

HUMPHRIES PLANNING GROUP INC.

FOUNDED IN 2003

November 27, 2024
HPGI File: 15414

Planning and Development Services
Town of Caledon
6311 Old Church Road
Caledon ON
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Attn: Tanjot Bal, Senior Planner
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Re: Planning Justification Report Addendum (PPS 2024)
Pt Lot 11, Con 4 & 14100, 14166 and 14196 Humber Station Road
Town of Caledon
Humberking (I) Developments Limited and Humberking (IV) Developments Limited
PIN 14329-0055, 14329-0031, 14329-0030, 14329-0029 and 14329-0027
Town File No. RZ 2024-0022 & 21T-24006C

This letter has been prepared on behalf of our clients, Humberking (I) Developments Limited and Humberking (IV) Developments Limited ('Owner'), the registered owner of assembled properties municipally addressed as 14196, 14166, 14100 Humber Station Road, in the Town of Caledon (the 'Subject Lands'). This letter is an addendum to specifically address the PPS (2024) which came into effect after the formal application submission had been made to the Town and provides a discussion of how the proposed development conforms to applicable policies. This addendum should be reviewed in addition to the Planning Justification Report, dated July 2024, prepared in support of the applications submitted to facilitate the proposed development, which contemplates parkland, swm pond, NHS (channel), various forms of townhouse typologies, mixed use and mid-rise buildings generating an estimated 1,056 residential units and 5,316 sq.m of commercial space.

7.1.1 PROVINCIAL PLANNING STATEMENT (2024)

The PPS, prepared under Section 3 of the Planning Act, took effect on October 20, 2024, replacing the Provincial Policy Statement dated May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development.

The PPS is the guiding document providing policy direction on matters of Provincial interest related to land use planning and development in the Province of Ontario. The PPS sets the policy foundation to regulate land use and development while also supporting the Provincial goal to enhance the quality of life for Ontarians. The *Planning Act* requires that

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all decisions affecting planning related matters be consistent with the policy statements issued under the Act, including the PPS.

The PPS calls for the building of more homes as *“Ontario is a vast, fast-growing province that is home to many urban, rural and northern communities distinguished by different populations, economic activity, pace of growth, and physical and natural conditions.”* The establishment of healthy, livable and safe communities is facilitated through efficient development and land use patterns and the accommodation of an appropriate range and mix of residential, employment, institutional and recreational uses to meet long term needs.

Planning for People and Homes

Section 2.0 of the PPS provides direction related to *“Building Homes, Sustaining Strong and Competitive Communities”* and is applicable to the Subject Lands. It encourages a variety of land uses within communities and promotes initiatives that make efficient use of infrastructure.

Section 2.1 provides direction for managing and directing land use in order to achieve efficient and resilient development and land use patterns. These policies state:

“2.1.3 At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon.

Where the Minister of Municipal Affairs and Housing has made a zoning order, the resulting development potential shall be in addition to projected needs over the planning horizon established in the official plan. At the time of the municipality’s next official plan update, this additional growth shall be incorporated into the official plan and related infrastructure plans.

2.1.4 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.*

2.1.6 Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.”*

The proposed development aligns with the policies of Section 2.1 of the PPS, as it provides for an appropriate form of development within an identified Settlement Area and the specified planning horizon. Further, the proposal supports an efficient land use pattern and will provide a greater range and mix of housing by introducing 1,056 dwelling units in a variety of multi-unit building typologies which will contribute to the availability of variety of housing options in the community in order to meet the current and future needs of the Town. The increased residential density realized through the development can be supported and serviced by the proposed availability of municipal infrastructure as demonstrated through the Functional Servicing Report prepared by Urbantech (2024).

Housing

Section 2.2 of the PPS addresses housing and contains policies which call for an appropriate range and mix of housing types and densities to be provided in order to meet the projected requirements of current and future residents. The following policies are applicable to the development proposal:

“2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
- b) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.”*

The proposed development introduces 1,056 dwelling units in multiple typologies that do not include single/semi-detached units. The proposed development will support the overall diversification of housing options and densities within the Town and Secondary Plan Area. Conversely, single detached homes make up the largest share of the current housing supply in Peel Region and residential development trends suggest this will continue in the near future. More specifically, single detached homes made up 45.6% of all dwellings in Peel Region in 2016. Caledon had the largest share of single detached homes at 83.4% of the entire housing stock in Caledon in 2016. (Source: Region of Peel Housing Strategy Report July 2018). While it is recognized that Peel Region’s new housing stock will become more diversified over time with the introduction of more compact building forms, the existing housing stock is composed predominantly of detached dwellings. The proposed development is on point as it introduces a variety of building typologies with no single detached dwellings being proposed, which will support the overall diversification of housing options and densities within this new community area and contribute to the evolving character of the Towns housing stock. Affordable housing has further been addressed by the application and overall land owners group for this secondary plan area through the acceptance of a block of land by the Region of Peel within the secondary plan area that will be specifically utilized for affordable housing purposes.

