

Application Submitted

TOWN OF CALEDON
PLANNING
RECEIVED
June 16, 2026

☐ 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

Bound by Bramalea Road to the west, Old School Road to the North
PART OF LOTS 21 & 22, CONCESSION 5, EAST OF HURONTARIO STREET (GEOGRAPHIC TOWNSHIP
Address of Subject Land (Street Number/Name): OF CHINGUACOUSY) TOWN OF CALEDON REGIONAL MUNICIPALITY OF PEEL

Applicant

Name: Ethan Bohnert Telephone: 416-648-0455 E-mail: ethanb@gsai.ca Registered Owner: TACC DEVELOPMENTS (ARMSTRONG) INC.

Proposal Description

Gross Floor Area: TBD Number of Storeys: TBD Number of Units: 1526

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

As shown on the Draft Plan of Subdivision (April 2026) the Subject Lands will primarily consist of low-density residential uses with one retail/mixed use block proposed in the northwest corner at Bramalea Road and Old School Road, three park / open space blocks throughout the site, one stormwater management (SWM) pond block near the western watercourse, and one centrally located school block. There are also two Natural Heritage System (NHS) areas on site associated with the two tributaries of the West Humber River, as well as one watercourse crossing. Residential uses primarily consist of ground-related housing including detached dwellings, street townhouses, back-to-back townhouses, and rear lane townhouses. The mixed-use block at the corner of the Old School Road and Bramalea Road can accommodate higher density residential dwelling types. The details of this mixed block will be determined through a future Site Plan Application. The proposed Draft Plan of Subdivision consists of 1526 residential dwelling units.

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.	Per the Regional Official Plan, the designated Greenfield density target for the Region of Peel is 70 residents and jobs per hectare and for the Town of Caledon is 67.5 residents and jobs per hectare. The proposed Draft Plan Application will achieves or exceed the minimum density of residents and jobs per hectare in the Town and will help to achieve the Regional target.	Planning Justification Report, dated May 2026	5	5
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. Where the local municipality has established higher density targets, these higher targets will apply.	Not applicable for this application. The Subject Lands are not located within a designated Urban Growth Centre within the Region of Peel.	N/A		

