TOWN OF CALEDON
PLANNING
RECEIVED
March 4, 2025

# 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): 13656 and 13668 Emil Kolb Parkway

**Applicant**

Name: Camcos (Bolton Village) Inc. Telephone:_____ E-mail:_____ Registered Owner: Camcos (Bolton Village) Inc.

**Proposal Description**

Gross Floor Area: 41, 346 sqm Number of Storeys: 3 & 8 Number of Units: 124

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

The proposed development contemplates a 8-storey residential building containing 102 residential units located along Harvestmoon Drive and 22 stacked townhouse units contained within 3-storey buildings located along the northerly perimeter of the property.

Region of Peel
working with you

# 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** | | | | |
| 1. All development on Designated *Greenfield Areas* 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.<br><br>Where the local municipality has established higher density targets, these higher targets will apply. | The proposed development is located within the Bolton Rural Service Centre and consists of two (2) three-storey stacked back-to-back townhouse blocks and 8-storey residential building. Varying unit types are offered to encourage a mix of housing options for future residents of the community. The proposed development is in close proximity to the approved future Caledon GO Station located at Humber Station Road and King Street. The proposed development is transit-supportive. The density of the proposed development exceeds the permitted maximum density to 150 UPH. The proposed development will accommodate approximately 279 new residents (assuming 3.328 PPU for Townhomes and 1.612 PPU for Small Apartment Units, and 3.048 for Large Apartment Units per Region of Peel 2020 DC Background Study), thus contributing to the overall minimum intensification density target. Peel OP 2022 also assigns a minimum density of 67.5 persons and jobs per ha which is exceeded. Accessible units are also proposed (minimum of 10%). | ROP (2022) 5.4.19 & 5.4.19.7 | 5 | 5 |
| 2. All development in Designated *Urban Growth Centres* in the Region of Peel (i.e., Downtown Brampton, Downtown Missis-sauga and Intensification Areas) achieves a minimum overall density target of 200 people and jobs per hectare.<br><br>Where the local municipality has established higher density targets, these higher targets will apply. | | | | |
| | | | | |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|---|---|---|---|---|
| SERVICE PROXIMITY | | | | |
| Transit | | | | |
| 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. | The closest bus stop in proximity to the Subject Site is at Coleraine Drive and Holland Drive, which is approximately 1 km south of the Subject Site. The Subject Site is approximately 1 km away from the future Caledon GO station. | PJR Section 3.5 | 2 | 0 |
| 4. Areas within 800m of a *Higher Order Transit* stop are developed to meet *Major Transit Station Area* density targets. | The future Caledon GO Station will be situated at King Street and Humber Station Road, approximately 1 km away from the Subject Site. | PJR Section 3.5 | 1 | 0 |
| 5. Access to transit from the proposed development is safe, attractive and direct for pedestrians:<br>-Pathway to transit site is paved (or equivalent measure) and provides direct access to pedestrians(1point)<br>-Pathway to transit site contains pedestrian scaled lighting at a height of 4.6 m (1 point)<br>-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 between the proposed development to the closest bus stop (located approximately 1 km away from the Site), is along Coleraine Drive, which are lined with sidewalks. Also, the proposed development accommodates pedestrian scaled lighting with a height of 3.0 m. A variety of trees and shrubs are planted along Emil Kolb Parkway and Harvest Moon Drive, and throughout the development along pedestrian walkways and parking areas. | | 3 | 2 |
| Neighbourhood Community and Retail Services | | | | |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|---|---|---|---|---|
| 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:<br>• childcare facility<br>• community garden<br>• hospital or health clinic<br>• public library<br>• place of worship<br>• adult/senior care facility<br>• social service facility<br>• performance or cultural space<br>• post office<br>• recreation centre | Yes, Bolton St. Nicholas YMCA Before and After School Program. | Location Map (attached) | 2 | 1 |
| 7. 100% of the proposed dwelling units are within 800m of an existing or planned elementary school. | Yes, St. Nicholas Elementary School | Location Map (attached) | 1 | 1 |
| 8. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school. | James Bolton Public School is located within 2 km of the Subject Site. | | 1 | 0 |
| 9. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space. | Adam Wallace Memorial Park is situated west of the Subject Site, within 400 metres. | Location Map (attached) | 2 | 2 |

