

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): 14 Agnes Street

Applicant

Name: Normaple Development Ltd. Telephone: _____ E-mail: jeremy@seatongroup.com
jordan@seatongroup.com Registered Owner: Same as applicant

Proposal Description

Gross Floor Area: _____ Number of Storeys: 1 & 2 Number of Units: 67

**TOWN OF CALEDON
PLANNING
RECEIVED
Feb 03, 2025**

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

The proposal of 67 one and two storey townhouse units promotes efficient development and land use patterns on underutilized lands. The proposal provides for townhouse units which offer an alternative residential type within the area. Furthermore, the infill development pattern avoids the need to expand the settlement area, or expand existing water and wastewater services.

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 Brampton Transit, Miway or GO Transit) or existing transit stop.	Not applicable. No transportation stops located within the vicinity. Potential score should be "0".		2	0
2. Areas within 800m of a <i>Higher Order Transit</i> stop are developed to meet <i>Major Transit Station Area</i> density targets.	Not applicable. No Major Transit Station Areas within Alton. Potential score should be "0".		1	0
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)	Access to both Agnes Street and Emeline Street which may contain transit stops in the future both consist of paved asphalt and landscaping	A1.1 Concept Plan	3	3

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.	Yes - Alton Public School located within 800 m	Service Location Map	1	1
5. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.	No secondary schools located within 1600 metres	Service Location Map	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.	Yes - proposed plan will contain a parkette amenity area. Alton Pond Park is located within 290 m, Emeline Park is located within 450 m and Alton Skateboard Park is located within 550 m	Service Location Map	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.	The village of Alton has very limited commercial/retail uses but the site is within 800 m of the historic commercial core (Queen St west of Main St & the main "four corners") which contains commercial uses and potential for additional. Upon future development of the core area, this criteria will have been met.	Service Location Map	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.	Not applicable. Potential score should be "0".		2	0
9. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	Not applicable. Potential score should be "0".		2	0
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 of hardy, resilient species will be planted at regular intervals adjacent to all streets.	Landscape Plan will be submitted with the future Site Plan Application	1	1
Cycling Amenities				
11. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.	Not applicable. Town does not have a continuous and connected bike network. Potential score should be "0".		2	0
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.	Common amenity area and walkway lighting will be low level lighting and will not exceed a height of 4.6 m	Lighting plan to be submitted at site plan application stage.	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. 	Not applicable. Potential score should be "0"		1	0
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).	Not applicable. Potential score should be "0".		1	0
15. Provide preferential parking for car pool and car share vehicles.	Not applicable. Potential score should be "0".		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.	Not applicable. Potential score should be "0".		1	0
17. Medium to high density residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.	Not applicable - considered low-density. Potential score should be "0"		2	0
18. For institutional and employment uses, parking is located away from the street to the rear or to the side, or is located underground.	Not applicable. Potential score should be "0".			
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 	Common amenity area, parking and visitor parking areas will be integrated with the stormwater system. Landscaping has a direct connection to common amenity area. Soil conditions are conducive to infiltration and a permeable pavement system will be used on the roadway and visitor parking areas. An infiltration system will also be used for overall SWM for the site.	Concept Plan A1.1	1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>20. The development must meet or exceed the higher of:</p> <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. 	<p>Minimum bicycle parking will be provided within the garages of each unit.</p>	<p>Concept Plan A1.1</p>	<p>1</p>	<p>1</p>

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

SERVICE PROXIMITY

	8/8	/12
Transit proximity		/2
Major Transit Station Area targets		/1
Safe & comfortable transit access		/3
Proximity to elementary school		/1
Proximity to secondary school		/1
Proximity to park, square or natural space		/2
Proximity to commercial retail		/2

LAND USE MIX

	0/0	/4
Employment Lands		/2
Retail uses on ground floor		/2

STREETSCAPE CHARACTERISTICS

	2/2	/4
Street trees		/1
Cycling amenities		/2
Public outdoor lighting		/1

EFFICIENT PARKING

		/8
Provide for reduced parking ratios		/1
Identify systems for shared parking spaces		/1
Car pool and car share	2/2	/1
Unbundled parking		/1
Parking location		/2
<input type="checkbox"/> Residential		
<input type="checkbox"/> Other		
Above-ground parking design		/1
Bicycle parking		/1

TOTAL*:	12/12	/28
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GOLD:	80-100%
SILVER:	70-79%
BRONZE:	60-69%
PASS:	50-59%

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