

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): 12489 and 12896 Dixie Road, Ontario

Applicant

Name: Cesare Pittelli c/o Armstrong Planning & Project Management Telephone: 416-444-3300 ext. 3004 E-mail: cesare@armstrongplan.ca Registered Owner: QuadReal Property Group

Proposal Description

Gross Floor Area: 12489 Dixie: 134,565 m2 Number of Storeys: 1 Number of Units: n/a
12861 Dixie: 188,718 m2

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

PEEL ICI 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				
<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 5.4.19.6 and 5.4.19.7.</p> <p>Where the local municipality has established higher density targets, these higher targets will apply. Employment (commercial, retail, light industrial) and institutional areas/ developments shall consider a higher density target than the established local municipality, if feasible.</p> <p>If the large-scale employment or institutional area/ development application does not contain details about density considerations,</p>	Refer to Planning Justification Report.		5	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual Score
DENSITY				
provide written detail about how density standards could be achieved at the site plan.			5	
<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. Employment (commercial, retail, light industrial) and institutional areas/developments shall consider a higher density target than established by the local municipality, if feasible.</p> <p>If the large-scale employment or institutional area/development application does not contain details about density considerations, provide written detail about how density standards could be achieved at the site plan.</p>	Refer to Planning Justification Report.			

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
SERVICE PROXIMITY				
Transit				
3. 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.	Development is not within 400m of existing or planned transit stop.		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.	Development is not within 800m of higher order transit.		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 (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)	Development is not within walking distance of transit.		3	
Services and Retail				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>6. At least 75% of the proposed functional entrances are situated within 800m of 6 or more diverse uses, including:</p> <ul style="list-style-type: none"> • Grocery Store or Supermarkets (1 point) • Full Service restaurant, cafe, or diner that does not provide a drive-thru (1 point) • And any of the four from the following categories (4 points): <p>Community Service Retail:</p> <ul style="list-style-type: none"> • Convenience store • Hardware Store • Pharmacy • Other retail <p>Services:</p> <ul style="list-style-type: none"> • Bank • Family Entertainment venue (e.g. theatre, sports) • Gym, health club, exercise studio • Hair care • Laundry, dry cleaner <p>Civic and Community Facilities:</p> <ul style="list-style-type: none"> • Adult or senior care (licensed) • Child care (licensed) • Community or recreation centre • Cultural or arts facility • Educational facility • Government office that services the public on site • Medical Centre or office that treats patients • Place of worship 	<p>Development is not within walking distance of 6 or more diverse uses.</p>		6	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<ul style="list-style-type: none"> • Post Office • Public Park • Public library • Open community spaces such as squares or plazas 			6	
7. 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).	Functional entries are within 800m walking distance of green space with planned walking path adjacent to natural areas on site.	A100	2	
8. <i>Convenience commercial</i> uses are present in key locations, including <i>greyfield</i> areas, <i>intensification areas</i> and <i>corridors</i> and <i>greenfield areas</i> .	Refer to Planning Justification Report for expected site uses.		2	
Cycling Infrastructure				
9. 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.	Development is not within 400m of existing or planned cycling network.		1	
LAND USE MIX				
10. Where permitted, employment lands include small scale amenity retail services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement.	Refer to Planning Justification Report for expected site uses.		2	
11. Retail uses on the ground floor are provided in institutional, commercial and light industrial buildings.	Retail uses are not provided. Refer to Planning Justification Report for expected site uses.		1	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
12. The proposed development contains a mix of allowable land uses as per zoning regulations and includes a minimum of three different uses on the project site (e.g., retail, commercial, office, light, industrial, institutional, hospitality, park or recreation) or other additional uses as permitted under the zoning designation.	Refer to Planning Justification Report for expected site uses.		3	
STREET CONNECTIVITY				
13. The proposed development contains complete streets, designated for safety and security of all users, including pedestrians, cyclists, motorists and transit riders of all ages and abilities. Street-networks and off-road paths are multi-modal and separated by mode to provide safety and choice to pedestrians and cyclists and make clear connections (signage should be incorporated) to existing routes and facilities.	Not applicable, no new street networks are proposed. All roadways are internal drive aisle.		1	
14. 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. If these features are present, then pedestrian paths are established to allow for a cut-through in the middle of the longer blocks.	Not applicable, no new street networks are proposed.		2	
15. Reverse frontage streets are not utilized.	Not applicable.		1	
16. Commercial, retail, institutional or light industrial blocks in the proposed development do not exceed 80x180m in size.	Refer to Planning Justification Report and Urban Design Brief rationale on building scale.		3	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
17. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.	Not applicable, no new street networks are proposed.		3	
18. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes and are available for general public use.	Not applicable, no new street networks are proposed.		n/a	
STREETSCAPE CHARACTERISTICS				
On-site Amenity Areas				
19. 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 	<p>The development includes outdoor amenity areas for each building. These spaces will include landscaping and seating details to be refined during SPA).</p> <p>In addition, the development includes walking trails adjacent to the natural features on the site.</p>	A100, L1, L7, L8, L9	1	
Pedestrian Amenities				
20. All streets in industrial areas have sidewalks on each side of the street which are at least 1.8 m wide. Where it is only possible to include a sidewalk on one side of the street, ensure it is a minimum of 2.0 metres.	Pedestrian walkways within the site and around the building meet these minimum width requirements.	A100	1	
All streets in medium- and high-density institutional, retail and commercial areas have sidewalks on each side that are at least 2.0 m wide, or wider than the minimum local municipal standard and are on both sides of the street.				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
21. Functional building entrances for institutional, commercial, and industrial uses are oriented towards the street and are clearly identifiable and prominent with direct access to public sidewalk, pedestrian connections and transit facilities.	There are pedestrian connections from the functional entrances to the public sidewalk.	A100	2	
22. 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.	Street trees have been provided adjacent to all streets.	L1, L7, L8, L9	1	
23. All major pedestrian routes, transit stations and major transit stations have the following features, which are adequate to meet the projected demand on-site: <ul style="list-style-type: none"> • weather protection • seating • waste baskets • lighting • route information • bicycle parking 	Bicycle parking is provided throughout the site adjacent to anticipated office nodes. Lighting is provided along pedestrian walkways.	A100, L1, L7, L8, L9	1	
Lighting				
24. Streets in employment areas and institutional areas have pedestrian-scaled lighting and are limited to a height of 4.6 meters.	Not applicable.		1	
25. 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.	Lighting has been provided in public outdoor areas.	L1-L10	1	
Cycling Amenities				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>26. A connected and destination-oriented cycling network is provided throughout the proposed development, 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"> • bicycle lanes • sharrows • signed routes • multi-use paths on the boulevard <p>In areas where the anticipated higher truck volume, on-street bikeway facilities should provide a greater degree of separation from motorized traffic.</p> <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>	Not applicable, no new street networks are proposed.		1	
Traffic Calming				
27. 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.	Not applicable, no new street networks are proposed.		N/A	

