

## 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): Part of Lot 11 Concession 4 and 14100, 14166, 14196 Humber Station Road

### Applicant

Name: Rosemarie Humphries Telephone: 905-264-7678 ext. 244 E-mail: rhumphries@humphriesplanning.com Registered Owner: Humberking (1) Developments Limited & Humberking (IV) Developments Limited

### Proposal Description

Gross Floor Area: 20.42 ha Number of Storeys: 1-12 Number of Units: 1,058

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

The draft plan of subdivision intends to implement the landowners group generated Secondary Plan for the Community (POPA 2021-0002). The proposal contemplates parkland, various forms of townhouse typologies, mixed use and mid-rise buildings generating an estimated 1058 residential units, park, swm pond and NHS areas per the attached concept plans.

## 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 lands on Part of Lot 11 Concession 4 and 14100,14166, 14196 Humber Station Road will assist in the achievement of overall density of 141 people and jobs per hectare within the Caledon Station Secondary Plan Area, which is more than the minimum overall density target of 42 people and jobs combined per hectare by 2031 as prescribed by the Regional OP in policy 5.5.4.2.2 for Town of Caledon.</p>	<p>Caledon Station Secondary Plan: Land Use Plan DP: Humberking (1) Developments Limited and Humberking (IV) Developments Limited</p>		
<p>2. All development in Designated <i>Urban Growth Centres</i> in the Region of Peel (i.e., Downtown Brampton, Downtown Mississauga and Intensification Areas) 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>	<p>N/A - The site is not in a designated Urban Growth Centre.</p>	<p>N/A</p>	<p>5</p>	<p>5</p>

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<b>SERVICE PROXIMITY</b>				
<b>Transit</b>				
3. 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.	There are currently no existing transit stops in and immediately around the development. The development currently benefits from good transit coverage, with nearly all dwelling units within 400m of future public transit routes, and approximately 100% of the total proposed units within 800m of the future Caledon GO Station.	Community Design Plan - Figure 12 Caledon Station 800m MTSA Area	2	2
4. 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. Areas within 800m of the Major Transit Station Area will further provide 143.6 people and jobs per hectare.	Caledon Station 800m MTSA Area Statistics	1	1
5. 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 hierarchy, locations & block design were determined based on design principles for transit-orientated communities that enable pedestrians, cyclists and transit riders to have appropriate means to make direct & safe connections throughout the community. To that end, pathways provide pedestrians with direct access to transit sites. They contain pedestrian with direct access to transit sites. They contain pedestrian scaled lighting and incorporate landscape treatments that improve the environment for pedestrians.	Community Design Plan - Figure 12	3	3
<b>Neighbourhood Community and Retail Services</b>				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>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:</p> <ul style="list-style-type: none"> <li>• childcare facility</li> <li>• community garden</li> <li>• hospital or health clinic</li> <li>• public library</li> <li>• place of worship</li> <li>• adult/senior care facility</li> <li>• social service facility</li> <li>• performance or cultural space</li> <li>• post office</li> <li>• recreation centre</li> </ul>	<p>More than 75% of units will be located within 800m of at least 3 existing/ planned public services with the proposed parks, parkettes and urban squares, performance and/or cultural spaces, recreational centre, childcare facility etc. all of which have been strategically placed throughout the development.</p>	<p>Appendix A: 800m Public Services Catchment Area for Caledon Station</p>	<p>2</p>	<p>2</p>
<p>7. 100% of the proposed dwelling units are within 800m of an existing or planned elementary school.</p>	<p>0% of the proposed dwelling units are within 800m of a planned elementary school.</p>	<p>Appendix B: 800m Elementary School Catchment Area for Caledon Station.</p>	<p>1</p>	<p>0</p>
<p>8. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.</p>	<p>N/A</p>		<p>1</p>	<p>0</p>
<p>9. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.</p>	<p>100% of the proposed units are situated within less than 400m of parks and open spaces, including over 2.87 acres (1.16 ha) of park, parkettes, open spaces and walkways located on site.</p>	<p>Appendix C: 400m Open Space Catchment Area for Caledon Station</p>	<p>2</p>	<p>2</p>

