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): 12529 Chinguacousy Road

Applicant

Name: GSAI (attn: Jason Afonso) Telephone: 905-568-8888 x227 E-mail: jasona@gsai.ca

Registered Owner: FP Mayfield West (Caledon) Inc.

Proposal Description

Gross Floor Area: N/A Number of Storeys: N/A Number of Units: 205

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

The proposal is a greenfield development that will contribute to a mix of housing options, will optimize the use of planned infrastructure and services, contributes to a safe and connected pedestrian network, contributes to the protection and restoration of natural features and their functions.

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				
1. All development on Designated *Greenfield Areas* 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. Where the local municipality has established higher density targets, these higher targets will apply.	The proposed development contributes to the Designated Greenfield Area density target for both the Region of Peel and Town of Caledon of 42 people and jobs per hectare. The proposed development will achieve an overall density of 39.6 people per hectare.		5	5
2. All development in Designated *Urban Growth Centres* 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. Where the local municipality has established higher density targets, these higher targets will apply.	The proposed development is not located within a designated Urban Growth Centre within the Region of Peel and therefore this criteria does not apply to the subject lands.	N/A		

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 proposed development is not currently serviced by existing or planned transit. There is potential to extend planned transit along Chinguacousy Road to service the site.		2	1
4. Areas within 400m of a *Higher Order Transit* stop are developed to meet *Major Transit Station Area* density targets.	The proposed development is not located within 400m of a Higher Order Transit Stop		1	0
5. Access to transit from the proposed development is safe, attractive and direct for pedestrians.	Residents will be able to walk to planned transit in the MW2 community via a well connect network of sidewalks. Should transit be extended along Chinguacousy, access will be significantly improved.		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: • 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	The subject lands are not within 800m to the listed neighbourhood public services. The site is situated at the outer limits of the MW2 community planned for predominantly residential and open space uses.		2	0
7. 100% of the proposed dwelling units are within 800m of an existing or planned	Approximately 74% of dwellings are located within 800m of a planned	Refer to Figure 2	1	0

