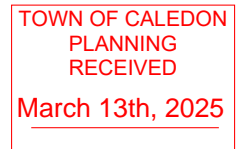


**DELIVERED VIA EPLAN**

February 20, 2025

Planning and Development Services  
Tanjot Bal – Community Planner  
Tanjot.Bal@caledon.ca  
Town of Caledon



**Re: *Bolton North Hill Secondary Plan  
Local Official Plan Amendment Resubmission #1  
File No. POPA 2022-0001***

---

**Introduction**

As you are aware, Bousfields Inc. is the planning consultant on behalf of the Bolton North Hill Landowners Group (BNHLG) (the “Applicant”) with regard for the Local Official Plan Amendment Application for a future Secondary Plan Area in the Town of Caledon, herein referred to as the Bolton North Hill Secondary Plan (“BNHSP” or the “Secondary Plan”).

The original LOPA submission was submitted to the Town on January 18 and 20, 2022. Shortly thereafter, a Letter of Incomplete Application dated February 25, 2022 was issued citing additional reports to be submitted to the Town. On June 3, 2022, a LOPA Resubmission was filed to address the Letter of Incomplete Application. A retroactive Notice of Complete Application was issued on March 8, 2023, identifying June 6, 2022 as the date of complete application. A comprehensive issuance of comments from the Town, Peel Region, TRCA and School boards were issued in August 2023.

This 1<sup>st</sup> LOPA resubmission reflects comments received from aforementioned commenting agencies in response to the original LOPA submission. Since the initial submission the Applicant Team has continued to maintain an open dialogue with Town, Region and Conservation Authority to understand their respective comments and Terms of Reference with associated deliverables.

In November 2023, Bousfields Inc. hosted a design charrette in the Town of Caledon to gather input on the initial draft of the BNHSP. Among the attendees were various departments from the Town of Caledon including Planning, Urban Design, Parks,

Engineering and Sustainability. Additional agencies were also invited including members of Peel Region and the TRCA. All consultants from the Applicant Team were also present including members from Crozier, Arcadis IBI, Dillon Consulting and a landowner group representative.

The charette was a full day event which included introductory presentations from the Applicant Team followed by a series of breakout sessions in smaller groups to review specific aspects of the Secondary Plan. Topics of discussion ranged from housing typologies, environmental stewardship, parkland location and co-location of facilities, pedestrian and vehicular connectivity as well as servicing / infrastructure capacity and future improvements. A consolidated summary of this design charette was prepared by Bousfields Inc. and their Community Engagement Department.

### **Policy and Regulatory Changes**

#### **Provincial Planning Statement (2024)**

On October 20, 2024, the Provincial Planning Statement (“PPS”), 2024, came into effect which replaced the Provincial Policy Statement (2020) as well as the Growth Plan for the Greater Golden Horseshoe (2019).

The new PPS provides policy direction on matters of Provincial interest related to land use planning and development and will apply to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024. In accordance with Section 3(5) of the Planning Act, all decisions that affect a planning matter are required to be consistent with the PPS.

As compared with the 2020 PPS and 2019 Growth Plan, the 2024 PPS is intended to reduce and streamline planning rules, simplify approvals to build homes and eliminate duplication between planning documents. It emphasizes flexibility, with the intent of helping get more homes built across the province, while continuing to protect agricultural lands, cultural heritage and natural areas.

In response to Town Staff’s comments regarding the PPS 2020, given the PPS 2024 has come into effect, a response to the applicable policies in this document have been provided below.

With regard for settlement areas, Policy 1.1.3.8 of the PPS 2020 referred to new settlement areas and the expansion of existing settlement area boundaries. Policy 2.3.2 in the 2024 PPS identifies the criteria when considering new settlement areas or boundary expansions including the following:

- a) the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;
- b) if there is sufficient capacity in existing or planned infrastructure and public service facilities;
- c) whether the applicable lands comprise specialty crop areas;
- d) the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;
- e) whether the new or expanded settlement area complies with the minimum distance separation formulae;
- f) whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance; and
- g) the new or expanded settlement area provides for the phased progression of urban development.