| 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$^2$ 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 Subject Site is not within 800m of personal service and commercial retail space and mixed uses. | | 2 | 0 |
| 11. *Convenience commercial* uses are present in key locations, including *greyfield* areas, *intensification areas* and *corridors* and *greenfield areas*. | Convenience Commercial uses are present in the Bolton Core Area approximately 1.4 km east at the major intersection of King St W and Queen St S. | Caledon OP Schedule C-1 | 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. | The Subject Site is located north of the Bolton Employment Area. The Subject Site is also located west of the Bolton Downtown Centre. | Caledon OP Schedule C | 2 | 2 |
| LAND USE MIX | | | | |
| 13. *Employment lands* include small scale amenity retail and services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement. | Not applicable to the proposed development. | | 2 | N/A |
| 14. In combination, the following housing type groups make up at least 50% of the total units:<br>• townhouses and multiplex<br>• apartment buildings | The proposed development provides 2 stacked back-to-back townhouse unit blocks and an 8-storey residential buidling. Thus, 100% of the proposed development contains townhouse and apartment units. | Master Site Plan | 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. | The apartment building contains accessible units (minimum of 10%). | | 1 | 1 |
| 16. *Live-work units* and other employment-related uses compatible with residential uses are included in the proposed development. | The noted unit types are not considered for the proposed development. | | 2 | 0 |
| 17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings. | The proposed development is residential only. | | 1 | 0 |
| STREET CONNECTIVITY | | | | |
| 18. Infill development increases opportunities for street and pedestrian linkages and connectivity. | The proposed development is a form of intensification through infill development. The proposed development will accommodate pedestrian linkages/pathways to existing street network. | Site Plan | 1 | 1 |
| 19. In designated *Greenfield Areas*, street networks and off-road paths:<br>• are *multi-modal and separated by mode* to provide safety and choice to pedestrians and cyclists; and<br>• make clear connections (signage should be incorporated) to existing routes and facilities. | | | | |
| 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. | Cul-de-sacs, crescent streets and loop roads are not proposed. | Site Plan | 2 | 2 |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|---|---|---|---|---|
| 21. Reverse frontage streets are not utilized. | Reverse frontage streets are not proposed. | Site Plan | 1 | 1 |
| 22. Residential blocks in the proposed development do not exceed 80x180m in size. | The proposed residential blocks do not exceed 80x180 m in size. | Site Plan | 3 | 3 |
| 23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases. | The proposed development is located at an intersection and has an increased density of 150 UPH. | Site Plan | 3 | 3 |
| 24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes. | The proposed development accommodates pedestrian and vehicular connectivity throughout the site and surrounding community. | | n/a | |
| STREETSCAPE CHARACTERISTICS | | | | |
| Pedestrian Amenities | | | | |
| 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. | The proposed development is approximately 1.4 km west of the Bolton Core Area which is lined with neighbourhood public and retail services along King St W. | Caledon OP | 2 | 1 |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|---|---|---|---|---|
| 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.<br><br>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. | The Subject Site currently occupies a sidewalk along Harvest Moon Drive. Although, 1.2 m wide walkways are provided throughout the proposed development. | Site Plan | 1 | 0 |
| 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. | A variety of trees and shrubs are planted along Emil Kolb Parkway and Harvest Moon Drive, and throughout the development along pedestrian walkways and parking areas. | Landscape Plan | 1 | 1 |
| 28. All transit stations, major transit stations and major pedestrian routes have:<br>• weather protection<br>• seating<br>• waste baskets<br>• lighting<br>• route information<br>• bicycle parking | Bicycle parking is provided in the proposed development. | Site Plan | 1 | 1 |
| Cycling Amenities | | | | |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|---|---|---|---|---|
| 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:<br>• bicycle lanes<br>• sharrows<br>• signed routes<br>• multi-use paths on the boulevard<br><br>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. | In accordance with the Town of Caledon Trails & Cycling Routes interactive map, the Subject Site is located along two (2) pathway connectors, being a cycling route along Harvest Moon Drive, immediately south of the Subject Site and Emil Kolb Parkway, immediately east of the Subject Site. Both connectors act as linkages to the broader trails and cycling routes within the Town of Caledon. | Caledon Maps: Trails & Cycling Routes - Interactive Map | 1 | 1 |
| 30. 90% of the residential dwelling units are within 400m of a continuous and connected bike network. | The proposed development has direct access to the above mentioned cycling route along Harvest Moon Drive. Bicycle parking spaces are provided for at the entry/exit point of the proposed development along the said cycling route. | Site Plan | 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. | Yes, the proposed development accomodates pedestrian-scaled lighting with a height of 3.0 m. | Lighting Plan | 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. | Lighting proposed throughout the development is accomodated at a height of 7.0 m (light poles). | Lighting Plan | 1 | 0 |
| 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:<br>• minimum traffic lane widths<br>• minimum number of traffic lanes in the roadway<br>• Pedestrian-priority streets, woonerfs or home-zones (i.e., the speed limit is under 15km/hr and vehicles must yield to pedestrians and cyclists) | Not applicable to the proposed development, as no new streets are proposed. | | 3 | N/A |
| 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. | | | n/a | |
| EFFICIENT PARKING | | | | |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|---|---|---|---|---|
| 35. Provide reduced automobile parking ratios for:<br>• buildings and other facilities within 400m of a higher order transit stops; and,<br>• apartments/condominiums offering car share parking spaces. | The proposed development is just outside of the 400 m radius of the closest bus stop located at Coleraine Drive and Holland Drive. The proposed development provides a reduced parking ratio of a total 54 parking spaces. A TIS and Parking Justification Study has been prepared by Nextrans Consulting Engineers, which concludes that the proposed development will have negligible impact to the future operations of the adjacent road network and the proposed vehicle parking supply is appropriate for the proposed development. | Site Plan & Traffic Impact Study | 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). | Not applicable to the proposed development. | | 1 | 0 |
| 37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop. | Not applicable to the proposed development. | | 2 | 0 |
| 38. 50% or more of residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks. | The proposed development consists of stacked back-to-back townhouse units in two blocks and 8-storey residential building. 172 parking spaces are proposed on the Subject Site none of which are located on the front setback. | Site Plan | 2 | 2 |
| 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. | The proposed development of two (2) stacked back-to-back unit blocks and 8-storey residential building, orient surface parking areas within the interior and rear of the development. | Site Plan | 2 | 2 |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|---|---|---|---|---|
| 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:<br>• pedestrian access, connectivity and circulation<br>• tree planting<br>• landscaping<br>• stormwater management<br>• porous/permeable surfaces<br>• light-coloured materials instead of black asphalt | Surface parking for residents and visitors of the proposed development are oriented and designed to minimize negative asthetics & environmental impacts. The proposed development provides tree plantings and landscaping, and connective pedestrian pathways to establish safe routes from unit to parking space. | Site Plan & Landscape Plan | 2 | 2 |

# HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

## DENSITY 5/5

Density targets 5/5

(Tick correct box)

- ☑ Greenfield targets
- ☐ Urban Growth Centre targets

## SERVICE PROXIMITY 10 /18

| | |
|---|---|
| Transit proximity | 0/2 |
| Major Transit Station Area targets | 0/1 |
| Safe & comfortable transit access | 2/3 |
| Proximity to neighbourhood public services | 1/2 |
| Proximity to elementary school | 1/1 |
| Proximity to secondary school | 0/1 |
| Proximity to park, square or natural space | 2/2 |
| Proximity to commercial retail | 0/2 |
| Convenience commercial in key locations | 2/2 |
| Proximity to employment or urban centre | 2/2 |

## LAND USE MIX 3 /~~8~~ 6

| | |
|---|---|
| Employment Lands | N/A/2 |
| Housing diversity | 2/2 |
| Special Housing | 1/1 |
| Live-Work units and other employment uses | 0/2 |
| Retail uses on ground floor | 0/1 |

## STREET CONNECTIVITY 10/10

Improved connectivity 1/1

- ☑ Infill development
- ☐ Greenfield development

| | |
|---|---|
| Non-grid streets avoided | 2/2 |
| Reverse-frontage streets avoided | 1/1 |
| Small residential blocks | 3/3 |
| Frequent intersections | 3/3 |
| Active transportation connectivity | N/A |

## STREETSCAPE CHARACTERISTICS 6 /~~12~~ 9

| | |
|---|---|
| Linear and nodal commercial development | 1/2 |
| Sidewalks | 0/1 |
| Street trees | 1/1 |
| Transit Station amenities | 1/1 |
| Connected bike network | 1/1 |
| Proximity to bike network | 1/1 |
| Lighting on residential/commercial streets | 1/1 |
| Public outdoor lighting | 0/1 |
| Traffic calming | N/A/3 |
| Traffic calming enhances comfort and safety | N/A |

## EFFICIENT PARKING 7 /~~10~~ 8

| | |
|---|---|
| Provide reduced parking ratios | 1/1 |
| Identify systems for shared parking spaces | 0/1 |
| Unbundled parking | N/A/2 |
| Parking location (single-storey residential) | 2/2 |
| Parking location (other) | 2/2 |
| Above-ground parking design | 2/2 |

## TOTAL*: 41 /~~63~~ 56

| | |
|---|---|
| GOLD: | 80-100% |
| SILVER: | 70-79% |
| BRONZE: | 60-69% |
| PASS: | 50-59% |

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

# Location Map - 13656 Emil Kolb Parkway, Caledon

