

Project No. 1619

DELIVERED VIA EPLAN

March 3, 2026

Planning and Development Services
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Town of Caledon

**Re: *Bolton North Hill Secondary Plan
Local Official Plan Amendment Resubmission #2
File No. POPA 2022-0001***

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 (“**LOPA**”) 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**”). This letter will provide a brief summary of policy and regulatory updates as it relates to the BNHSP since the prior LOPA submission, a review of comments and feedback from the Application’s Public Meeting and conclude with a summary of the modifications to the Secondary Plan in response to Town and Public feedback.

As you are aware, a 1st LOPA resubmission was submitted to the Town on March 13th, 2025, which addressed initial comments received from the Town of Caledon, the Region of Peel and Toronto Conservation Authority. A supplementary resubmission was provided on May 30, 2025 which included additional deliverables at the request of the Town in support of the Secondary Plan and Draft Tertiary Plan including:

- Community Design Guidelines;
- Community Energy and Emissions Reduction Plan; and
- Design Staging and Sequencing Plan

Additional comments from the Town of Caledon, Public and Catholic School Boards, the Region of Peel and Toronto Conservation Authority were received between May 2025 and October 2025, with a finalized consolidation of comments provided by the Town of Caledon on October 6, 2025.

On September 16th, 2025, a Public Meeting was held at the Town of Caledon Council Chambers. Prior to the Public Meeting, an Open House format session was held from 5:00 – 6:00 p.m. for members of the public to engage with the Applicant’s consultant team. During the Public Meeting, a presentation was provided by Town Planning Staff and the Applicant which outlined the Secondary Plan which was submitted as part of the March 2025 submission. A summary of public and Councilor feedback on the Bolton North Hill Secondary Plan is provided in a subsequent section of this letter.

Policy and Regulatory Updates

Future Caledon Official Plan

On April 4, 2024, the Town issued a formal Notice of Adoption of an Official Plan through By-law 2024-014 adopting the Future Caledon Official Plan (“**Future Caledon**”). The Official Plan was subsequently forwarded to the Province and the Minister of Municipal Affairs and Housing for review and was ultimately approved on October 22, 2025 and is now in-force and effect.

Future Caledon Official Plan sets out a strategic and comprehensive approach for growth and development throughout Caledon up to the 2051 planning horizon. The Official Plan sets out several goals, objectives and directions on matters related to environmental protection, managing and directing growth, planning for employment and jobs, protecting agricultural and rural lands, facilitating intensification which includes a diverse housing supply, and establishing a Town structure that will facilitate the growth of walkable and transit-oriented communities.

Future Caledon identifies the Secondary Plan area as *New Urban Area 2051* and *Designated Growth Area* as per Schedule B2 Growth Management on **Figure 1**. Schedule F1 of Future Caledon identifies the BNHSP as *New Community Area* and also indicates a *Neighbourhood Centre* at the intersection of Emil Kolb Parkway and Highway 50 as well as the conceptual collector roads on **Figure 2**.

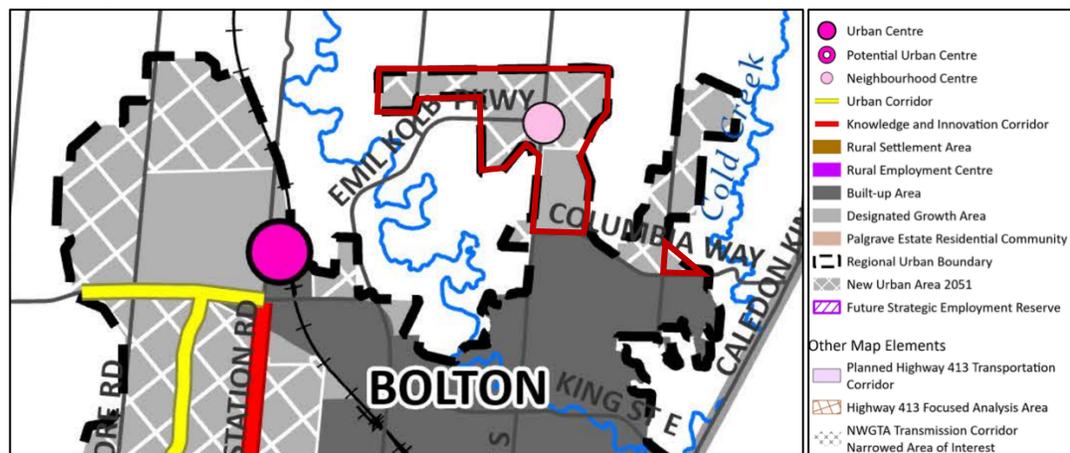


Figure 1. Schedule B2 – Growth Management – Future Caledon Official Plan (Subject site in red)