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
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.	100% of the proposed units will be located within 800m of approximately 5,316 sq.m of Commercial Mixed-Use Block 59. At least 75% of units will be located within 800m of approximately 10,312 sq.m of Commercial Mixed-Use, and 1,021 sq.m of Ground Floor Commercial within the community hub area - all of which are intended to comprise of a mix of uses, including grocery stores, pharmacy, cafes, shops, restaurants, dry cleaners and hair salons.	Appendix D: 800m Personal Services / Commercial Retail Catchment Area for Caledon Station	2	2
11. <i>Convenience commercial</i> uses are present in key locations, including <i>greyfield areas, intensification areas and corridors</i> and <i>greenfield areas</i> .	Yes, approximately 123,000 sq. feet of convenience commercial uses will be present in key locations in key public locations within the development, with potential of converting the Greyfield uses on Humber Station Road in support of the Major Transit Station Area.	DP: Humberking (1) Developments Limited & Humberking (IV) Developments Limited  Appendix D	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.	Yes, the development is 3km from the Bolton Downtown (urban centre) and less than 1km from the Provincially Significant Employment Zone located 1km to the south, extending beyond Mayfield Road into Brampton.	Appendix D: 800m Personal Services/ Commercial Retail Catchment Area for Caledon Station	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.	Opportunity for employment uses will be provided within mixed-use blocks and will include small scale amenity retail and services with infrastructure which encourages pedestrian and cyclist movement at these locations.	DP: Humberking (1) Developments Limited & Humberking (IV) Developments Limited	2	2
14. In combination, the following housing type groups make up at least 50% of the total units:  <ul style="list-style-type: none"> <li>• townhouses and multiplex</li> <li>• apartment buildings</li> </ul>	100% of units are a mix of townhouse, multiplex and apartment buildings.	DP: Humberking (1) Developments Limited & Humberking (IV) Developments Limited	2	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
15. The proposed development includes special housing types, such as senior's housing, long term care facilities and supportive or affordable housing.	Yes, the proposed zoning and urban design has allowed for the creation of long-term care facilities, senior's housing and affordable housing that can be accommodated based on market needs.	DP: Humberking (1) Developments Limited & Humberking (IV) Developments Limited	1	1
16. <i>Live-work units</i> and other employment-related uses compatible with residential uses are included in the proposed development.	Yes, the proposed development will provide new residential units with a mix of housing types and tenures, that are compatible with employment-related uses and include: condominium apartments in mid-rise and tall buildings, and rental housing options.	DP: Humberking (1) Developments Limited & Humberking (IV) Developments Limited	2	2
17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	Yes, the commercial at-grade program has been strategically planned to be located within multi-unit and mixed-use buildings within key 0 Humber Station Road neighbourhood locations.	DP: Humberking (1) Developments Limited & Humberking (IV) Developments Limited	1	1
<b>STREET CONNECTIVITY</b>				
18. Infill development increases opportunities for street and pedestrian linkages and connectivity.	N/A			
19. In designated <i>Greenfield Areas</i> , street networks and off-road paths: <ul style="list-style-type: none"> <li>• are <i>multi-modal and separated by mode</i> to provide safety and choice to pedestrians and cyclists; and</li> <li>• make clear connections (signage should be incorporated) to existing routes and facilities.</li> </ul>	Yes, the development proposes a multi-modal loop that connects the entire community to the community hub area with an attractive, high quality streetscape and built form design. The extensive street network and path system further support pedestrian, cycling, transit and vehicular connections for convenient circulation in the development and throughout the GTA and increase in physical activity, active transportation and social connectivity.	Community Design Plan - Figure 19	1	1
20. Cul-de-sacs, crescent streets and loop roads are not utilized unless they are located near significant infrastructure, including highways and railways, or near natural features.	No cul-de-sacs or crescent streets are present.	Community Design Plan - Figure 19  DP: Humberking (1) Developments Limited & Humberking (IV) Developments Limited	2	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
21. Reverse frontage streets are not utilized.	No reverse frontage streets have been utilized in the development.	DP: Humberking (1) Developments Limited & Humberking (IV) Developments Limited	1	1
22. Residential blocks in the proposed development do not exceed 80x180m in size.	Residential blocks range in sizes of 38m-55m (excluding Medium Density and Mixed Use block).	DP: Humberking (1) Developments Limited & Humberking (IV) Developments Limited	3	3
23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.	The development proposes 15 intersections (excluding laneways) on a 0.2042 sq.km site, a density of 73 intersections per sq.km, with the street blocks decreasing in size as density increases.	DP: Humberking (1) Developments Limited & Humberking (IV) Developments Limited	3	3
24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes.	Yes, the pedestrian network comprises of a series of sidewalks, bike lanes, paths and pedestrian connections, supported by easy access to open spaces and parks. Further, an expanded cycling network will provide safe cycling paths to home, work and recreation spaces within and outside of the community.	Community Design Plan - Figure 15 and 33	n/a	
<b>STREETSCAPE CHARACTERISTICS</b>				
<b>Pedestrian Amenities</b>				
25. Primary building entrances for Office, Institutional, High Density Residential, Commercial Retail are oriented towards the street and are clearly identifiable and prominent with direct access to the public sidewalk, pedestrian connection and transit facilities.	Yes, primary entrances are intended to be oriented toward the street and will be clearly identifiable and prominent, with direct access from the public side where, wherever possible to promote pedestrian connection and transit facilities.	Community Design Plan - Architecture and Built Form	2	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>26. All streets in low density residential areas have sidewalks on each side of the street which are at least 1.8 m wide. Where is it only possible to include a sidewalk on one side of the street, ensure it is a minimum of 2.0 metres.</p> <p>All streets in medium- and high-density residential neighbourhoods, mixed-use areas and commercial areas have sidewalks on each side that are at least 2.0 m wide.</p>	<p>Local streets in low-density residential areas are proposed to have 1.5m wide sidewalks.</p> <p>Sidewalks will also be incorporated into the design of all public and condominium sized streets, supported by street lighting, vegetation, and pedestrian scaled furniture. Pedestrian sidewalks (ranging from 1.5m to 1.8m in width) will be provided on both sides of the road on roads classified as Collector, when possible.</p>	Community Design Plan - Section 4.2	1	1
<p>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.</p>	<p>Yes, the development proposes to create a positive net contribution to local biodiversity and sustainable agriculture by planting to attract pollinators with a diversity of trees and native/adaptive species, maintaining tree canopy and re-using large caliber trees, where viable.</p>	Community Design Plan - Section 3.2	1	1
<p>28. All transit stations, major transit stations and major pedestrian routes have:</p> <ul style="list-style-type: none"> <li>• weather protection</li> <li>• seating</li> <li>• waste baskets</li> <li>• lighting</li> <li>• route information</li> <li>• bicycle parking</li> </ul>	<p>To encourage cycling throughout Part of Lot 11 Concession 4, 14100, 14166, and 14196 Humber Station Road and beyond, as a viable alternative to vehicular connections and as a means of adopting a healthier lifestyle, all transit stations, major transit stations and major pedestrian routes may offer weather protection, seating, waste baskets, appropriate lighting, route information (where appropriate) and bicycle parking.</p>	Community Design Plan - Section 7.0	1	1
Cycling Amenities				



Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>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:</p> <ul style="list-style-type: none"> <li>• bicycle lanes</li> <li>• sharrows</li> <li>• signed routes</li> <li>• multi-use paths on the boulevard</li> </ul> <p>Where there is a local Bicycle Plan, the bikeway network proposed in the Plan is implemented in the development area, and opportunities to enhance, or connect, the proposed bikeway network are identified.</p>	<p>A key component of achieving continuous connections throughout Part of Lot 11 Concession 4, 14100, 14166, and 14196 Humber Station Road is linking the development to the broader community including the existing regional trail system along Humber Station to the south, and to the trails within the Greenbelt Lands at the north and east edges of the community.</p> <p>The multi-modal station area will be linked to the multi-modal loop road which will support a flexible approach to active transportation. Encouraging walking, jogging, cycling, roller blading, etc., residents and visitors will have the opportunity to use the multi-modal loop for recreation, fitness in addition to daily transportation needs.</p>	Community Design Plan - Section 4.0 and 5.0	1	1
<p>30. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.</p>	<p>Yes, 100% of units will be within 400m of a bike network that connects to multiple pedestrian routes and trails located throughout the site.</p>	Community Design Plan - Section 5.4 Figure 33	1	1
<b>Lighting</b>				
<p>31. Residential and commercial streets in medium- to high-density neighbourhoods have pedestrian-scaled lighting and are limited to a height of 4.6m.</p>	<p>The intent is to provide a safe level of pedestrian scaled lighting that is appropriate to the residential and commercial streets in medium and mixed use density neighbourhoods, and which may be limited to a height of 4.6m.</p>	N/A	1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
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.	The intent is to maintain lighting and light standards in public outdoor areas (including parks, pedestrian walkways etc.) which respond to a pedestrian scale and which may be limited to a height of 4.6m.	N/A	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>• minimum traffic lane widths</li> <li>• minimum number of traffic lanes in the roadway</li> <li>• Pedestrian-priority streets, woonerfs or home-zones (i.e., the speed limit is under 15km/hr and vehicles must yield to pedestrians and cyclists)</li> </ul>	The development uses multiple traffic calming measures, including: minimum traffic lane widths which will create a more urban condition, fine-grain street network that provides multiple routes for diffusing traffic volume, enhanced paving or painting will be provided for active transportation crossings at key signalized intersections, combination of appropriately scaled buildings with grade level design to allow for an animated streetscape, ‘woonerf’ inspired shared streets that will frame key development spaces and provide a safe, comfortable and inviting pedestrian focused environment, alternative transportation options that include integrated public transit to alleviate the use of single occupant vehicles (SOV), and designated cycling routes on streets with low volumes and speeds that have been optimized for bicycle travel.	Community Design Plan - Section 3.0 and 4.0	3	3
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.	The traffic calming elements applied within the development have been designed to prioritize comfort and safety of pedestrians and promote active transportation without creating unnecessary hazards or obstacles. This was achieved by strategic ROW design that avoids the use of bollards, unnecessary curbs, sidewalk obstructions and limited accessibility in and around the pedestrian, cyclist and vehicular network.	Community Design Plan - Section 3.0 and 4.0	n/a	
<b>EFFICIENT PARKING</b>				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>35. Provide reduced automobile parking ratios for:</p> <ul style="list-style-type: none"> <li>• buildings and other facilities within 400m of a higher order transit stops; and,</li> <li>• apartments/condominiums offering car share parking spaces.</li> </ul>	<p>The proposed parking requirements will be appropriate for a mixed-use community and support transit-oriented development. Transportation demand management measures such as maximum parking standards, shared parking, enhanced bicycle parking, and carpool / car share priority parking will complement the characteristics of transit-oriented mixed-use community, support the increased use of non-automobile travel and reduce the need for car ownership.</p>	<p>Community Design Plan - Section 3.0 and 4.0</p> <p>Draft Implementation Zoning By-Law</p>	<p>1</p>	<p>1</p>
<p>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).</p>	<p>Reducing the parking supply requirement would recognize the potential for higher transit, walk and active transportation use in the area, and is in line with the sustainability objectives of the Town. In addition, it would recognize a trend to a more urban lifestyle and minimize the cost of expensive underground parking for residents who do not actually want or need it, while making the most efficient shared use of the parking capacity that is provided, including on-street parking for visitors to the site.</p>	<p>Community Design Plan - Section 3.0 and 4.0</p>	<p>1</p>	<p>1</p>
<p>37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop.</p>	<p>Plans for multi-family dwelling units within 400m of the Major Transit Station Area (GO Station) will be encouraged to provide unbundled parking, allowing home purchasers to only pay for the amount of parking they require.</p>	<p>DP: Humberking (1) Developments Limited &amp; Humberking (IV) Developments Limited</p>	<p>2</p>	<p>2</p>
<p>38. 50% or more of residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.</p>	<p>Approximately 93% of residential dwelling units will provide access to parking via laneways or in underground locations, with on-street parking spaces being proposed, where feasible, along the streets in mixed-use and medium-density areas.</p>	<p>Community Design Plan - Section 6.4.7, 6.4.8 and 6.7</p>	<p>2</p>	<p>2</p>
<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>Parking for multi-storey residential dwelling units, institutional and employment uses within the developments will be located underground or away from the street and immediate public view.</p>	<p>Community Design Plan - Section 6.4.7-6.4.8 &amp; Section 6.7</p> <p>DP: Humberking (1) Developments Limited &amp; Humberking (IV) Developments Limited</p>	<p>2</p>	<p>2</p>

