

34. BOLTON NORTH HILL SECONDARY PLAN

TOWN OF CALEDON
PLANNING
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34.1 Introduction

34.1.1 Purpose

The Bolton North Hill Secondary Plan (“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. This Plan includes a vision and guiding principles, and policies on the Secondary Plan Area’s approach 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.

The BNHSP has been thoughtfully designed to achieve an appropriate land use development scheme that protects natural heritage features while advancing Town planning objectives related to growth, housing, sustainability and infrastructure capacity. The intent of this Secondary Plan is to conform with Future Caledon, the Town’s recently approved Official Plan which directs growth for the next 30 years until 2051.

34.1.2 Location

The Bolton North Hill Secondary Plan the “Secondary Plan” or “Plan Area” is identified on Schedule HXX, Bolton North Hill Secondary Plan – Land Use Plan. The lands subject to this Amendment are generally located north of Columbia Way on both the east and west sides of Highway 50 and extends west along Emil Kolb Parkway beyond Duffy’s Lane north of Emil Kolb Parkway and a portion east of Mount Hope Road. The BNHSP comprises an area of approximately 167 hectares (412 acres).

34.1.3 Vision

The Bolton North Hill Secondary Plan will develop as a complete community at the north extent of Bolton’s urban boundary and settlement area and will establish a mixed-use node generally at the intersection of Emil Kolb Parkway and Highway 50.

The BNHSP will establish permissions for a variety of built forms within this node and along the Highway 50 corridor, while accommodating a mix of other low-rise homes to the east and west. The Secondary Plan provides for an equitable

distribution of community amenities including schools and parks, and will offer a range of housing options, commercial retail opportunities and a high-quality public realm. The policies of this Plan will align with the sustainable development objectives of the Town of Caledon and promote the protection and stewardship of the natural environment.

34.1.4 Objectives

In support of the vision for the Plan Area, development within the Secondary Plan will implement the following objectives:

- a) 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;
- b) Protect significant natural heritage features and make best efforts to enhance these elements with strategically placed open spaces and park spaces that accommodate innovative programming;
- c) Promote sustainability features throughout residential development such as low impact development features, where possible and minimize energy and water consumption;
- d) Facilitate land uses and built forms that are designed to accommodate integrated energy systems, where appropriate, within medium and high-density development;
- e) Provide a high-quality built form with a character that aligns with the vision and identity of Bolton and the Town of Caledon;
- f) Promote development that is pedestrian scaled, walkable and interconnected.
- g) Provide a variety of housing types and tenures that cater to families and individuals at all stages of life;
- h) Establish an equitable distribution of community services such as parks and schools to support future residents;
- i) Provide a mix of commercial, retail and institutional uses to support future residents and their everyday needs.
- j) Promote neighbourhood design that optimizes active methods of transportation such as walking and cycling through an interconnected street and trail network; and
- k) Emphasize public transit use through the placement of transit stops at key intersections to reduce reliance on vehicle travel for day-to-day needs;

34.2 Relationship to Parent Official Plan

34.2.1 The policies of the Bolton North Hill Secondary Plan must be read in their entirety, together with the relevant policies and mapping of the Town of Caledon Official Plan, as contained in Chapters 1 – 7.

34.2.2 The Bolton North Hill Secondary Plan provides additional direction for development and decision-making specific to the Secondary Plan Area. In the case of a conflict between

a policy in Chapters 1 – 7 and the Bolton North Hill Secondary Plan, the policies of the Secondary Plan will prevail.

34.3 Managing Growth and Change

34.3.1 Community Structure

- a) The BNHSP area is identified as New Urban Area 2051 as per Schedule B1 and will be anchored by a *Neighbourhood Centre*, generally at the intersection of Emil Kolb Parkway and Highway 50.
 - i) The *Neighbourhood Centre* will support the highest densities across the Plan Area and will encourage a mix of uses to serve the future community.
 - ii) Detailed policies related to the function of the *Neighbourhood Centre* are provided in Section 34.4.

34.3.2 Growth Management

34.3.3 The growth management strategy is designed to ensure that development in the Plan Area occurs in an orderly, timely and cost-effective manner.

- a) To ensure conformity with the Town's growth management objectives, the Plan Area has been planned to achieve the estimated population and employment targets shown in Table 34.1 by 2051. Development will occur in a manner consistent with these minimum targets and may exceed the density of 50 residents and jobs combined per hectare as per Section 4.3 of the Official Plan.