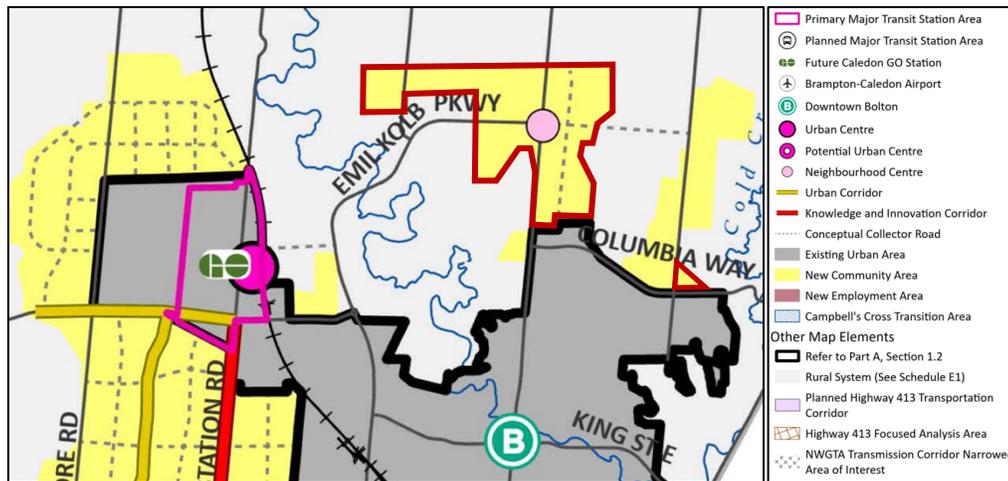


Figure 2. Schedule F1 – Urban System – Future Caledon Official Plan (Subject Site in red)

Development in Designated Growth Areas

Development within designated growth areas, as identified on Schedule B2, Growth Management, will be designed to meet or exceed a density of 50 residents and jobs combined per gross hectare.

The Town will plan for complete communities within designated growth areas and settlement areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling, and direct the development of high quality public realm and compact built form.

Neighbourhood Centres

Neighbourhood Centres are key locations within the Town’s urban structure that are intended to serve surrounding neighbourhoods with a diverse mix of land uses that support daily-needs goods, services and housing options. *Neighbourhood Centres* are envisioned as vibrant, mixed-use environments that are designed to support walkability, cycling and transit access, as well as providing local employment and services, support aging in place and prioritize high-quality public spaces.

With respect to objectives of the *Neighbourhood Centres*, they can be generally summarized as follows:

- a) **Enable mid-rise development** that supports affordability, commercial uses and opportunities for residents to age in place.
- b) **Provide a broad mix of neighbourhood-oriented uses** within mixed-use buildings, ensuring daily needs are accessible by walking or cycling.

- c) **Create high-quality built form** that acts as a vibrant focal point and strengthens neighbourhood character and identity.
- d) **Develop neighbourhood-scale transportation hubs** integrating multiple travel modes and supporting strong transit ridership.
- e) **Strengthen place identity** through placemaking, architecture, public art, greenery and heritage elements.
- f) **Support a diverse retail and service environment**, prioritizing spaces for independent small businesses.
- g) **Create a comprehensive walking and cycling network** that enables local movement and connects to surrounding areas.
- h) **Locate densities and uses** to maximize walkability, cycling and transit use while reducing car dependency.

Growth Management and Phasing Plan

On November 11, 2025, Planning and Development Committee brought forward Staff Report 2025-0305 recommending adoption of Official Plan Amendment Number 7 to the Future Caledon Official Plan and Region of Peel Official Plan to update policies related to growth management and phasing. On November 25, 2025, the Official Plan Amendment was approved by Town Council through BL-2025-107 and Schedule A which sets out the mapping for growth and phasing. As it relates to the BNHSP, the lands are located within *Phase 1 (2026 – 2036) Community Area*.