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<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>• pedestrian access, connectivity and circulation</li> <li>• tree planting</li> <li>• landscaping</li> <li>• stormwater management</li> <li>• porous/permeable surfaces</li> <li>• light-coloured materials instead of black asphalt</li> </ul>	<p>Where surface parking is provided, it will be designed to minimize negative streetscape aesthetics and environmental impacts by incorporating ample landscaping, stormwater management, porous/permeable surfaces, light-coloured materials in lieu of black asphalt (where feasible) and priority given to pedestrian experience at street level.</p>	<p>Community Design Plan - Section 6.4.7, 6.4.8 and 6.7</p>	<p>2</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

5/5

5/5

16/18

2/2

1/1

3/3

2/2

0/1

0/1

2/2

2/2

2/2

2/2

8/8

2/2

2/2

1/1

2/2

1/1

## STREET CONNECTIVITY

Improved connectivity

- Infill development
- Greenfield development

Non-grid streets avoided

Reverse-frontage streets avoided

Small residential blocks

Frequent intersections

Active transportation connectivity

10/10

1/1

2/2

1/1

3/3

3/3

N/A

## STREETSCAPE CHARACTERISTICS

12/12

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

2/2

1/1

1/1

1/1

1/1

1/1

1/1

1/1

3/3

N/A

10/10

1/1

1/1

2/2

2/2

2/2

2/2

## TOTAL\*:

61/63

GOLD:

80-100%

SILVER:

70-79%

BRONZE:

