

## 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)

## 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>			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>				

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.			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.			1	
5. Access to transit from the proposed development is safe, attractive and direct for pedestrians.			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>			2	
7. 100% of the proposed dwelling units are within 800m of an existing or planned			1	

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elementary school.				
8. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.			1	
9. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.			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.			2	
11. <i>Convenience commercial</i> uses are present in key locations, including <i>greyfield areas</i> , <i>intensification areas</i> and <i>corridors</i> and <i>greenfield areas</i> .			2	
<b>Employment</b>				
12. The development is within 10km (i.e., a 30 minute transit trip) of an existing or planned employment centre or urban centre.			2	
<b>LAND USE MIX</b>				
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.			2	
14. In combination, the following housing type groups make up			2	

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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.			1	
16. <i>Live-work units</i> and other employment-related uses compatible with residential uses are included in the proposed development.			2	
17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.			1	
<b>STREET CONNECTIVITY</b>				
18. Infill development increases opportunities for street and pedestrian linkages and connectivity.				
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>			1	
20. Cul-de-sacs, crescent streets and loop roads are not utilized unless they are located near significant infrastructure,			2	

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including highways and railways, or near natural features.				
21. Reverse frontage streets are not utilized.			1	
22. Residential blocks in the proposed development do not exceed 80x180m in size.			3	
23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.			3	
24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes.			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.			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			1	

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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.			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>			1	
<b>Cycling Amenities</b>				
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> Where there is a local Bicycle Plan, the bikeway network			1	

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<p>proposed in the Plan is implemented in the development area, and opportunities to enhance, or connect, the proposed bikeway network are identified.</p>				
<p>30. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.</p>			1	
Lighting				
<p>31. Residential and commercial streets in medium- to high-density neighbourhoods have pedestrian-scaled lighting and are limited to a height of 4.6m.</p>			1	
<p>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.</p>			1	
Traffic Calming				
<p>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:</p> <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>			3	



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(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.			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>			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).			1	
37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop.			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.			2	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>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.</p>			2	
<p>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:</p> <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>			2	

# HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

## DENSITY

Density targets /5

- (Tick correct box)  Greenfield targets  
 Urban Growth Centre targets

## SERVICE PROXIMITY

Transit proximity /2

Major Transit Station Area targets /1

Safe & comfortable transit access N/A

Proximity to neighbourhood public services /2

Proximity to elementary school /1

Proximity to secondary school /1

Proximity to park, square or natural space /2

Proximity to commercial retail /2

Convenience commercial in key locations /2

Proximity to employment or urban centre /2

## LAND USE MIX

Employment Lands N/A /2

Housing diversity /2

Special Housing /1

Live-Work units and other employment uses /2

Retail uses on ground floor /1

## STREET CONNECTIVITY

Improved connectivity /1

Infill development

Greenfield development

Non-grid streets avoided /2

Reverse-frontage streets avoided /1

Small residential blocks /3

Frequent intersections /3

Active transportation connectivity N/A

## STREETSCAPE CHARACTERISTICS

Linear and nodal commercial development /2

Sidewalks /1

Street trees /1

Transit Station amenities /1

Connected bike network /1

Proximity to bike network /1

Lighting on residential/commercial streets /1

Public outdoor lighting /1

Traffic calming /3

Traffic calming enhances comfort and safety N/A

## EFFICIENT PARKING

Provide reduced parking ratios /1

Identify systems for shared parking spaces /1

Unbundled parking /2

Parking location (single-storey residential) /2

Parking location (other) /2

Above-ground parking design /2

## TOTAL\*:

GOLD:

80-100%

SILVER:

70-79%

BRONZE:

60-69%

PASS:

50-59%

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