Settlement Areas and Settlement Area Boundary Expansions

Section 2.3 of the PPS, focuses and directs growth and development towards designated Settlement Areas. Land use patterns within settlement areas should be based on an appropriate range and mix of land uses and densities that make efficient use of available land and existing infrastructure. Section 2.3.1 includes the following applicable policies:

“2.3.1.1 Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) optimize existing and planned infrastructure and public service facilities;*
- c) support active transportation;*
- d) are transit-supportive, as appropriate; and*
- e) are freight-supportive.*

2.3.1.3 Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

2.3.1.4 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.

2.3.1.5 Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

2.3.1.6 Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.”

The Subject Lands are located within the Settlement Area Boundary of the Bolton Residential Expansion Area. The proposed development aligns with the policies of Section 2.3 of the PPS as it provides for an efficient development and land use pattern. The site in its current state represents an underutilization of land which is planned to provide for a wide range of commercial, residential, institutional and complementary uses in a compact form, contributing to a vibrant walkable new community area. The proposal recognizes the Towns limited land resources, as well as its strategic location near existing proposed transit infrastructure and provides a development that addresses the need for more compact forms of housing.

The PPS also recognizes that the achievement of growth in Settlement Areas requires intensification and development in areas that are well served by existing community services and public facilities. The proposed development is consistent with the above policies as it provides for residential and/or mixed use development that is consistent and knits together with the proposed Caledon Station Secondary Plan and detailed Framework Plan. The proposed development therefore is completely integrated into the surrounding neighbourhood which has direct access to pedestrian connections, community infrastructure, schools, commercial uses and other community uses while having convenient access to the Go Transit Hub/ Station area itself.

The Subject Lands are well served by an existing network of transportation infrastructure and benefits from frontage onto King Street (a major regional road) the existing and/or future realigned Humber Station Road which is considered a collector and/or arterial road where access to public transit will exist and can be optimized.

Strategic Growth Areas

Section 2.4 of the PPS, directs intensification and development towards Strategic Growth Areas to support the achievement of complete communities and compact built form. Land use patterns within settlement areas should be based on an appropriate range and mix of housing options and densities that make efficient use of available transit and existing infrastructure. Section 2.4.1 and 2.4.2 include the following applicable policies:

“2.4.1.1 Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.

2.4.1.2 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- a) to accommodate significant population and employment growth;*
- b) as focal areas for education, commercial, recreational, and cultural uses;*
- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and*
- d) to support affordable, accessible, and equitable housing.*

2.4.1.3 Planning authorities should:

- a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
- b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*
- d) consider a student housing strategy when planning for strategic growth areas; and*
- e) support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.*

2.4.2.1 Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800-metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.

2.4.2.2 Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:

- a) 200 residents and jobs combined per hectare for those that are served by subways;*
- b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or*

c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.

2.4.2.3 Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:

- a) planning for land uses and built form that supports the achievement of minimum density targets; and*
- b) supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities.*

2.4.2.6 All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:

- a) connections to local and regional transit services to support transit service integration;*
- b) infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and*
- c) commuter pick-up/drop-off areas.”*

The Subject Lands are located within a settlement area and the Caledon GO Station MTSA, as well as provide frontage onto a major regional road, being a Strategic Growth Area in accordance with the PPS. The proposed development aligns with the policies of Section 2.4 of the PPS as it provides for an efficient development and land use pattern. The proposed development contemplates a range and mixture of uses to accommodate for the Caledon GO Station. In addition, the proposed development introduces 1,056 dwelling units including a variety of building typologies with no single detached dwellings being proposed, which will support the achievement of complete communities by providing a range of housing options.

Development and intensification within major transit station areas are encouraged for lands that achieve the minimum density targets. A minimum density target of 150 residents and jobs combined per hectare is required for areas that are served by commuter or regional rail. The overall plan area is expected to accommodate a minimum density of 150 people and jobs combined per hectare within the Bolton GO Major Transit Station Area ('MTSA') segment. The proposal recognizes the Towns limited land resources, as well as its strategic location near existing proposed transit infrastructure and provides a development that addresses the need for more complete communities and compact forms of housing.

