

## Application Submitted

Site Plan Control  
Secondary Plan

OP/Zoning By-law Amendment

Draft Plan of Subdivision

Block 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)

The proposed development contemplates a diverse landscape of residential and open space uses. Residential uses include single detached dwellings, semi-detached dwellings, street townhouse dwellings, stacked condominium townhouses, and mixed-use apartment units. The future development provides a suitable addition to the growing Mayfield West community in southern Caledon while contributing healthy complete communities.

## 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 proposed development contributes to the minimum density targets prescribed by the Regional Official Plan. Upon full build-out, the population density may be 164 people per hectare which will exceed density targets.</p>	<p>Planning Justification Report</p>	5	5
<p>2. All development in Designated <i>Urban Growth Centres</i> in the Region of Peel (i.e., Downtown Brampton and Mississauga City Centre) 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>The subject lands are not located in an Urban Growth Centre.</p>	<p>N/A</p>		

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<b>SERVICE PROXIMITY</b>				
Transit				
3. At least 50% of the development's proposed dwelling units are situated within 200m of a planned or existing transit stop.	A potential bus route will utilize Collector Streets A and B for a Brampton bus route to operate in the Mayfield West Community.	Planning Justification Report	2	2
4. Areas within 400m of a <i>Higher Order Transit</i> stop are developed to meet <i>Major Transit Station Area</i> density targets.	Not applicable	N/A	1	
5. Access to transit from the proposed development is safe, attractive and direct for pedestrians.	Direct pedestrian sidewalks/pathways to bus stops	Future site plan of apartments	n/a	
Neighbourhood Community and Retail Services				
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: <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>	There will be limited commercial uses available on site, at the ground floor of apartment buildings. There is also a commercial plaza and a community centre approximately 800m south of the site.	Existing and proposed uses	2	2
7. 100% of the proposed dwelling units are within 800m of an existing or planned	Tony Pontes Public School is located across Kennedy Road	Existing use	1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
elementary school.				
8. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.	Not achieved		1	
9. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.	A large community park is proposed on site	Draft Plan of Subdivision	2	2
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.	Not achieved		2	
11. <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> .	Commercial commercial uses are proposed on ground floor apartment buildings	Future Site Plan	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.	Employment centre is located within 10km along Hurontario Road in north Brampton	existing use	2	2
LAND USE MIX				
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.	Not applicable		2	
14. In combination, the following housing type groups make up	Townhouses and apartment buildings are proposed	Draft Plan	2	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
at least 50% of the total units: <ul style="list-style-type: none"> <li>townhouses and multiplex</li> <li>apartment buildings</li> </ul>				
15. The proposed development includes special housing types, such as senior's housing, long term care facilities and supportive or affordable housing.	Not achieved		1	
16. <i>Live-work units</i> and other employment-related uses compatible with residential uses are included in the proposed development.	Not achieved		2	
17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	Retail uses are proposed on ground floor apartments	Future Site Plan	1	1
<b>STREET CONNECTIVITY</b>				
18. Infill development increases opportunities for street and pedestrian linkages and connectivity.	Not applicable		1	1
19. In designated <i>Greenfield Areas</i> , street networks and off-road paths: <ul style="list-style-type: none"> <li>are <i>multi-modal</i> to provide choice to pedestrians and cyclists; and</li> <li>make clear connections to existing routes and facilities.</li> </ul>	Roads/paths are designed to be used by pedestrian and cyclists	Urban Design Brief		
20. Cul-de-sacs, crescent streets and loop roads are not utilized unless they are located near significant infrastructure,	Street layout is optimized for connectivity	Draft Plan of Subdivision	2	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
including highways and railways, or near natural features.				
21. Reverse frontage streets are not utilized.	Not proposed	Draft Plan	1	1
22. Residential blocks in the proposed development do not exceed 80x180m in size.	Not achieved		3	
23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.	Not achieved		3	
24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes.	Proposed for connectivity	Draft Plan	n/a	
<b>STREETSCAPE CHARACTERISTICS</b>				
Pedestrian Amenities				
25. Neighbourhood public and retail services are located linearly along major roads to promote a main street environment, and are focused within community and mixed use nodes.	Not proposed		2	
26. All streets in low-density residential areas have sidewalks on each side that are at least 1.5m wide.  All streets in medium- and high-density residential neighbourhoods, mixed-use areas and commercial areas	Not proposed		1	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
have sidewalks on each side that are at least 2 m wide.				
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.	Street trees will be proposed		1	1
28. All transit stations, major transit stations and major pedestrian routes have: <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>	Will be provided with apartment units	Future Site Plan	1	1
Cycling Amenities				
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: <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</p>	Potential cycling lanes are implemented on collector roads	Urban Design Brief	1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
proposed in the Plan is implemented in the development area, and opportunities to enhance, or connect, the proposed bikeway network are identified.				
30. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.	Not achieved		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.	Will be confirmed at detail design stage		1	1
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.	Will be confirmed at detail design stage		1	1
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: <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</li> </ul>	Not proposed		3	



Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
(i.e., the speed limit is under 15km/hr and vehicles must yield to pedestrians and cyclists)				
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.	Not proposed		n/a	
<b>EFFICIENT PARKING</b>				
35. Provide reduced automobile parking ratios for: <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>	Not proposed		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 proposed		1	
37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop.	Not proposed		2	
38. 50% or more of residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.	Not proposed		2	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
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.	Achieved for apartment residential buildings	Future Site Plan	2	2
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: <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>	Pedestrian connectivity, tree plantings, and landscaping are implemented on apartment blocks	Future Site Plan	2	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 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

## LAND USE MIX

Employment Lands

Housing diversity

Special Housing

Live-Work units and other employment uses

Retail uses on ground floor

## STREET CONNECTIVITY

Improved connectivity

- ☐ Infill development  
☐ Greenfield development

Non-grid streets avoided

Reverse-frontage streets avoided

Small residential blocks

Frequent intersections

Active transportation connectivity

5 /5

/5

11/15

/2

/1

N/A

/2

/1

/1

/2

/2

/2

/2

3 /8

/2

/2

/1

/2

/1

4 /10

/1

/2

/1

/3

/3

N/A

## STREETSCAPE CHARACTERISTICS

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

## TOTAL\*:

GOLD:

SILVER:

BRONZE:

PASS:

5 /12

/2

/1

/1

/1

/1

/1

/1

/1

/3

N/A

4 /10

/1

/1

/2

/2

/2

/2

32/60

80-100%

70-79%

60-69%

50-59%

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