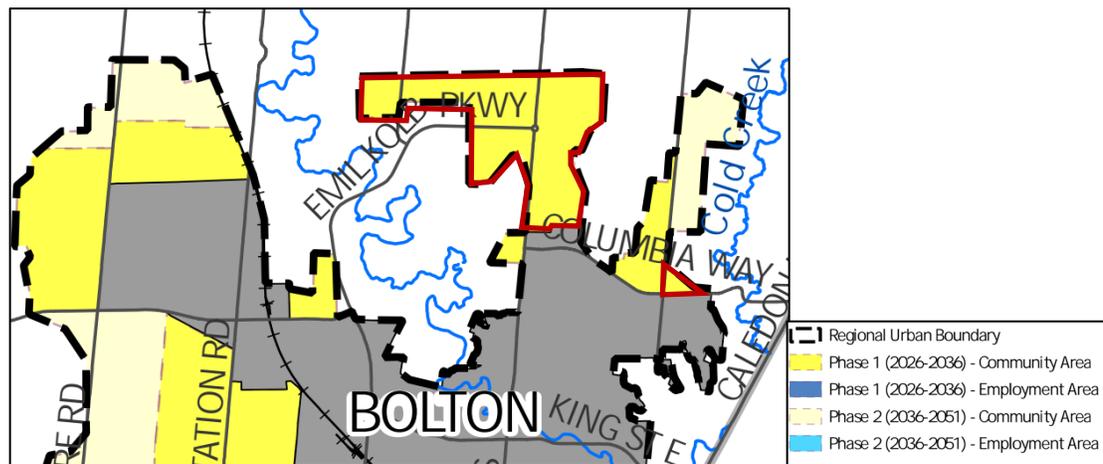


Figure 3. Council Approved Growth and Phasing Plan

Public Meeting Feedback

At the Public Meeting held on September 16, 2025, both members of the Public and Council Staff were able to provide feedback and questions on the LOPA Application. In brief, there were concerns related to the following themes:

- Concerns with population increase and appropriately phasing and aligning with infrastructure availability;
- Increased vehicular traffic;
- Shortage in non-residential and retail uses;
- Questions regarding public services such as fire, medical, etc.;
- Concerns with density/height ranges;
- Concerns regarding Emil Kolb Parkway and Highway 50 roundabout as the location of the *Neighbourhood Centre* as per Future Caledon Official Plan; and
- Planning for future public transit.

Revised Bolton North Hill Secondary Plan

Responses to Public Comments

Following the public meeting held in September 2025, as well as the consolidated comments received by various town, regional and local agencies, the Applicant team has continued to refine the Secondary Plan policies, land use schedules and supporting reports and studies to address these comments.

As it relates to population increase and infrastructure, the BNHSP continues to align with the objectives and timing set out in the growth and phasing management plan approved by City Council in November 2025. The Secondary Plan will contribute to the growth targets identified in for the *Phase 1 2026 to 2036 Community Areas*.

In support of the BNHSP, a detailed Transportation Impact Study has been prepared by C.F Crozier & Associates which outlines proposed road hierarchy and assesses the impacts on road infrastructure based on increased vehicular traffic over the long term. The report includes additional information on proposed road cross sections and various components within the rights of way including multi-use paths, on-street parking and landscaping.

With respect to retail use, the BNHSP has further refined the orientation and location of the *Mixed Use Areas* surrounding the central node of Emil Kolb Parkway and Highway 50. As noted in the Public Meeting and the Original Planning Justification Report, the *Neighbourhood Centre* is intended to function as four quadrants offering convenient access to daily amenities for future residents. Providing *Mixed Use Areas* on all four quadrants would reduce the need to cross Emil Kol Parkway and Highway 50, and prioritize pedestrian safety. Moreover, with respect to retail and other non-residential uses, an updated Commercial Impact Study has been prepared by Arcadis which identifies the anticipated retail functions that could be accommodated upon full build out of all four quadrants.

In terms of height and density, on June 25, 2024, the Town of Caledon passed By-law 2024-052 which applies to the entirety of the BNHSP. The purpose and effect of By-law 2024-052 was to amend Comprehensive Zoning By-law No. 2006-50, as amended, to rezone lands to provide a range of housing and land uses to advance Caledon's Housing Pledge and the prescribed provincial priority of building 1.5 million new residential units by December 2031.