60-69%

PASS:

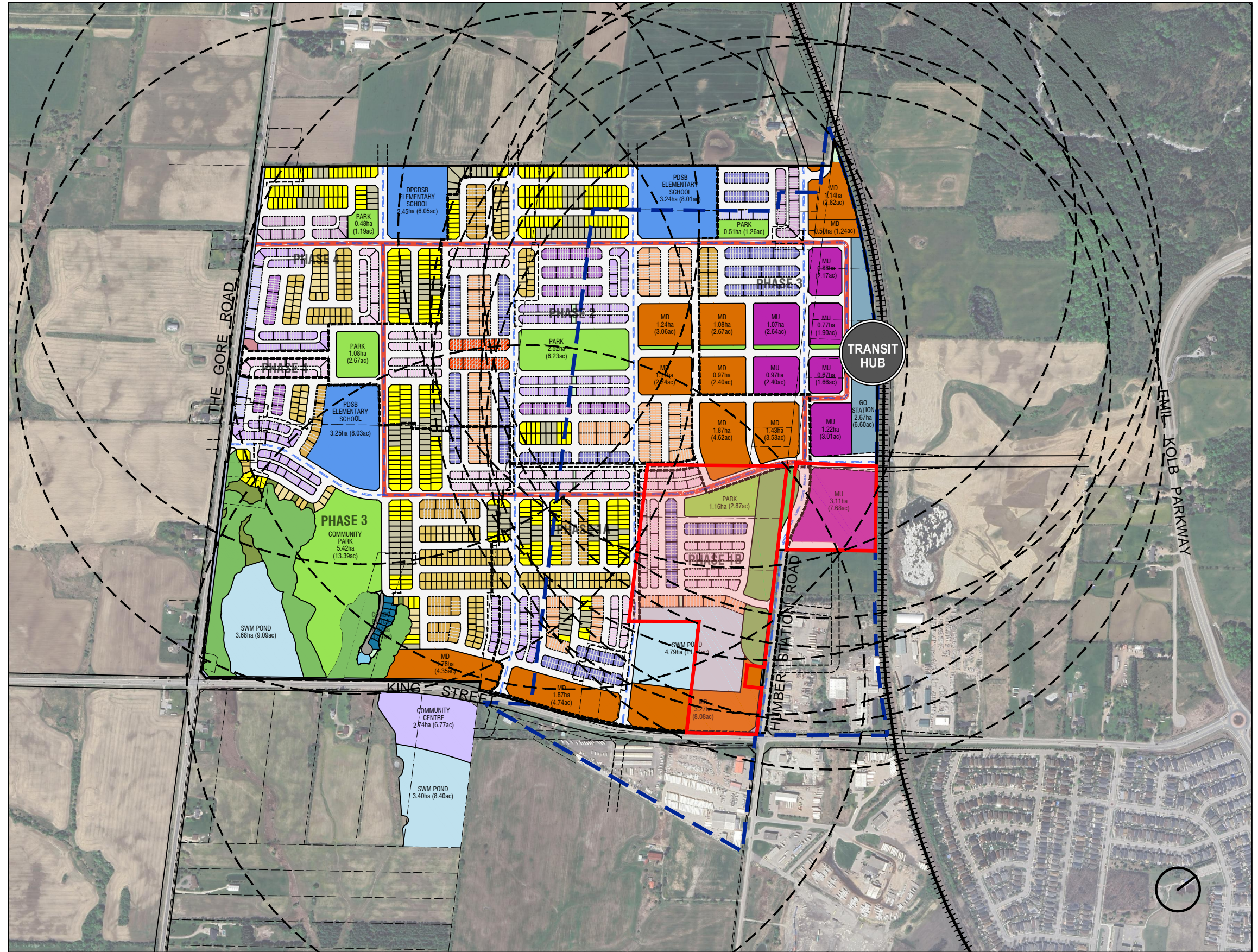
50-59%

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

# HEALTHY DEVELOPMENT ASSESSMENT

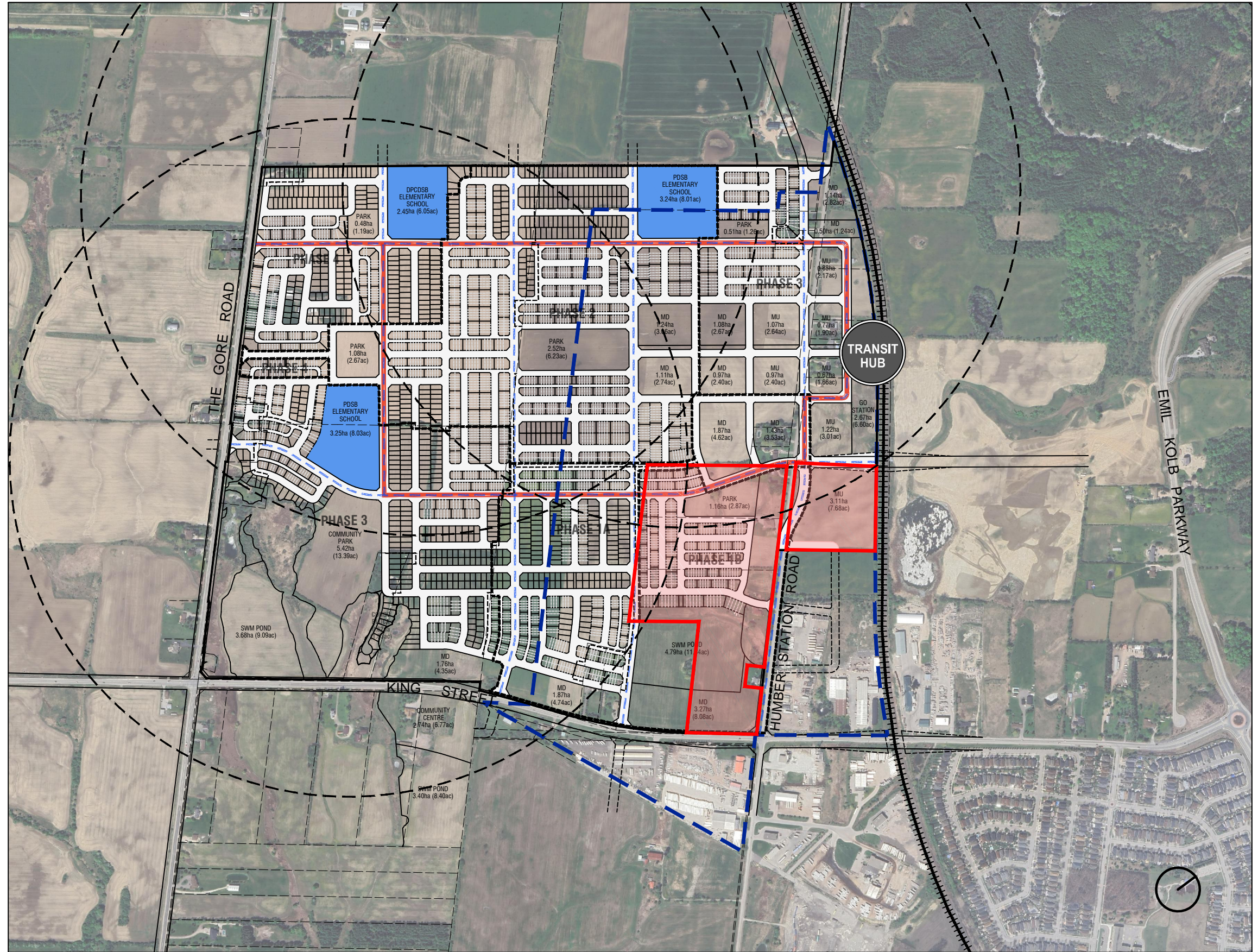
## APPENDIX 'A' 800m PUBLIC SERVICES CATCHMENT AREA FOR CALEDON STATION COMMUNITY

- LEGEND:**
- MEDIUM DENSITY RESIDENTIAL
  - MIXED-USE RESIDENTIAL (AT GRADE COMMERCIAL)
  - GO TRANSIT LANDS
  - SCHOOL
  - PARK
  - PROPOSED ENVIRONMENTAL PROTECTION AREA
  - ENVIRONMENTAL ENHANCEMENT AREA
  - SWM POND
- UNIT SPECIFIC USES**
- REAR LANE TOWNHOUSE
  - DUAL FRONTAGE TOWNHOUSES
  - BACK-TO-BACK TOWNHOUSES
  - STACKED TOWNHOUSES
  - SHALLOW TOWNHOUSES
  - STANDARD TOWNHOUSES
  - SHALLOW SINGLE DETACHED
  - STANDARD SINGLE DETACHED
- ROAD CLASSIFICATIONS**
- MULTI-MODAL LOOP ROAD
  - COLLECTOR ROADS
- Other Symbols:**
- M TSA LIMITS
  - 800 METRE RADIUS
  - SITE BOUNDARY