Table 34.1 Bolton North Hill Secondary Plan Area Population and Employment Targets

Population	13,565
Jobs	245 jobs
Total	13,810
Community Land Area (hectares)	167 ha
Community Area Density (combined population & jobs/hectare)	82.6

**All projections are considered approximate.*

34.3.4 The Secondary Plan Area is planned to generate approximately 4,129 new residential units with an estimated population of 13,565 residents across the Plan Area.

34.3.5 The Town and the Region of Peel will ensure compliance with the population and employment targets identified in this Secondary Plan through the Tertiary Plan, Draft Plans of Subdivision and Site Plan Approval process.

34.3.6 Future development in the Secondary Plan area shall be informed by the planning and design vision, goals and recommendations of the plans/studies that have been prepared

in consultation with the Town, Region of Peel and Toronto and Region Conservation Authority.

These plans, studies and reports include:

- Local Subwatershed Study;
- Functional Servicing and Stormwater Management Report;
- Natural Heritage Study Report;
- Hydrological Investigation Report;
- Cultural Heritage Assessment;
- Stage 1 Archaeological Assessment;
- Transportation Assessment;
- Fiscal Impact Study;
- Commercial Impact Study;
- Community Services and Facilities Study;
- Planning Justification Report;
- Tertiary Concept Plan; and
- Cost Sharing Agreements

34.3.7 Housing

- a) Residential development in the Plan Area shall be undertaken in accordance with the Chapter 9 of the Official Plan and the following specific policies. Where there is a conflict between the policies in the Official Plan, the policies in this Plan shall prevail.
- b) With respect to residential development in the Secondary Plan Area, the calculation of net density shall be based on the land area proposed to be developed for residential homes, exclusive of public rights-of-way, railway rights-of-way, school blocks, Parks and Open Space/Woodlots, stormwater management blocks and natural heritage system elements.
- c) Notwithstanding the policies for each residential and mixed use designation, to increase the Town's housing supply and provide for affordable housing options, multiplexes and non-market housing will be permitted within these designations.

Expanding Housing Options

- i) Future subdivision and site plan applications will include a housing analysis within a Planning Justification Report as an application requirement to demonstrate implementation of the Housing Assessment and conformity with the below Secondary Plan Housing policies.
- ii) A mix of housing unit types, sizes and tenures will be encouraged in the Plan Area to support housing needs that respond to the evolving needs of Caledon. In particular a range of unit sizes are encouraged within apartment and multi-unit buildings, including those suitable families.

34.3.8 Affordable Housing

34.3.9 Development will be consistent with policies of Section 29.3 (Support and Incentives for Affordable Housing) of the Official Plan.

34.3.10 Affordable housing, including subsidized non-market housing units, is encouraged to be integrated within neighbourhoods and combined in developments that also provide market housing to provide opportunities for a range of housing tenures and prices that support diversity.

34.3.11 New affordable housing and purpose-built rental housing should incorporate barrier-free, universal or flex design features in both common and living areas.

34.3.12 To support the provision of affordable housing units, the Town will explore potential incentives such as reduced or deferred Development Charges, reduced application fees, or grants and loans, to encourage the development of affordable housing units. The reduction or deferral of development charges shall be done in consultation with the Region. The Town will also encourage the Region to consider financial incentives for affordable housing.

34.3.13 Gentle density housing including accessory apartments, multiplexes or additional residential units (ARU's) will be permitted in the Neighbourhood Area or Mixed Use Area land use designations, in accordance with the Town's Zoning By-law. Applicants are encouraged, where feasible, to provide rough-ins for ARU's to provide it as an option for purchasers as part of pre-construction sales.

34.3.14 To increase the Town's housing supply and provide for affordable housing options, multiplexes and non-market housing may be permitted within any designation that permits residential uses within the Secondary Plan Area.

34.3.15 The reduction of parking requirements for apartments or ARU's may be considered if the proposed unit is deemed to have access to transit.

34.3.16 Housing for seniors, including apartment units, retirement homes and long-term care homes will be permitted in the Neighbourhood Area and Mixed Use Area land use designations.

34.3.17 Non-residential Employment-generating Uses

- a) Within the *Neighbourhood Centre*, lands designated Mixed Use Areas will be encouraged to provide non-residential uses at grade to support the needs of residents.

