

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): 13636 Emil Kolb Parkway, Caledon

Applicant

Name: Harvestone Centre Inc. Telephone: _____ E-mail: vince@boltonrailings.com
Registered Owner: Harvestone Centre Inc.

Proposal Description

Gross Floor Area: 4,415.11 sq.m Number of Storeys: 3 Number of Units: 45

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

The proposed development contemplates three (3) three-storey stacked back-to-back townhouse blocks, consisting of 45 residential units, ranging from one + den and two bedroom units, in bungalow and two storey unit types. The proposed development will contribute factors to enhance the community. The proposed development encourages a variety of housing types in the community, is pedestrian friendly and transit-supportive.

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>The proposed development is located within the Bolton Rural Service Centre and consists of three (3) three-storey stacked back-to-back townhouse blocks. Varying unit types are offered to encourage a mix of housing options for future residents of the community. The proposed development is in close proximity to the approved future Caledon GO Station located at Humber Station Road and King Street. The proposed development is transit-supportive. The density of the proposed development exceeds the permitted maximum density to 100 UPH. The proposed development will accommodate approximately 150 new residents (assuming 3.328 PPU, per Region of Peel 2020 DC Background Study), thus contributing to the overall minimum intensification density target.</p>	<p>ROP 5.5.4.2.1 & 5.5.4.2.2</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>				

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 closest bus stop in proximity to the Subject site is at Coleraine Drive and Old Elmwood Drive, which is approximately 440 metres south of the Subject Site.	PJR Section 3.5	2	0
4. Areas within 400m of a <i>Higher Order Transit</i> stop are developed to meet <i>Major Transit Station Area</i> density targets.	The future Caledon GO Station will be situated at King Street and Humber Station road, approximately 2.1 km away from the Subject Site.	PJR Section 3.5	1	0
5. Access to transit from the proposed development is safe, attractive and direct for pedestrians.	Access between the proposed development to the closest bus stop (located approx. 440 m away from the Site), is along Coleraine Drive, which are lined with sidewalks.		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	- Bolton St. Nicholas YMCA Before and After School Program	Location Map (attached)	2	1
7. 100% of the proposed dwelling units are within 800m of an existing or planned	St. Nicholas Elementary School	Location Map (attached)	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.	James Bolton Public School is located within 2 km of the Subject Site		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.	Adam Wallace Memorial Park is situated west of the Subject Site, within 400 metres.	Location Map (attached)	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 Subject Site is not within 800m of personal service and commercial retail space and mixed uses.		2	0
11. <i>Convenience commercial</i> uses are present in key locations, including <i>greyfield</i> areas, <i>intensification areas</i> and <i>corridors</i> and <i>greenfield areas</i> .	Convenience Commercial uses are present in the Bolton Core area approximately 1.4 km east at the major intersection of King St W and Queen St S.	Caledon OP Schedule C-1	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 Subject Site is located north of the Bolton Employment Area. The Subject Site is also located west of the Bolton Downtown Centre.	Caledon OP Schedule C	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.	Not applicable to the proposed development.		N/A 2	N/A
14. In combination, the following housing type groups make up	The proposed development provides 3 stacked back-to-back townhouse unit blocks. Thus, 100% of the proposed development.		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				
15. The proposed development includes special housing types, such as senior's housing, long term care facilities and supportive or affordable housing.	The proposed stacked Back-to-Back Townhouse units are proposed with bungalow and two-storey unit types. As such, the development proposal offers accessible features for future residents.		1	1
16. <i>Live-work units</i> and other employment-related uses compatible with residential uses are included in the proposed development.	The noted unit types are not considered for the proposed development.		2	0
17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	The proposed development is residential only.		1	0
STREET CONNECTIVITY				
18. Infill development increases opportunities for street and pedestrian linkages and connectivity.	The proposed development is a form of intensification through infill development. The proposed development will accomodate pedestrian linkages/pathways.	Site Plan	1	1
19. In designated <i>Greenfield Areas</i> , street networks and off-road paths: • are <i>multi-modal</i> to provide choice to pedestrians and cyclists; and • make clear connections to existing routes and facilities.				
20. Cul-de-sacs, crescent streets and loop roads are not utilized unless they are located near significant infrastructure,	Cul-de-sacs, crescent streets and loop roads are not proposed.	Site Plan	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 proposed.	Site Plan	1	1
22. Residential blocks in the proposed development do not exceed 80x180m in size.	The proposed townhouse blocks do not exceed 80x180 m in size	Site Plan	3	3
23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.	The proposed development is located at an intersection and has an increased density of 100 UPH.	Site Plan	3	3
24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes.	The proposed development accomodates pedestrian and vehicular connectivity throughout the site and surrounding community.		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.	The proposed development is approximately 1.4 km west of the Bolton Core Area which is lined with neighbourhood public and retail services along King St W.	Caledon OP	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	The Subject Site currently occupies a sidewalk along Harvest Moon Drive. Although 1.50 m wide walkways are provided throughout the proposed development.	Site Plan	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.	A variety of trees and shrubs are planted along Emil Kolb Parkway and Harvest Moon Drive, and throughout the development along pedestrian walkways and parking spaces.	Landscape Plan	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 	Bicycle Parking is provided in the proposed development A Site Lighting Plan is enclosed with this submission (E1-E4).	Site Plan & Landscape Plan & Lighting Plans	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: <ul style="list-style-type: none"> • bicycle lanes • sharrows • signed routes • multi-use paths on the boulevard Where there is a local Bicycle Plan, the bikeway network	In accordance with the Town of Caledon Trails & Cycling Routes interactive map, the Subject Site is located along two (2) pathway connectors, being a cycling route along Harvest Moon Drive, immediately south of the Subject Site and Emil Kolb Parkway, immediately east of the Subject Site. Both connectors act as linkages to the broader trails and cycling routes within the Town of Caledon	Caledon Maps: Trails & Cycling Routes - Interactive Map	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.	The proposed development has direct access to the above mentioned cycling route along Harvest Moon Drive. Bicycle parking spaces are provided for at the entry/exit point of the proposed development along the said cycling route.	Site Plan	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.	Yes, the proposed development accomodates pedestrian-scaled lighting with a height of 4.6 m.	Lighting 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 proposed throughout the development is accomodated at a height of 4.6m (light poles). Along the interior garages, wall mounted lighting is proposed at a height of 3.6 m.	Lighting Plan	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: <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 	Not applicable to the proposed development, as no new streets are proposed.		N/A 3	N/A

