

November 14, 2025

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
DENSITY				
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. Where the local municipality has established higher density targets, these higher targets will apply.	The Region of Peel's density target for Greenfield areas is 50 residents and jobs combined per hectare while the Town of Caledon's overall target is a combined 67.5 residents and jobs per hectare. The Wildfield Village Secondary Plan is planned to achieve a density target of 68 people and jobs per hectare (under appeal) In this regard, the proposal is anticipated to achieve a total of 173 residents and jobs per hectare.	Planning Rationale Report prepared by Bousfields. RPOP Policy 5.4.19.7 WVSP 7.19.4.2.4	5	5
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. Where the local municipality has established higher density targets, these higher targets will apply.	N/A, Growth Centre terminology from the Growth Plan is no longer applicable. The subject site and Wildfield Village Secondary Plan is not located within a designated Urban Growth Centre. In this regard, the proposal is anticipated to achieve a total of 173 residents and jobs per hectare.	Planning Rationale Report prepared by Bousfields. WVSP 7.19.4.2.4		

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SERVICE PROXIMITY				
Transit				
3. At least 50% of the development's proposed dwelling units are situated within 200m of a planned or existing transit stop.	There are currently no transit stops within the proposal. However, it is anticipated the development will be within 400 m to potential future transit stops through the proposal and Secondary Plan. The site is also located along a future local transit route on Centreville Creek Road.	Planning Rationale Report prepared by Bousfields. WVSP Section 3.4 Housing Schedule C4	2	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.	The proposal is not within 400 metres of a Higher Order Transit stop.	Adopted OP N/A	N/A	N/A
5. Access to transit from the proposed development is safe, attractive and direct for pedestrians.	The proposed street network will allow for efficient pedestrian movements to major roads and collector roads within the Secondary Plan Area.		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"> • childcare facility • community garden • hospital or health clinic • public library • place of worship • adult/senior care facility • social service facility • performance or cultural space • post office • recreation centre 	The site is within 800 metres of a number of places of worship, childcare facilities, schools, medical offices based on the Community Services and Facility Study completed by SGL for POPA 2024-0010 Wildfield Village Secondary Plan	Planning Rationale Report prepared by Bousfields	2	
7. 100% of the proposed dwelling units are within 800m of an existing or planned	Locations of Elementary school lands have been dedicated within the Secondary Plan. The proposal will be within 500-800 m of a school.	Schedule U - Wildfield Village Secondary Plan Land Use Plan	1	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.	Locations of Secondary School lands have been delineated within the Secondary Plan. The proposal will be within 1.6km of a school.	Schedule U - Wildfield Village Secondary Plan Land Use Plan	1	1
9. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.	Locations of parks have been delineated within the Secondary Plan. The proposal will be within 400 m of a park.	Schedule U 0 Wildfield Village Secondary Plan Land Use Plan	2	2
10. 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.	There is an existing commercial plaza south of Mayfield Road located within 800 metres of the site. Ground floor retail/commercial uses can be accommodated on the ground floor of the medium density blocks - TBD through SPA	Planning Rationale Report prepared by Bousfields.	2	2
11. <i>Convenience commercial</i> uses are present in key locations, including <i>greyfield</i> areas, <i>intensification areas</i> and <i>corridors and greenfield areas</i> .	Convenience commercial uses will be present along corridors, specifically Centreville Creek Road.	Planning Rationale Report prepared by	2	2
Employment		Bousfields.		
12. The development is within 10km (i.e., a 30 minute transit trip) of an existing or planned employment centre or urban centre.	The Secondary Plan Area is in close proximity to Bolton, which serves as both an employment and urban centre.	Planning Rationale Report prepared by Bousfields.	2	2
LAND USE MIX				
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.	The subject site does not include employment lands.	N/A	N/A	N/A
14. In combination, the following housing type groups make up			2	2

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at least 50% of the total units: <ul style="list-style-type: none"> townhouses and multiplex apartment buildings 	Townhouses and apartments comprise of 100% of all units.	Planning Rationale Report prepared by Bousfields. , Draft Plan of Subdivision		
15. The proposed development includes special housing types, such as senior's housing, long term care facilities and supportive or affordable housing.	TBD through detailed design	N/A	1	0
16. <i>Live-work units</i> and other employment-related uses compatible with residential uses are included in the proposed development.	No live-work units or employment-related uses are proposed	Planning Rationale Report prepared by Bousfields. , By-law 2024-060	2	0
17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	The conceptual demonstration plan illustrates the medium density residential block can accommodate mid-rise buildings that could accommodate ground floor retail/commercial uses as the zoning is permissive - TBD through SPA.	Planning Rationale Report prepared by Bousfields, By-law 2024-060	1	1
STREET CONNECTIVITY				
18. Infill development increases opportunities for street and pedestrian linkages and connectivity.	The proposal is located within the Designated Greenfield Area and does not represent infill development.			
19. In designated <i>Greenfield Areas</i> , street networks and off-road paths: <ul style="list-style-type: none"> are <i>multi-modal</i> to provide choice to pedestrians and cyclists; and make clear connections to existing routes and facilities. 	The proposed street network and block pattern has provided a fine grain, permeable neighbourhood with convenient connections to parks, open spaces and amenities. Beyond the major arterial roads, additional local collectors are provided to facilitate safer pedestrian and cycling routes to reach key destinations. Cross-sections have been established through the Secondary Planning process.	Planning Rationale Report prepared by Bousfields. , Draft Plan of Subdivision	1	1
20. Cul-de-sacs, crescent streets and loop roads are not utilized unless they are located near significant infrastructure,	These road types are not contemplated.	N/A	2	2

