

Application Submitted

TOWN OF CALEDON
PLANNING
RECEIVED
November 18th, 2025

☐ 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): _____

Applicant

Name: _____ Telephone: _____ E-mail: _____ Registered Owner: _____

Proposal Description

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

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

PEEL ICI 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
DENSITY				
1. If density considerations were not included in the block plan or large scale development application, please provide comments on how institutional or employment area density is addressed by the site plan (small-scale) development application.			N/A	
SERVICE PROXIMITY				
Transit				
2. 100% of the functional entries in the proposed development are situated within a 400-meter walking distance of an existing or planned transit stop (as identified by Brampton Transit, MiWay or Go Transit) or 800-meters of higher order transit stop.			2	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>3. Access to transit from the proposed development is safe, attractive and direct for pedestrians:</p> <ul style="list-style-type: none"> •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 (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) 			3	
<p>4. Areas within 800m of a Higher Order Transit stop are developed to meet Major Transit Station Area density targets.</p>			1	
Services and Retail				
<p>5. At least 75% of the proposed functional entrances are situated within 800m of:</p> <ul style="list-style-type: none"> • Grocery Store or Supermarkets (0.5 point) • Full Service restaurant, cafe, or diner that does not provide a drive-thru (0.5 point) <p>And</p> <ul style="list-style-type: none"> • 5000m2 of personal service and commercial retail space comprising a mix of uses such as a pharmacy, bank, dry cleaner, or hair salon. (1 point) 			2	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
6. The functional entry of the proposed development is within 800-meter walking distance of a planned or proposed natural open space, green space, or public square that contains pedestrian infrastructure (e.g. walking path).			2	
Cycling Infrastructure				
7. At least 75% of the project's functional entrances are within 400 meters of an existing or planned cycling network that is connected to higher order transit.			2	
LAND USE MIX				
8. Where permitted, employment lands include small scale amenity retail services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement.			2	
9. Retail uses on the ground floor are provided in institutional, commercial and light industrial buildings.			2	
STREETSCAPE CHARACTERISTICS				
On-site Amenity Areas				
10. On-site common outdoor amenity, social gathering or recreation spaces are provided and contain: <ul style="list-style-type: none"> • Appropriate green space of natural open space, • Adequate amount of seating, • Covered all-weather seating, • Mixed-used space and street furniture, • Weather protection and shade along pedestrian pathways, • Waste baskets 			1	
Pedestrian Amenities				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>11. Safe, direct and universally accessible pedestrian routes are provided from functional building entries to off-site pedestrian networks and priority destinations.</p> <p>Destinations can include transit stops, existing trails or pathways, schools, community centres and commercial areas.</p>			1	
<p>12. 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 and provide increased shading on the pedestrian path.</p>			1	
Lighting				
<p>13. Lighting and light standards in public outdoor areas, such as pedestrian walkways, pathways to transit stops, common amenity or recreation spaces, plazas and parking areas relate to the pedestrian and are limited to a height of 4.6 meters.</p>			1	
Traffic Calming				
<p>14. 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.</p>			N/A	
EFFICIENT PARKING				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>15. Limit automobile parking in industrial, commercial and institutional project sites through:</p> <ul style="list-style-type: none"> • Adhering to minimum parking requirements as per the local parking by-law, or • A parking reduction approved through a minor variance on the site. 			1	
<p>16. 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>			1	
<p>17. Provide preferential parking for car pool or car share vehicles. Preferred parking for these vehicles is provided by incorporating signage and/or pavement markings.</p>			1	
<p>18. For institutional and employment uses, parking is located away from the street to the rear or to the side or is located underground.</p>			2	
<p>19. For commercial, industrial and institutional areas within 400m of higher order transit, provide at least 10 additional publicly accessible, short term bicycle parking spaces per building on the project site or within the public boulevard in addition to the bicycle parking required from the local bicycle parking standards.</p>			1	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>20. 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"> • pedestrian access, connectivity and circulation • tree planting • landscaping • stormwater management • porous/permeable surfaces • light-coloured materials instead of black asphalt 			1	
<p>21. The development must meet or exceed the higher of:</p> <ul style="list-style-type: none"> • local bicycle parking requirements (provided in local Zoning By-laws or bicycle master plans); or • The Minimum Bicycle Parking Standards outlined in the HDA User Guide. 			1	
<p>22. Bicycle parking is located in a highly visible and publicly accessible location at-grade adjacent to the primary functional entrance of the building, or on the first parking level of the building below grade. Bicycle parking is secure, covered and basic bike maintenance tools (e.g. bike pump or patch kit) are provided for employee or public use.</p>			1	

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

DENSITY

Density targets

SERVICE PROXIMITY

- Transit proximity
- Major Transit Station Area targets
- Safe & comfortable transit access
- Proximity to park, square or open space
- Proximity to commercial retail
- Proximity to cycling network

LAND USE MIX

- Employment Lands
- Retail uses on ground floors

N/A STREETScape CHARACTERISTICS

- Common amenity areas
- Street trees
- Safe and direct pedestrian routes
- Public outdoor lighting

11/12

2/2

0/1

3/3

2/2

2/2

2/2

EFFICIENT PARKING

- Limit Automobile Parking
- Identify systems for shared parking spaces
- Carpool and car share
- Parking location
- Above-ground parking design
- Bicycle parking
- Bicycle parking in proximity to higher order transit
- Bicycle parking location

4 /4

2/2

2/2

TOTAL*:

GOLD:

SILVER:

BRONZE:

PASS:

4/4

1/1

1/1

1/1

1/1

8 /9

1/1

0/1

1/1

2/2

1/1

1/1

1/1

1/1

27/29

80-100%

70-79%

60-69%

50-59%

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