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
SERVICE PROXIMITY				
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.	Not applicable. Not within 400m of a planned or existing transit stop.	Traffic Impact Study, dated May 2026	2	0
4. Areas within 800m of a <i>Higher Order Transit</i> stop are developed to meet <i>Major Transit Station Area</i> density targets.	Not Applicable. Not within 800m of a Higher Order Transit Stop.	Traffic Impact Study, dated May 2026	1	0
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 4.6 m (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)	The proposed Draft Plan is planned based on principles for healthy and safe communities that enable pedestrians, cyclists and transit riders to have safe, attractive and accessible connections throughout the community. The intent is to provide landscape treatments that will improve the environment for pedestrians. Currently transit service is not provided along Bramalea Road, or Old School Road, in close proximity to the subject lands. Opportunities will be provided to implement trails within the Natural Heritage System that, in conjunction with sidewalks, will provide connectivity within and beyond the subject lands to reduce reliance on automobile use.	Landscape Plan, dated May 2026	3	3
Neighbourhood Community and Retail Services				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
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: • 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 75% of the dwelling units proposed in the Draft Plan of Subdivision are situated within 800m of existing or planned neighbourhood public services. The proposed Secondary Plan includes a community center located centrally along Bramalea Road. The secondary plan has also located Urban Corridors along Bramalea Road and portions of Old School Road which, incorporate mixed uses and commercial uses into the community. A 'Neighbourhood Centre' or commercial mixed use block is located at the corner of Bramalea Road and Old School Road.	Draft Plan of Subdivision, dated April 2026	2	2
7. 100% of the proposed dwelling units are within 800m of an existing or planned elementary school.	100% of proposed dwelling units are within 800 m of a proposed elementary school.	Draft Plan of Subdivision, dated April 2026	1	1
8. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.	Approximately 40% of the proposed low density residential dwelling units are within 1.6km of an existing public secondary school. An existing public secondary school is located on the southwest boundary of the Secondary Plan Area.	Planning Justification Report, dated May 2026 - Secondary Plan Land Use Schedule	1	0.50
9. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.	90% of the proposed dwelling units are situated within 400 m of parks and open spaces.	Draft Plan of Subdivision, dated April 2026	2	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 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 80% of proposed dwellings are within 800m of 5,000m ² of personal service and commercial retail space. A 'Neighbourhood Centre' or Commercial Mixed Use block is proposed at the corner of Old School Road and Bramalea Road.	Draft Plan of Subdivision, dated April 2026	2	2
11. <i>Convenience commercial</i> uses are present in key locations, including <i>greyfield</i> areas, <i>intensification</i> areas and <i>corridors</i> and <i>greenfield</i> areas.	A 'Neighbourhood Centre' or Commercial Mixed Use block is proposed at the corner of Old School Road and Bramalea Road.	Draft Plan of Subdivision, dated April 2026	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.	Employment Use are proposed north of Old School Road, east of Torbram Road and west of the Secondary Plan area boundary, within a 30 minute walk.	Planning Justification Report, dated May 2026	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 proposed urban corridors and neighbourhood centres permit a wide range of retail and services while being located along arterial roads and intersections.	Planning Justification Report, dated May 2026	2	2
14. In combination, the following housing type groups make up at least 50% of the total units: - townhouses and multiplex - apartment buildings	Over 50% of the dwelling units are proposed to be townhouses	Draft Plan of Subdivision, dated April 2026	2	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.	Senior's housing, long term care facilities, and supportive housing are permitted uses in the Commercial Mixed Use Block	Planning Justification Report, dated May 2026	1	1
16. <i>Live-work units</i> and other employment-related uses compatible with residential uses are included in the proposed development.	Live work units are not currently proposed.	N/A	2	0
17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	Retail uses on the ground floor of multi-unit and mixed use buildings are permitted in the Commercial Mixed Use Block	Planning Justification Report, dated May 2026	1	1
STREET CONNECTIVITY				
18. Infill development increases opportunities for street and pedestrian linkages and connectivity.	Not applicable. Greenfield Area development is being proposed.	N/A	1	1
19. In designated <i>Greenfield Areas</i> , street networks and off-road paths: • are <i>multi-modal and separated by mode</i> to provide safety and choice to pedestrians and cyclists; and • make clear connections (signage should be incorporated) to existing routes and facilities.	Separated multi-use path's are proposed along Old School Road and Bramalea Road Active transportation facilities, including sidewalks, multi-use paths and pedestrian crossings, are proposed throughout the Draft Plan	TIS, dated May 2026 Pedestrian Circualtion Plan, dated April 2026		
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.	The local road network in the proposed Draft Plan is based on a modified connected grid system.	Draft Plan of Subdivision, dated April 2026	2	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
21. Reverse frontage streets are not utilized.	Reverse frontage streets are currently not utilized	Draft Plan of Subdivision, dated April 2026	1	1
22. Residential blocks in the proposed development do not exceed 80x180m in size.	Residential blocks in the proposed Draft Plan do not exceed 80x180m in size.	Draft Plan of Subdivision, dated April 2026	3	3
23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.	Intersections are frequent throughout the Draft Plan and proposed blocks are uniform and consistent.	Draft Plan of Subdivision, dated April 2026	3	3
24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes.			n/a	
STREETSCAPE CHARACTERISTICS				
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.	Applicable to the Commercial Mixed Use Block to be determined through a separate SPA.	N/A	2	0

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
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. 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.	Sidewalks are proposed along both sides of collector road and arterial roads.	TIS, dated May 2026 Pedestrian Circulation Plan, dated April 2026	1	1
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.	A variety of street trees will be planted throughout the community in accordance with the requirements of the municipality. Street trees will comprise predominantly native species.	Landscape Plan, dated May 2026	1	1
28. All transit stations, major transit stations and major pedestrian routes have: • weather protection • seating • waste baskets • lighting • route information • bicycle parking	Multi-use pathways are proposed within and adjacent to the subject lands, including a pathway along Old School Road, and Bramalea Road. Details of the design are provided.	Landscape Plan, dated May 2026	1	1
Cycling Amenities				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
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: • bicycle lanes • sharrows • signed routes • multi-use paths on the boulevard 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.	Cycling and active transportation infrastructure has been provided in the Draft Plan.	TIS, dated May 2026 Pedestrian Circulation Plan, dated April 2026	1	1
30. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.	90% of units will be within 400m of bike paths	TIS, dated May 2026 Pedestrian Circulation Plan, dated April 2026	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.	To be determined at the detailed design stage.	N/A	1	0