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including highways and railways, or near natural features.				
21. Reverse frontage streets are not utilized.	Reverse frontage streets are not proposed.	Community Design Guidelines (Section 3.1) and DPOS	1	1
22. Residential blocks in the proposed development do not exceed 80x180m in size.	All residential blocks are below 80x180 m	Community Design Guidelines (Section 3.1) and DPOS	3	3
23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.	Frequent intersections are proposed throughout the site . The site does not contain low-density homes and Higher density uses (townhomes) are broken up into walkable block sizes with frequent intersections	Community Design Guidelines (Section 3.1) and DPOS	3	3
24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes.	The pedestrian network will provide bike lanes and multi-use paths where feasible.		n/a	
STREETSCAPE CHARACTERISTICS				
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.	The medium density block can accomodate ground floor retail/commercial - TBD through SPA	By-law 2024-060	2	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	1.8 m side walks will be provided and 4 m MUP will be provided where feasible. Specific, details will be determined through detail design. The cross sections of roads have been determined through the Secondary Plan and the DPOS implements the road widths.	Community Design Guidelines (Section 3.2)	1	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.	The proposal will implement street trees in combination with local pollinators to contribute to local environmental diversity - based on the approved ROW cross-sections which provide generous boulevard planting areas.	Community Design Guidelines (Section 3.3.5, 6.4)	1	1
28. All transit stations, major transit stations and major pedestrian routes have: <ul style="list-style-type: none"> • weather protection • seating • waste baskets • lighting • route information • bicycle parking 	In order to achieve both Town and Regional objectives for active transportation, where feasible, transit stops will be proposed along major streets. Transit stops will implement some form of weather protection, waste baskets, lighting, route information and seating. Other roads will provide these features where deemed appropriate. Bicycle parking, where appropriate will be considered.	Community Design Guidelines (Section 3.3)	1	1
Cycling Amenities				
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"> • bicycle lanes • sharrows • signed routes • multi-use paths on the boulevard 	A comprehensive multi-use path and cycling network was established through the Secondary Plan to meet Community Design Guidelines to promote transit and active transportation. These include a combination of multi-use pathways and on-street cycle tracks throughout the Secondary plan.	Community Design Guidelines (Section 6.1)	1	1
Where there is a local Bicycle Plan, the bikeway network				

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proposed in the Plan is implemented in the development area, and opportunities to enhance, or connect, the proposed bikeway network are identified.				
30. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.	Collector roads within the Secondary Plan are proposed to have either MUP or cycle tracks/bicycle lanes.	Future site plan application	1	1
Lighting				
31. Residential and commercial streets in medium- to high-density neighbourhoods have pedestrian-scaled lighting and are limited to a height of 4.6m.	Direction for pedestrian-scaled lighting is provided in the Guidelines, which will be planned per the Town of Caledon Outdoor Lighting Standard Manual at the detailed design phase.	Community Design Guidelines (Section 3.3.4)	N/A	N/A
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.	Direction for pedestrian-scaled lighting is provided in the Guidelines, which will be planned per the Town of Caledon Outdoor Lighting Standard Manual at the detailed design phase.	Community Design Guidelines (Section 3.3.4)	N/A	N/A
Traffic Calming				
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"> • minimum traffic lane widths • minimum number of traffic lanes in the roadway • Pedestrian-priority streets, woonerfs or home-zones 	Traffic lane widths and traffic lane numbers have been determined through the Secondary Plan and the DPOS will implement the Secondary Plan.	Community Design Guidelines (Section 3)	3	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.	Traffic calming measures will be planned in accordance with the streetscape guidelines set out in the Community Design Guidelines at the detailed design phase.	Community Design Guidelines (Section 3)	n/a	
EFFICIENT PARKING				
35. 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 subject site is not within 400 m of a higher order transit stop. Car share TBD through SPA.	N/A	N/A	N/A
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).	To be explored through site plan.		1	1
37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop.	The subject site is not within 400 m of a higher order transit stop.	N/A	N/A	N/A
38. 50% or more of residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.	The proposed double frontage townhomes will locate parking and vehicle access to the local streets and away from the collector roads and front yards		2	1

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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.	Based on the conceptual demonstration plan, parking is located either underground or at the rear/sides.		2	2
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: <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 	Surface parking will be located to the side or rear of buildings to ensure a strong built edge and minimize views to parked cars. Parking will be screened from public view through the use of edge landscaping and/or architectural elements.		2	2

