

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): 15, 21 & 27 Shore Street

Applicant

Name: Maurizio Rogato - Blackthorn Development Corp. Telephone: (416) 888-7159 E-mail: mrogato@blackthorncorp.ca Registered Owner: Bolton Shore Holdings Ltd.

Proposal Description

Gross Floor Area: 1,557.39 m2 Number of Storeys: 4 Number of Units: 19

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

The proposed development entails a four storey residential apartment building including nineteen units totalling 1557.39 Square Metres of Gross Floor Area (GFA) and twenty-seven surface parking spaces.

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 100% of the development's proposed dwelling units are situated within 400m of a planned (as identified by Bramp-ton Transit, Miway or GO Transit) or existing transit stop.	There are bus stops along Highway 50.	Area Context Map in PJR.	2	2
2. Areas within 800m of a <i>Higher Order Transit</i> stop are developed to meet <i>Major Transit Station Area</i> density targets.	N/A	N/A	1	0
3. 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)	A proposed walkway connects to the existing sidewalks which lead to the Bus Stops on Highway 50. Shore Street has existing lighting ensuring safety and a sidewalk connection is proposed to Highway 50.	Site Plan	3	3

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
Neighbourhood Community and Retail Services				
4. 100% of the proposed dwelling units are within 800m of an existing or planned elementary school.	Ellwood Memorial Public School is located within 800 m of the proposed dwelling units.	Area Context Map in PJR.	1	1
5. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.	Not Met	Not Met	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.	Ellwood Memorial Public School and Albion-Bolton Community Centre and Fairgrounds are within 400 m of the proposed dwelling units.	Area Context Map in PJR.	2	2
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.	5000 m ² of Personal service and commercial retail space exists within 800 m of 100% of the proposed dwelling units.	Area Context Map in PJR.	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.	N/A	N/A	2	0
9. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	N/A	N/A	2	0
STREETSCAPE CHARACTERISTICS				
Pedestrian Amenities				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
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.	Trees are planted along the frontage.	Landscape Plan	1	1
Cycling Amenities				
11. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.	Not Met	Not Met	2	0
Lighting				
12. 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.	Lighting meets requirements.	Lightin Plan	1	1
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. 	N/A	N/A	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).	N/A	N/A	1	0
15. Provide preferential parking for car pool and car share vehicles.	Not Met	Not Met	1	0

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
16. Provide unbundled parking for multi-family dwelling units within 400m of a higher-order transit stop.	N/A Site not within 400m of higher order transit.	N/A	1	0
17. Medium to high density residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.	No parking spaces are proposed within the proposed front yard setback of 4m.	Concept Site Plan.	2	1
18. For institutional and employment uses, parking is located away from the street to the rear or to the side, or is located underground.	N/A	N/A		
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: <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 	Requirements fulfilled.	Landscape Plan	1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>20. The development must meet or exceed the higher of:</p> <ul style="list-style-type: none"> 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. 	<p>Requirement fulfilled with 10 Long Term and 4 Short Term Bicycle Parking Spaces proposed.</p>	<p>Site Plan</p>	<p>1</p>	<p>1</p>

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

SERVICE PROXIMITY

8/12

Transit proximity	2 /2
Major Transit Station Area targets	0/1
Safe & comfortable transit access	3/3
Proximity to elementary school	1/1
Proximity to secondary school	0/1
Proximity to park, square or natural space	2/2
Proximity to commercial retail	2/2

LAND USE MIX

0/4

Employment Lands	0/2
Retail uses on ground floor	0/2

STREETSCAPE CHARACTERISTICS

2 /4

Street trees	1/1
Cycling amenities	0/2
Public outdoor lighting	1/1

EFFICIENT PARKING

3/8

Provide for reduced parking ratios	0/1
Identify systems for shared parking spaces	0/1
Car pool and car share	0/1
Unbundled parking	0/1
Parking location	1/2

(Tick correct box) Residential
 Other

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

TOTAL*:

15/28

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

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