34.4 Community Structure and Land Use Designations Policies

34.4.1 The *Neighbourhood Centre* Town Structure Element as per Schedule B1 of the Caledon Official Plan applies generally to the intersection of Regional Road 50 and Emil Kolb Parkway. Within the *Neighbourhood Centre*, the surrounding four quadrants interface with the existing round-about of Emil Kolb Parkway and Regional Road 50 that accommodates a truck by-pass route. The land use designation for these immediate abutting lands is generally *Mixed Use Areas and Neighbourhoods Areas*. The *Mixed Use Areas* are intended to support the *Neighbourhood Centre* objectives of Policy 22.4.1 of the Caledon Official Plan. However, given the unique interface of this area of the Secondary Plan, the *Neighbourhood Centre* for the Bolton North Hill Secondary Plan will respond to the following additional policies:

- 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;
- 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;

34.4.2 The Secondary Plan area will permit a range of housing forms and is organized into the following land use categories Neighbourhood Area and Mixed Use Area. The provision of housing will be in accordance with applicable Zoning By-laws, Sections 34.4.3 and 34.4.4, and Table 34.4.2.1 of this Secondary Plan:

Table 34.4.2.1 – Land Use Designations

Land Use Categories	Permitted Housing Forms
Neighbourhood Area	Detached Dwelling Semi-Detached Dwelling Townhouse Dwelling Back-to-Back Townhouse Dwelling Multiplex Dwelling Stacked Townhouse Dwelling Seniors Retirement Facility Dwelling Long-term Care Facility Dwelling Live-Work Dwelling
Mixed Use Areas	Detached Dwelling Semi-Detached Dwelling Townhouse Dwelling Back-to-Back Townhouse Dwelling Multiplex Dwelling Stacked Townhouse Dwelling Seniors Retirement Facility Dwelling Long-term Care Facility Dwelling Live-Work Dwelling Apartment Building Mixed-Use Building Senior Citizen Apartment Building

34.4.3 Neighbourhood Area

- a) Lands designated Neighbourhood Area on Schedule HXX are planned to accommodate a wide range of housing types and forms for all ages and incomes in a more compact built form than older established neighbourhoods in the Town. Neighbourhood Areas will be planned to accommodate the schools, parks and other institutional uses needed to support the development of complete communities along with mixed-use areas that will accommodate a range of neighbourhood-scale retail, commercial, personal service and professional service uses in a mixed-use setting with residential uses.
- b) Permitted uses within the Neighbourhood Area designation include:
 - i) residential uses;
 - ii) long term care homes and retirement homes;

- iii) *public service facilities* that are integral to a neighbourhood including but not limited to places of worship, day cares, libraries, schools, community centres and public recreation facilities; and,
- iv) neighbourhood-scale retail, commercial, personal service and professional service uses that are integrated within mixed-use buildings or on mixed-use sites.

34.4.4 Mixed Use Area

- a) Lands designated Mixed Use Areas on Schedule HXX apply to areas where non-residential uses are complementary to medium and high density residential uses. Mixed Use Areas are intended to be strategically located destinations where a range of commercial, personal service and professional service uses are located to serve adjacent Neighbourhood Areas.
- b) Permitted uses within the Mixed Use Area designation include:
- c) residential uses in a more compact built form; and
- d) A broad range of retail, service, office, cultural, institutional, hospitality, entertainment, recreational and other related uses may be permitted. Medium and high density residential uses are also permitted.

General Policies

34.5 Climate Change

34.5.1 Energy and Climate Change Mitigation

- a) Climate Change will be mitigated through the reduction of greenhouse gas bracket GHG bracket emissions from buildings, transportation in solid waste and other appropriate measures to achieve the requirements of the Ontario Building Code.
- b) New development will advance the recommendations outlined in the BNHSP Community Energy and Emissions Reduction Plan and may include measures such as the following:
 - i) Installation of heat pumps for space heating, including ground source, air source, and/or hybrid options as an alternative to fossil fuel-based HVAC equipment;
 - ii) Incorporation of energy recovery ventilators (ERV's) to provide ventilation (fresh air) for occupied areas;
 - iii) Low carbon domestic hot water such as wastewater heat recovery, air source heat pump hot water heaters, and/or solar water heaters;
 - iv) Implementation of solar PV on all viable rooftop areas, and other renewable energy systems where appropriate;