# HEALTHY DEVELOPMENT ASSESSMENT

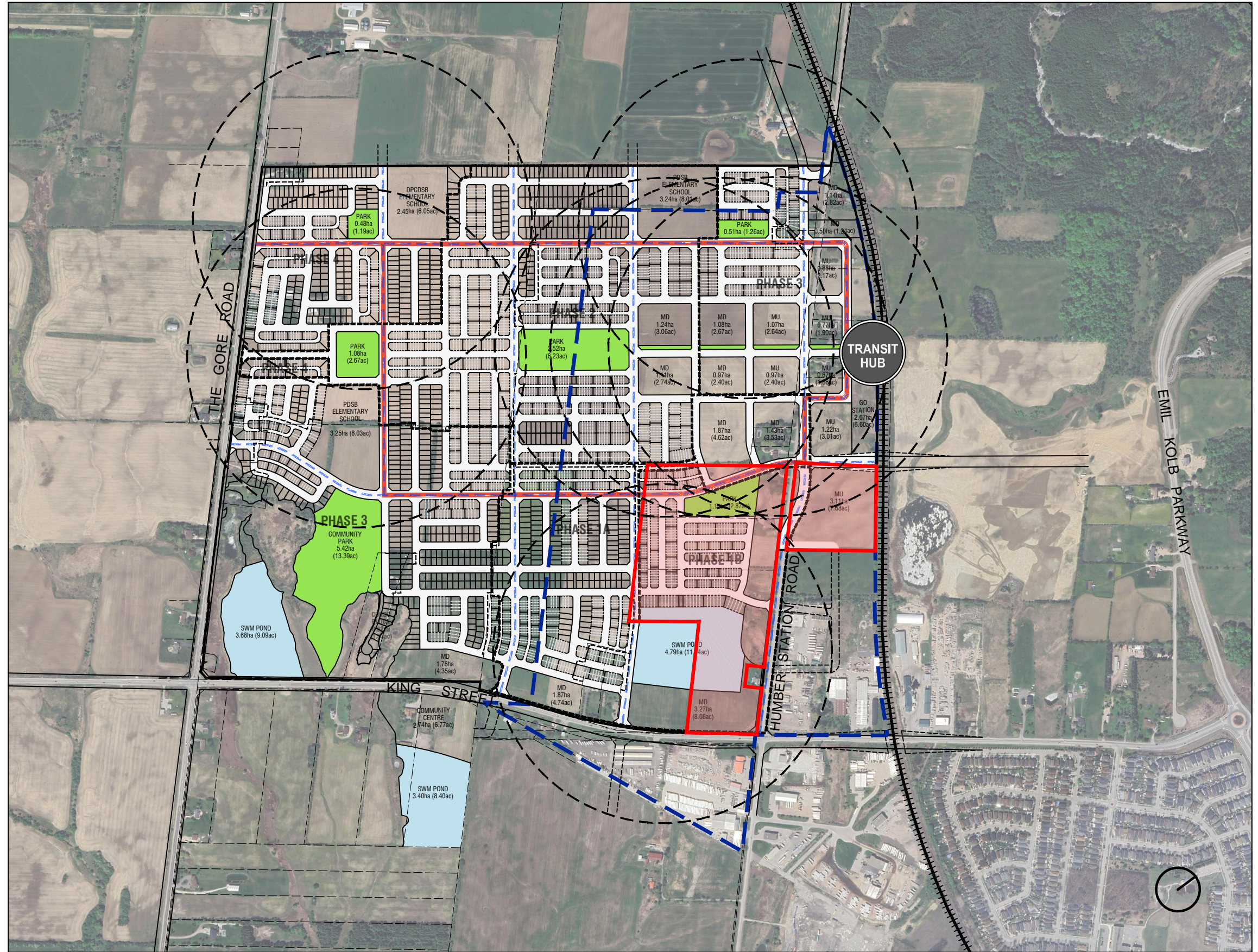
## APPENDIX 'B' 800m ELEMENTARY SCHOOL CATCHMENT AREA FOR CALEDON STATION COMMUNITY



- LEGEND:**
- SCHOOL
  - ROAD CLASSIFICATIONS**
  - MULTI-MODAL LOOP ROAD
  - - - COLLECTOR ROADS
  - - - MTSA LIMITS
  - - - 800 METRE RADIUS
  - SITE BOUNDARY

