

Application Submitted

TOWN OF CALEDON
PLANNING
RECEIVED
January 23, 2026

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 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 100% of the development's proposed dwelling units are situated within 400m of a planned (as identified by Bramp-ton Transit, Miway or GO Transit) or existing transit stop. | | | 2 | |
| 2. Areas within 800m of a <i>Higher Order Transit</i> stop are developed to meet <i>Major Transit Station Area</i> density targets. | | | 1 | |
| 3. 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 at a height of 4.6m (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 | |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|--|---------------------------|---------------------------|-----------------|--------------|
| Neighbourhood Community and Retail Services | | | | |
| 4. 100% of the proposed dwelling units are within 800m of an existing or planned elementary school. | | | 1 | |
| 5. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school. | | | 1 | |
| 6. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space. | | | 2 | |
| 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. | | | 2 | |
| LAND USE MIX | | | | |
| 8. <i>Employment lands</i> include small scale amenity retail and 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 multi-unit and mixed-use buildings. | | | 2 | |
| STREETSCAPE CHARACTERISTICS | | | | |
| Pedestrian Amenities | | | | |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|--|---------------------------|---------------------------|-----------------|--------------|
| 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. | | | 1 | |
| Cycling Amenities | | | | |
| 11. 90% of the residential dwelling units are within 400m of a continuous and connected bike network. | | | 2 | |
| Lighting | | | | |
| 12. 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. | | | 1 | |
| EFFICIENT PARKING | | | | |
| 13. Where Zoning By-laws permit, provide reduced automobile parking ratios for: <ul style="list-style-type: none"> • buildings and other facilities within 400m of a higher order transit stops; and, • apartments/condominiums offering car share parking spaces. | | | 1 | |
| 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). | | | 1 | |
| 15. Provide preferential parking for car pool and car share vehicles. | | | 1 | |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|---|---------------------------|---------------------------|-----------------|--------------|
| 16. Provide unbundled parking for multi-family dwelling units within 400m of a higher-order transit stop. | | | 1 | |
| 17. Medium to high density residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks. | | | 2 | |
| 18. For institutional and employment uses, parking is 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: <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 | |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|---|---------------------------|---------------------------|-----------------|--------------|
| <p>20. The development must meet or exceed the higher of:</p> <ul style="list-style-type: none"> 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. | | | 1 | |

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

SERVICE PROXIMITY

/12

| | |
|--|----|
| Transit proximity | /2 |
| Major Transit Station Area targets | /1 |
| Safe & comfortable transit access | /3 |
| Proximity to elementary school | /1 |
| Proximity to secondary school | /1 |
| Proximity to park, square or natural space | /2 |
| Proximity to commercial retail | /2 |

LAND USE MIX

/4

| | |
|-----------------------------|----|
| Employment Lands | /2 |
| Retail uses on ground floor | /2 |

STREETSCAPE CHARACTERISTICS

/4

| | |
|-------------------------|----|
| Street trees | /1 |
| Cycling amenities | /2 |
| Public outdoor lighting | /1 |

EFFICIENT PARKING

/8

| | |
|--|----|
| Provide for reduced parking ratios | /1 |
| Identify systems for shared parking spaces | /1 |
| Car pool and car share | /1 |
| Unbundled parking | /1 |
| Parking location | /2 |
| <input type="checkbox"/> Residential | |
| <input type="checkbox"/> Other | |
| Above-ground parking design | /1 |
| Bicycle parking | /1 |

(Tick correct box)

TOTAL*:

/28

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

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