- v) Opportunities for community-scale energy systems including district energy fueled by geo-exchange, low carbon cogeneration facilities, district solar or sewage waste heat recovery
 - vi) Enhanced energy efficiency in building design through strategies such as building envelope improvements, high performance windows and insulation, improved air tightness, and energy efficient mechanical equipment to meet the targets outlined in the Town's Green Development Standards.
 - vii) Within the Plan Area, a majority of the available roof area of new development will be encouraged to use high-albedo/light-coloured cool roof materials, and/or green roofs, and be solar-ready considering building orientation, structural capacity, and electrical infrastructure.
- c) Through site planning and building design, the applicant will assess opportunities to conserve energy, reduce peak demand and provide resilience to power disruptions as part of new development. On-site energy generation capacity and energy storage systems are supported, and renewable energy generation will be a supported land use where appropriate.
 - d) The Town and applicant will work with Hydro One and other utilities, to promote energy systems and electrical infrastructure that can support the integration of low carbon technologies such as heat pumps, solar PV, and electrification of transportation, including vehicle charging infrastructure on public and private sites

34.5.2 Water Efficiency

- a) New development in the Plan Area will take steps to reduce potable water consumption through consideration of measures such as efficient water fixtures and opportunities for rainwater harvesting and reuse in all new buildings.

34.5.3 Climate Adaptation

- a) New development will be prepared for climate change through adaptation planning that reduces future impacts on public health, property, infrastructure and the natural environment.
- b) New development will make efforts to advance the recommendations outlined in the BHNSP Climate Adaptation Plan to improve climate resilience at each development stage, including consideration of the following measures:
 - i) Avoiding development and critical infrastructure in areas known to be vulnerable to the impacts of severe weather and natural hazards, such as steep slopes and floodplains, to minimize potential long-term impacts to assets and populations;
 - ii) Reducing the urban heat island effect and providing opportunities for respite during extreme heat events, particularly for vulnerable populations that might be disproportionately impacted;

- iii) Adapting storm drainage systems and using green infrastructure/Low Impact Development strategies where practical to manage an increase in annual precipitation and extreme precipitation events based on guidance from the Town, TRCA, province, and industry best practices;
- iv) Maintaining and enhancing natural systems that are adapted to future climate conditions such as droughts and strong winds, in accordance with Town policies;
- v) Reducing reliance on increasingly constrained potable water resources, and enhancing opportunities for local food production;
- vi) Improving low-carbon energy self-reliance during emergencies and power outages, especially for public amenities and services; and
- vii) Improving the durability of homes and public infrastructure to withstand more frequent or more severe climate change stressors, in particular flooding and high wind.

34.5.4 Green Development Standards Adaptation

- a) All new development will be evaluated in accordance with the Town's Green Development Standards and the ability to reduce greenhouse gas emissions and to adapt to extreme weather events. The Town will use the development approvals process to ensure that new residential, commercial, and institutional development include an appropriate amount of sustainable design features.

34.6 Cultural Heritage Conservation

34.6.1 General Policies

- a) This section establishes specific policies with respect to cultural heritage conservation in the Plan Area organized around its three key components:
 - i) Archaeology;
 - ii) Built heritage resources; and
 - iii) Cultural heritage landscapes.
- b) The conservation of cultural heritage resources, both built and landscape, in the Plan Area will be in accordance with the following specific policies and shall conform to the policies contained within Chapter 6 of the Official Plan. In the case of a conflict between policies in the Official Plan and this Secondary Plan, the policies of this Secondary Plan shall prevail.

34.6.2 Archaeology

- a) A Stage 1 Archaeological Assessment has determined that certain lands in the Secondary Plan Area exhibit potential for archaeological resources.
- b) A Stage 2 Archaeological Assessment, where required, will be prepared as part of a complete development application, to the satisfaction of the Town.

- c) Stage 3 and 4 Archaeological Assessments, where required, will be completed prior to final development approvals, including as a Condition of Draft Plan Approval, to the satisfaction of the Town.

34.6.3 Built Heritage Resources and Cultural Heritage Landscapes

- a) A Cultural Heritage Assessment was prepared in accordance with the Town's Terms of Reference. As part of any proposed development application or major site or building alteration on or adjacent to significant cultural heritage resources and/or designated under the Ontario Heritage Act, a Cultural Heritage Addendum may be required to be completed to the satisfaction of Heritage Staff at the Town of Caledon.
- b) Heritage conservation measures may be required to achieve placemaking and contribute to the community's identity including, but not limited to:
 - i) Acknowledgement of Indigenous presence on the land, past and present, using a variety of means including landscape design, public art, and architecture, following meaningful engagement with Indigenous communities;
 - ii) Use of plaques, displays and public art;
 - iii) The integration of features that acknowledge the historical importance of a building or landscape such as parkland;
 - iv) Commemoration of historical figures, sites, events or families through the naming of a new development, park, etc.; and/or
 - v) The retention or incorporation of a physical building into a proposed development.