Since the receipt of comment from Town Staff in August 2023, the entirety of the BNHSP Area has been included within the settlement boundary and was identified as Urban Area as per Schedule B1 of the 2024 Caledon Official Plan and New Urban Area 2051 as per Schedule B2. Moreover, the inclusion of the BNHSP lands were evaluated through the new Region of Peel Official Plan which was approved with Provincial modifications in April 2022. The Regional Official Plan included population and growth forecasts up to 2051 and identified the BNHSP Area Urban System as per Schedule E-1 and Designated Greenfield Area as per Schedule E-3.

As the BNHSP has been delineated within the settlement area, the proposed BNHSP will conform with Policy 2.3.1 (General Policies for Settlement Areas) as it efficiently uses land and resources that have been identified to accommodate growth, optimize existing and planned infrastructure such as forthcoming municipal servicing infrastructure and new schools proposed within the Secondary Plan Area, and create a community that is transit supportive through a range of transportation options.

Policy 1.5 of the former PPS 2020 speaks to the purpose and objectives of Public Spaces, Recreation, Parks, Trails and Open Spaces and their roles in healthy, active communities. Policy 3.9 of the PPS 2024 has maintained similar policies related to these components as follows:

- a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;

- b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- c) providing opportunities for public access to shorelines; and
- d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

The Bolton North Hill Secondary Plan will conform with these policies through the creation of an interconnected and multi modal road network for pedestrians, cyclists and vehicles, accommodate an equitable distribution of parkland, open spaces and trail linkages to existing networks and recognize protected areas so as to minimize any negative impacts from associated development.

Regarding cultural heritage and archaeology, former Policy 2.6 of the PPS 2020 now falls under Policy 4.6 of the PPS 2024. The new policies maintain a similar intent to the PPS 2020. Generally, Policy 4.6 of aims to conserve properties which may contain built heritage resources or cultural heritage landscapes, will not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved, ensure development and site alteration on lands containing archaeological resources have been conserved, and engage early with Indigenous communities and ensure their interests are considered when identifying, protecting and managing archaeological resources, built heritage resources and cultural heritage landscapes.

The Bolton North Hill Secondary Plan document has conducted both an Archaeological Assessment which has been accepted by the Ministry of Citizenship and Multiculturalism and a Cultural and Built Form Heritage Report in its original submission. It is stated in the draft Secondary Plan policies that further detailed works regarding heritage (built and cultural) and archaeology, will be required during subsequent planning applications (i.e. Draft Plan of Subdivision) as necessary and to the satisfaction of the Town.

Section 3.1 of the PPS 2020 regarding Natural Hazards has been largely carried forward into Section 5.2 of the PPS 2024. Policy. 5.2.3 states that development shall generally be directed to areas outside of hazardous lands adjacent to the shorelines of the Great Lakes, St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards; hazardous lands adjacent to rivers, streams and small inland lake systems which may be impacted by flooding hazards and/or erosion hazards; as well as hazardous sites.

Policy 5.2.8 states that (subject to 5.2.3 and 5.2.6) development and site alteration may be permitted in those portions of hazardous lands and hazardous sites where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards. This includes additional criteria to be met such as;

- a) development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;
- b) vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;
- c) new hazards are not created and existing hazards are not aggravated; and
- d) no adverse environmental impacts will result.

A Natural Heritage Study Report (NHSR) was prepared by Dillon Consulting and submitted alongside the February 2025 resubmission which outlines sensitive features throughout the Bolton North Hill Secondary Plan (BNHSP) Area. Through subsequent planning applications, the findings and recommendations of the NHSR future will be implemented through draft plans of subdivision and further evaluated as required by the Town and TRCA. It is acknowledged that the BNHSP is bounded by both the Greenbelt and Oak Ridges Moraine and therefore additional levels of policy beyond the PPS will be required to be addressed in future development applications.

The first objective stated in the draft BNHSP is to implement best practices to minimize potential impacts on natural environment features within and adjacent to the Secondary Plan Area to ensure the health and longevity of these eco-systems. Moreover, policies have been included in the draft BNHSP stating that the findings and recommendations of the NHSR be carried forward and that if deemed necessary, additional Environmental Impact Studies (EIS) may be required to address site specific issues.

