RESUBMISSION - MAY 2023
Draft Plan of Subdivision (21T-22001) and for Amendment to the Zoning By-Law (RZ 2022-0002)
Draft Plan of Subdivision (21T-22002) and for Amendment to the Zoning By-Law (RZ 2022-0003)

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): 0 Humber Station Road, 14259 Humber Station Road, 14396 Humber Station Road, 14275 The Gore Road and 0 King Street

Applicant

Name: Aaron Wisson Telephone: 416-991-5988 E-mail: aaron@argoland.com

Registered Owner: Argo Macville I, Argo Macville II, Argo Macville III, Argo Macville V, Argo Humberking, Robert Speirs

Proposal Description

Gross Floor Area: 278.73 acres Number of Storeys: 1-8 Number of Units: Approx. 2,275

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

0 Humber Station Road, 14259 Humber Station Road, 14396 Humber Station Road, 14275 The Gore Road and 0 King Street are 112.8ha (278.73ac) parcels that form a central portion of the Bolton Option 3 (Macville), a 450.53ac greenfield development site planned to comprise of residential and mixed-uses. The primary focus of the proposed plan is the integration of a commuter train station (GO Transit) at the east limit of the site with supporting mixed-use (commercial, office) and low-medium density residential.

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 *Greenfield Areas* 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 lands on 0 Humber Station Road, 14259 Humber Station Road, 14396 Humber Station Road, 14275 The Gore Road and 0 King Street will assist in the achievement of overall density of 141 people and jobs per hectare within the Macville Secondary Plan Area, which is more than the minimum overall density target of 42 people and jobs combined per hectare by 2031 as prescribed by the Regional OP in policy 5.5.4.2.2 for Town of Caledon.	Macville Secondary Plan: Land Use Plan DP: Argo Macville I, II, III, V & Argo Humberking & Robert Spiers DP: Argo Humber Station Limited	5	5
2. All development in Designated *Urban Growth Centres* 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 - The site is not in a designated Urban Growth Centre.	N/A		

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.	There are currently no existing transit stops in and immediately around the development. The development currently benefits from good transit coverage, with nearly all dwelling units within 200m of future public transit routes, and approximately 75% of the total proposed units within 800m of the future Caledon GO Station.	Urban & Arch. Design Guideline - Figure 12 Caledon Station 800m MTSA Area Statistics	2	2
4. Areas within 400m of a *Higher Order Transit* stop are developed to meet *Major Transit Station Area* density targets.	Areas within 400m of the future Caledon GO Station (Higher Order Transit Stop) will be developed to include mixed-use and medium density residential to meet Major Transit Station Area density targets. Areas within 800m of the Major Transit Station Area will further provide 149.1 people and jobs per hectare.	Caledon Station 800m MTSA Area Statistics	1	1
5. Access to transit from the proposed development is safe, attractive and direct for pedestrians.	The street hierarchy, locations & block design were determined based on design principles for transit-oriented communities that enable pedestrians, cyclists and transit riders to have appropriate means to make direct & safe connections throughout the community.	Urban & Arch. Design Guideline - Figure 12	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: • 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	More than 75% of units will be located within 800m of at least 3 existing/planned public services with the proposed parks, parkettes and urban squares, performance and/or cultural spaces, recreational centre, childcare facility etc. all of which have been strategically placed throughout the development.	Appendix A: 800m Public Services Catchment Area for Caledon Station	2	2
7. 100% of the proposed dwelling units are within 800m of an existing or planned	100% of the proposed units are within 800m of a planned elementary school.	Appendix B: 800m Elementary...	1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
elementary school.				
8. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.			1	0
9. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.	100% of the proposed units are situated within less than 400m of parks and open spaces, including over 13.39 acres of park, parkettes, open spaces and walkways located on site.	Appendix C: 400m Open Space Catchment Area for Caledon Station	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.	100% of the proposed units will be located within 800m of approximately 100,000 sq. ft of Commercial Mixed-Use Block, 11,000 sq. ft of Ground Floor Commercial within the community hub area, and 1,500 sq. ft of Ground Floor Commercial at the West Gateway Park - all of which are intended to comprise of a mix of uses, including grocery stores, pharmacy, cafes, shops, restaurants, dry cleaners and hair salons.	Appendix D: 800m Personal Services / Commercial Retail Catchment Area for Caledon Station	2	2
11. *Convenience commercial* uses are present in key locations, including *greyfield* areas, *intensification areas* and *corridors* and *greenfield areas*.	Yes, approximately 123,000 sq. feet of convenience commercial uses will be present in key locations in key public locations within the development, with potential of converting the Greyfield uses on Humber Station Road in support of the Major Transit Station Area.	DP: Argo Macville I, II, III, V & Argo Humberking & Robert Spiers + Appendix D	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.	Yes, the development is 3km from the Bolton Downtown (urban centre) and less than 1km from the Provincially Significant Employment Zone located 1km to the south, extending beyond Mayfield Road into Brampton.	Appendix D: 800m Personal Services / Commercial Retail Catchment Area for Caledon Station	2	2
LAND USE MIX				
13. *Employment lands* include small scale amenity retail and services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement.	Opportunity for employment uses will be provided within mixed-use blocks and will include small scale amenity retail and services with infrastructure which encourages pedestrian and cyclist movement at these locations.	DP: Argo Macville I, II, III, V & Argo Humberking & Robert Spiers DP: Argo Humber Station	2	2
14. In combination, the following housing type groups make up	(See following page)	(See following page)	2	2