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
elementary school.	elementary school.			
8. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.	Approximately 75% of the proposed dwelling units are located within 1.6 km of a planned secondary school.	Refer to Figure 2.	1	0
9. 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 development is located within 400 m of a park and natural open spaces.	Refer to Figure 1.	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.	The nearest planned commercial block is located at the intersection of Chinguacousy Road and Mayfield Road, approximately 1km south of the subject lands. Exact personal amenities remain unknown, however the space has been allocated for commercial use. A High Density Residential Block is located south of the site which does permit ground floor retail, as such, the 86% of the units are within 800m	Refer to Figure 3.	2	2
11. *Convenience commercial* uses are present in key locations, including *greyfield* areas, *intensification areas* and *corridors* and *greenfield areas*.	Planned commercial uses are present in key locations within the broader MW2 Community boundaries. Planned commercial uses will support the community and future residents of the proposed development and contribute to a complete community.	Refer to Figure 3.	2	2
Employment				
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 10km of planned employment lands to the east within the MW2 community.	Refer to the Development Concept Plan.	2	2
LAND USE MIX				
13. *Employment lands* include small scale amenity retail and services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement.	The proposed development does not include Employment lands.	N/A	2	0
14. In combination, the following housing type groups make up	The proposed development includes a mix of detached and	N/A	2	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
at least 50% of the total units: • townhouses and multiplex • apartment buildings	townhouse units. The number of townhouses represent approximately 62% of the total units and therefore supports this standard.	Refer to the 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 Landowner Group is required to provide Affordable Housing within the build-out of the MW2 area. Affordable housing blocks are provided outside of the proposed development limits to the south and southeast.	See Development Concept Plan.	1	1
16. *Live-work units* and other employment-related uses compatible with residential uses are included in the proposed development.	Live-work units are not proposed.	N/A	2	0
17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	Retail units are not proposed	N/A	1	0
STREET CONNECTIVITY				
18. Infill development increases opportunities for street and pedestrian linkages and connectivity.	The proposed development is not an infill development.	N/A	1	1
19. In designated *Greenfield Areas*, street networks and off-road paths: • are *multi-modal* to provide choice to pedestrians and cyclists; and • make clear connections to existing routes and facilities.	Yes, as per the Mayfield West Phase 2 Community Design Plan, future street network will be multi-modal with clear connections between routes and facilities.	Community Design Plan		
20. Cul-de-sacs, crescent streets and loop roads are not utilized unless they are located near significant infrastructure,	Crescent streets and a cul-de-sac are utilized in the proposal. This is appropriate given the property configuration, desire to limit accesses onto Chinguacousy Road and due to the proximity to natural features	Refer to the 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.	Reverse frontage streets are not utilized. Units fronting on Chinguacousy Road are rear lane towns.	Refer to the Draft Plan of Subdivision	1	1
22. Residential blocks in the proposed development do not exceed 80x180m in size.	Proposed residential blocks for the most part do not exceed 80 x 180 m in size.	See Figure 5	3	2
23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.	The proposed development contains about 8 intersections. This achieves approximately 41 intersections/ gross area in sq.km or 103/ net area in sq.km.	See Figure 5	3	3
24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes.	The proposed development will link sidewalks, bike lanes and multi use paths to the existing and planned street network as well as community amenities like parks, transit, and trails within the Greenbelt.	Community Design Guidelines, Development Concept Plan	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.	There are retail services proposed at the intersection of Mayfield Road and Chinguacousy Road, about 1km south of the subject lands.	See Figure 3	2	1
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 stated in the Community Design Guidelines, sidewalks shall be located on both sides of arterial roads, and shall have a minimum width of 1.5m. The proposed development will achieve the appropriate minimum sidewalk width of 1.5m internal to the site with sidewalks provided on one side of the roadway.	Community Design Guidelines	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 Community Design Guidelines contain an entire Section on Street Trees and Planting Strategy. This section proposes a variety of native and non-native species and urban tolerant trees. Also, unless otherwise stipulated, street trees shall be located within the grass boulevard between sidewalk and curb, with the intent of creating a prominent, continuous canopy on both sides of the street. This will be taken into consideration at the appropriate design stage.	Community Design Guidelines	1	1
28. All transit stations, major transit stations and major pedestrian routes have: • weather protection • seating • waste baskets • lighting • route information • bicycle parking	Chinguacousy Road will be a prominent pedestrian route for future residents and will be designed/constructed by the Town to the appropriate design standards. The site is not currently adjacent to a transit station.	Community Design Guidelines	1	1
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: • bicycle lanes • sharrows • signed routes • multi-use paths on the boulevard Where there is a local Bicycle Plan, the bikeway network	The Community Design Guidelines outline the proposed Cycling and trail network which includes bike lanes along several roads (Chinguacousy Road, McLaughlin Road and future Spine Road). Bike Lanes are to be located along arterials and are 1.8m to 2.0m-wide dedicated lanes that accommodate cyclists only, with pavement markings to separate cyclists from motorists. Bike Lanes or Pavement Widening (Collectors) are 1.5m-wide dedicated bike lane or widened pavement that accommodate cyclists. Multi-Use Trails are 3.0m-wide, paved off -road trails designed to accommodate the needs of cyclists (recreational and commuter), in-line skaters, walkers, joggers, etc., allowing for a wide range of uses and large volume of users. The Chinguacousy Road bike lanes are planned to be extended to service the proposed development.	Community Design Guidelines	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.	With proposed bike lanes along Chinguacousy Road, 100% of residential dwellings will be within 400 metres of the bike network.	Community Design Guidelines	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.	This future development contains medium density uses and appropriate pedestrian scaled lighting which will be provided in accordance with the Community Design Plan.	Draft Plan of Subdivision and 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.	Lighting standards will be taken into consideration at a later design stage for proposed pedestrian walkways and open spaces.	Community Design Guidelines	1	1
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: • minimum traffic lane widths • minimum number of traffic lanes in the roadway • Pedestrian-priority streets, woonerfs or home-zones	These aforementioned traffic calming measures are not explicitly discussed in the Community Design Guidelines, however other traffic calming measures may be considered at a later design stage including: -Signalized pedestrian crosswalks provided at locations where deemed required by a traffic study. - Pedestrian crosswalks with distinctive colours and/or textured materials. - Signage - Implementing minimum lane widths - Minimizing the number of traffic lanes in the roadway	Community Design Guidelines	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	N/A	n/a	
EFFICIENT PARKING				
35. Provide reduced automobile parking ratios for: • buildings and other facilities within 400m of a higher order transit stops; and, • apartments/condominiums offering car share parking spaces.	N/A	N/A	1	0
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).	Proposed townhouses and detached dwellings will each have their own driveway parking in addition to shared on-street visitor parking in accordance with the supporting traffic and parking analysis.	On-street Parking Plan	1	1
37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop.	This standard is not applicable as no multi-family dwelling units are proposed.	N/A	2	0
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 proposed rear-lane townhouse units provide access to parking via rear laneways with no parking in their front setbacks. They account for 18.5% of the total unit count.	See Draft Plan of Subdivision.	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.	No multi-residential development is proposed as part of this development.	N/A	2	0
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: • pedestrian access, connectivity and circulation • tree planting • landscaping • stormwater management • porous/permeable surfaces • light-coloured materials instead of black asphalt	As a low-density and medium-density development, the proposal will have surface parking as is typical for detached and townhouse dwellings. The negative aesthetic impacts are proposed to be minimized by the use of landscaping, the use of rear laneways for resident parking in some instances and providing for safe pedestrian access throughout the site.	Draft Plan of Subdivision, On-Street Parking Plan, Sidewalk Plan	2	2