*Region of Peel Official Plan (November 2022)*

The Region of Peel Official Plan (“Regional Official Plan or ROP”) was approved by Regional Council on April 28, 2022. On November 4, 2022, the Minister of Municipal Affairs and Housing issued a decision to approve the RPOP with 44 modifications. On December 6, 2023, the Minister of Municipal Affairs and Housing enacted Bill 150, the *Planning Statute Law Amendment Act, 2023*. This Bill amended the RPOP to reverse most of the original 44 Provincial modifications and maintain nine modifications (3, 16 to 18, 21, 30, and 41 to 43). On May 16, 2024, Bill 162, the *Get It Done Act, 2024* received Royal Assent. It reinstated eighteen modifications (1, 5, 19, 22 to 26, 28, 31 to 35, and 37 to 40), resulting in a total of 27 modifications to the adopted ROP.

### Regional Structure

The proposed BNHSP forms part of the Caledon “Urban System” and “2051 New Urban Area” as per Schedule E1. The Regional Official Plan is a broad land use policy document which provides guidance to the area municipalities in the preparation and implementation of their local Official Plans.

Section 1.5 outlines the five key principles of the Regional Official Plan. The Region of Peel Official Plan considers growth to 2051 and is based on a set of five principles

- a) The Plan must be strategic in nature, setting broad, high-level, long-term policy directions for the Region and incorporating the strategic objectives of the local municipalities;
- b) The Plan is intended to disentangle local municipal, regional and provincial activities in planning, eliminate duplication and not complicate local municipal planning efforts. To accomplish this, the Plan must remain focused on the responsibilities mandated in the Regional Municipality of Peel Act;
- c) The Plan must add value to the planning and development process. The Plan must not duplicate or infringe on local municipal planning efforts and must have a distinct, complementary and productive role;
- d) The Plan should not act as a vehicle for Regional involvement in matters that are established as local municipal planning and servicing responsibilities; and
- e) The Plan must be prepared with a view to having the Province delegate authority to the Regional, local municipal and/or conservation authority level.

In applying the policies of the ROP, Section 1.7 outlines the goals of Regional Council which are generally summarized as follows:

- To create healthy, resilient, equitable and sustainable regional communities
- To recognize, respect, preserve, restore and enhance the importance of ecosystem features, functions and linkages, and enhance the environmental well-being
- To ensure the Region is resilient and adapted to a changing climate
- To support growth and development which takes place in a sustainable manner, and which integrates the environmental, social, economic and cultural responsibilities of the Region and the Province.

### Growth Management

Chapter 4 of the Regional Official Plan sets out policies for growth management. The population and employment forecasts provided in Table 3 of the ROP provide a framework to guide future growth in Peel. The forecasts serve as the basis for

determining Regional services and establishing land requirements to accommodate growth to the year 2051.

**Table 3 - Population, Household and Employment Forecasts for Peel**

Municipality	2041			2051		
	Population <sup>1</sup>	Households	Employment	Population <sup>1</sup>	Households	Employment
Brampton	930,000	270,000	315,000	985,000	290,000	355,000
Caledon	200,000	65,000	80,000	300,000	90,000	125,000
Mississauga	920,000	320,000	565,000	995,000	345,000	590,000
<b>Peel</b>	<b>2,050,000</b>	<b>650,000</b>	<b>960,000</b>	<b>2,280,000</b>	<b>730,000</b>	<b>1,070,000</b>

It is acknowledged that to achieve the forecasts, new communities will be accommodated through settlement area boundary expansion and the development of existing and new Strategic Growth Areas. These new communities will require a variety of services to ensure complete communities are developed. In this regard, the BNHSP has been identified to contribute toward these targets.

Section 5.4 speaks to growth management and sustainability objectives and how they can be achieved. This Plan identifies specific growth management designations, policy areas, and structural elements such as Strategic Growth Areas, Urban Growth Centres, Major Transit Station Areas, Delineated Built-up Areas, Employment Areas, and Designated Greenfield Areas. Supporting growth management across the region will be supported through the following objectives among others.

- To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.
- establish intensification and greenfield density targets;
- manage growth based on the growth forecasts and intensification targets;
- To achieve the intensification targets while providing for sufficient greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.
- To coordinate infrastructure planning and land use planning to achieve the objectives of this Plan.
- To optimize the use of the existing and planned infrastructure and services.
- Promote the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.
- To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse

mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

To achieve these objectives, Policies 5.4.10, 5.4.11 and 5.4.12 further emphasize the need to accommodate growth through the development of complete communities that are:

- well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities;
- Direct a significant portion of new growth to the Delineated Built-up Areas of the community through intensification; and
- Develop compact, transit-supportive communities in Designated Greenfield Areas.

