

April 04, 2020

**TOWN OF CALEDON  
PLANNING  
RECEIVED**  
  
May 29, 2020

### 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): 13935, 13951, 13977 and 13999 Chickadee Lane & 0 King Street & 550, 600 and 615 Glasgow Road

### Applicant

Name: Zancor Homes (Bolton) Ltd.      Telephone: 905-738-8001      E-mail: ffilippo@brookvalley.ca  
Registered Owner: Zancor Homes (Bolton) Ltd.

### Proposal Description

Gross Floor Area: \_\_\_\_\_ Number of Storeys: 3      Number of Units: 140

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

## 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 Draft Plan will provide for townhouse units in Caledon, which has a disproportionate amount of single detached units. This will provide further affordability in Bolton and Caledon. Further, the Subject Lands are within proximity (1.25km) to the future GO Station located to the north and west, and will therefore support provincial investment in transportation infrastructure and support public transit as a mode choice. A Bolton Commuter Rail Service Feasibility Study was completed in 2010 and examined property requirements, environmental issues and construction cost estimates for the future GO Station. Suniya Kukaswadia, a media relations adviser for Metrolinx, has advised in February 2018 that the future GO Station project remains in the 2041 transportation plan. The density of the proposed development, being between 20-40 UPH, translates to approximately 65-130 people per hectare (assuming 3.28 people per household per Hemson Growth Forecast Assumptions Table 22 from Dec. 2016) and will therefore assist The Region of Peel and the Town of Caledon in meeting the minimum growth targets for Greenfield development per the Growth Plan. Policy 5.5.4.2.1 of the Regional Official Plan outlines the Region's minimum greenfield density target across the Region which is 50 people or jobs per hectare, whereas per Policy 5.5.4.2.2 the minimum target for Caledon is 42 residents or jobs per hectare. The Draft Plan provide for a density that is greater than both of the minimum density targets outlined in the Region of Peel Official Plan.</p>	<p>5.5.4.2.1 and 5.5.4.2.1 of the Regional Official Plan.</p> <p>Section 2.2.7 of the Growth Plan, 2019</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
<b>SERVICE PROXIMITY</b>				
<b>Transit</b>				
3. At least 50% of the development's proposed dwelling units are situated within 200m of a planned or existing transit stop.	The following bus routes have stops in proximity to the subject site: 1. Highway 50 & King Street West - GO Bus Route 38 & 38A with approximately 1.0hr – 2.0hr headways (south to Malton, and southeast to Yorkdale Bus Terminal. Note that the intersection of Highway 50 and King Street West is ~1.50 kilometres from the subject site; being a 30 minute walk and 5 minute car ride.	PJR Section 7.2	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.	2. A GO Train Station Hub is proposed to be located North of King Street and east of Humber Station Road – approximately 1.25km from subject site; being a 5 minute car ride. The proposed station will accommodate ~500 parking spaces, station platform, bus loops and will run on the proposed GO 2020 transit expansion rail line.	PJR Section 7.2	N/A 1	0
5. Access to transit from the proposed development is safe, attractive and direct for pedestrians.			n/a	
<b>Neighbourhood Community and Retail Services</b>				
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: <input checked="" type="checkbox"/> childcare facility <input type="checkbox"/> community garden <input checked="" type="checkbox"/> hospital or health clinic <input type="checkbox"/> public library <input checked="" type="checkbox"/> place of worship <input checked="" type="checkbox"/> adult/senior care facility <input type="checkbox"/> social service facility <input type="checkbox"/> performance or cultural space <input checked="" type="checkbox"/> post office <input checked="" type="checkbox"/> recreation centre	Drake Apothecary Bolton Tennis Club Caven Presbyterian Church Canada Post Office - 43 King St. W. King Nursing Home  Bolton St. Nicholas YMCA Before and After School Program		2	2
7. 100% of the proposed dwelling units are within 800m of an existing or planned	Bolton St. Nicolas 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.	James Bolton Public 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.	Immediately north of the Site, at the north east corner of Glasgow and Chickadee, is the Jack Garratt Soccer Park, which is comprised of 2 large and 1 small soccer fields.	PJR, completed by HPGI, January 2020, Section 2.2	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.			2	0
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> .	Convenience Commercial uses are present in the Bolton Core area	Caledon Schedule C-1	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.	Close proximity to Bolton Employment Area and Bolton Downtown Centre		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.			N/A 2	
14. In combination, the following housing type groups make up	140 townhouse units are proposed	Draft Plan	2	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
at least 50% of the total units: <input checked="" type="checkbox"/> townhouses and multiplex <input type="checkbox"/> apartment buildings				
15. The proposed development includes special housing types, such as senior's housing, long term care facilities and supportive or affordable housing.	Townhouse units which are more affordable unit types		1	1
16. <i>Live-work units</i> and other employment-related uses compatible with residential uses are included in the proposed development.			2	0
17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.			1	0
<b>STREET CONNECTIVITY</b>				
18. Infill development increases opportunities for street and pedestrian linkages and connectivity.	The proposed draft plan will increase the street and pedestrian connection opportunities compared with the existing rural residential uses.	Draft 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,	Loop roads are provided and are located near the new Emil Kolb Pkwy and roundabout at King St. and Coleraine Dr.	Draft 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	Draft Plan	1	1
22. Residential blocks in the proposed development do not exceed 80x180m in size.	New townhouse blocks do not exceed that size. Blocks to retain the existing residential dwelling are larger than the townhouse blocks, but smaller than the original lots	Draft Plan	3	3
23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.	Provided in Draft Plan		3	3
24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes.			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.			2	0
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	Will be provided within the Street RoWs provided on the draft 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.	Will be provided within the Street RoWs provided on the draft plan		1	1
28. All transit stations, major transit stations and major pedestrian routes have: <ul style="list-style-type: none"> <li><input type="checkbox"/> weather protection</li> <li><input type="checkbox"/> seating</li> <li><input type="checkbox"/> waste baskets</li> <li><input checked="" type="checkbox"/> lighting</li> <li><input type="checkbox"/> route information</li> <li><input type="checkbox"/> bicycle parking</li> </ul>	Will be provided within the Street RoWs provided on the draft 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><input type="checkbox"/> bicycle lanes</li> <li><input type="checkbox"/> sharrows</li> <li><input type="checkbox"/> signed routes</li> <li><input type="checkbox"/> multi-use paths on the boulevard</li> </ul> Where there is a local Bicycle Plan, the bikeway network	Passive Recreational uses proposed in Park Block 29	Draft Plan	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.	Passive Recreational uses proposed in Park Block 29	Draft Plan	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.	Will be provided within the Street RoWs		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.	Will be provided in the Park Block 29		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><input checked="" type="checkbox"/> minimum traffic lane widths</li> <li><input checked="" type="checkbox"/> minimum number of traffic lanes in the roadway</li> <li><input type="checkbox"/> Pedestrian-priority streets, woonerfs or home-zones</li> </ul>	Will be provided in RoW detailed design		3	2