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. 	The proposed development is just outside of the 400 m radius of the closest bus stop located at Coleraine Drive and Old Elmwood Drive. The proposed development provides a reduced parking ratio of a total 54 parking spaces. A TIS and Parking Justification Study has been prepared by Nextrans Consulting Engineers, which concludes that the proposed development can adequately be served by the existing transportation infrastructure and proposed number of parking spaces.	Site Plan Traffic Impact Study	1	1
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).	Not applicable to the proposed development.		1	0
37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop.	Not applicable to the proposed development.		N/A 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 proposed development consists of stacked back-to-back townhouse units in 3 blocks. 36 single car parking garages are incorporated into the building structure. 9 residential spaces and 9 visitor spaces are oriented along the internal private lane.	Site Plan	2	1

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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.	The proposed development of 45 three-storey stacked back-to-back townhouse units organized in three (3) blocks, orient surface parking areas within the interior of the development.	Site Plan	2	2
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 <ul style="list-style-type: none"> • stormwater management • porous/permeable surfaces • light-coloured materials instead of black asphalt 	Surface parking for residents and visitors of the proposed development are oriented and designed to minimize negative aesthetics & environmental impacts. The proposed development provides tree plantings and landscaping, and connective pedestrian pathways to establish safe routes from unit to parking space.	Site Plan & Landscape Plan	2	2

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

LAND USE MIX

Employment Lands

Housing diversity

Special Housing

Live-Work units and other employment uses

Retail uses on ground floor

STREET CONNECTIVITY

Improved connectivity

- ☒ Infill development
☐ Greenfield development

Non-grid streets avoided

Reverse-frontage streets avoided

Small residential blocks

Frequent intersections

Active transportation connectivity

5/5

5/5

8/15

0/2

0/1

N/A

1/2

1/1

0/1

2/2

0/2

2/2

2/2

3/6

N/A/2

2/2

1/1

0/2

0/1

10/10

1/1

2/2

1/1

3/3

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

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

TOTAL*:

GOLD:

SILVER:

BRONZE:

PASS:

8/12 9

1/2

1/1

1/1

1/1

1/1

1/1

1/1

1/1

N/A/3

N/A

6/10 8

1/1

0/1

N/A/2

1/2

2/2

2/2

40/60 53

80-100%

70-79%

60-69%

50-59%

(75.5%)

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

Location Map - 13656 Emil Kolb Parkway, Caledon

