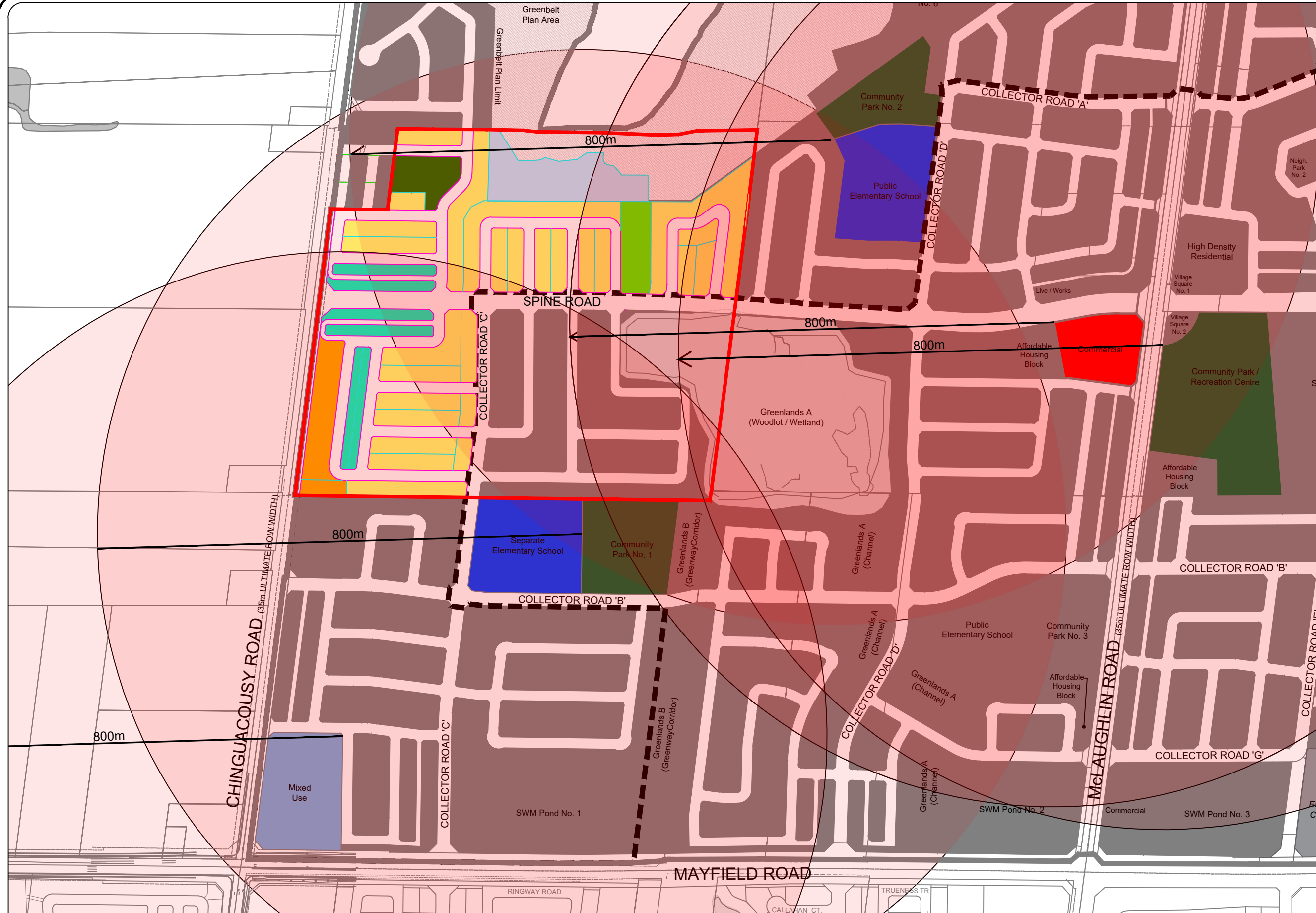
GOLD: 80-100%

SILVER: 70-79%

BRONZE: 60-69%

PASS: 50-59%

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

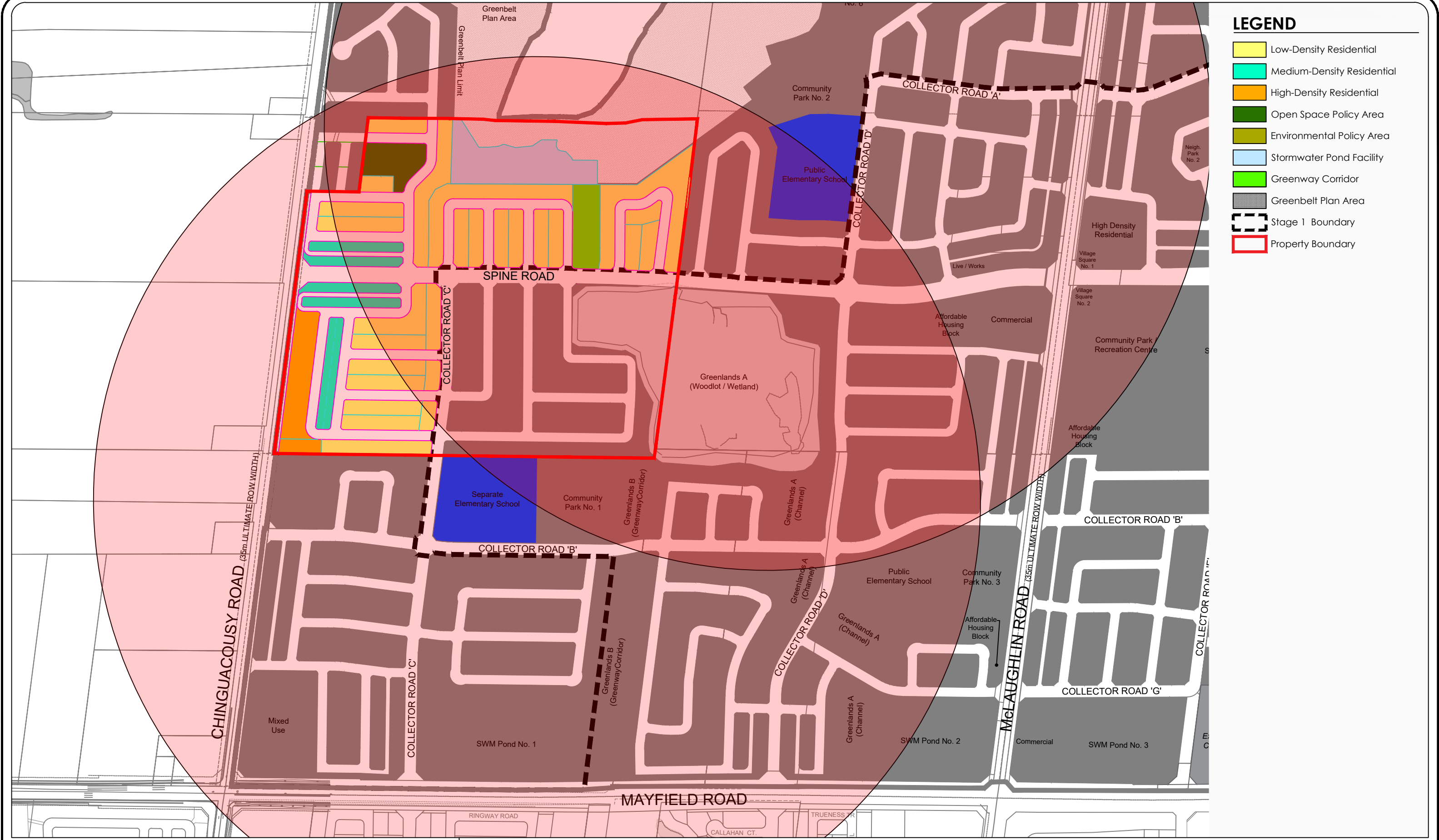


LEGEND

- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Open Space Policy Area
- Environmental Policy Area
- Stormwater Pond Facility
- Greenway Corridor
- Greenbelt Plan Area
- Stage 1 Boundary
- Property Boundary

MAYFIELD DEVELOPMENTS INC STAGE 2
 PART 1 ON 43R-37089
 PART LOT 19, CONCESSION 2, WHS (CHINGUACOUSY)
 TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL

