

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): Lands bounded by Mayfield Rd to the south, Centreville Creek Rd to the east, Innis Lake Road to the west, and Healy Rd to the north.

Applicant

Name: Jack Wong Telephone: 905-513-0170 x113 E-mail: jwong@mgp.ca
 Registered Owner: Refer to POR

Proposal Description

Gross Floor Area n/a Number of Storeys: Varies by typology Number of Units: Approx. 7,048

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

The Innis Lake SP Area is intended to be developed into a sustainable, healthy, connected and complete community with a large diversity of land uses, housing options, built form, and community amenities that are capable of supporting the future Innis Lake community. The entire Innis Lake SP Area is intended to accommodate a minimum population of 24,000 people and 1,900 jobs. The community will be designed to prioritize sustainability and accessibility, ensuring that all residents can enjoy a high quality of life. Central to this vision is the creation of walkable neighbourhoods, where community facilities such as parks, schools, and recreational uses are strategically located within a short walking distance from all residential areas.

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				
<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>	<p>Development within Designated Growth Areas is required to meet a minimum overall density of 50 people and jobs per hectare. The Proposed Development meets and exceeds this target, providing an overall density of 73 people and jobs per hectare.</p>	<p>Caledon Official Plan (Section 4.3.1)</p>	5	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>	<p>n/a</p>			

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
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.	Approximately 3% of proposed dwelling units are situated within 400m of existing Brampton Transit stops. However, the Innis Lake SPA is bounded by proposed transportation corridors identified in the Town of Caledon Multi-modal Transportation Master Plan, June 2024.		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.	No higher-order transit stops in or near the Innis Lake SPA		1	n/a
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"> • 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 	Approximately 38% of proposed dwelling units are situated within 800m of three or more existing neighbourhood public services, with potential for more neighbourhood public services		2	1
7. 100% of the proposed dwelling units are within 800m of an existing or planned	Approximately 95% of proposed dwelling units are situated within 800m of a planned elementary school. Exact locations will be determined at the draft plan stage.		1	0.5