# HEALTHY DEVELOPMENT ASSESSMENT

## APPENDIX 'C' 800m OPEN SPACE CATCHMENT AREA FOR CALEDON STATION COMMUNITY



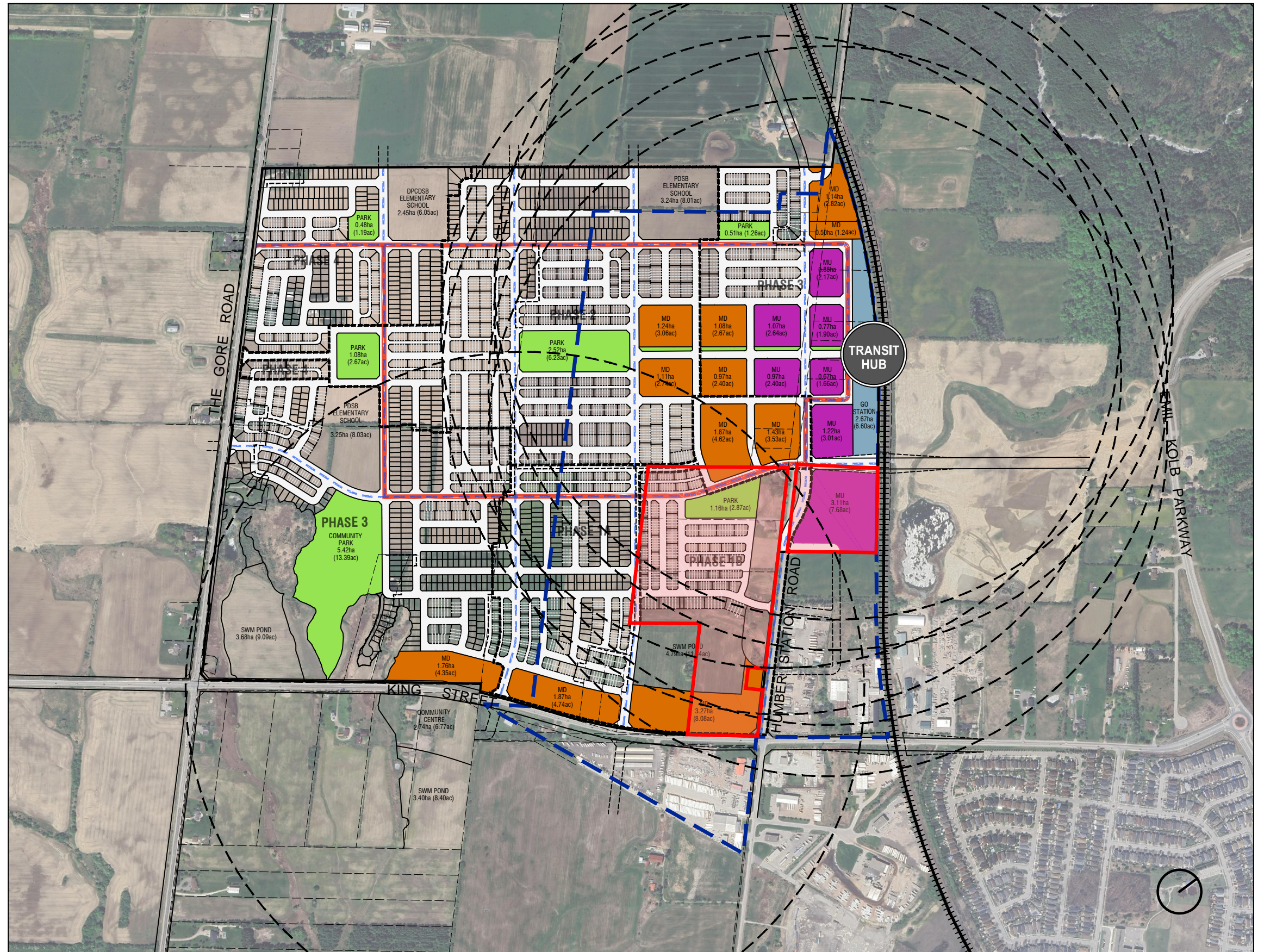
- LEGEND:**
- SWM POND
  - PARK
- ROAD CLASSIFICATIONS**
- MULTI-MODAL LOOP ROAD
  - COLLECTOR ROADS
- OTHER FEATURES**
- M TSA LIMITS
  - 400 METRE RADIUS
  - SITE BOUNDARY



# HEALTHY DEVELOPMENT ASSESSMENT

## APPENDIX 'D'

800m PERSONAL SERVICES / COMMERCIAL RETAIL CATCHMENT AREA FOR CALEDON STATION COMMUNITY



- LEGEND:**
- MEDIUM DENSITY RESIDENTIAL
  - MIXED-USE RESIDENTIAL (AT GRADE COMMERCIAL)
  - GO TRANSIT LANDS
  - PARK
- ROAD CLASSIFICATIONS**
- MULTI-MODAL LOOP ROAD
  - COLLECTOR ROADS
- Other Symbols:**
- MTSA LIMITS
  - 800 METRE RADIUS
  - SITE BOUNDARY