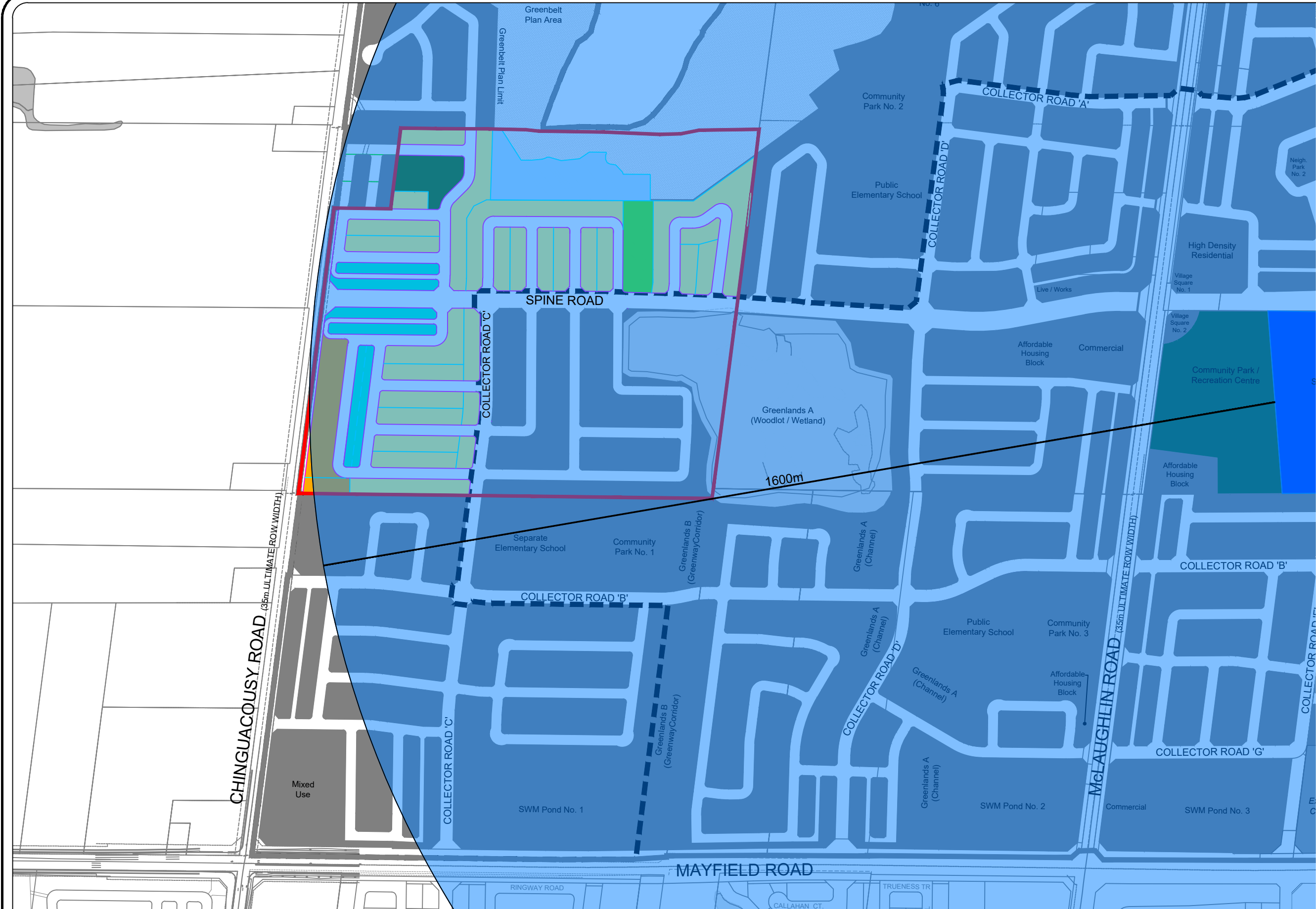
FIGURE 2: NEIGHBOURHOOD COMMUNITY AND RETAIL SERVICES



MAYFIELD DEVELOPMENTS INC STAGE 2
 PART 1 ON 43R-37089
 PART LOT 19, CONCESSION 2, WHS (CHINGUACOUSY)
 TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL

FIGURE 3: ELEMENTARY SCHOOL



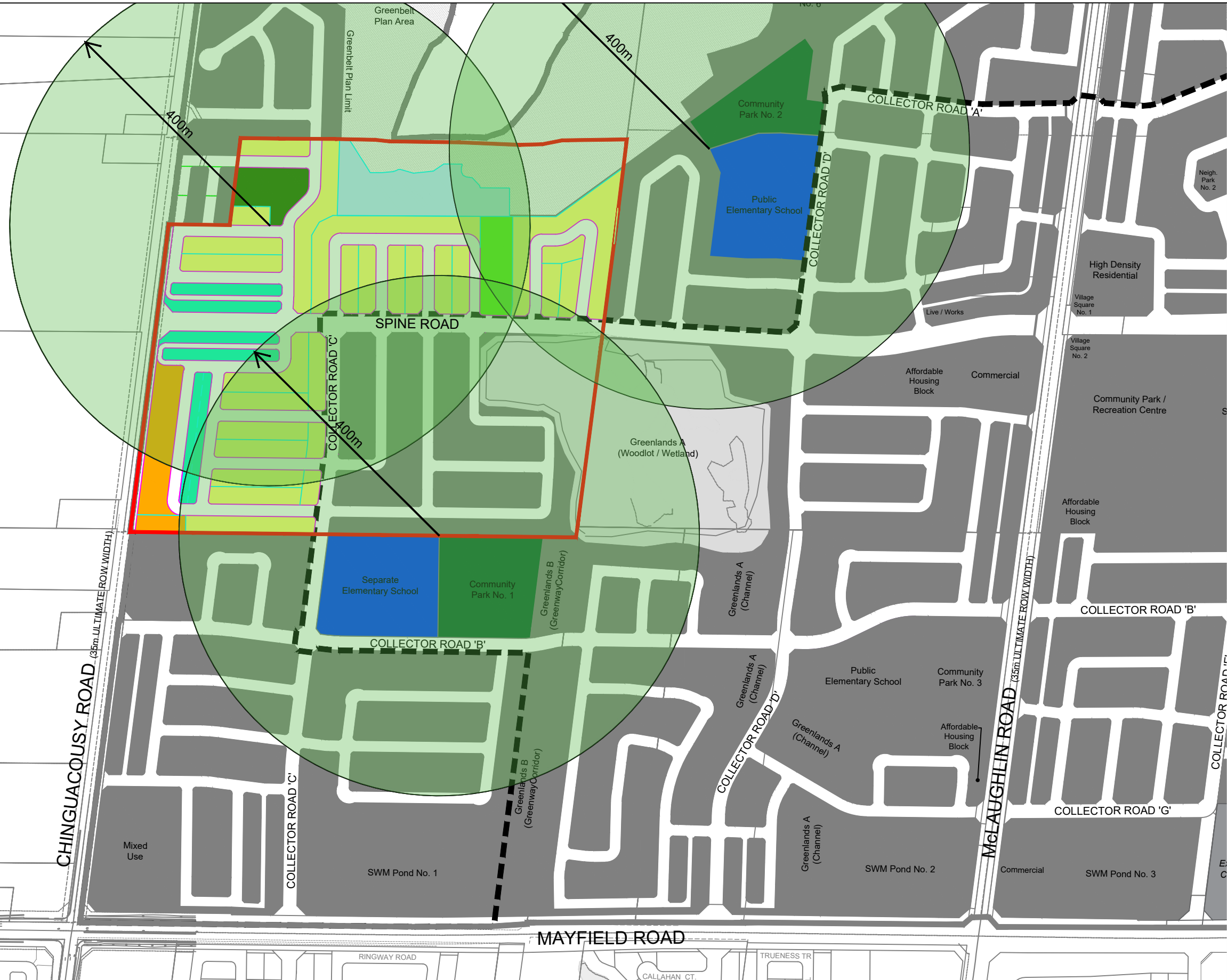


LEGEND

- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Open Space Policy Area
- Environmental Policy Area
- Stormwater Pond Facility
- Greenway Corridor
- Greenbelt Plan Area
- Stage 1 Boundary
- Property Boundary

MAYFIELD DEVELOPMENTS INC STAGE 2
 PART 1 ON 43R-37089
 PART LOT 19, CONCESSION 2, WHS (CHINGUACOUSY)
 TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL