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elementary school.				
8. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.	Approximately 89% of proposed dwelling units are situated within 1.6 km of a planned secondary school. The exact location will be determined at the draft plan stage.		1	0.5
9. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.	Approximately 66% of proposed dwelling units are situated within 400m of a park.		2	1
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.	Approximately 30% of proposed dwelling units are situated within 800m of 5,000m ² personal service and commercial retail space.		2	0.5
11. <i>Convenience commercial</i> uses are present in key locations, including <i>greyfield</i> areas, <i>intensification areas</i> and <i>corridors</i> and <i>greenfield areas</i> .	Commercial uses are envisioned to be located in the Neighbourhood Centre along an Urban Corridor		2	2
Employment				
12. The development is within 10km (i.e., a 30 minute transit trip) of an existing or planned employment centre or urban centre.	The Subject Lands adjacent to an Employment Area on the west side of Innis Lake Road. A Future Strategic Employment Reserve Area is also adjacent to the Subject Lands located to the north east of Innis Lake Road and Healey Road.	Caledon Official Plan Schedule F1	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.	No designated employment uses in Innis Lake SPA, the area is identified as a Community Area in Caledon OP, and there are employment lands located directly to the west		2	n/a
14. In combination, the following housing type groups make up	Based on current estimates these housing type groups make up for 40% of the total units.		2	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
at least 50% of the total units: <ul style="list-style-type: none"> • townhouses and multiplex • apartment buildings 				
15. The proposed development includes special housing types, such as senior's housing, long term care facilities and supportive or affordable housing.	For the Innis Lake SP Area, the estimated supply of 821 additional dwelling units is approximately 12% of the proposed dwelling units. These smaller units are most likely to meet the stated affordability threshold due to their intrinsically smaller sizes.		1	1
16. <i>Live-work units</i> and other employment-related uses compatible with residential uses are included in the proposed development.	The Neighbourhood Centre will offer a range of goods and services. Mid-rise or high-rise buildings are envisioned in this area that will provide a mix of uses for residential, commercial, office, and service uses		2	2
17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	Mid-rise or high-rise buildings in the Neighbourhood Centre area are envisioned to provide a mix of uses for residential, commercial, office, and service uses on the ground floor.		1	1
STREET CONNECTIVITY				
18. Infill development increases opportunities for street and pedestrian linkages and connectivity.	Innis Lake SP is not 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. 	Street networks and off road paths will be multi-modal and make connections to existing routes and facilities		1	1
20. Cul-de-sacs, crescent streets and loop roads are not utilized unless they are located near significant infrastructure,	Proposed Major and Minor Collector roads follow a grid-like network. Use of cul-de-sacs, crescent streets, and loop roads will be limited unless located near significant infrastructure or natural heritage features.		2	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
including highways and railways, or near natural features.				
21. Reverse frontage streets are not utilized.	Reverse frontage streets will not be utilized in the Innis Lake SPA		1	1
22. Residential blocks in the proposed development do not exceed 80x180m in size.	While the owners are committed to increasing the connectivity of the Innis Lake SPA, to plan out residential block sizes at the Secondary Plan stage is preemptive as any plans would be conceptual and subject to change		3	n/a
23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.	While the owners are committed to increasing the connectivity of the Innis Lake SPA, to plan out intersections beyond Major and Minor Collector roads at the Secondary Plan stage is preemptive as any plans would be conceptual and subject to change		3	n/a
24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes.			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.	Commercial/retail uses will be located in the Neighbourhood Centre along an Urban Corridor		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	Proposed sidewalks are 1.5m wide to 1.8 m wide on almost all streets with the 23.5m residential collector having a 3.0m multi-use path		1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
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.	Yes, a variety of street trees specified by the municipality will be planted		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 	Location of transit stations to be determined by the Town. Too detailed to be addressed at the Secondary Plan level.		1	n/a
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 <p>Where there is a local Bicycle Plan, the bikeway network</p>	Bike network including bicycle lanes, sharrows, signed routes, and multi-use paths on the boulevard will be established		1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
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.	Approximately 100% of proposed dwelling units are situated within 400m of a continuous and connected bike network located within the Secondary Plan Area.		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.	Will be determined at detailed design		1	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.	Will be determined at detailed design		1	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 	Narrower pavements are recommended for consideration as an effective and simple traffic calming measure. All local and collector roads within the secondary plan area are proposed to have just one through lane in each direction.		3	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
(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	
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 parking requirements for each land use, decided at a later stage, will reflect the principles of transit oriented development.		1	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).	Opportunities for shared parking will be determined at a later stage		1	n/a
37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop.	To be determined at site plan approval, where applicable.		2	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.	Laneway-based homes are contemplated, but the number or percentage will not be confirmed until draft plan or site plan approval		2	n/a

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
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.	The location of parking is too detailed to be planned for at the secondary plan stage, the location of parking for residential and institutional uses will be decided at a later date		2	n/a
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 	The design of any parking lots is too detailed for the secondary plan stage. Parking lot design will be considered at site plan approval, where applicable.		2	n/a

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

DENSITY

Density targets

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

5 /5

/5

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

9.5/14 /15

/2

/1

N/A

/2

/1

/1

/2

/2

/2

/2

LAND USE MIX

Employment Lands

Housing diversity

Special Housing

Live-Work units and other employment uses

Retail uses on ground floor

5/5 /8

/2

/2

/1

/2

/1

STREET CONNECTIVITY

Improved connectivity

Infill development

Greenfield development

Non-grid streets avoided

Reverse-frontage streets avoided

Small residential blocks

Frequent intersections

Active transportation connectivity

4/4 /10

/1

/2

/1

/3

/3

N/A

STREETSCAPE CHARACTERISTICS

8/9 /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

/2

/1

/1

/1

/1

/1

/1

/1

/3

N/A

EFFICIENT PARKING

1/1 /10

Provide reduced parking ratios

Identify systems for shared parking spaces

Unbundled parking

Parking location (single-storey residential)

Parking location (other)

Above-ground parking design

/1

/1

/2

/2

/2

/2

TOTAL*:

32.5/38 /60

GOLD:

80-100%

SILVER:

70-79%

BRONZE:

60-69%

PASS:

50-59%

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