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<p>28. 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:</p> <ul style="list-style-type: none"> • Minimum traffic lane widths • Minimum number of traffic lanes in the roadway • Separated and protected bike lanes • Traffic Islands • Curb extensions to visually highlight pedestrians and slow traffic • 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, no new street networks are proposed.		3	
EFFICIENT PARKING				
<p>29. 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. 	Proposed parking exceeds local bylaw, refer to Planning Justification Report.		2	
<p>30. 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>	Standard is not applicable to this site since building uses are not yet known.		1	
<p>31. Where zoning by-laws permit provide reduced automobile parking ratios for buildings and other facilities within 800 meters of a higher order transit stop.</p>	Site is not within 800m of higher order transit stop.		1	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
32. For institutional and employment uses, parking is located away from the street to the rear or to the side or is located underground.	Parking is located at grade for convenience of building occupants.		2	
33. 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.	Site is not within 400m of higher order transit stop.		N/A	
34. 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 	Surface parking incorporates: <ul style="list-style-type: none"> - Pedestrian access via crosswalks and designated sidewalks around the parking, the site and adjacent to the building. - Consolidate landscaped areas in parking and truck court. - Light coloured sidewalk materials and light coloured paving for a portion of the employees vehicle parking area. 		2	

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 public services and retail

Proximity to park, square or open space

Convenience commercial in key locations

Proximity to cycling network

LAND USE MIX

Employment Lands

Retail uses on ground floor

Mix of land uses

STREET CONNECTIVITY

Complete Streets

Non-grid streets avoided

Reverse-frontage streets avoided

Active transportation connectivity

Small blocks

Frequent intersections

/5

/5

/17

/2

/1

/3

/2

/6

/2

/1

/6

/2

/1

/3

/10

/1

/2

/1

N/A

/3

/3

STREETSCAPE CHARACTERISTICS

/12

/1

/2

/1

/1

/1

/1

/1

/1

/3

N/A

EFFICIENT PARKING

/8

/2

/1

/1

/2

/2

N/A

TOTAL*:

/58

GOLD:

80-100%

SILVER:

70-79%

BRONZE:

60-69%

PASS:

50-59%

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