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

DENSITY — 5 / 5

Density targets	5 /5

(Tick correct box)
- ☑ Greenfield targets
- ☐ Urban Growth Centre targets

SERVICE PROXIMITY — 9 / 15

Transit proximity	1 /2
Major Transit Station Area targets	0 /1
Safe & comfortable transit access	N/A
Proximity to neighbourhood public services	0 /2
Proximity to elementary school	0 /1
Proximity to secondary school	0 /1
Proximity to park, square or natural space	2 /2
Proximity to commercial retail	2 /2
Convenience commercial in key locations	2 /2
Proximity to employment or urban centre	2 /2

LAND USE MIX — 3 / 3

N/A ~~Employment Lands~~	/2
Housing diversity	2 /2
Special Housing	1 /1
N/A ~~Live-Work units and other employment uses~~	0 /2
~~Retail uses on ground floor~~	0 /1

STREET CONNECTIVITY — 9 / 10

Improved connectivity	1 /1

- ☐ Infill development
- ☑ Greenfield development

Non-grid streets avoided	2 /2
Reverse-frontage streets avoided	1 /1
Small residential blocks	2 /3
Frequent intersections	3 /3
Active transportation connectivity	N/A

STREETSCAPE CHARACTERISTICS — 11 / 12

Linear and nodal commercial development	1 /2
Sidewalks	1 /1
Street trees	1 /1
Transit Station amenities	1 /1
Connected bike network	1 /1
Proximity to bike network	1 /1
Lighting on residential/commercial streets	1 /1
Public outdoor lighting	1 /1
Traffic calming	3 /3
Traffic calming enhances comfort and safety	N/A

EFFICIENT PARKING — 4 / 5

N/A ~~Provide reduced parking ratios~~	0 /1
Identify systems for shared parking spaces	1 /1
N/A ~~Unbundled parking~~	0 /2
Parking location (single-storey residential)	1 /2
N/A ~~Parking location (other)~~	0 /2
Above-ground parking design	2 /2

TOTAL*: 41 / 50

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 (Large Scale)

APPENDIX A

Standard 22 - Some of the blocks on the plan are larger than 80x180m. The lengths are as follows (all measurements property line to property line):

- Block bounded by Airport Road, Laneway 1, Block 565, St. A = 243.1 m
- Block bounded by Sts. N, M, L, A = 185.6 m
- Block bounded by Sts. N, L, K, A (south) = 185.4 m
- Block bounded by Sts. A, B, C (two sides) = 232.9 m
- Block bounded by Sts. A, S, Q, P = 217.3 m
- Block bounded Sts. N, H, F, Laneways 4 & 5 = 204.1 m
- Block bounded by Sts. E, D (three sides) = 183.8 m

Standard 23 – The blocks of laneway dwellings interior to the site are on shorter blocks than those facing Airport Road. This provides an appropriate transition to the eastern portion of the site.

