

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): 2256 Mayfield Road

Applicant

Name: KLM Planning Partners Inc. Telephone: 905.669.4055 E-mail: ashields@klmplanning.com

Registered Owner: Caledon Terra Investments Inc.

Proposal Description

Gross Floor Area: _____ Number of Storeys: _____ Number of Units: 180.5

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

Project consists of 180.5 detached residential dwellings on an underutilized parcel of land. Connections to the existing development to the east will be created to improve accessibility throughout the community. Development also includes a greenway corridor and environmental areas

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>	The proposed development will result in a density of approximately 27.5 units per net hectare or 88.4 persons per net hectare, which exceeds the targets set out in policy 5.5.4.2.1 (50pers.+jobs/hectare) and policy 5.5.4.2.2 (42pers.+jobs/hectare).	Draft Plan	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>	Lands not located in an Urban Growth Centre	Peel Official Plan		

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.	Yes, local bus route planned west of the development on the spine road.	Secondary Plan and Transportation Master Plan	2	2
4. Areas within 400m of a <i>Higher Order Transit</i> stop are developed to meet <i>Major Transit Station Area</i> density targets.	Not applicable.	Lands not within 400 metres of Higher Order Transit Stop	1	1
5. Access to transit from the proposed development is safe, attractive and direct for pedestrians.	Sidewalks will provide access to transit stops.		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: <ul style="list-style-type: none"> • 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 	Planned elementary schools can be used after hours as performance and cultural space. Elementary school could provide after school programs for childcare Potential for community gardens to be provided in nearby planned parks.	See Draft Plan and Secondary Plan	2	1
7. 100% of the proposed dwelling units are within 800m of an existing or planned	Yes, planned separate Elementary school is planned just west of McLaughlin. A public elementary school is planned to the east of the subject lands.	Secondary Plan	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.	Yes, proposed secondary school is planned at the southeast corner of McLaughlin and the proposed Spine Road.	Community Amenities plan	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.	Yes, parks proposed immediately to the east and west of the proposed development.	Community Amenities plan	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.	Yes, plaza located at Hurontario and Mayfield Road includes Sobeys, Shoppers drugmart and Tim Hortons and commercial uses planned for north east corner of Mayfield Road and McLaughlin. Further, Stage 2 of MW2 will include a commercial block at the intersection of Mayfield and Chinguacousy roads.	Secondary Plan	2	2
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> .		Secondary Plan	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.	Yes, 8-9km from Brampton Urban Centre and in close proximity to the employment lands planned in Brampton at Mayfield Road and Highway 410	Community Amenities plan	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.	Yes, planned prestige industrial and commercial use in the Secondary Plan area to be connected at a transit hub	Secondary Plan	2	2
14. In combination, the following housing type groups make up	No, all singles proposed		2	0

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
at least 50% of the total units: <ul style="list-style-type: none"> 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.	Affordable housing to meet the requirements of the Region of Peel and Habitat for Humanity will be provided in the community in accordance with the community-wide Development Staging and Sequencing Plan.	refer to DSSP	1	1
16. <i>Live-work units</i> and other employment-related uses compatible with residential uses are included in the proposed development.	Not applicable - there are no live-work units proposed		2	0
17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	No multi-unit buildings or mixed use buildings are proposed. Commercial uses being created as a result of Secondary Plan.		1	1
STREET CONNECTIVITY				
18. Infill development increases opportunities for street and pedestrian linkages and connectivity.	N/A		1	1
19. In designated <i>Greenfield Areas</i> , street networks and off-road paths: <ul style="list-style-type: none"> are <i>multi-modal</i> to provide choice to pedestrians and cyclists; and make clear connections to existing routes and facilities. 	Street network makes connections to planned subdivision to the west and east of the proposed development. The Collector Road B is planned to have an on pavement bike lane.			
20. Cul-de-sacs, crescent streets and loop roads are not utilized unless they are located near significant infrastructure,	Not utilized		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.	None exist		1	1
22. Residential blocks in the proposed development do not exceed 80x180m in size.	partial conformance - the layout of the draft plan was revised from the Caledon council-endorsed framework plan in order to match the proposed development to the east. As a result, some blocks exceed 180m in length.	Draft Plan	3	1
23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.	5 intersections are included in the proposed development, which result in a density of approximately 76.3/sq.km of net developable area.	Draft Plan	3	2
24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes.			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 is no retail included in the proposed draft plan of subdivision. Area commercial/retail are located along major road.Planned commercial at McLaughlin and Mayfield is at key access points to the development. Commercial also planned for south west corner of McLaughlin and the Spine Road. Stage 2 of MW2 will provide commercial block at the intersection of Mayfield and Chinguacousy roads.	see Secondary Plan	2	2
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	Sidewalks are proposed on one side of streets only. in accordance with Section 3.4.4.1 of the Development Standards, Policies and Guidelines of the Town of Caledon.	Development Standards, Policies and Guidelines of the Town of Caledon	1	0

