

## 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)

# 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, Downtown Mississauga and Intensification Areas) 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. 100% of the development's proposed dwelling units are situated within 400m of a planned (as identified by Brampton Transit, Miway or GO Transit) or existing transit stop.			2	
4. Areas within 800m 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: -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	
Neighbourhood Community and Retail Services				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>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:</p> <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	
<p>7. 100% of the proposed dwelling units are within 800m of an existing or planned elementary school.</p>			1	
<p>8. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.</p>			1	
<p>9. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.</p>			2	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
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, intensification areas and corridors and 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 at least 50% of the total units: <ul style="list-style-type: none"> <li>• townhouses and multiplex</li> <li>• apartment buildings</li> </ul>			2	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
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.			1	
19. In designated <i>Greenfield Areas</i> , street networks and off-road paths: <ul style="list-style-type: none"> <li>• are <i>multi-modal and separated by mode</i> to provide safety and choice to pedestrians and cyclists; and</li> <li>• make clear connections (signage should be incorporated) to existing routes and facilities.</li> </ul>				
20. Cul-de-sacs, crescent streets and loop roads are not utilized unless they are located near significant infrastructure, including highways and railways, or near natural features.			2	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
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. Primary building entrances for Office, Institutional, High Density Residential, Commercial Retail are oriented towards the street and are clearly identifiable and prominent with direct access to the public sidewalk, pedestrian connection and transit facilities.			2	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>26. All streets in low density residential areas have sidewalks on each side of the street which are at least 1.8 m wide. Where is it only possible to include a sidewalk on one side of the street, ensure it is a minimum of 2.0 metres.</p> <p>All streets in medium- and high-density residential neighbourhoods, mixed-use areas and commercial areas have sidewalks on each side that are at least 2.0 m wide.</p>			1	
<p>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.</p>			1	
<p>28. All transit stations, major transit stations and major pedestrian routes have:</p> <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	
Cycling Amenities				



Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>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:</p> <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> <p>Where there is a local Bicycle Plan, the bikeway network proposed in the Plan is implemented in the development area, and opportunities to enhance, or connect, the proposed bikeway network are identified.</p>			1	
<p>30. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.</p>			1	
<b>Lighting</b>				
<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	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
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.			1	
<b>Traffic Calming</b>				
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: <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 (i.e., the speed limit is under 15km/hr and vehicles must yield to pedestrians and cyclists)</li> </ul>			3	
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>				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
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	
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.			2	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<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

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

## SERVICE PROXIMITY

Transit proximity

Major Transit Station Area targets

Safe & comfortable transit access

Proximity to neighbourhood public services

Proximity to elementary school

Proximity to secondary school

Proximity to park, square or natural space

Proximity to commercial retail

Convenience commercial in key locations

Proximity to employment or urban centre

## LAND USE MIX

Employment Lands

Housing diversity

Special Housing

Live-Work units and other employment uses

Retail uses on ground floor

## STREET CONNECTIVITY

Improved connectivity

- Infill development
- Greenfield development

Non-grid streets avoided

Reverse-frontage streets avoided

Small residential blocks

Frequent intersections

Active transportation connectivity

/5

/5

/18

/2

/1

/3

/2

/1

/1

/2

/2

/2

/2

/8

/2

/2

/1

/2

/1

/10

/1

/2

/1

/3

/3

N/A

## STREETSCAPE CHARACTERISTICS

/12

Linear and nodal commercial development

Sidewalks

Street trees

Transit Station amenities

Connected bike network

Proximity to bike network

Lighting on residential/commercial streets

Public outdoor lighting

Traffic calming

Traffic calming enhances comfort and safety

## EFFICIENT PARKING

Provide reduced parking ratios

Identify systems for shared parking spaces

Unbundled parking

Parking location (single-storey residential)

Parking location (other)

Above-ground parking design

/2

/1

/1

/1

/1

/1

/1

/1

/3

N/A

/10

/1

/1

/2

/2

/2

/2

## TOTAL\*:

/63

GOLD:

80-100%

SILVER:

70-79%

BRONZE:

60-69%

PASS:

50-59%

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