Healthy Development Assessment
Supporting Figures

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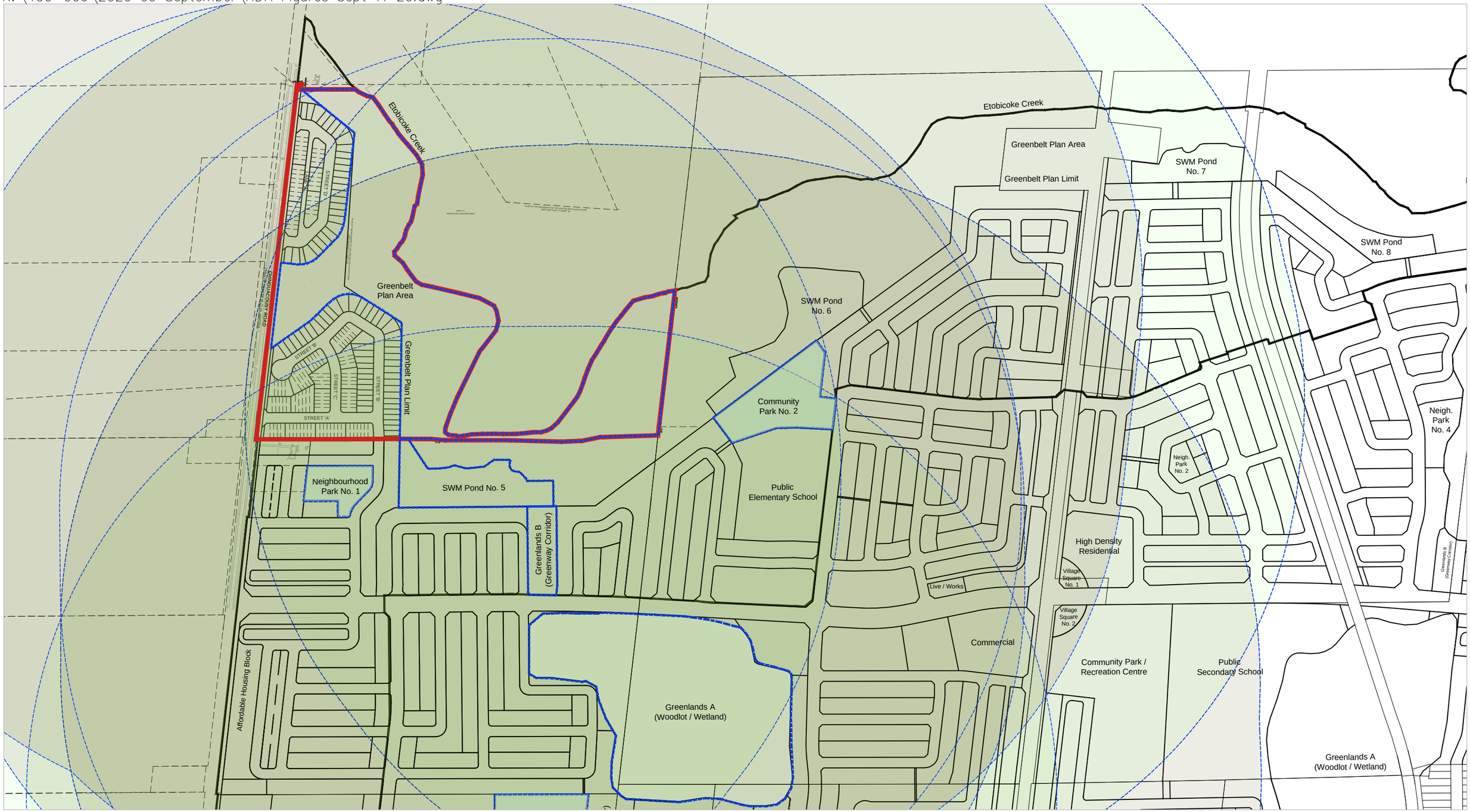

FIGURE 1

HEALTHY DEVELOPMENT ASSESSMENT:

PARKS AND OPEN SPACES 800m OF PROPOSED DEVELOPMENT

- Subject Property
- Mayfield West Stage 2 Boundary
- Open Space
- Parks

Residential Units within 800m of Public Services:	**205**
Total Residential Units:	**205**
Percentage of Proposed Residential Units within 800m of Parks and Open Spaces:	**100%**