Section 5.6 of the Regional Official Plan sets out objectives for the Urban System which seek to, among other matters:

- To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.
- To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.
- To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances;
- To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.
- To protect, restore and enhance the natural environment and conserve the resources of the Region, while recognizing the ecological integrity and physical characteristics of existing communities in Peel.
- To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.

### Housing

The Housing policies of the Regional Official Plan are set out in Chapter 5.9. The Region's general objectives for housing seek to:



- Promote the development of compact, complete communities by supporting intensification and higher density forms of housing.
- Achieve Peel-wide new housing unit targets shown in Table 4, which provide an appropriate range and mix of housing options and densities, including affordable housing, that meet local housing need so that people can live in the community of their choice.
- Ensure an adequate supply of rental housing stock to meet local need.
- Mitigate and adapt to climate change by promoting energy conservation and technologies and energy efficient housing that leads to sustainable development.
- Make housing available for diverse populations, including the provision of accessible housing and appropriate support services.

Policy 5.9.7 encourages area municipalities to collaborate with the local municipalities to plan for an appropriate range and mix of housing options and densities by implementing Peel-wide new housing unit targets. Policy 5.9.8 goes on to recommend that jointly with local municipalities, review and update, as appropriate, Peel-wide new housing unit targets based on the Peel Housing and Homelessness Plan, Census of Canada results, Regional Housing Strategy, and other relevant sources.

Policy 5.9.13 states that the Region will collaborate with the local municipalities to provide a range of unit sizes in new multiunit residential developments, including the provision of two or more bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing need as identified through Regional and local municipal strategies, planning approval processes, needs assessments, and market studies.

In addition, Policy 5.9.14 directs local municipalities to include policies in local municipal official plans that permit additional residential units in a detached house, semi-detached house, or rowhouse and the use of a residential unit in a building or structure ancillary to a detached house, semidetached house, or rowhouse. Policy 5.9.15 also states that the Region will support the initiatives of local municipalities to promote additional residential units to achieve Regional and local housing objectives.

To that end, Policy 5.9.27 supports collaboration between area municipalities and other stakeholders (e.g., the building and development industry and landowners) to encourage new residential development, redevelopment and intensification in support of Regional and area municipal official plan policies promoting compact forms of development and residential intensification.

### Transportation

Section 5.10 sets out objectives and policies related to the Region's Transportation System. The transportation system in Peel is comprised of a network that includes freeways, major roads, local roads, public transit systems, sidewalks, and bikeways that serve the communities in Peel Region. Schedule F2 – Major Road Network identifies Highway 50 and Emil Kolb Parkway as Major Roads. The planned Caledon GO Station is identified on Schedule F1 – Rapid Transit Corridors as a Proposed GO Rail Line.

The Region's general objectives for the transportation system relevant to the proposed development include:

- To develop an integrated and multi-modal transportation system to support complete communities in the Region and help to support the same within the GTHA.
- To promote sustainable transportation modes, barrier (environmental or physical) free mobility, and improved mobility choices for people of all ages, abilities and income levels.
- To optimize the use of existing Regional transportation infrastructure and services by prioritizing the safe, sustainable and efficient movement of people and goods by all modes.
- To support the integration of transportation planning, transportation investment and land use planning, in collaboration with local municipalities, the Province, the Federal government, and the private sector. 5.10.8 To strengthen the multi-modal function of Regional roads and support first and last mile connections in Peel.
- To ensure that practices and performance measures are in place to maintain a safe and efficient Regional transportation network.
- support for the integration of transportation investment, transportation planning and land use planning.

In support of these objectives, Policy 5.10.12 directs municipalities to work with the Province, local municipalities and stakeholders to support the integration of transportation system planning, transportation infrastructure investment and local municipal land use planning and design at all stages of the planning approval process. To that end, Policy 5.10.13 promotes intensification and mixed land uses in strategic growth areas to support sustainable transportation modes, complete communities, and complete streets.