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	
<b>EFFICIENT PARKING</b>				
35. Provide reduced automobile parking ratios for: <input type="checkbox"/> buildings and other facilities within 400m of a higher order transit stops; and, <input type="checkbox"/> apartments/condominiums offering car share parking spaces.			N/A 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).			1	0
37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop.			N/A 2	
38. 50% or more of residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.			2	0

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<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>N/A</p> <p>2</p>	
<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><input type="checkbox"/> pedestrian access, connectivity and circulation</li> <li><input type="checkbox"/> tree planting</li> <li><input type="checkbox"/> landscaping</li> <li><input type="checkbox"/> stormwater management</li> <li><input type="checkbox"/> porous/permeable surfaces</li> <li><input type="checkbox"/> light-coloured materials instead of black asphalt</li> </ul>			<p>N/A</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

## 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

10 <sup>14</sup> /15

2/2

NA/1

N/A

0/2

1/1

1/1

2/2

0/2

2/2

2/2

3 <sup>6</sup> /8

NA/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

8 /12

0/2

1/1

1/1

0/1

1/1

1/1

1/1

1/1

2/3

N/A

0 <sup>3</sup> /10

N/A/1

0/1

N/A/2

0/2

N/A/2

N/A/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

## TOTAL\*:

GOLD:

SILVER:

BRONZE:

PASS:

36 <sup>50</sup> /60 =72%

80-100%

70-79%

60-69%

50-59%

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