Scale NTS
September 11, 2020

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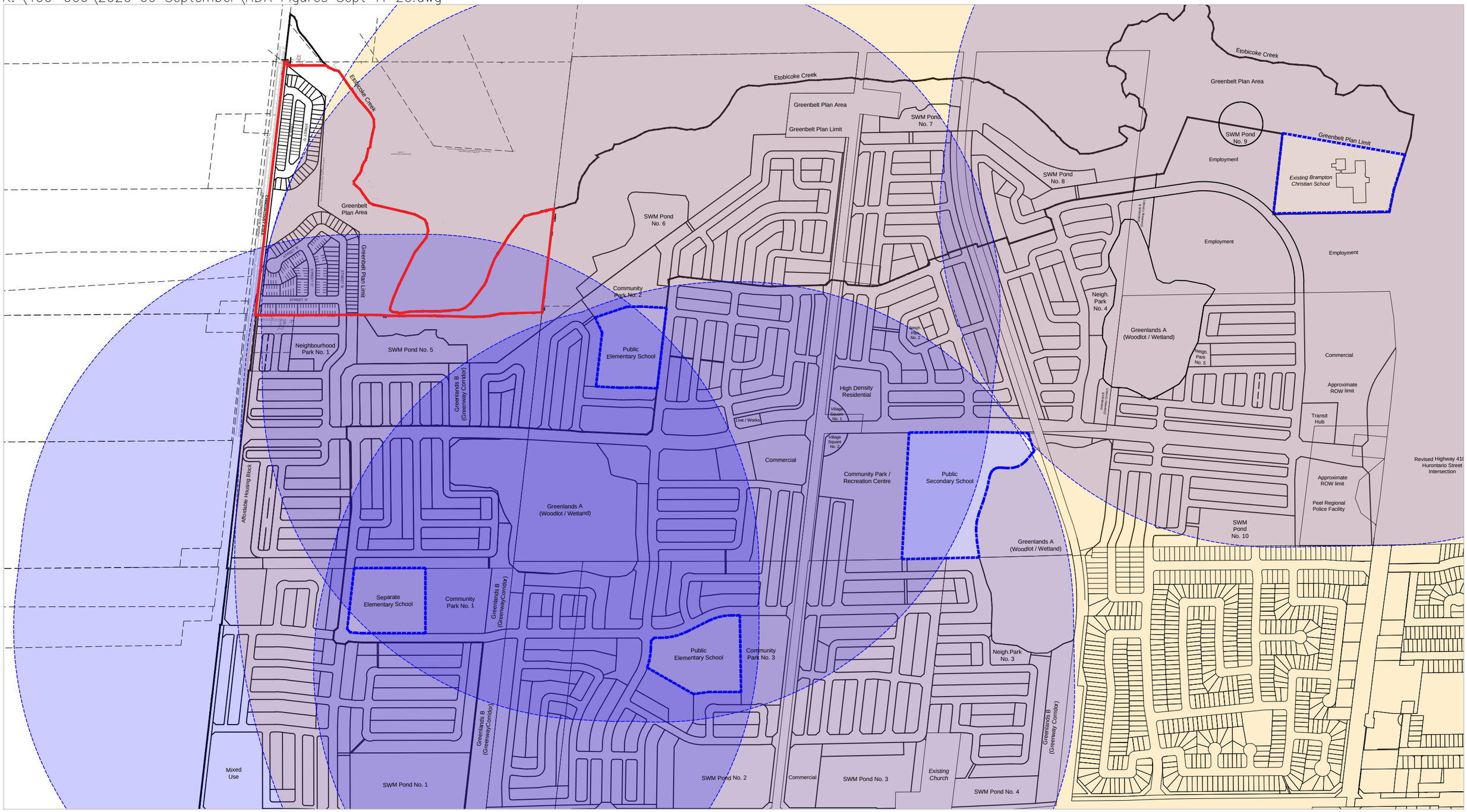

FIGURE 2

HEALTHY DEVELOPMENT ASSESSMENT:

ELEMENTARY SCHOOLS & SECONDARY SCHOOLS

- Subject Property
- Mayfield West Stage 2 Boundary

- Elementary School (2km)
- Secondary School (3.5km)

Residential Units within 2km of Elementary Schools:	**53**
Total Residential Units:	**205**
Percentage of Proposed Residential Units within 2km of Public Services:	**74.15%**
Residential Units within 3.5km of Secondary Schools:	**56**
Total Residential Units:	**205**
Percentage of Proposed Residential Units within 3.5km of Public Services:	**75.62%**