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.	Development planned to include street trees per requirements of Section 3.5.7 of the Development Standards, Policies and Guidelines of the Town of Caledon.	Development Standards, Policies and Guidelines of the Town of Caledon	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 	N/A		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 <p>Where there is a local Bicycle Plan, the bikeway network</p>	<p>Bike lanes will be provided on Collector Road B.</p> <p>Sidewalks will be provided in on one side of the street only as per Section 3.4.1.1 of the Development Standards, Policies and Guidelines of the Town of Caledon</p>	<p>Community Transportation Master Plan</p> <p>Development Standards, Policies and Guidelines of the Town of Caledon</p>	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.	Yes, multi-use trail proposed on Mayfield Road and within Greenway Corridor. Bike lanes are proposed along Collector Road B		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.	Not applicable		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.	Yes, in accordance with applicable standards found in Section 3.11 of the Development Standards, Policies and Guidelines of the Town of Caledon	Development Standards, Policies and Guidelines of the Town of Caledon	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 	Roads will be designed in accordance with Section 3.3.7 of the Development Standards, Policies and Guidelines of the Town of Caledon. Rights-of-way range from 16m to 22m metres and will provide two way traffic, with one lane in either direction. Roads will be properly signed, and inclusion of on-street parking on one side of the road will further result in slower traffic	Development Standards, Policies and Guidelines of the Town of Caledon	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.	Roads will be designed in accordance with Section 3.3.7 of the Development Standards, Policies and Guidelines of the Town of Caledon.	Development Standards, Policies and Guidelines of the Town of Caledon	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. 	N/A		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).	N/A		1	1
37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop.	N/A		2	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.	Parking will be provided in the front yard		2	0

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.	N/A		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 • stormwater management • porous/permeable surfaces • light-coloured materials instead of black asphalt 	dwelling are single detached, appropriate front yard landscaping will be provided		2	2

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

DENSITY

Density targets

(Tick correct box) ☒ Greenfield targets
N/A 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

14/15

2/2

1/1

N/A

1/2

1/1

1/1

2/2

2/2

2/2

2/2

4/8

2/2

0/2

1/1

2/2

1/1

6/10

1/1

2/2

1/1

1/3

2/3

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:

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

10/12

2/2

1/1

1/1

1/1

1/1

1/1

1/1

1/1

2/3

N/A

8/10

1/1

1/1

2/2

0/2

2/2

2/2

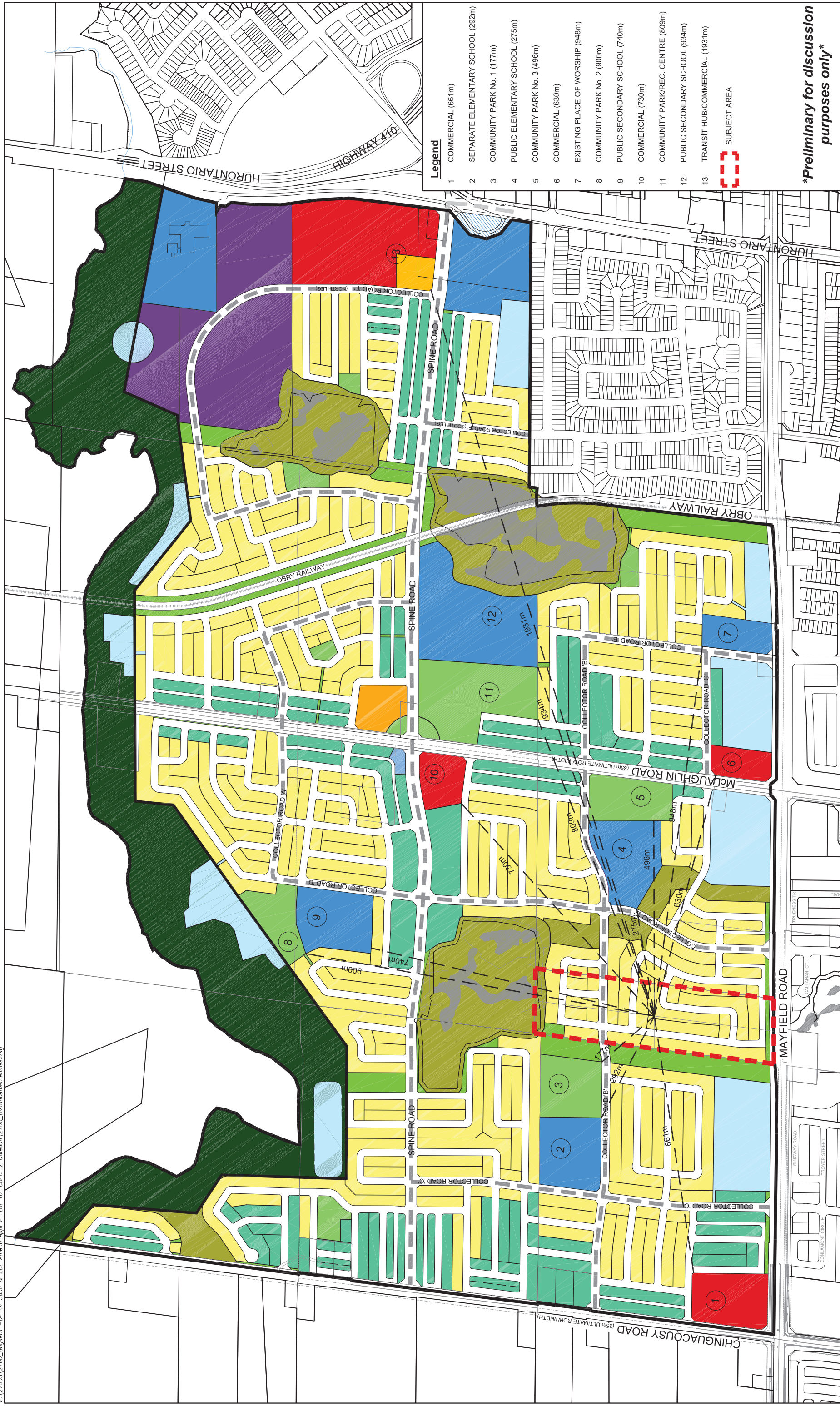
48/60

80-100%

70-79%

60-69%

50-59%



****Preliminary for discussion
purposes only****



N.T.S
September 14, 2018

COMMUNITY AMENITIES

PART LOTS 18 - 20, CONCESSIONS 1 & 2, W.H.S.
TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL