

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): 9229 5th Sideroad

Applicant

Name: KLM Planning Partners Inc.

Telephone: 905.669.4055

E-mail: chalis@klmplanning.com

Registered Owner: Carantania Investments (BT) Inc. c/o Treasure Hill

Proposal Description

Gross Floor Area: _____ Number of Storeys: _____ Number of Units: 84 Singe-family Residential Units

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

The proposed project will facilitate the development of 67 lots and 17 blocks for single-detached dwellings with frontages ranging from 11.0m to 14.5m and the development of 1 Park Block 0.397 Ha. (0.981 ac.). The proposed development includes the extension of Pembroke Street at Queensgate Boulevard via the proposed Street '1' to meet the southern portion of Pembroke Street at Sherdown Trail; and, the extension of Southbury Manor Drive via the proposed Street '2' to connect to Pembroke Street.

The proposed project contributes to healthy community by providing pedestrian connections through the existing community, connecting residents to goods and services and by expanding publicly accessible parkland.

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 proposed dwellings are situated within 600m of an existing transit stop. Regional Road 50 at Queensgate Blvd.	Please see attached Figure 1	2	1
2. Areas within 400m of a <i>Higher Order Transit</i> stop are developed to meet <i>Major Transit Station Area</i> density targets.		N/A	1	
3. Access to transit from the proposed development is safe, attractive and direct for pedestrians.	N/A	N/A		
Neighbourhood Community and Retail Services				
4. 100% of the proposed dwelling units are within 800m of an existing or planned elementary school.	Adjacent to St. John the Baptist Elementary School via Allan Drive	Please see attached Figure 1	1	1
5. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.	The closest secondary school is Humberview Secondary School, located 2.3km away.	N/A	1	0
6. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.	Adjacent to RJA Potts Memorial Park	Please see attached Figure 1	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.	Plaza at the south east corner of Regional Road 50 and Queensgate Blvd	Please see attached Figure 1	2	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.	Lands are Residential not Employment	N/A	2	N/A
9. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	Proposed development does not contain retail uses.	N/A	2	N/A
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.	Street trees will be planted and designed in accordance with municipal standards.	Will be shown on Landscape Plans during detailed design stages	1	1
Cycling Amenities				
11. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.	Adjacent RJA Potts Memorial Park is home to a walking and cycling 2.4mile path.	Please see attached Figure 1	2	2
Lighting				
12. Lighting and light standards in public outdoor areas, such as pedestrian walkways, plazas, parks, play lots and parking	Lighting for residential outdoor areas and proposed park is designed in accordance to municipal standards.	Please see attached Figure 1	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 development does not include any non-residential buildings or high density buildings such as apartments and condominiums.	N/A	1	N/A
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).	Non-residential uses are not proposed.	N/A	1	N/A
15. Provide preferential parking for car pool and car share vehicles.		N/A	1	N/A
16. Provide unbundled parking for multi-family dwelling units within 400m of a higher-order transit stop.	Multi-family dwelling units are not proposed.	N/A	1	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.		N/A	2	N/A
18. For institutional and employment uses, parking is		N/A		

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 	No proposed parking lot.	N/A	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. 		N/A	1	N/A

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

SERVICE PROXIMITY

5/9

Transit proximity	1/2
Major Transit Station Area targets	1/1
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	2/2

LAND USE MIX

0/4

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

STREETSCAPE CHARACTERISTICS

4/4

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

EFFICIENT PARKING

7/8

Provide for reduced parking ratios	N/A/1
Identify systems for shared parking spaces	N/A/1
Car pool and car share	N/A/1
Unbundled parking	N/A/1
Parking location	N/A/2

(Tick correct box) ☐ Residential
☐ Other

Above-ground parking design	N/A/1
Bicycle parking	N/A/1

TOTAL*:

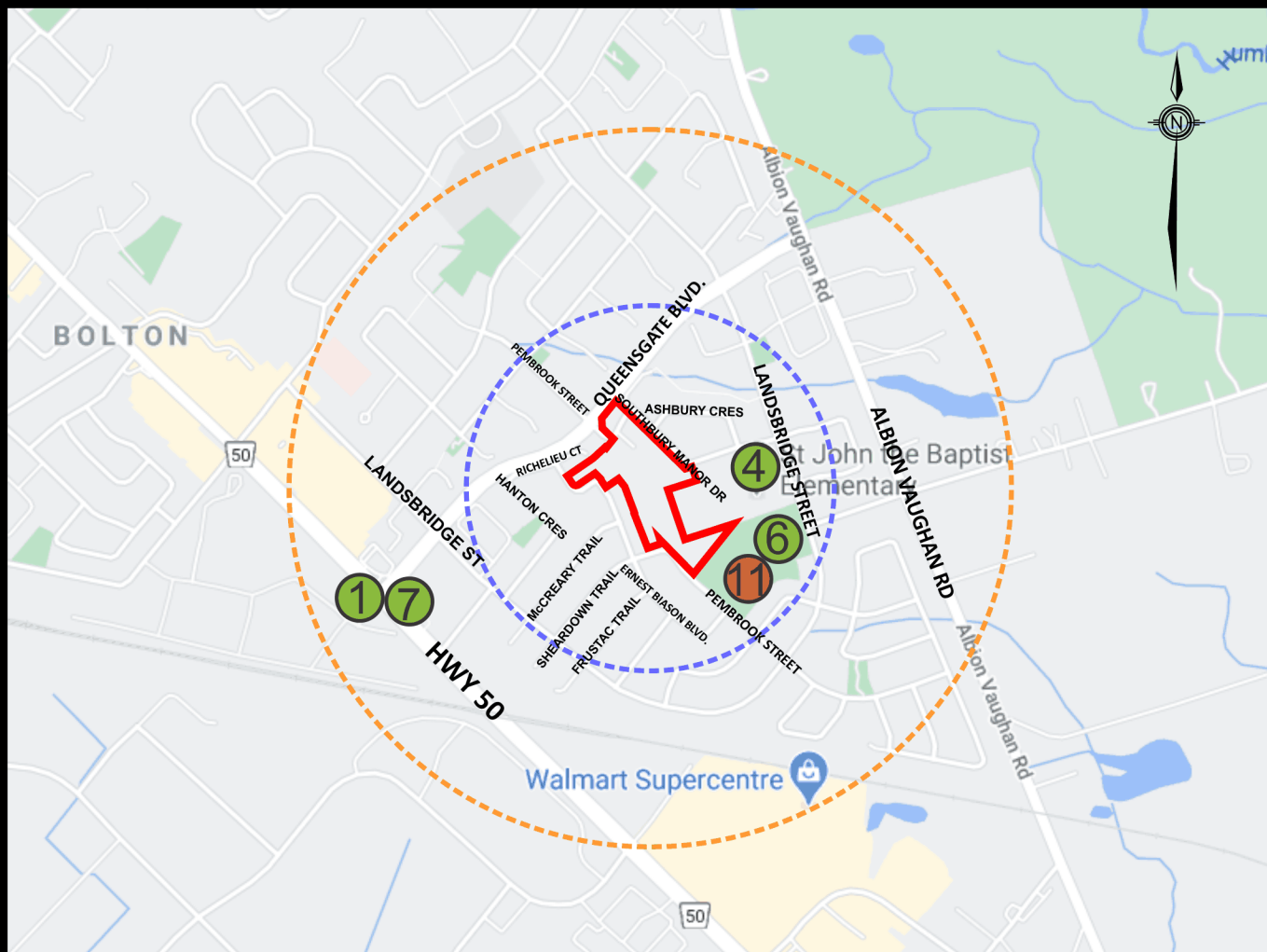
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9/13

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

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

Figure 1: Healthy Development Assessment



NTS

LEGEND



Subject Lands

① Existing Transit Stop

② N/A

③ N/A

④ St John the Baptist Elementary School

⑤ N/A

⑥ RJA Potts Memorial Park

⑦ Personal Service and Commercial

⑧ N/A

⑨ N/A

⑩ Street Trees Planted: Completed to Town Standards

⑪ RJA Memorial Park

⑫ Lighting: Completed to Town Standards

⑬ N/A

⑭ N/A

⑮ N/A

⑯ N/A

⑰ N/A

⑱ N/A

⑲ N/A

⑳ N/A

Green – Service Proximity

Bronze – Land Use Mix

Burgundy – Streetscape Characteristics

Purple – Efficient Parking