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.	To be determined at the detailed design stage	N/A	1	0
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: • minimum traffic lane widths • minimum number of traffic lanes in the roadway • Pedestrian-priority streets, woonerfs or home-zones (i.e., the speed limit is under 15km/hr and vehicles must yield to pedestrians and cyclists)	All proposed internal collector roads will be designed to Town of Caledon and Region of Peel standards to ensure safety for all road users including pedestrians and cyclists.	TIS, dated May 2026 Pedestrian Circulation Plan, dated April 2026	3	2
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				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
35. Provide reduced automobile parking ratios for: • buildings and other facilities within 400m of a higher order transit stops; and, • apartments/condominiums offering car share parking spaces.	Reduced parking ratios for apartments has been provided.	Draft ZBA, dated May 2026	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).	Not applicable to RMD Zone, TBH for Commercial Mixed Use Block	N/A	1	0
37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop.	Not applicable, not within 400m of a higher order transit stop.	N/A	2	0
38. 50% or more of residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.	23% of units provide access to parking via rear laneways	Draft Plan of Subdivision, dated April 2026	2	0.5
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.	To be determined at the detailed design of Commercial Mixed Use Block	N/A	2	0

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
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: • pedestrian access, connectivity and circulation • tree planting • landscaping • stormwater management • porous/permeable surfaces • light-coloured materials instead of black asphalt	To be determined at the detailed design of Commercial Mixed Use Block	N/A	2	0

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

/5

14.5/18

0/2

0/1

3/3

2/2

1/1

0.5/1

2/2

2/2

2/2

2/2

6/8

2/2

2/2

1/1

0/2

1/1

10/10

1/1

2/2

1/1

3/3

3/3

N/A

STREETSCAPE CHARACTERISTICS

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

7/12

0/2

1/1

1/1

1/1

1/1

1/1

0/1

0/1

2/3

N/A

1.5/10

1/1

0/1

0/2

0.5/2

0/2

0/2

TOTAL*:

44/63

GOLD:

SILVER:

BRONZE:

PASS:

80-100%

70-79%

60-69%

50-59%

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

Appendix B

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 (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.			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.			1	
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 4.6 m (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	

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.			1	
5. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.			1	
6. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.			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.			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.			2	
9. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.			2	
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.			1	
Cycling Amenities				
11. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.			2	
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.			1	
EFFICIENT PARKING				
13. Where Zoning By-laws permit, provide reduced automobile parking ratios for: • buildings and other facilities within 400m of a higher order transit stops; and, • apartments/condominiums offering car share parking spaces.			1	
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).			1	
15. Provide preferential parking for car pool and car share vehicles.			1	

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.			1	
17. Medium to high density residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.			2	
18. For institutional and employment uses, parking is located away from the street to the rear or to the side, or is located underground.				
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: • pedestrian access, connectivity and circulation • tree planting • landscaping • stormwater management • porous/permeable surfaces • Light-coloured materials instead of black asphalt			1	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
20. The development must meet or exceed the higher of: 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.			1	

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

SERVICE PROXIMITY

/12

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

LAND USE MIX

/4

Employment Lands	/2
Retail uses on ground floor	/2

STREETSCAPE CHARACTERISTICS

/4

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

EFFICIENT PARKING

/8

Provide for reduced parking ratios	/1
Identify systems for shared parking spaces	/1
Car pool and car share	/1
Unbundled parking	/1
Parking location	/2
☐ Residential	
(Tick correct box) ☐ Other	
Above-ground parking design	/1
Bicycle parking	/1

TOTAL*:

/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.