The Secondary Plan Area is zoned RM-690-H41A-H41B which is located generally around the intersection of Emil Kolb Parkway and Highway 50 corridor while and R2-689-H41A-H41B zone is located on the peripheries. By-law 2024-052 prescribes development standards including height for specific building typologies, setbacks, lot frontage and landscaping. In this respect, the R2 Zone provides for a maximum height of 14.0 and 16.0 metres for low-rise dwellings such as single-detached, semi-detached and townhouses. These zoning permissions are consistent with Future Caledon Official Plan which states that low-rise buildings are generally no taller than 4 storeys. Within the RM Zone, additional built forms such as apartment buildings, mixed use buildings are permitted which do not have prescribed maximum heights. In this regard, the policies of the BNHSP have been drafted to conform with the policies of Future Caledon and any future development would be subject to By-law 2024-052.

In response to the questions regarding the *Neighborhood Centres* location and the ultimate function of this area within the secondary plan, the BNHSP sets out site specific policies to address the unique interface of the roundabout and associated truck bypass route. The Applicant has met with Town Planning and Urban Design Staff to refine policy language to be included in the Secondary Plan as well as updates to the Community Design Guidelines. The objectives of the following policies are to ensure the future interface between development and the roundabout are appropriate for their respective land uses.

- a) Primary entrances will generally be located at the corners of buildings where its frontage is oriented towards Emil Kolb Parkway and Regional Road 50;
- b) Provide for non-residential uses at grade, where feasible, fronting the intersection of Emil Kolb Parkway and Regional Road 50;
- c) Additional entrances to non-residential uses may be located at the rear of the building, internal to the adjacent neighbourhood;
- d) Buildings are encouraged to be articulated through a variety of materials and provide pedestrian-scaled storefronts that create opportunities for visual interest;
- e) Buildings should be set back from adjacent streets, particularly at the intersection of Emil Kolb Parkway and Regional Road 50 to ensure safety for pedestrians; and

- f) Incorporate increased building setbacks and landscaping elements (e.g. berms, planting strips, small forecourts/plazas, etc.) to create a buffer between the roundabout / major arterial routes that experience higher freight volumes;

In terms of public transit, the proposed collector road right-of-way widths have been designed with travel lanes that are appropriate to accommodate future transportation infrastructure such as bus routes.

Modifications to Secondary Plan

Land Uses

Following the approval of the Future Caledon Official Plan, the land use schedule for the BNHSP has been revised to reflect the land use designations listed in Section 22. In this regard, the previous low, medium and high density designations have been revised to “*Neighbourhood Area*”. This is consistent with the land use approach implemented in other Secondary Plan approvals in the Town.

The Neighbourhood Area designation identifies areas for a diverse mix of housing suited to people of all ages and incomes, built in a more compact form than older neighbourhoods. This land use designation will also include schools, parks, and institutional uses to support complete communities. Consistent with the other Secondary Plan approvals in the Town of Caledon, the prior delineations of parks have been replaced with symbols noting their general location.

With respect to *Mixed Use Areas*, the Applicant has concurrently advanced a Draft Tertiary Plan concept which is reflective of various landowner Draft Plan of Subdivision Applications. This has allowed for further refinement of the Mixed Use Area blocks and determined how they will integrate and function within their respective neighbourhood quadrants.

Road Network

The proposed collector road network has largely remained unchanged across the BNHSP. Minor modifications to the network include the removal of the first collector road immediately west of Highway 50 due to proximity to the roundabout as per comments from the Region of Peel. This road has been downgraded from a signalized intersection to a right-in and right-out and will function as a local road. Similarly, the prior signalized east-west collector road immediately south of Emil Kolb Parkway has been modified to a right-in right-out due to proximity to the roundabout as per comments from the Region of Peel.

With respect to the local road network, various landowners have submitted Draft Plan of Subdivision Applications which has allowed the refinement of the Draft Tertiary Plan. As such, the proposed local roads have been modified to reflect submitted Draft Plans. One of the key principles within the eastern half of the BNHSP was to minimize driveway accesses along the future north extension of Kingsview Drive. The removal of driveways will prioritize a continuous public realm that can be further supplemented by mixed use paths, thereby increasing pedestrian safety and mobility.

