

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): 14245 Highway 50

Applicant

Name: GSAI (attn: Jason Afonso) Telephone: 905-568-8888 x227 E-mail: jasona@gsai.ca

Registered Owner: Wyndcliffe Developments Inc.

Proposal Description

Gross Floor Area: 55263 m2 Number of Storeys: 8 Number of Units: 545

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

The proposed development is a mixed used residential development, with retail on the ground floor, that will contribute to creating a complete community with pedestrian pathways and connectivity.

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.	At least 50% of the development's proposed dwelling units are within 200m of a planned or existing transit stop. The site is serviced by GO Transit Route 50 directly along the property's frontage.	See Figure 1	2	2
2. Areas within 400m of a <i>Higher Order Transit</i> stop are developed to meet <i>Major Transit Station Area</i> density targets.	The proposed dwelling units are not within 400m of a Higher Order Transit stop.	See Figure 1	1	0
3. Access to transit from the proposed development is safe, attractive and direct for pedestrians.	Access to transit from the proposed development is safe, attractive and direct through bus shelters and visible bus stops.		N/A	
Neighbourhood Community and Retail Services				
4. 100% of the proposed dwelling units are within 800m of an existing or planned elementary school.	Development is within 800m of Elementary Schools: Saint John Paul II Catholic School and James Bolton Public School.	See Figure 2	1	1
5. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.	Development is within 800m of a Secondary School: St. Michael Catholic Secondary School and Humberview Secondary School.	See Figure 2	1	1
6. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.	All units are within 400m of Humber Valley Heritage Trail.	See Figure 3	2	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 5,000m 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.	The proposed dwelling units are not within 800m of 5, 000m ² of a commercial retail space.		2	0
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.	This standard does not apply as these lands are not designated employment lands.		N/A	N/A
9. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	Retail/commercial is proposed.	SD002	2	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.	A variety of street trees are expected to be provided at the Site plan stage.		1	1
Cycling Amenities				
11. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.	The proposed dwelling units are not within 400m of a bike network.		2	0
Lighting				
12. Lighting and light standards in public outdoor areas, such as pedestrian walkways, plazas, parks, play lots and parking	Pedestrian-scale lighting is expected to be provided at the Site Plan stage.		1	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: <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. 	The proposed dwelling units are not within 400m of a higher order transit stop nor offering car sharing parking spaces.		1	0
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).	Efficient use of parking is promoted by shared visitor and commercial parking.		1	1
15. Provide preferential parking for car pool and car share vehicles.	The proposed dwelling units do not provide parking for car pool and car share vehicles.		1	0
16. Provide unbundled parking for multi-family dwelling units within 400m of a higher-order transit stop.	This standard does not apply.		N/A	N/A
17. Medium to high density residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.	Parking is provided in a courtyard away from the street corner and in an underground parking garage.	SD002	2	2
18. For institutional and employment uses, parking is	Parking is provided in the rear.	SD002		

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.				
<p>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:</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 	<p>Pedestrian access is provided from the street to the building and square, the building is located close to the street and the surface parking is located behind the building. The parking lot is surrounded by landscaping, a pedestrian friendly sidewalk and a staircase accompanied by an elevator for accessibility to access the parking garage.</p>	SD002, SD100	1	1
<p>20. The development must meet or exceed the higher of:</p> <ol 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 on page 10 of the User Guide. 	<p>There is no local bicycle parking requirement in the zoning by-law. Bicycle parking requirements as per the user guide state that short-term and long-term parking is to be provided through bike racks or storage units, which is proposed.</p>	SD002	1	1

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

SERVICE PROXIMITY

6 /8

Transit proximity	2 /2
Major Transit Station Area targets	0 /1
Safe & comfortable transit access	N/A
Proximity to elementary school	1 /1
Proximity to secondary school	1 /1
Proximity to park, square or natural space	2 /2
Proximity to commercial retail	0/2

LAND USE MIX

2 /2

Employment Lands	N/A
Retail uses on ground floor	2 /2

STREETSCAPE CHARACTERISTICS

2 /2

Street trees	1 /1
Cycling Amenities	N/A
Public outdoor lighting	1 /1

EFFICIENT PARKING

5 /7

Provide for reduced parking ratios	0 /1
Identify systems for shared parking spaces	1 /1
Car pool and car share	0/1
Unbundled parking	N/A
Parking location	2 /2
(Tick correct box) <input type="checkbox"/> Residential	
<input type="checkbox"/> Other	
Above-ground parking design	1 /1
Bicycle parking	1 /1

TOTAL*:

