

Application Submitted

TOWN OF CALEDON
PLANNING
RECEIVED
May 27, 2026

☐ 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): 0 Nicholas St, Alton Village, Caledon

Applicant

Name: Biglieri Group c/o Mark Jacobs Telephone: 416-693-9155 ext. 433 E-mail: mjacobs@thebiglierigroup.com Registered Owner: Mt. Nicholas Holdings Inc.

Proposal Description

Gross Floor Area: _____ Number of Storeys: _____ Number of Units: 15

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

The proposed development will consist of developing the Subject Site into 15 residential lots within the Alton Village Settlement Boundary. The minimum lot size will be 1,400m² with a minimum lot frontage of 21m. The subdivision will be serviced with municipal water connection and individual septic systems. The proposed development will make efficient use of the existing infrastructure and facilities in Alton, including partial servicing, while contributing to a mix of housing options in Caledon and broader goals around intensification. It will also support goals around environmental conservation through a planned conservation easement.

PEEL HEALTHY DEVELOPMENT ASSESSMENT (SMALL-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
SERVICE PROXIMITY				
Transit				
1. At least 100% of the development's proposed dwelling units are situated within 400m of a planned (as identified by Bramp-ton Transit, Miway or GO Transit) or existing transit stop.	There is no public transit available in Alton. The nearest route is the 37 GO Bus route from Brampton to Orangeville, which stops along Hurontario Street to the northeast of the Subject Site. This and the following standards have been considered not applicable.		2	N/A
2. Areas within 800m of a <i>Higher Order Transit</i> stop are developed to meet <i>Major Transit Station Area</i> density targets.			1	N/A
3. Access to transit from the proposed development is safe, attractive and direct for pedestrians: -Pathway to transit site is paved (or equivalent measure) and provides direct access to pedestrians(1 point) -Pathway to transit site contains pedestrian scaled lighting at a height of 4.6m (1 point) -Pathway to transit site incorporates landscape treatments (including but not limited to, permeable paving for pathway connections, deciduous/coniferous trees) that improve the environment for pedestrians (1 point)			3	N/A

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
Neighbourhood Community and Retail Services				
4. 100% of the proposed dwelling units are within 800m of an existing or planned elementary school.	Approximately 9 out of 15 lots are within 800m of Alton Public School, located at 19657 Main St, Alton.	Figure 1, Appendix A	1	0.5
5. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.	Mayfield Secondary School is the closest Peel Region Secondary School according to the 'Find Your School' function at peelschools.org, and is approximately 33km away.	Figure 2, Appendix A	1	0
6. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.	Approximately 9 out of 15 lots are within 400m of the Alton Village Square.	Figure 1, Appendix A	2	1
7. 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 commercial and personal service centre of this size appears to be at Riddell Road and Centennial Road in Orangeville, which is approximately 7km away.	Figure 2, Appendix A	2	0
LAND USE MIX				
8. <i>Employment lands</i> include small scale amenity retail and services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement.	The subject site is not employment lands and no employment uses are proposed.		2	N/A
9. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	No mixed-use or multi-unit buildings are proposed.		2	N/A
STREETSCAPE CHARACTERISTICS				
Pedestrian Amenities				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
10. 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 included Urban Design Brief outlines intentions to include street trees on both sides of the proposed street. Further details will be determined during detailed design.	Urban Design Brief	1	1
Cycling Amenities				
11. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.	According to the Trails and Cycling Routes Map for the Town of Caledon, Cycling Routes are limited largely to a few roads in the south and east regions of Caledon. All lots are within 400m of a portion of Main St that is designated as part of the Grand Valley Trail, however.		2	1
Lighting				
12. 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 details will be confirmed during detailed design and will be designed to meet relevant municipal standards.		1	1
EFFICIENT PARKING				
13. Where Zoning By-laws permit, 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.	The proposed development is neither within 400m of a higher order transit stop nor an apartment or condo development offering car share parking spaces. This standard has been considered not applicable.		1	N/A
14. 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).	There is no opportunity for shared parking as only private parking on each lot is provided. This standard has been considered not applicable.		1	N/A
15. Provide preferential parking for car pool and car share vehicles.	There is no opportunity for preferential parking as only private parking on each lot is provided. This standard has been considered not applicable.		1	N/A

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
16. Provide unbundled parking for multi-family dwelling units within 400m of a higher-order transit stop.	The proposal does not include multi-family dwellings and is not within 400m of a higher order transit stop. This standard has been considered not applicable.		1	N/A
17. Medium to high density residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.	The proposed development includes low density residential. This standard has been considered not applicable.		2	N/A
18. For institutional and employment uses, parking is located away from the street to the rear or to the side, or is located underground.	There are no institutional or employment uses. This standard has been considered not applicable.			
19. 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	Design considerations for driveways has been contemplated in the Urban Design Brief, including providing a variety of surface materials including asphalt, tar and chip, patterned/textured concrete, or unit pavers. Permeable pavers will be used on a site-specific basis evaluation. Further details will be included during detailed design.	Urban Design Brief	1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
20. The development must meet or exceed the higher of: a. Local bicycle parking requirements (provided in local Zoning By-laws or bicycle master plans); or b. The Minimum Bicycle Parking Standards outlined on page 10 of the User Guide.	There are no bicycle parking requirements in the Town of Caledon Zoning By-Law 2006-50, and the included Minimum Bicycle Parking standard on page 10 of the User Guide does not include single-detached dwellings. Further, the Town of Caledon Transportation Master Plan includes recommended bicycle parking specifications for Commercial, Institutional and Industrial uses. This standard has been considered not applicable.		1	N/A