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at least 50% of the total units: • townhouses and multiplex • apartment buildings	Yes, more than 50% of units are a mix of townhouse, multiplex and apartment buildings.	DP: Argo Macville I, II, III, V & Argo Humberking & Spiers		
15. The proposed development includes special housing types, such as senior's housing, long term care facilities and supportive or affordable housing.	Yes, the proposed zoning and urban design has allowed for the creation of long-term care facilities, senior's housing and affordable housing that can be accommodated based on market needs.	DP: Argo Macville I, II, III, V & Argo Humberking & Robert Spiers DP: Argo Humber Station	1	1
16. *Live-work units* and other employment-related uses compatible with residential uses are included in the proposed development.	Yes, the proposed development will provide new residential units with a mix of housing types and tenures, that are compatible with employment-related uses and include: condominium apartments in mid-rise and tall buildings, and rental housing options.	DP: Argo Macville I, II, III, V & Argo Humberking & Robert Spiers DP: Argo Humber Station	2	2
17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	Yes, the commercial at-grade program has been strategically planned to be located within multi-unit and mixed-use buildings within key 0 Humber Station Road neighbourhood locations.	DP: Argo Macville I, II, III, V & Argo Humberking & Robert Spiers + Appendix D	1	1
STREET CONNECTIVITY				
18. Infill development increases opportunities for street and pedestrian linkages and connectivity.	N/A	N/A		
19. In designated *Greenfield Areas*, street networks and off-road paths: • are *multi-modal* to provide choice to pedestrians and cyclists; and • make clear connections to existing routes and facilities.	Yes, the development proposes a multi-modal loop that connects the entire community to the community hub area with an attractive, high quality streetscape and built form design. The extensive street network and path system further support pedestrian, cycling, transit and vehicular connections for convenient circulation in the development and throughout the GTA and increase in physical activity, active transportation and social connectivity.	Urban & Arch. Design Guideline - Figure 19	1	1
20. Cul-de-sacs, crescent streets and loop roads are not utilized unless they are located near significant infrastructure,	No cul-de-sacs or crescent streets are present in either of the 0 Humber Station Road developments.	Urban & Arch. Design Guideline - Figure 19 DP: Argo Macville I,II	2	2