15/20

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

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

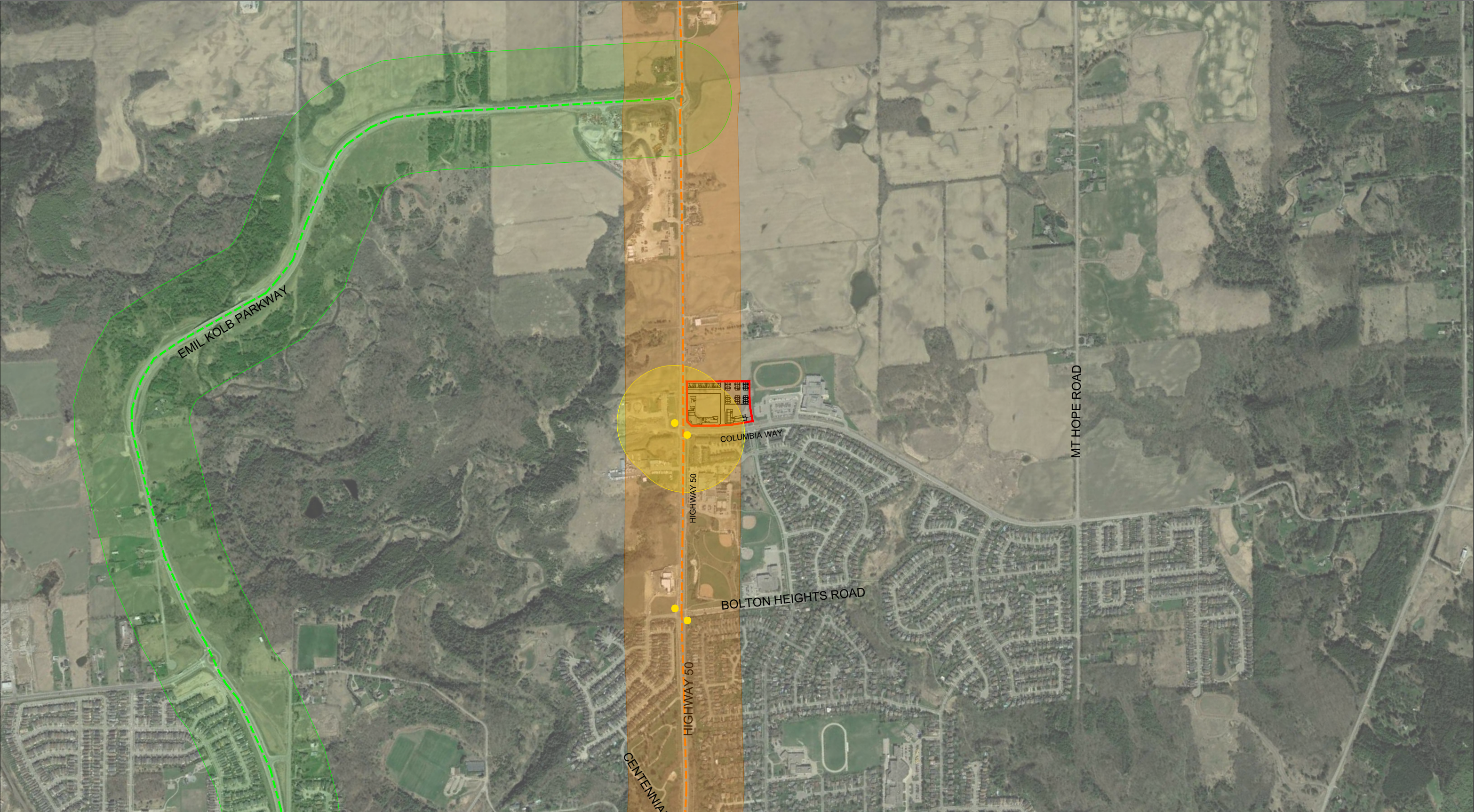








FIGURE 1
HEALTHY DEVELOPMENT ASSESSMENT:
TRANSIT WITHIN VICINITY OF
PROPOSED DEVELOPMENT

 SUBJECT LANDS

-  ROUTE 50
-  EXISTING TRANSIT CORRIDOR (200M BUFFER)
-  ROUTE 150
-  EXISTING TRANSIT CORRIDOR (200M BUFFER)

-  EXISTING BUS STOP
-  EXISTING BUS STOP (200M) BUFFER

RESIDENTIAL UNITS WITHIN 200M OF TRANSIT ROUTE	473
TOTAL RESIDENTIAL UNITS:	545
PERCENTAGE OF PROPOSED RESIDENTIAL UNITS WITHIN 200M OF TRANSIT ROUTE:	87%