The proposed right-of-way widths conform with Future Caledon Official Plan, in particular Section 11.3 and Table 11-1 – Road Network Classifications. The policies of the BNHSP will implement the recommended right of way widths in accordance with Table 11-1. The detailed design for the right of way widths will be informed through the finalization of the Tertiary Plan and a supporting Transportation Impact Study. Moreover, the detailed design of the ultimate road cross section elements, specifically as it relates to the collector road network, will also be reviewed through future Draft Plan of Subdivision Applications.

Parks

In terms of parks, the Applicant received comments from Planning and Urban Design Staff on the location, sizing and amount of proposed parkland. The statutory requirement for parkland dedication across the entirety of the Secondary Plan Area is 8.92 hectares. A key objective of the parkland strategy for the BNHSP remains to facilitate an equitable distribution of parks that are within convenient walking distances of future residents. Feedback from Town Staff identified the desire to have a larger centralized Community Park. In evaluating existing facilities such as Albion District Park to the south on Highway 50, and the new 5.3 hectare Emil Kolb Parkway Baseball Facility, a centralized Community Park of approximately 3.5 hectares has been located on the east side of Highway 50. Also on the east side of Highway 50 are two Neighbourhood Parks ranging from approximately 0.6 hectares to 0.8 hectares, one at the north extent of the Secondary Plan Area abutting the Oak Ridges Moraine and one located generally northwest of St. Michael Catholic Secondary School.

On the west side of Highway 50, two additional Neighbourhood Parks generally ranging from approximately 1.0 hectare to 2.0 hectares have been located within the southwest quadrants and northwest quadrant of the intersection of Emil Kolb Parkway and Highway 50. A final Neighbourhood Park of approximately 1.0 hectare is located to the west of Duffy's Lane. The final conveyance of parkland in the BNHSP will be subject to a Master Parkland Agreement which is outlined in the policies of the proposed Local Official Plan Amendment.

Elementary Schools

In terms of school sites, the BNHSP continues to provide for two total elementary schools including a 2.4 hectare Catholic Elementary School and a 3.24 hectare Public Elementary School. A memorandum in support of the two school sites has been prepared by Arcadis and is included in this resubmission.

Proposal Comparison

The BNHSP unit count and population estimates have been further refined through the concurrent development of the Draft Tertiary Plan. The BNHSP continues to utilize a persons per unit (PPU) estimate as per Caledon’s Development Charges Background Study (2024). In this regard, while the overall population of the BNHSP has slightly increased, the proposed number of units has been reduced from 4,445 to 4,129 as set out in **Table 1** below.

The BNHSP continues to provide the framework to allow a range of housing typologies including single-detached dwellings, various townhomes, apartment buildings and mixed use buildings. With respect to unit typologies, there is an overall increase in townhouses, a decrease in apartments and medium density blocks, and single-detached dwellings have generally remained consistent. The medium density blocks in the March 2025 submission contemplated a range of townhouses and low-rise apartments within these areas, however, through the advancement of the Draft Tertiary Plan, the functional layouts of these medium density blocks are more conducive to townhomes (e.g. back-to-backs/stacked townhomes). The shift in unit types was also informed by functionality of the local road network and how these future residential uses would integrate into the broader neighbourhood. As a result, 533 units have been re-allocated from the medium density classification to the townhome classification.

The current BNHSP estimates the following unit distributions based on further refinements through the Secondary Plan comments from Staff and advancement of the Draft Tertiary Plan.

	March 2025	February 2026
Total Population	12,500	13,565
Total Units	4,446	4,129
Single-detached	1,278	1,283
Townhomes	1,762	2,238
Medium Density Blocks	736	203
Apartment and Mixed Use	669	405

Tertiary Plan

In support of the BNHSP, the Applicant Team has continued to advance a Draft Tertiary Plan concept to further understand built form conditions, access and circulation, as well as potential interfaces between land uses. As noted in the responses to the public meeting above, a key directive of the BNHSP was to create an appropriate interface with the roundabout at Emil Kolb Parkway and Highway 50 and associated Truck By-pass Route. In this regard, the Applicant has met with Town Planning and Urban Design Staff to refine policy language in the BNHSP as well as include updates to the Community Design Guidelines to ensure the treatment of these interfaces are appropriate for the proposed land uses.

