

## Application Submitted

Site Plan Control                      x    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): 12290 Hutchinson Farm Lane  
Parts of Lot 19, Concession 1, W.H.S.

### Applicant

Name: Glen Schnarr & Associates Inc.                      Telephone: 905-568-8888 x266                      E-mail: jonathanh@gsai.ca  
 Registered Owner: Caledon 410 Developments Ltd.

### Proposal Description

Gross Floor Area: NA                      Number of Storeys: NA                      Number of Units: 509

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

The proposed development contributes to a healthy community by:

- contributing to the overall density of the MW2SP
- providing excellent service proximity
- includes Transit Hub block and Institutional block for a future Peel Regional Police Facility
- maintaining a local road network that is well connected to the surrounding road and transit network
- providing a pedestrian, cycling and trail network is integrated with the surrounding neighbourhood and promotes active transportation
- developing a streetscape that is consistent with the Community Design Plan
- includes Peel Living Affordable Housing as per the community-wide draft DSSP

## 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>The proposed development has a residential density of approximately 43 units per net residential hectare as demonstrated by the Planning Justification Report and Community Design Plan Analysis. Additionally, the Table 5.3.1 of the DSSP (2nd Draft) allocates 1,795 population related jobs to the proposed development including the abutting Region of Peel lands. The proposed development contributes to the Mayfield West Phase II Secondary Plan Area which is planned at a density of 66.6 people and jobs per hectare.</p>	<p>Planning Justification Report and Community Design Plan Analysis and Mayfield West Phase 2 Secondary Plan DSSP Table 5.3.1 and 5.4.3</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>NA. Not located within a Designated Urban Growth Centre.</p>			

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<b>SERVICE PROXIMITY</b>				
Transit				
3. At least 50% of the development's proposed dwelling units are situated within 200m of a planned or existing transit stop.	Figure 1 demonstrates that 93% of proposed dwelling units are within 200m of a planned transit stop. Transit stop locations as per Draft DSSP.	HDA Figure 1	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.	NA The proposed development has no areas within 400m of a higher order transit stop.	Draft Plan of Subdivision	1	NA
5. Access to transit from the proposed development is safe, attractive and direct for pedestrians.	All local roads are sized to accommodate sidewalks on both sides. Final number of sidewalks to be determined at the detailed design stage. Access to transit for pedestrians from the proposed development is accommodated by sidewalks.	Draft Plan of Subdivision and Community Design Plan	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"> <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>	Figure 2 demonstrates that 100% of proposed dwelling units are within 800m of a proposed recreation centre, a public library and a place of worship	HDA Figure 2	2	2
7. 100% of the proposed dwelling units are within 800m of an existing or planned	Figure 3 demonstrates that 96% of proposed dwelling units are within 800m of a planned or existing elementary school.	HDA Figure 3	1	0.5

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elementary school.				
8. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.	Figure 4 demonstrates that 100% of proposed dwelling units are within 1.6km of a planned or existing secondary school.	HDA Figure 4	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.	Figure 5 demonstrates that 100% of proposed dwelling units are within 400m of a park, playing field, square or natural open space.	HDA Figure 5	2	2
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.	Figure 6 demonstrates that 100% of proposed dwelling units are within 800m of personal service and commercial retail space.	HDA Figure 6	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> .	Consistent with the Mayfield West Phase II Secondary Plan, the General Commercial zone allows for convenience commercial type uses and proposes them to be located adjacent and to the west of Hurontario Street.	Draft Plan of Subdivision	2	2
<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.	Figure 7 demonstrates that the proposed development is within 10km of an existing urban centre.	HDA Figure 7	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.	NA. The proposed development does not include employment lands. Employment lands are not permitted by the Town of Caledon Official Plan within the subject lands.	Draft Plan of Subdivision	2	NA
14. In combination, the following housing type groups make up	As per the Draft Plan of Subdivision, townhouses comprise 61% of the total units.	Draft Plan of Subdivision	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"> <li>• townhouses and multiplex</li> <li>• apartment buildings</li> </ul>				
15. The proposed development includes special housing types, such as senior's housing, long term care facilities and supportive or affordable housing.	At this time, it is expected that the subject lands will comprise some affordable housing.	Draft Plan of Subdivision and Draft DSSP Figure 2.2	1	1
16. <i>Live-work units</i> and other employment-related uses compatible with residential uses are included in the proposed development.	The proposed development includes Commercial land which shall provide for employment-relocated uses.	Draft Plan of Subdivision	2	2
17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	NA. The proposed development does not include multi-unit and mixed-use buildings. Multi-unit and mixed-use uses are not permitted by the Town of Caledon Official Plan within the subject lands.	Draft Plan of Subdivision	1	NA
<b>STREET CONNECTIVITY</b>				
18. Infill development increases opportunities for street and pedestrian linkages and connectivity.	NA. The proposed development is a Greenfield development.			
19. In designated <i>Greenfield Areas</i> , street networks and off-road paths: <ul style="list-style-type: none"> <li>• are <i>multi-modal</i> to provide choice to pedestrians and cyclists; and</li> <li>• make clear connections to existing routes and facilities.</li> </ul>	The proposed development includes a trail and cycling network that connects with the proposed network of Mayfield West Phase 2. Naturalized trails along the EPA and Open Space blocks shall connect to on-street bike lanes implementing the signage, crossing infrastructure and trail cross-sections detailed in the CDP. The Spine Road, collector roads, local roads and laneways shall be designed in a manner consistent with Figures 6.4, 6.6, 6.7 and 6.9 of the CDP ensuring safe pedestrian connections and trail system access. Connections to the planned transit infrastructure are provided through the trail and cycling network's interface with the local and surrounding road network.	Draft Plan of Subdivision and Draft DSSP	1	1
20. Cul-de-sacs, crescent streets and loop roads are not utilized unless they are located near significant infrastructure,	The proposed development does not contain any cul-de-sacs or loop roads. The proposed crescent street is generally consistent with the objectives of the MW2SP as it contributes to the efficient grid-like road network and efficiently utilize the lands surrounding open space and EPA designations.	Draft Plan of Subdivision	2	2