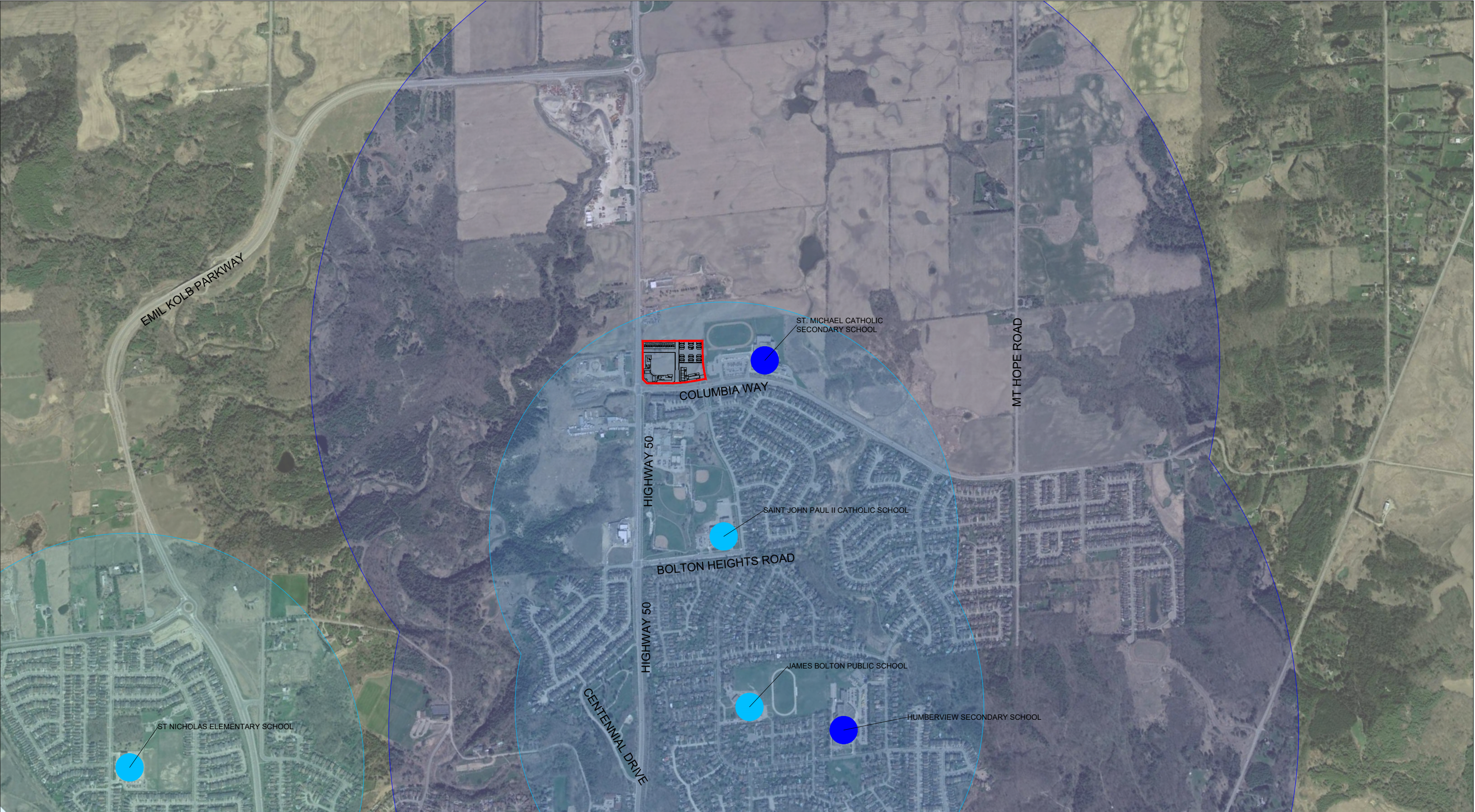







FIGURE 2
HEALTHY DEVELOPMENT ASSESSMENT:
ELEMENTARY SCHOOLS &
SECONDARY SCHOOLS

 SUBJECT LANDS

-  ELEMENTARY SCHOOLS
-  ELEMENTARY SCHOOLS (800m) BUFFER
-  SECONDARY SCHOOLS
-  SECONDARY SCHOOLS (1600m) BUFFER

RESIDENTIAL UNITS WITHIN 800M OF ELEMENTARY SCHOOLS : **545**
TOTAL RESIDENTIAL UNITS: **545**

PERCENTAGE OF PROPOSED RESIDENTIAL UNITS
WITHIN 800M OF PUBLIC SERVICES:

100%

RESIDENTIAL UNITS WITHIN 1600M OF SECONDARY SCHOOLS : **545**
TOTAL RESIDENTIAL UNITS: **545**

PERCENTAGE OF PROPOSED RESIDENTIAL UNITS
WITHIN 800M OF PUBLIC SERVICES:

100%






SCALE NTS
NOVEMBER 12, 2021



FIGURE 3
HEALTHY DEVELOPMENT ASSESSMENT:
PARKS AND OPEN SPACES WITHIN
400M OF PROPOSED DEVELOPMENT LANDS

 **SUBJECT LANDS**

-  **PARKS AND OPEN SPACE**
-  **PARKS AND OPEN SPACE (400m) BUFFER**
-  **TRAIL**

RESIDENTIAL UNITS WITHIN 800M OF A PARK/OPEN SPACE:	505
TOTAL RESIDENTIAL UNITS:	545
PERCENTAGE OF PROPOSED RESIDENTIAL UNITS WITHIN 800M OF PUBLIC SERVICES:	93%