The PPS also recognizes that the achievement of growth in Strategic Growth Areas requires intensification and development in areas that are transit-supportive and provide access to existing transit services and public facilities. The proposed development is consistent with the above policies as it provides for residential and/or mixed-use development that is

consistent and knits together with the proposed Caledon Station Secondary Plan and detailed Framework Plan. The proposed development therefore is completely integrated into the surrounding neighbourhood which has direct access to pedestrian connections, community infrastructure, schools and commercial uses while having convenient access to the Go Transit Hub/ Station area itself.

The Subject Lands are well served by an existing network of transportation infrastructure and benefits from frontage onto King Street (a major regional road) the existing and/or future realigned Humber Station Road which is considered a collector and/or arterial road where access to public transit will exist and can be optimized.

Infrastructure and Facilities

Infrastructure policies of the PPS are outlined in Section 3.0. Existing infrastructure and public service facilities are intended to be maximized, wherever possible, before developing new infrastructure and public service facilities. The following policies are relevant to the proposed development:

"3.1.1 Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:

- a) are financially viable over their life cycle, which may be demonstrated through asset management planning;*
- b) leverage the capacity of development proponents, where appropriate; and*
- c) are available to meet current and projected needs.*

3.1.2 Before consideration is given to developing new infrastructure and public service facilities:

- a) the use of existing infrastructure and public service facilities should be optimized; and*
- b) opportunities for adaptive re-use should be considered, wherever feasible.*

3.6.1 Planning for sewage and water services shall:

- a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*
- b) ensure that these services are provided in a manner that:
 - 1. can be sustained by the water resources upon which such services rely;*
 - 2. is feasible and financially viable over their life cycle;*
 - 3. protects human health and safety, and the natural environment, including the quality and quantity of water; and**

4. *aligns with comprehensive municipal planning for these services, where applicable.*
- c) *promote water and energy conservation and efficiency;*
- d) *integrate servicing and land use considerations at all stages of the planning process;*
- e) *consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and*
- f) *be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.*

3.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.

3.6.8 Planning for stormwater management shall:

- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*
- b) *minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
- c) *minimize erosion and changes in water balance including through the use of green infrastructure;*
- d) *mitigate risks to human health, safety, property and the environment;*
- e) *maximize the extent and function of vegetative and pervious surfaces;*
- f) *promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
- g) *align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale."*

The proposed development will utilize connections to the existing municipal water and sewer services available to this area when constructed. An overview of the proposed servicing strategy prepared by Urbantech, was submitted under separate cover, and enclosed with previous submission, dated August 26th, 2024. It is further noted that a memorandum of understanding dated November 2024 has been fully executed by the landowners group and the Region of Peel which addresses infrastructure requirements as having been included in the Regional Capital Budget via Council Resolution 2023-458 (June 2023) along with required study and design work being undertaken by the land owners group. The delivery of servicing has been fully contemplated for the entire secondary plan area and is being addressed.

Transportation Systems

Section 3.2 of the PPS places significant emphasis on creating a pattern of development within existing communities and new development that is capable of supporting increased transit ridership in existing systems and helping to facilitate the establishment of new transit systems. The following transportation policies are applicable to the proposed development:

“3.2.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.

3.2.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

3.2.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.”

The proposed development is consistent with the above policies as it is well served by a comprehensive network of higher order (major regional road) as well as existing and proposed collector and local roads, and proposed transit infrastructure. The proposed road network promotes active transportation and will provide convenient connections to other areas of the community area. The proposed GO Station is located approximately 800 metres from the furthest area of the subject lands, which is considered to be a comfortable walking distance.

Summary:

The proposed development is consistent with policies of the PPS as it:

- Directs growth and intensification towards a designated Settlement Area and Strategic Growth Area in the Town of Caledon.
- Diversifies the existing housing stock and mix through the creation of 1,056 new dwelling units a variety of building forms including Townhouses, Back-to-Back Townhouses, Street Townhouses and Medium Density building forms.
- Focuses compact development with access to a variety of proposed community services and facilities including parks.
- Benefits from proposed Go Transit Station and future public transit service.
- Provides for a minimum density of 150 people and jobs combined per hectare within an MTSA area.

- Locates development in an area that has access to planned municipal servicing infrastructure, including water and wastewater services and stormwater management infrastructure with planned capacity.
- Establishes a more compact built form and at a greater density in close proximity to existing/planned transit infrastructure to help achieve sustainable development and the creation of 'complete' communities.

For the reasons stated above, it is our opinion that the proposed development is consistent with the Provincial Planning Statement.

I trust that the above is to your satisfaction. If you require further information, please do not hesitate to contact the undersigned.

Yours truly,

~~HUMPHRIES PLANNING GROUP INC.~~

Rosemarie L. Humphries BA, MCIP, RPP
President

cc. *Humberking (I) Developments Limited and Humberking (IV) Developments Limited*