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

SERVICE PROXIMITY

1.5/6 /12

Transit proximity	N/A/2
Major Transit Station Area targets	N/A/1
Safe & comfortable transit access	N/A/3
Proximity to elementary school	0.5 /1
Proximity to secondary school	0 /1
Proximity to park, square or natural space	1 /2
Proximity to commercial retail	0 /2

LAND USE MIX

N/A /4

Employment Lands	/2
Retail uses on ground floor	/2

STREETSCAPE CHARACTERISTICS

3/4

Street trees	1 /1
Cycling amenities	1 /2
Public outdoor lighting	1 /1

EFFICIENT PARKING

1/1 /8

Provide for reduced parking ratios	N/A /1
Identify systems for shared parking spaces	N/A /1
Car pool and car share	N/A /1
Unbundled parking	N/A /1
Parking location	N/A /2
☐ Residential	
(Tick correct box) ☐ Other	
Above-ground parking design	1 /1
Bicycle parking	N/A/1

TOTAL*:

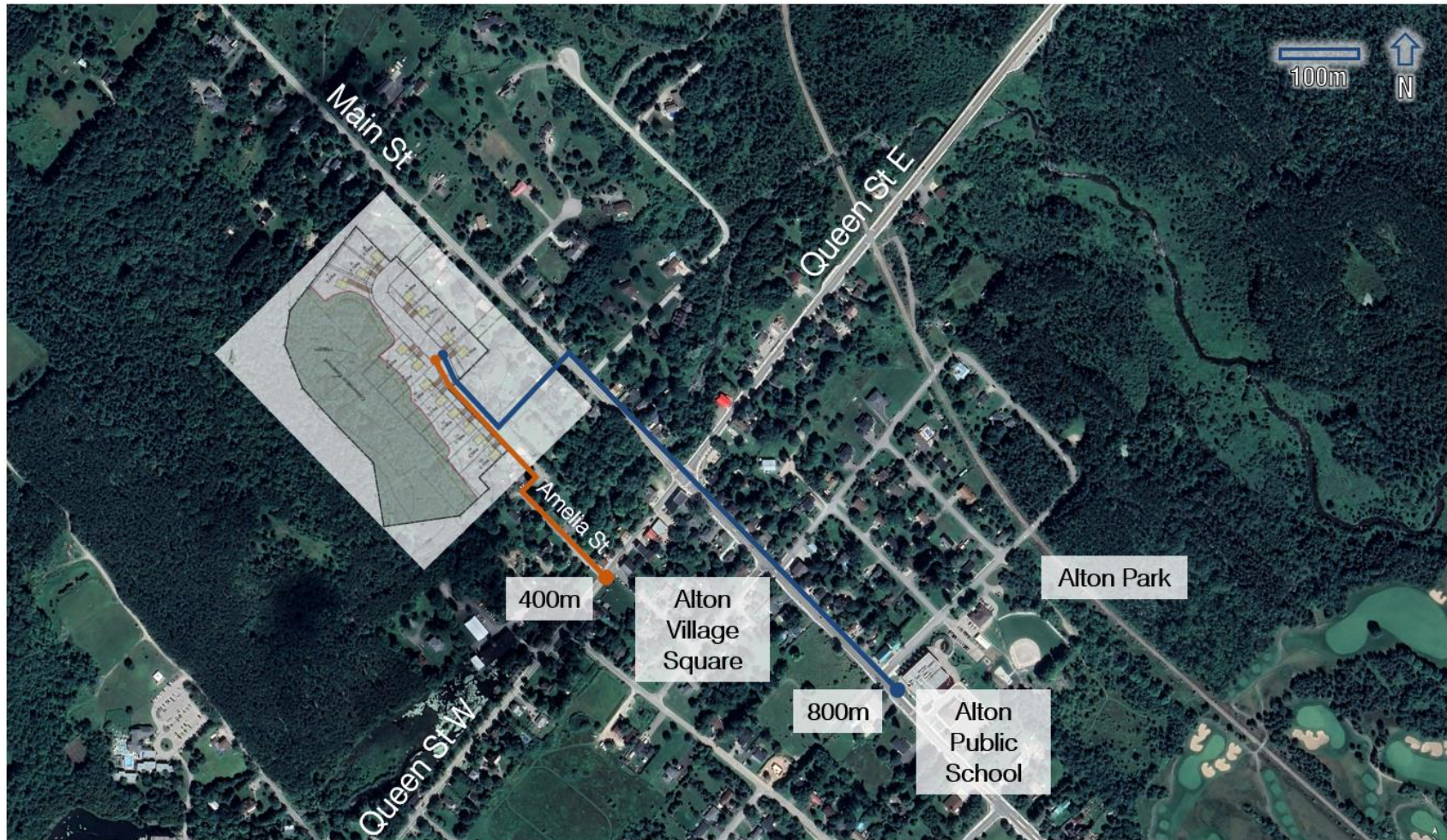
5.5/11 /28

GOLD:	80-100%
SILVER:	70-79%
BRONZE:	60-69%
PASS:	50-59%

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

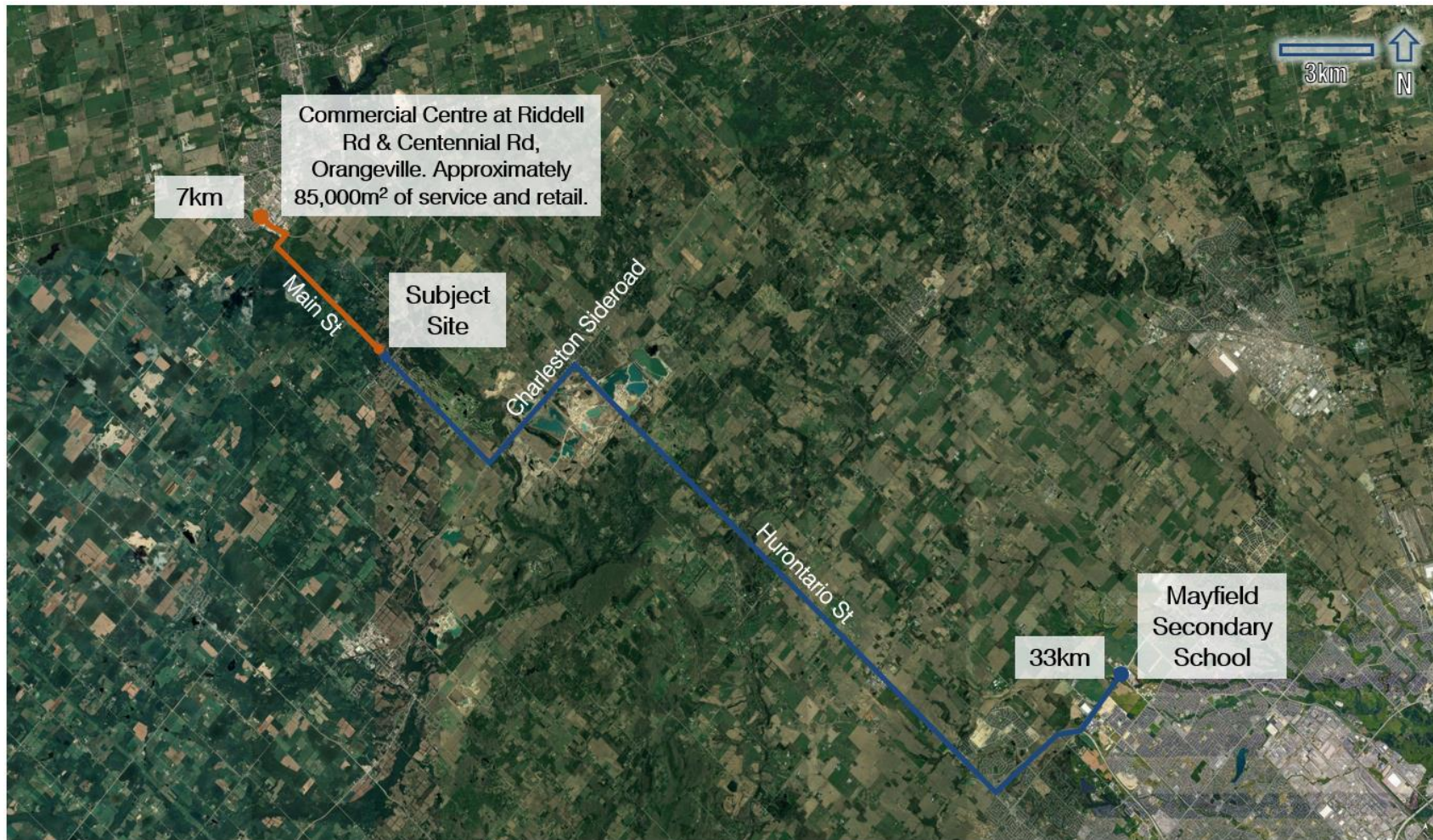
Healthy Development Assessment – Appendix A

Figure 1 – Subject Site in the Context of Nearby Amenities



Source: Google Earth, 2021

Figure 2 – Subject Site in the Context of Region Amenities



Source: Google Earth, 2021