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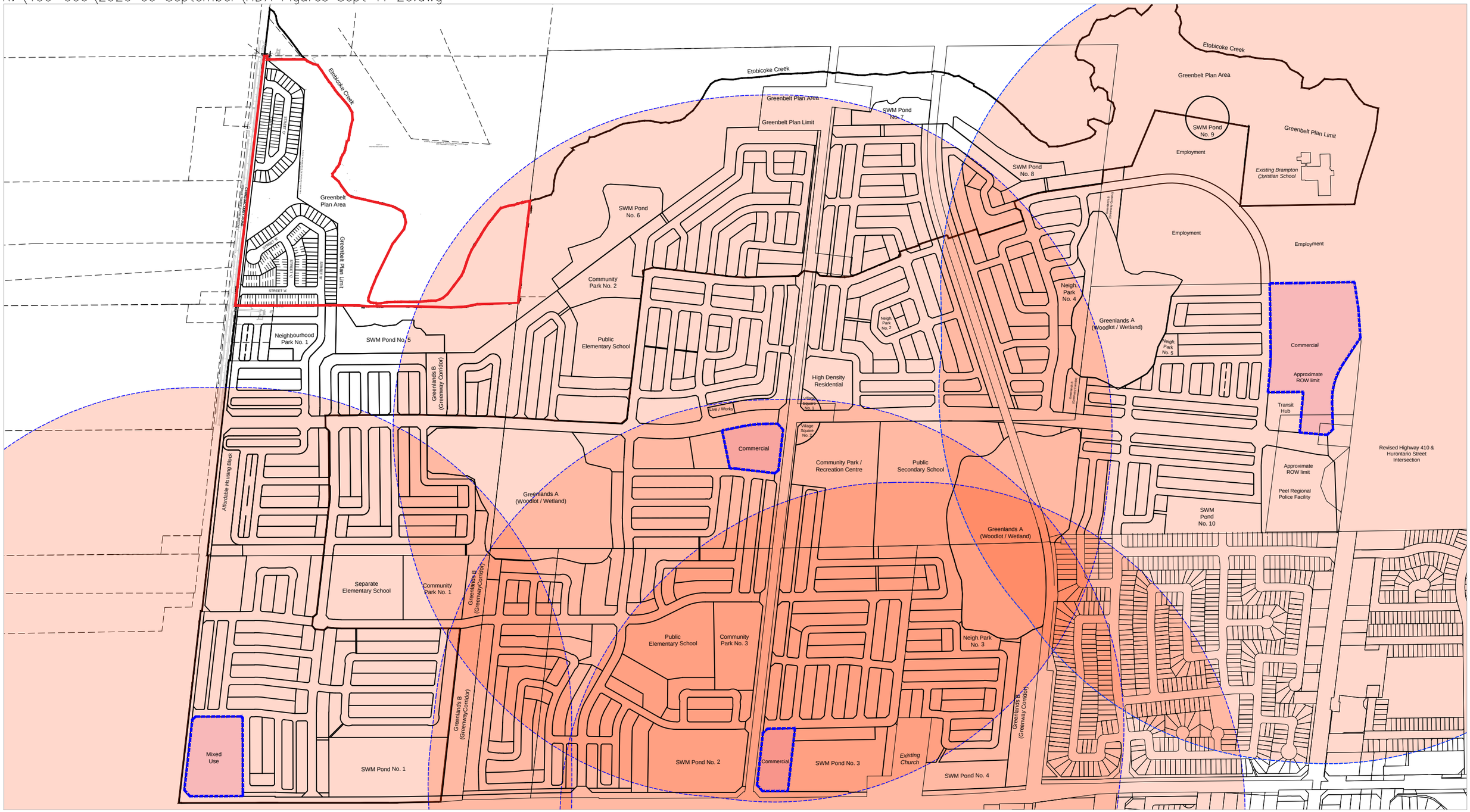

FIGURE 3

HEALTHY DEVELOPMENT ASSESSMENT:

COMMERCIAL RETAIL SPACE

Subject Property

Mayfield West Stage 2 Boundary

Commercial

Residential Units within 800m of Commercial Retail Space:	**0**
Total Residential Units:	**205**
Percentage of Proposed Residential Units within 800m of Commercial Retail Space:	**0%**