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including highways and railways, or near natural features.				
21. Reverse frontage streets are not utilized.	No reverse frontage streets are utilized in the proposed development.	Draft Plan of Subdivision	1	1
22. Residential blocks in the proposed development do not exceed 80x180m in size.	Figure 8 demonstrates that some proposed residential blocks exceed 80m x 180m in size. Proposed blocks are generally consistent with the approved framework plan.	HDA Figure 8	3	2
23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.	Figure 9 demonstrates that there are 25 intersections within the 0.38 km <sup>2</sup> proposed development and therefore extrapolates to 66 intersections per square kilometre.	HDA Figure 9	3	2.5
24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes.	Consistent with Section 6.6, 6.7 and 6.9 of the CDP and the Pedestrian Circulation and Trail Plan sidewalks, bike lanes and multi-use paths frame and connect to the local road network and transportations nodes.	Planning Justification Report and Community Design Plan Analysis and the Pedestrian Circulation and Trail Plan.	n/a	
<b>STREETSCAPE CHARACTERISTICS</b>				
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.	As per the Mayfield West Phase II Secondary Plan, the proposed commercial block located adjacent and to the west of Hurontario Street shall accomodate a variety of commercial uses. Full moves access to the commercial block shall be provided from Street 'B'.	Draft Plan of Subdivision	2	2
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	All local roads are sized to accomodate sidewalks on both sides. Final number of sidewalks to be determined at the detailed design stage.	Draft Plan of Subdivision and Community Design Plan	1	1

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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 proposed development is bound by the Street Tree Standards contained in Section 6.12 of the CDP.	Community Design Plan	1	1
28. All transit stations, major transit stations and major pedestrian routes have: <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>	We anticipate a major pedestrian route to be along the Spine Road and we anticipate all transit stops and the proposed transit hub black will contain the aforementioned amenities. Final built form will be determined at the detailed design stage.	Community Design Plan	1	1
<b>Cycling Amenities</b>				
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"> <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</p>	The proposed development includes a trail and cycling network that connects with the existing network to the proposed network of Mayfield West Phase 2. Naturalized trails along the EPA/Open Space blocks shall connect to on-street bike lanes implementing the signage, crossing infrastructure and trail cross-sections detailed in the CDP. Bicycle lanes and multi-use paths will be accomodated on collector roads and the trail network.	Draft Plan of Subdivision and Draft DSSP.	1	1

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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.	Figure 10 demonstrates that 100% of proposed dwelling units are within 400m of continuous and connected bike network.	HDA Figure 10	1	1
<b>Lighting</b>				
31. Residential and commercial streets in medium- to high-density neighbourhoods have pedestrian-scaled lighting and are limited to a height of 4.6m.	The proposed development is consistent with CDP Section 6.10.1 and will be finalized at the detailed design stage.	Community Design Plan	1	1
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.	The proposed development is consistent with CDP Section 6.10.1 and will be finalized at the detailed design stage.	Community Design Plan	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</li> </ul>	The proposed development is consistent with the approved Transportation Master Plan as prepared by Paradigm Transportation Solutions Ltd. and dated December 2015.	Transportation Master Plan	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.	The proposed development implements the traffic calming elements indentified in the approved Transportation Master Plan Table 7.4 and 7.5.	Transportation Master Plan	n/a	
<b>EFFICIENT PARKING</b>				
35. 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>	NA The proposed development does not contain buildings or facilities within 400m of a higher order transit stops or apartments/condominiums offering car share parking spaces.	Draft Plan of Subdivision	1	NA
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).	NA Opportunities to implement shared parking systems shall be determined at the detailed design stage for the proposed Commercial block.	Draft Plan of Subdivision	1	NA
37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop.	NA The proposed development does not contain multi-family dwelling units.	Draft Plan of Subdivision	2	NA
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% of residential dwelling units provide access to parking via rear alleys or laneways.	Draft Plan of Subdivision	2	2

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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.	NA The proposed development does not contain multi-storey residential or employment uses. The design of institutional uses such as the Peel Region Police Facility located on the Draft Plan of Subdivision are not in the control of the Applicant.	Draft Plan of Subdivision	2	NA
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"> <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>	NA The proposed development contains parking lots only on the institutional, transit hub and commercial blocks. The design of these uses located on the Draft Plan of Subdivision are not in the control of the Applicant.	Draft Plan of Subdivision	2	NA

# 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

13.5 / 14

~~15~~

2/2

NA/1

N/A

2/2

0.5/1

1/1

2/2

2/2

2/2

2/2

5/5

~~8~~

NA/2

2/2

1/1

2/2

NA/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

8/10

1/1

2/2

1/1

2/3

2.5/3

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

12/12

2/2

1/1

1/1

1/1

1/1

1/1

1/1

1/1

3/3

N/A

2/2

## 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

~~10~~

NA/1

NA/1

NA/2

2/2

NA/2

NA/2

## TOTAL\*:

~~60~~

46/48 (95.8%)

GOLD:

80-100%

SILVER:

70-79%

BRONZE:

60-69%

PASS:

50-59%

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