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):_____

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)

Region of Peel

Working for you

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 50% of the development's proposed dwelling units are situated within 200m of a planned or existing transit stop.			2	
2. Areas within 400m of a *Higher Order Transit* stop are developed to meet *Major Transit Station Area* density targets.			1	
3. Access to transit from the proposed development is safe, attractive and direct for pedestrians.			n/a	
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	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
7. At least 75% of the proposed dwelling units are within 800m of 5,000m² 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. *Employment lands* 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				
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			1	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
areas, relate to the pedestrian and are limited to a height of 4.6m.				
EFFICIENT PARKING				
13. Where Zoning By-laws permit, provide reduced automobile parking ratios for: • 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	
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				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
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: • pedestrian access, connectivity and circulation • tree planting • landscaping • stormwater management • porous/permeable surfaces • Light-coloured materials instead of black asphalt			1	

20. The development must meet or exceed the higher of:
    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   /
Transit proximity   /2
Major Transit Station Area targets   /1
Safe & comfortable transit access   N/A
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   /
Employment Lands   /2
Retail uses on ground floor   /2

STREETSCAPE CHARACTERISTICS   /
Street trees   /1
Cycling Amenities   /2
Public outdoor lighting   /1

EFFICIENT PARKING   /
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

(Tick correct box)   Residential
                       Other
Above-ground parking design   /1
Bicycle parking   /1

TOTAL*:   /

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

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