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including highways and railways, or near natural features.		DP: Argo Macville II Co., Argo Humber Station Ltd. etc.		
21. Reverse frontage streets are not utilized.	No reverse frontage streets have been utilized in the development.	DP: Argo Macville I Co., Argo Macville II Co., Argo Humber Station Ltd. etc.	1	1
22. Residential blocks in the proposed development do not exceed 80x180m in size.	Residential blocks range in sizes of 120m - 180m, with a considerably more porous and fine-grained block structure, and block sizes averaging 115m - 135m placed closer to the community hub area.	DP: Argo Macville I Co., Argo Macville II Co., Argo Humber Station Ltd. etc.	3	3
23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.	The development proposes 132 intersections (excluding laneways) on a 1.13 sq.km site, a density of 117 intersections per sq.km, with the street blocks decreasing in size as density increases.	DP: Argo Macville I & II Co., Argo Humber Station Ltd. etc.	3	3
24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes.	Yes, the pedestrian network comprises of a series of sidewalks, bike lanes, paths and pedestrian connections, supported by easy access to open spaces and parks. Further, an expanded cycling network will provide safe cycling paths to home, work and recreation spaces within and outside of the community.	Urban & Arch. Design Guideline - Figure 14 and Figure 32	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.	Yes, neighbourhood public and retail services are proposed within The Avenue and The Hub mixed-use districts to incite movement into the development and promote a main street environment.	Urban & Arch. Design Guideline - Sec 3.6.4 DP: Argo Macville I, II, III, V & Argo Humberking & Robert Spiers	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	Local streets in low-density residential areas are proposed to have 1.5m wide sidewalks. Sidewalks will also be incorporated into the design of all public and condominium sized streets, supported by street lighting, vegetation, and pedestrian scaled furniture. Pedestrian sidewalks (ranging from 1.5m to 1.8m in width) will be provided on both sides of the road on roads classified as Collector Roads, when possible.	Urban & Arch. Design Guideline - Sec 4.2	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, the development proposes to create a positive net contribution to local biodiversity and sustainable agriculture by planting to attract pollinators with a diversity of trees and native/adaptive species, maintaining tree canopy and re-using large caliber trees, where viable.	Urban & Arch. Design Guideline - Sec 3.2	1	1
28. All transit stations, major transit stations and major pedestrian routes have: • weather protection • seating • waste baskets • lighting • route information • bicycle parking	To encouraging cycling throughout 0 Humber Station Road and beyond, as a viable alternative to vehicular connections and as a means of adopting a healthier lifestyle, all transit stations, major transit stations and major pedestrian routes may offer weather protection, seating, waste baskets, appropriate lighting, route information (where appropriate) and bicycle parking.	Urban & Arch. Design Guideline - Sec 7.0	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: • bicycle lanes • sharrows • signed routes • multi-use paths on the boulevard Where there is a local Bicycle Plan, the bikeway network	A key component of achieving continuous connections throughout 0 Humber Station Road is linking the community to the existing regional trail system along Humber Station to the south, and to the trails within the Greenbelt Lands at the north and east edges of the community. The multi-modal station area will be linked to the multi-modal loop road which will support a flexible approach to active transportation. Encouraging walking, jogging, cycling, roller blading, etc., residents and visitors will have the opportunity to use the multi-modal loop for recreation, fitness in addition to daily transportation needs.	Urban & Arch. Design Guideline - Sec 5.0	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.	Yes, 100% of units will be within 400m of a bike network that connects to multiple pedestrian routes and trails located throughout the site.	Urban & Arch. Design Guideline - Sec 5.4	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.	The intent is to provide a safe level of pedestrian scaled lighting that is appropriate to the residential and commercial streets in medium and mixed use density neighbourhoods, and which may be limited to a height of 4.6m.	N/A	1	1
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.	The intent is to maintain lighting and light standards in public outdoor areas (including parks, pedestrian walkways etc.) which respond to a pedestrian scale and which may be limited to a height of 4.6m.	N/A	1	1
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	The development uses multiple traffic calming measures, including: minimum traffic lane widths which will create a more urban condition, fine-grain street network that provides multiple routes for diffusing traffic volume, enhanced paving or painting will be provided for active transportation crossings at key signalized intersections, combination of appropriately scaled buildings with grade level design to allow for an animated streetscape, 'woonerf' inspired shared streets that will frame key development spaces and provide a safe, comfortable and inviting pedestrian focused environment, alternative transportation options that include integrated public transit to alleviate the use of single occupant vehicles (SOV), and designated cycling routes on streets with low volumes and speeds that have been optimized for bicycle travel.	Urban & Arch. Design Guideline - Sec 3.0 - 4.0 DP: Argo Macville I Co., Argo Macville II Co., Argo Humber Station Ltd.	3	3