Furthermore, in support of complete communities, Policy 5.10.18 states that development, will seek to optimize or expand new or existing Regional transportation

corridors to support opportunities for accessible multi-modal use, prioritize sustainable transportation and goods movement ahead of single-occupant vehicles and consider the separation of modes of travel to promote the safe mobility of all road users.

### Cultural Heritage

Section 3.6 speaks to the cultural heritage objectives of the Regional Official Plan. In particular, Policy 3.6.1 states that the objective of the region is to identify, conserve and promote Peel's non-renewable cultural heritage resources, including but not limited to built heritage resources, cultural heritage landscapes and archaeological resources for the well-being of present and future generations.

Further, Policy 3.6.6 states that the Region will direct the local municipalities to include policies in their official plans for the identification, conservation and protection of significant cultural heritage resources, including significant built heritage resources and significant cultural heritage landscapes as required in cooperation with the Region, the conservation authorities, other agencies and Indigenous communities, as appropriate.

### Natural Heritage

Section 2.13 of the Regional Official Plan outlines the natural heritage resources that are present in the Region of Peel. The Greenbelt Plan, Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan builds on the direction in the Provincial Policy Statement to provide a planning framework that supports the achievement of complete communities, a thriving economy, social equity and a clean and healthy environment. Policy 2.1.4 seeks to maintain, restore, or enhance the diversity and connectivity of the system and the long-term ecological or hydrologic functions of key hydrologic features, key hydrologic areas and key natural heritage features. A comprehensive summary of the applicable Natural Heritage Policies is provided in the Natural Heritage Study Report prepared by Dillon Consulting.

### Healthy Communities and Built Environment:

Section 7.5 of the Region of Peel Official Plan provides direction on creating healthy complete communities. Generally, a healthy community is defined as one in which all residents have access to a quality education; affordable, and safe housing suited to their needs; quality employment opportunities; transportation; physical activity; and healthy, affordable food; improved mental health and wellbeing; and, quality health care.

The overarching objective is to create built environments that facilitate physical activity and optimize health promotion in complete communities. To that end, the Region would rely on the Healthy Development Framework and Direct the local municipalities to incorporate policies in their official plans that endorse and align with the Healthy Development Framework, in consultation with the Region.

#### Age Friendly Planning

Section 6.4 of the Peel Region Official Plan outlines the principles for Age friendly Planning for its growing demographics profile. The plan mentions,

*“The Region of Peel supports the planning of age-friendly communities and works collaboratively with the local municipalities towards this outcome. This includes providing access to a range and mix of housing options and densities, including affordable housing, transit that is accessible, and the use of universal accessibility in the design of the physical environment..... The vision is to plan for more age-friendly communities where seniors have access to supports that enable them to age safely and with dignity, while maximizing their quality of life.”*

Policy 6.4.5 encourages the area municipalities to develop policies in their official plans to support seniors to age within their communities, as provided for in the objectives of the Urban and Rural System sections of this Plan including the integration of community facilities and services with residential land uses.

#### Water and Wastewater Services

Section 6.5 of the ROP outlines policies regulating the supply and distribution of water and the collection and disposal of sanitary sewage within the Region. The policies ensure that all areas of the Region are serviced by appropriate levels of water and sanitary services.

In this regard, the primary objective of the Region is to provide water supply and sanitary sewer services to appropriate areas of the Region in an adequate, efficient, planned and cost-effective manner consistent with public needs and financial realities.

Policy 6.5.2 states that the Region will require and provide full municipal sewage and water services to accommodate growth in the Urban System to the horizon of this Plan. The provision of full municipal sewage and water services in the Urban System will be subject to the Regional financial and physical capabilities.

### Greenfield Density

The BNHSP represents greenfield development that will contribute to creation of a new complete community consisting of a mix of land uses, housing typologies while supporting an integrated and multi-modal transportation and new open spaces as directed by the policies of the Regional Official Plan.

Section 5.4.19 of the ROP speaks to greenfield density and outlines the following objectives:

- To plan and designate greenfields to contribute to complete communities.
- To achieve efficient and compact built forms within the Designated Greenfield Area that support walking, cycling and the early integration and sustained viability of transit services.
- To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods.
- To protect and enhance the natural environment and resources.
- To manage greenfield growth to support Peel's economy.