Within the *Neighbourhood Centre*, the Tertiary Plan has refined the location for future mixed use blocks and has maintained *Mixed Use Areas* on all four corners of the quadrant to serve future residents, thereby minimizing the need to cross major streets to access everyday amenities.

On the northwest and southwest quadrants of the intersection are two mixed use blocks of 1.32 ha and 1.56 ha. The condition of these *Mixed Use Areas* on the west side of Highway 50 differ given their proximity to the Truck By-pass Route on Emil Kolb Parkway. Mixed use buildings within these blocks will provide sufficient setbacks and landscaping to mitigate potential impacts such as noise and provide visual and physical separation from the Truck By-pass Route through. In addition, the size and shape of these blocks are slightly larger than those east of Highway 50 which may be more conducive to low- to mid-rise mixed use buildings with residential uses above and potential parking facilities at the rear.

On the northeast and southeast quadrants are two separate mixed use blocks of 0.35 hectares and 0.27 hectares, respectively. These mixed use blocks on the east side of Highway 50 have been sited along Highway 50 as well as the south side of Emil Kolb Parkway. The intention of these mixed use blocks is to accommodate finer grain retail and allow for potential for live-work uses that can serve the future residents, the adjacent school site and community park to the east. Moreover, the interface of the southeast mixed use block will directly front Emil Kolb Parkway and provide for a more direct relationship with the street. This segment of Emil Kolb Parkway is envisioned as a future collector road and will have a narrower right of way width than Emil Kolb Parkway west of Highway 50. Moreover, it is anticipated that truck traffic would be restricted along Emil Kolb Parkway should a future connection extend to Mount Hope Road to the east.

As noted above in the proposal comparison, previous medium density blocks have been refined through the Tertiary Plan resulting in a redistribution from medium density blocks into townhomes. Despite this shift, townhomes were a permitted use within these medium density blocks based on the in-force zoning. Furthermore, the development of the Tertiary Plan has also resulted in the quadrants surrounding the roundabout to establish various townhouse typologies including back to back townhomes, dual frontage townhomes, on-street townhomes and laneway townhomes.

Finally, with respect to the collector road network, in response to Region of Peel comments outlined above, two signalized intersections have been removed given their proximity to the existing roundabout at Emil Kolb Parkway and Highway 50, and one collector road has been reverted to a local road.

Submitted Materials

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

- One (1) copy of the Draft Bolton North Hill Secondary Plan Official Plan Amendment and Land Use Schedule prepared by Bousfields Inc.;
- One (1) copy of the Draft Tertiary Plan prepared by Bousfields Inc.;
- One (1) copy of the Design Staging and Sequencing Plan prepared by Bousfields Inc.;
- One (1) copy of the Community Design Guidelines prepared by Bousfields Inc.;
- One (1) copy of the Functional Servicing and Stormwater Management Report prepared by C.F. Crozier & Associates Inc., dated March 2026;
- One (1) copy of the Transportation Assessment prepared by C.F. Crozier & Associates Inc., dated March 2026;
- One (1) copy of the Facility Fit Plan prepared by C.F. Crozier & Associates Inc dated February 27, 2026;
- One (1) copy of the Natural Heritage Study Report prepared by Dillon Consulting, dated March 2, 2026;
- One (1) copy of the Commercial Impact Study prepared by Arcadis, dated February 27, 2026;
- One (1) copy of the Fiscal Impact Study prepared by Arcadis, dated February 27, 2026;
- One (1) copy of the Preliminary Community Services and Facilities Study prepared by Arcadis, dated February 27, 2026;
- One (1) copy of the PDSB Second School Site Analysis prepared by Arcadis, dated February 27, 2026;

- One (1) copy of the Stage 1 Archaeological Assessment prepared by TMHC, dated March 4, 2022;
- One (1) copy of the revised Cultural Heritage Assessment prepared by TMHC, dated February 27, 2026;
- One (1) copy of the Community Energy and Emissions Reduction Plan prepared by Pratus Group Inc. dated March 2, 2026;
- One (1) copy of the Comment Response Matrix;
- One (1) copy of this Planning Addendum and Cover Letter prepared by Bousfields dated February 27, 2026;

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.

Yours very truly,

Bousfields Inc.



Michael Bissett, MCIP, RPP.

cc: Peter Campbell – PGC Land Management Inc.