TOWN OF CALEDON
PLANNING
RECEIVED

September 23, 2025

Application Submitted

- [x] 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): 12100 Creditview Road

Applicant

Name: Glen Schnarr & Associates Inc. Telephone: 905-568-8888 E-mail: jasona@gsai.ca

Registered Owner: 12100 Creditview Developments Limited

Proposal Description

Gross Floor Area: +/- 28,585 m2 Number of Storeys: 1 Number of Units: 12

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

To facilitate a compact commercial development comprised of twelve (12) structures of varying size, a gas bar and surface parking areas. It is anticipated that some of the proposed structures may be multi-tenant and can accommodate a range and mixture of office, retail and service commercial uses

Region of Peel
Working for you

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 50% of the development's proposed dwelling units are situated within 200m of a planned or existing transit stop.	Not Applicable. As further demonstrated on the Site Plan, there are no residential dwelling units contemplated.		2	Not Applicable
2. Areas within 400m of a *Higher Order Transit* stop are developed to meet *Major Transit Station Area* density targets.	Not Applicable. The Site is not located within proximity to a Higher Order Transit stop		1	Not Applicable
3. Access to transit from the proposed development is safe, attractive and direct for pedestrians.	A network of public sidewalks and pedestrian pathways are to be provided. Collectively, these will enable safe, attractive and direct access across the Site and beyond. This network will also provide direct connections to the street-level transit services present along Mayfield Road	Urban Design Brief Landscape Plan Site Plan	n/a	
Neighbourhood Community and Retail Services				
4. 100% of the proposed dwelling units are within 800m of an existing or planned elementary school.	Not Applicable. Given no residential units are contemplated, this criterion does not apply		1	Not Applicable
5. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.	Not Applicable. Given no residential units are contemplated, this criterion does not apply		1	Not Applicable
6. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.	Not Applicable. Given no residential units are contemplated, this criterion does not apply		2	Not Applicable

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
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.	Not Applicable, given no residential units are contemplated. Notwithstanding, the proposal will serve to situate a range of retail, office and service commercial uses within proximity of current and planned dwelling units. This will support the provision of services to meet daily needs within a comfortable walking distance		2	Not Applicable
LAND USE MIX				
8. *Employment lands* include small scale amenity retail and services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement.	While the Site is not located within an Employment Area, the proposal will locate retail uses and services in proximity to existing transit services and can be serviced by municipal infrastructure. The proposal will also support usage of the surrounding active transportation network	Urban Design Brief Landscape Plan Alloa Secondary Plan	2	2
9. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	Not Applicable. Given the proposal does not contemplate the introduction of multi-unit or mixed-use buildings, this criterion does not apply		2	Not Applicable
STREETSCAPE CHARACTERISTICS				
Pedestrian Amenities				
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.	Public realm and streetscape enhancements, including street tree plantings, are to be provided. The placement and specie of street trees are further described on the accompanying Landscape Plan	Landscape Plan		
Cycling Amenities				
11. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.	Not Applicable. Given the form of development contemplated, this criterion does not apply		2	Not Applicable
Lighting				
12. Lighting and light standards in public outdoor areas, such as pedestrian walkways, plazas, parks, play lots and parking	Pedestrian-scale lighting is to be provided across the Site. Further detail on the placement of lighting fixtures and lighting standards is provided in the accompanying materials	Urban Design Brief Landscape Plan Photometric Plan	1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
areas, relate to the pedestrian and are limited to a height of 4.6m.				
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.	Not Applicable. The proposal contemplates a mixture of surface parking areas to accommodate user demands. The proposed parking standard is consistent with Zoning By-law requirements, is appropriate to accommodate user demands and will support an optimized site design	Site Plan Traffic Impact Study	1	Not Applicable
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).	A shared parking arrangement is contemplated. Given the mixture and range of uses that will be present, the proposed parking standard and site design reflect that a range of users will utilize the Site	Site Plan Traffic Impact Study	1	1
15. Provide preferential parking for car pool and car share vehicles.	Not Applicable. Given the location an the nature of the proposed this criterion is no relevant.	Site Plan Traffic Impact Study	1	Not Applicable
16. Provide unbundled parking for multi-family dwelling units within 400m of a higher-order transit stop.	Not Applicable. Given the nature of the development, this criterion does not apply		1	Not Applicable
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. Given the nature of the development, this criterion does not apply		2	Not Applicable
18. For institutional and employment uses, parking is	The proposal has positioned surface parking areas internal to the	Site Plan		

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
located away from the street to the rear or to the side, or is located underground.				
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	Type text here As stated above, the proposal contemplates surface parking areas that are visually screened and out of public view. The parking areas also feature landscaped areas, plantings and pedestrian pathways to minimize the negative aesthetic and environmental impacts of these areas		1	1
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.	The proposed development will provide secure bicycle parking spaces. The amount of bicycle parking spaces is consistent with Zoning By-law requirements and as specified in the Healthy Development Assessment User Guide	Site Plan Traffic Impact Study Landscape Plan	1	1

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

SERVICE PROXIMITY	**0 /9**
Transit proximity	0 /2
Major Transit Station Area targets	0 /1
Safe & comfortable transit access	N/A
Proximity to elementary school	0 /1
Proximity to secondary school	0 /1
Proximity to park, square or natural space	0 /2
Proximity to commercial retail	0 /2
LAND USE MIX	**2 /4**
Employment Lands	2 /2
Retail uses on ground floor	0 /2
STREETSCAPE CHARACTERISTICS	**1 /4**
Street trees	0 /1
Public outdoor lighting	0 /1
Cycling Amenities	1 /2
EFFICIENT PARKING	**1 /8**
Provide for reduced parking ratios	0 /1
Identify systems for shared parking spaces	1 /1
Car pool and car share	0 /1
Unbundled parking	0 /1
Parking location	0 /2
(Tick correct box) ☐ Residential ☑ Other	
Above-ground parking design	1 /1
Bicycle parking	1 /1
TOTAL*:	**7 /25**

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

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

In accordance with the Healthy Development Assessment Guidelines, we highlight that the Small-Scale Healthy Development Assessment does not effectively accommodate commercial development forms. As a result, the resultant criterion scores are reduced given many criterion are not applicable