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.	The traffic calming elements applied within the development have been designed to prioritize comfort and safety of pedestrians and promote active transportation without creating unnecessary hazards or obstacles. This was achieved by strategic ROW design that avoids the use of bollards, unnecessary curbs, sidewalk obstructions and limited accessibility in and around the pedestrian, cyclist and vehicular network.	Urban & Arch. Design Guideline - Sec 3.0 - 4.0	n/a	
EFFICIENT PARKING				
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.	The proposed parking requirements will be appropriate for a mixed-use community and support transit-oriented development. Transportation demand management measures such as maximum parking standards, shared parking, enhanced bicycle parking, and carpool / car share priority parking will complement the characteristics of transit-oriented mixed-use community, support the increased use of non-automobile travel and reduce the need for car ownership.	Urban & Arch. Design Guideline - Sec 3.0 - 4.0 Draft Implementing Zoning By-Law	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).	Reducing the parking supply requirement would recognize the potential for higher transit, walk and active transportation use in the area, and is in line with the sustainability objectives of the Town. In addition, it would recognize a trend to a more urban lifestyle and minimize the cost of expensive underground parking for residents who do not actually want or need it, while making the most efficient shared use of the parking capacity that is provided, including on-street parking for visitors to the site.	Urban & Arch. Design Guideline - Sec 3.0 - 4.0 Draft Implementing Zoning By-Law	1	1
37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop.	Plans for multi-family dwelling units within 400m of the Major Transit Station Area (GO Station) will be encouraged to provide unbundled parking, allowing home purchasers to only pay for the amount of parking they require.	DP: Argo Macville I Co., Argo Macville II Co., Argo Humber Station Ltd.	2	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.	Approximately 70% of residential dwelling units will provide access to parking via laneways or in underground locations, with on-street parking spaces being proposed, where feasible, along the streets in mixed-use and medium-density areas.	Urban & Arch. Design Guideline - Sec 6.4.7 and Sec 6.8	2	2

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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.	Parking for multi-storey residential dwelling units, institutional and employment uses within the developments will be located underground or away from the street and immediate public view.	Urban & Arch. Design Guideline - Sec 6.4.7-6.4.8 & Sec 6.8 + DP: Argo Macville I & II Co., Argo Humber Station Ltd.	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: • pedestrian access, connectivity and circulation • tree planting • landscaping • stormwater management • porous/permeable surfaces • light-coloured materials instead of black asphalt	Where surface parking is provided within both of the 0 Humber Station Road developments, it will be designed to minimize negative streetscape aesthetics and environmental impacts by incorporating ample landscaping, stormwater management, porous/permeable surfaces, light-coloured materials in lieu of black asphalt (where feasible) and priority given to pedestrian experience at street level.	Urban & Arch. Design Guideline - Sec 6.4.7-6.4.8 and Sec 6.8	2	2

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

DENSITY — 5 / 5

Density targets	5 /5

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

SERVICE PROXIMITY — 15 / 15

Transit proximity	2 /2
Major Transit Station Area targets	1 /1
Safe & comfortable transit access	N/A
Proximity to neighbourhood public services	2 /2
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
Convenience commercial in key locations	2 /2
Proximity to employment or urban centre	2 /2

LAND USE MIX — 6 / 6

Employment Lands	2 /2
Housing diversity	2 /2
Special Housing	1 /1
Live-Work units and other employment uses	2 /2
Retail uses on ground floor	1 /1

STREET CONNECTIVITY — 10 / 10

Improved connectivity	1 /1

- ☐ Infill development
- ☑ Greenfield development

Non-grid streets avoided	2 /2
Reverse-frontage streets avoided	1 /1
Small residential blocks	3 /3
Frequent intersections	3 /3
Active transportation connectivity	N/A

STREETSCAPE CHARACTERISTICS — 12 / 12

Linear and nodal commercial development	2 /2
Sidewalks	1 /1
Street trees	1 /1
Transit Station amenities	1 /1
Connected bike network	1 /1
Proximity to bike network	1 /1
Lighting on residential/commercial streets	1 /1
Public outdoor lighting	1 /1
Traffic calming	3 /3
Traffic calming enhances comfort and safety	N/A

EFFICIENT PARKING — 10 / 10

Provide reduced parking ratios	1 /1
Identify systems for shared parking spaces	1 /1
Unbundled parking	2 /2
Parking location (single-storey residential)	2 /2
Parking location (other)	2 /2
Above-ground parking design	2 /2

TOTAL*: 59 / 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.