To the end, Policy 5.4.19.6 states to plan to achieve a minimum greenfield density target of 70 residents and jobs combined per hectare by 2051. Policy 5.4.19.7 goes onto state that Designated Greenfield Areas in the Town of Caledon will achieve 67.5 residents and jobs per hectare.

The proposed BNHSP, will continue to support various planning directives of the 2022 Peel Region Official Plan. In particular, the proposal will support the efficient use of land, optimization of municipal infrastructure, protection of natural and cultural heritage resources, the provision of multiple housing options and allow for age friendly planning.

The BNHSP is located within a 2051 New Urban Area, one of the designations where growth is anticipated to be directed. The proposed development will contribute to Peel Region Official Plan's housing objectives of providing a range and mix of residential land uses with varying densities. With regard for age friendly planning, the proposal will provide a mix of urban forms such as townhomes, apartments and single detached and semi-detached dwellings with varying levels of density to accommodate individuals at all stages of life and income levels. A mixture of residential units and typologies will offer future resident's housing options that align with their stage of life (e.g. Seniors) and desired living arrangements, all of which can contribute towards a new complete community.

The proposal will also be consistent with the transportation goals of the Regional Official Plan by establishing an integrated, multi-modal and transit oriented land use

pattern that is further complimented by access to retail, community amenities and services at the intersection of Emil Kolb Parkway and Highway 50, as well as downtown Bolton.

The BNHSP will increase opportunities for individuals and families to live adjacent to the countryside offering a mix of both urban and rural living opportunities within Bolton, whilst having access to amenities such as parks, open spaces, wood lots and trail networks throughout the Greenbelt and Oak Ridges Moraine. Through the redevelopment of the BNHSP, opportunities to conserve and or appropriately integrate both built and cultural heritage resources will be explored.

In summary, the proposed BNHSP conforms with the objectives and policies of the Region of Peel Official Plan and will continue to be evaluated through subsequent draft plans of subdivision in order to realize the final development outcome.

#### *Future Caledon Official Plan (March 2024)*

On March 26, 2024, the Town of Caledon adopted Future Caledon: Our Official Plan which will shape the future of Caledon for the next 30 years. The Official Plan is currently with the Ministry of Municipal Affairs and Housing for final approval.

The Official Plan acknowledges that the Town will be one of the fastest growing municipalities in Canada and has received significant direction from the Province and Region on where and how to accommodate its share of forecasted population and employment growth up until 2051. Caledon will be a sustainable, healthy, connected and complete community with a thriving local economy. In support of these objectives, the BNHSP is one of the key areas in Caledon where a new complete community can be established.

#### *Zoning By-law 2024-052*

On June 25, 2024, under Sections 34 of the Planning Act, R.S.O. 1990, c.P.13. the Town of Caledon Passed By-law 2024-052 which applies to the entirety of the BNHSP Lands. The purpose and effect of By-law 2024-052 is to amend Comprehensive Zoning By-law No. 2006-50, as amended, to rezone lands to provide a range of housing and land uses that aim to advance Caledon's Housing Pledge and the prescribed provincial priority of building 1.5 million new residential units by December 2031. This By-law was approved between the original LOPA Submission and the current Resubmission before the Town.

The applicable zones for the Secondary Plan Area are RM-690-H41A-H41B and R2-689-H41A-H41B which prescribe various standards such as lot frontage, setbacks, landscaping as well as permitted building types and uses. These By-laws are now in full force and effect.

### **Current Plan: Bolton North Hill Secondary Plan (January 2025)**

As noted above, the BNHSP design charette was a key opportunity to receive feedback on the proposed Secondary Plan from various agencies and understand areas which required further revisions. A notable change based on responses was the expansion of higher density land uses structure surrounding the node of Emil Kolb and Highway 50, further emphasizing it as a mixed use to service a future community. Direction regarding the consolidation of parks and schools from Town Staff was determined to be preferred as separate entities moving forward in the Secondary Plan process. Prioritizing sustainability was a key question raised during the charette process which has been integrated into the Secondary Plan policies and reflective of the ongoing works of the Town of Caledon's Green Development Standards.

Over the past year, the draft Secondary Plan policies and schedules have been further refined to reflect the ongoing work with the Town with respect to specific deliverables, terms of reference as well as other concurrent Secondary Plans occurring in the Town.