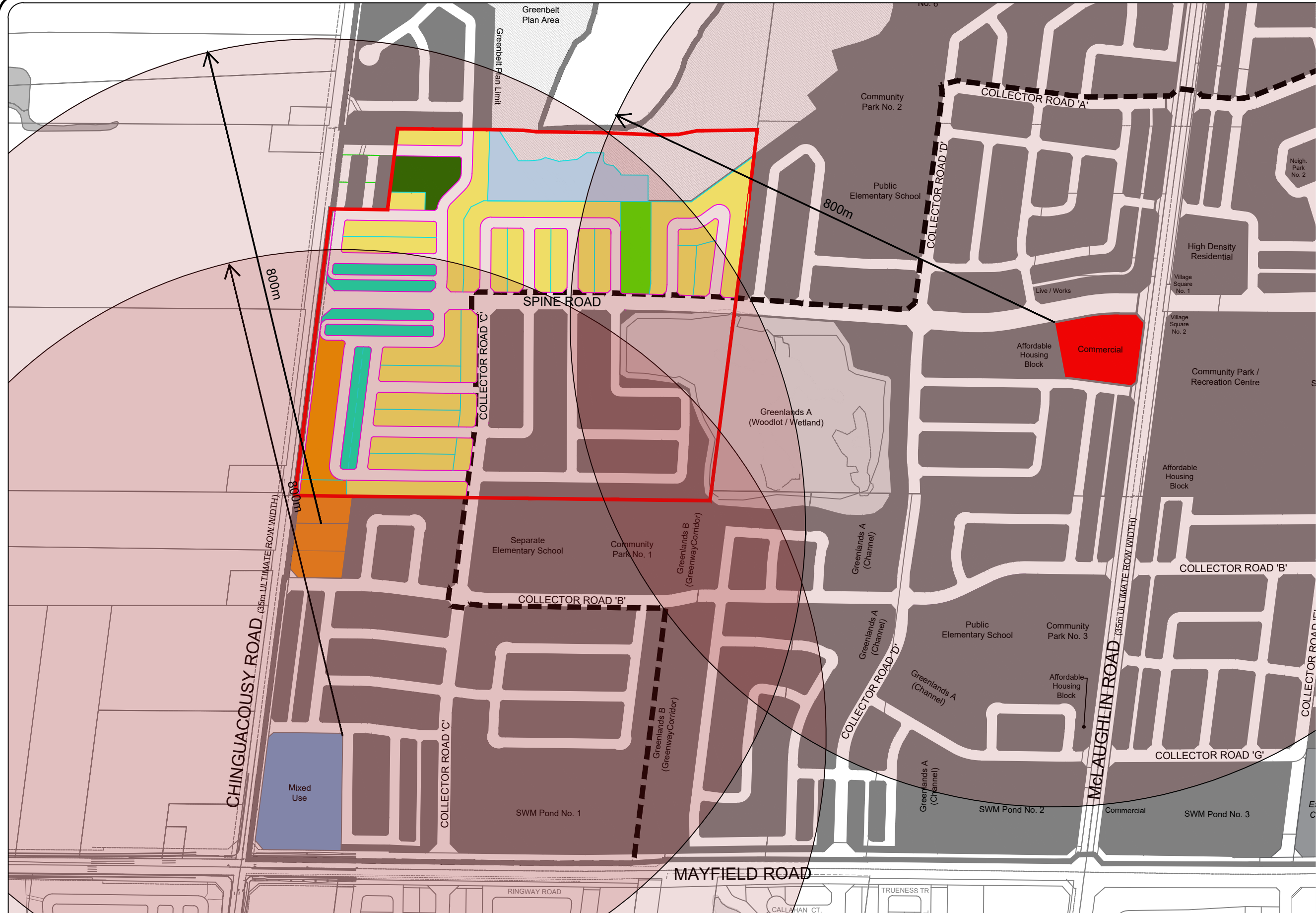
FIGURE 4: SECONDARY SCHOOL



- LEGEND**
- Low-Density Residential
 - Medium-Density Residential
 - High-Density Residential
 - Open Space Policy Area
 - Environmental Policy Area
 - Stormwater Pond Facility
 - Greenway Corridor
 - Greenbelt Plan Area
 - Stage 1 Boundary
 - Property Boundary

MAYFIELD DEVELOPMENTS INC STAGE 2
 PART 1 ON 43R-37089
 PART LOT 19, CONCESSION 2, WHS (CHINGUACOUSY)
 TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL

FIGURE 5: PARKS AND OPEN SPACES



- LEGEND**
- Low-Density Residential
 - Medium-Density Residential
 - High-Density Residential
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 - Greenbelt Plan Area
 - Stage 1 Boundary
 - Property Boundary

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FIGURE 6: COMMERCIAL AREAS