

Application Submitted

TOWN OF CALEDON
PLANNING
RECEIVED
07/23/2026

☐ 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' Humber Station Road, Caledon

Applicant

Name: Gagnon Walker Domes Ltd Telephone: (905) 796-5790 x262 E-mail: asirianni@gwdplanners.com Registered Owner: Satwant Deol

Proposal Description

Gross Floor Area: 62,961.72 m2 (677,714.31 ft2) Number of Storeys: 20 Number of Units: 660

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

It is envisaged that the subject site will be developed for a mixed-use high-rise development consisting of eight (8) commercial buildings ranging in size from 270.00 m2 (2,906.25 ft2) to 972.00 m2 (10,462.52 ft2) and two (2) 20-storey apartment buildings with a combined G.F.A. of 2,094.18 m2 (58,178.48 ft2) each consisting of 330 residential units.

The subject site is located within a Primary Major Transit Station Area (HUB-1 Bolton GO) and will be served by commuter or regional rail services. The development proposal is compact, pedestrian friendly and seeks to intensify an underutilized site that avails itself of existing and planned municipal servicing. The proposed development seeks to optimize the use of available servicing capacity.

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.	100% of the total proposed units within 400m of the future Caledon GO Station.		2	2
2. Areas within 800m of a <i>Higher Order Transit</i> stop are developed to meet <i>Major Transit Station Area</i> density targets.	Areas within 800m of the future Caledon GO Station (Higher Order Transit Stop) will be developed to include mixed-use and medium density residential to meet Major Transit Station Area density targets.		1	1
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 4.6 m (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)	The street locations & block design were determined based on design principles for transit-orientated communities that enable pedestrians, cyclists and transit riders to have safe and direct access to connections throughout the community. The planned pathways throughout the subject site are intended to provide pedestrians with safe access to the future Caledon GO Station. The pedestrian scaled lighting and incorporation of landscape treatments improve the environment for pedestrians.		3	2

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.	0% of the proposed dwelling units are within 800m of a planned elementary school.		1	0
5. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.	N/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.	100% of the proposed units are situated within less than 400m of parks and open space that are located within the Caledon GO Station Secondary Plan Area.		2	2
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.	100% of the proposed units will be located within 800m of at least 5,000 sq.m of Commercial Mixed-Uses both contained immediately within the subject site as well as within the lands located along Humber Station Road which are designated Mixed-Use.		2	2
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.	Opportunity for employment uses will be provided within the subject site, located within the proposed eight (8) commercial buildings and will include small scale amenity areas and safe pedestrian walkways to encourage pedestrian and cyclist movement at these locations.		2	2
9. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	Retail uses are located on the ground floor of both towers.		2	2
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.	A variety of street trees that are hardy, resilient, and low maintenance shall be planted at regular intervals through the subject site.		1	1
Cycling Amenities				
11. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.	Yes, 100% of units will be within 400m of a bike network that connects to multiple pedestrian/cycling routes located within the subject site and within the Caledon Station Secondary Plan Area.		2	2
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.	The intent is to provide a safe level of pedestrian scaled lighting within all public outdoor areas which may be limited to a height of 4.6m.		1	1
EFFICIENT PARKING				
13. Where Zoning By-laws permit, 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 parking requirements will be appropriate for a mixed-use development that is transit-oriented. The proximity of the subject site to the future Caledon GO Station, as well as the proposed 192 bicycle parking spaces support the increased use of non-automobile travel and reduce the need for car ownership.		1	1
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).	Reducing the parking supply recognizes the potential for increased transit, walk and active transportation use in the vicinity of the subject site. In addition, it recognizes a trend for a more urban lifestyle and minimize the cost of underground parking for residents who do not actually want or need a vehicle.		1	1
15. Provide preferential parking for car pool and car share vehicles.	N/A		1	0

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.	Plans for multi-family dwelling units within 400m of the Caledon GO Station will be encouraged to provide unbundled parking, allowing home purchasers to only pay for the amount of parking they require.		1	1
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 two proposed residential towers provide access to parking via rear laneways. Minimal parking is provided with their front yards; however, the towers are internal to the subject site and do not front onto Humber Station Road.		2	2
18. For institutional and employment uses, parking is located away from the street to the rear or to the side, or is located underground.	For the commercial area, parking has been provided either to the rear or sides of the eight (8) commercial buildings.			
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: <ul style="list-style-type: none"> • pedestrian access, connectivity and circulation • tree planting • landscaping • stormwater management • porous/permeable surfaces • Light-coloured materials instead of black asphalt 	Where surface parking is provided, it will be designed to minimize negative streetscape aesthetics and environmental impacts by incorporating ample landscaping, as well as safe, illuminated, and esthetically pleasing pedestrian walkways.		1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
20. The development must meet or exceed the higher of: <ul style="list-style-type: none"> 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. 			1	

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

SERVICE PROXIMITY

9 /12

Transit proximity	2 /2
Major Transit Station Area targets	1 /1
Safe & comfortable transit access	2 /3
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

LAND USE MIX

4 /4

Employment Lands	2 /2
Retail uses on ground floor	2 /2

STREETSCAPE CHARACTERISTICS

4 /4

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

EFFICIENT PARKING

7 /8

Provide for reduced parking ratios	1 /1
Identify systems for shared parking spaces	1 /1
Car pool and car share	0 /1
Unbundled parking	1 /1
Parking location	2 /2
☒ Residential	
(Tick correct box) ☐ Other	
Above-ground parking design	1 /1
Bicycle parking	1 /1

TOTAL*:

24 /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.