The BNHSP has been designed to be integrated into the Bolton Rural Service Centre through a cohesive public road network, a mix and range of housing types, commercial retail uses for everyday resident needs and new community infrastructure inclusive of parks and schools; all of which will assist in establishing a complete community. The Plan includes a goals and objectives with respect to sustainability and climate resiliency, land use and urban structure, built form, public realm, heritage, mobility, and the supporting infrastructure, both hard and soft, to support the development of complete communities.

With respect to the general statistics of the Secondary Plan, the BNHSP Area is anticipated to accommodate approximately 4,446 residential units across the entire area. The proposed concepts and resulting unit counts are subject to change upon individual development application. Generally, the Secondary Plan area is planned to provide a variety of typologies including single-detached dwellings, a variety of higher density townhouse forms, apartment buildings and mixed use buildings. The current concept estimates the following unit distribution:

- 1,278 units – Single detached dwellings
- 1,762 units – Townhouses / Back-to-Backs

- 736 units – Medium Density Townhouses / Low-rise Apartments
- 669 units – Apartments / Mixed Use Buildings

The Secondary Plan will also incorporate a series of new public parks and open spaces that have been equitably distributed throughout the Plan Area. The total parkland area amounts to 9.22 hectares. All parks have explored concepts for specific facilities and sizing of infrastructure that could be located within these areas to serve future residents. These are subject to change but provide context for what amenities could be accommodated.

The proposed road network is anchored by two arterial roads, Highway 50 and Emil Kolb Parkway, which intersect at a future mixed-use node at the centre of the BNHSP. This nodal intensification is further supported by the Town of Caledon's designation of this intersection as a Neighbourhood Centre. In addition, a series of collector roads supplement these major thoroughfares and extend into each of the four quadrants around this node. Local roads have been illustrated in a more the detailed concept plan, however the exact locations of these future roads will be secured through future draft plans of subdivision.

In support of this LOPA Resubmission, please find enclosed the following digital materials.

#### Submitted Materials

In support of the application, we are pleased to submit the following digital materials:

- One (1) copy of the Functional Servicing and Stormwater Management Report prepared by C.F. Crozier & Associates Inc., dated February 2025;
- One (1) copy of the Subwatershed Study (Stage 1) Investigation prepared by C.F. Crozier & Associates Inc. and associated Appendices,
- One (1) copy of the Hydrogeological Investigation prepared by C.F. Crozier & Associates Inc., dated December 2024;
- One (1) copy of the Transportation Assessment prepared by C.F. Crozier & Associates Inc., dated February 2025;
- One (1) copy of the Facility Fit Plan prepared by C.F. Crozier & Associates Inc.;
- One (1) copy of the Natural Heritage Study Report prepared by Dillon Consulting, dated December 2024;
- One (1) copy of the Draft Bolton North Hill Secondary Plan and Official Plan Amendment prepared by Bousfield's Inc.;
- One (1) copy of the Community Services and Facilities Study prepared by Arcadis, dated January 24, 2025;



- One (1) copy of the Commercial Impact Study prepared by Arcadis, dated January 24, 2025;
- One (1) copy of the Preliminary Fiscal Impact Assessment (Region) prepared by Arcadis, dated January 24, 2025; and
- One (1) copy of the Preliminary Fiscal Impact Assessment (Town) prepared by Arcadis, dated January 24, 2025;
- One (1) copy of the Comment Response Matrix;
- One (1) copy of the Stage 1 Archaeological Acceptance Letter dated August 6, 2024;
- One (1) copy of the Agricultural Assessment Letter prepared by Orion Environmental Solutions dated February 28, 2025;
- One (1) copy of the Cultural heritage Report prepared by TMHC dated February 28, 2025;
- One (1) copy of the Wetland Water Balance Risk Assessment; and
- One (1) copy of this Planning Addendum and Cover Letter

We trust that the above is satisfactory and complete. Should you have any questions or comments, please do hesitate to contact the undersigned or Charlie Smith of our office at [csmith@bousfields.ca](mailto:csmith@bousfields.ca).

Yours very truly,

**Bousfields Inc.**



Michael Bissett, MCIP, RPP.

*cc: Peter Campbell – PGC Land Management Inc.*