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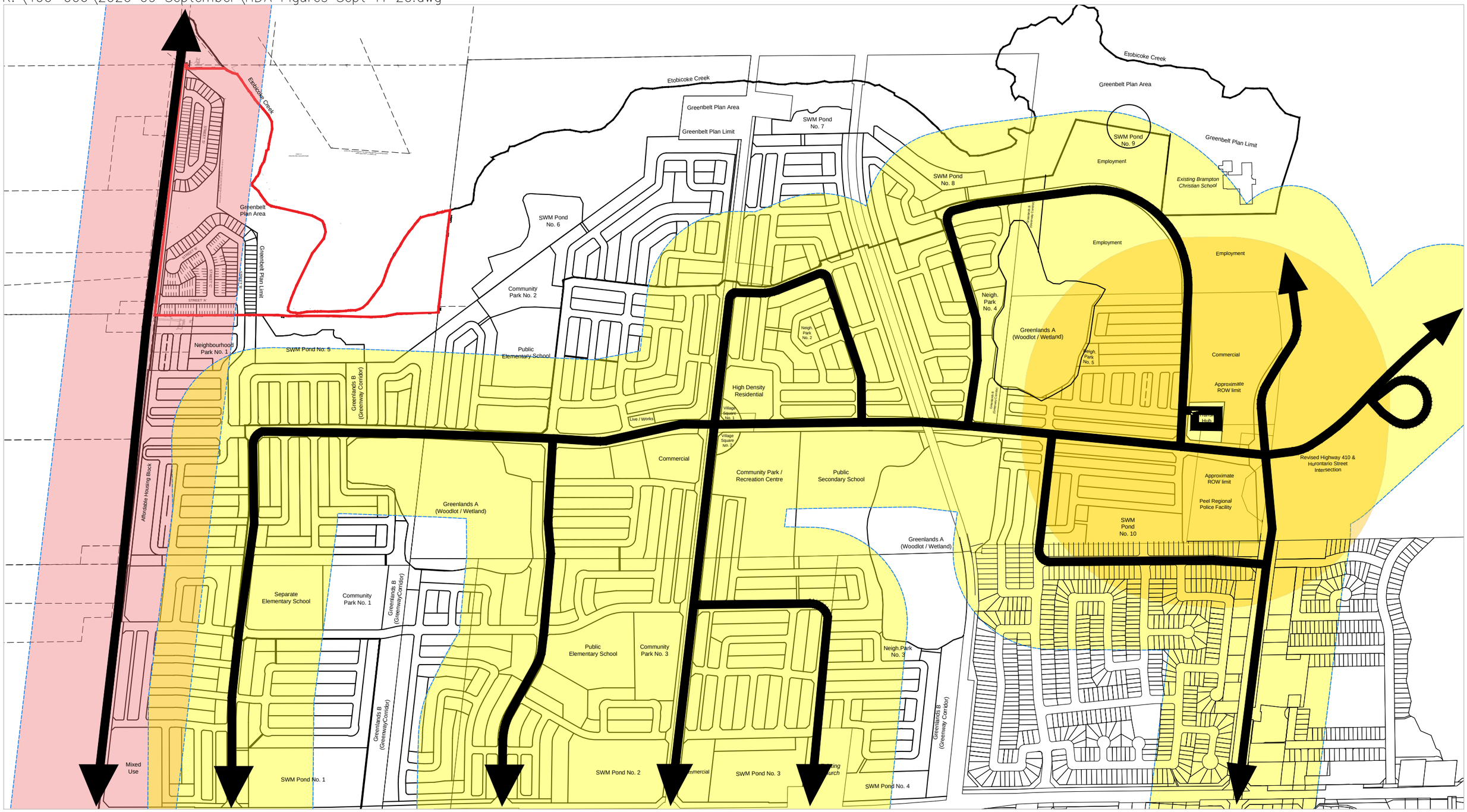

FIGURE 4

HEALTHY DEVELOPMENT ASSESSMENT:

TRANSIT WITHIN VICINITY OF PROPOSED DEVELOPMENT

- Subject Property
- Mayfield West Stage 2 Boundary

- Proposed Transit Route: 200m Buffer
- Higher Order Transit Stop
- Potential Future Transit Route: 200m Buffer

Residential Units within 200m of Proposed Transit Route and within 800m of Higher Order Transit Stop:	**0**
Total Residential Units:	**205**
Percentage of Proposed Residential Units within 200m of Proposed Transit Route	**0%**
Residential Units within 200m of Potential Future Transit Stop:	**18**
Total Residential Units:	**205**
Percentage of Proposed Residential Units within 200m of Proposed Transit Route	**91.22%**

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September 11, 2020

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