34.7 Urban Design

- a) Future Draft Plan of Subdivisions and Site Plan Applications within the Secondary Plan will be informed by the Town Wide Urban Design Guidelines.
- b) A local set of Community Design Guidelines have been prepared to highlight the intent and purpose of the core components of the Secondary Plan Area.
- c) Architectural Control Guidelines will be required through future Draft Plan of Subdivision Applications.

34.8 Public Service Facilities

- a) School Sites
 - i) The proposed location of school sites are identified on Schedule HXX. The schools have been located nearby to Parks to provide potential opportunities to co-locate facilities if deemed appropriate.

- ii) A total of two (2) school sites have been proposed and will have approximate sizes as follows:
 - One (1) Public Elementary School of 3.2 hectares.
 - One (1) Catholic Elementary School of 2.4 hectares.
- iii) The location of the proposed school sites in the Plan Area have been selected to complement the goals of the Secondary Plan Area, and to provide convenient access to existing and proposed community parks. Minor adjustments to the location and configuration of school sites shall be permitted without requiring an amendment to this Plan, provided that:
 - The goals of the Secondary Plan Area are maintained; and
 - The opportunity to explore joint use initiatives with adjacent land uses is maintained.
- iv) The configuration of the school sites will be determined at the Tertiary Plan or Draft Plan of Subdivision stage to the satisfaction of the relevant school board.
- v) Landowners will be required to submit an alternative lotting plans at the draft plan of subdivision stage to facilitate development should the school site not be required by the relevant School Board.
- vi) New school sites or part thereof not required by the relevant School Board may be developed for low and/or medium density residential uses, in accordance with the policies of this plan, provided that such residential development has demonstrated compliance with the approved DSSP.

34.9 Transportation and Mobility

34.9.1 General Policies

- a) Transportation infrastructure within the Plan Area shall be organized and designed to provide multimodal transportation options that are safe, accessible and can accommodate pedestrians, cyclists and vehicles alike.
- b) The transportation infrastructure for the Plan Area shall be addressed through the preparation and submission of a Transportation Assessment to the satisfaction of the Region of Peel and Town of Caledon. The findings and recommendations of the Transportation Assessment are to be implemented through the final Tertiary Plan, individual draft plans of subdivision and site plan applications. Adjustments to the location of the conceptual road network, as shown in Schedule HXX, shall be permitted without an amendment to this Plan provided that the goals and objectives of the Plan Area are maintained.

- c) Vehicle accesses off arterial and collector roads shall be consolidated where feasible. Where direct access onto arterial and collector roads is necessary, these will be reviewed and approved at the discretion of Town or Regional Staff.

34.9.2 Roads

- a) Roads in the Plan Area will be designed in accordance with Official Plan policies. Where there is a conflict between the guidelines and classifications outlined in the Official Plan and this section, the policies of this section will prevail.
- b) As per Schedule C1 of the Official Plan, the following rights-of-way and classifications will continue to apply within the Plan Area:
 - i) Regional Road 50: Regional Arterial
 - ii) Emil Kolb Parkway: Regional Arterial
 - iii) Emil Kolb Parkway Extension: Conceptual Collector Road
 - iv) Kingsview Drive Extension: Conceptual Collector Road
 - v) Duffys Lane: Collector Road
- c) As per Section 11.3.7 of the Official Plan, road classifications within the Plan Area are described in Table 34.4.5.1 below:

Table 34.4.5.1

Type (Jurisdiction)	Function	Allowance	Design
Regional Arterials (Region)	<ul style="list-style-type: none"> - accommodate moderate to high volumes of medium to long distance inter- and intra-regional traffic at moderate speeds - distribute traffic to or from all other classes of roads 	<ul style="list-style-type: none"> - 30 to 50 metre road allowance width - 2 to 6 lane capacity 	<ul style="list-style-type: none"> - high degree of access control and turning movement control - designed to accommodate street furniture and the highest degree of separation for cycling facilities, where appropriate - pedestrian facilities on both sides of the road where feasible

<p>Town Arterials (Town)</p>	<ul style="list-style-type: none"> - accommodate moderate volumes of medium distance traffic at moderate speeds - support the Regional road system 	<ul style="list-style-type: none"> - 30 to 36 metre road allowance - 2 to 4 lane capacity 	<ul style="list-style-type: none"> - designed to accommodate the highest degree of separation for cycling facilities, where appropriate - direct property access limited - pedestrian facilities on both sides of the road where feasible - on-street parking discouraged
<p>Collector Roads (Town)</p>	<ul style="list-style-type: none"> - accommodate low to moderate volumes of short distance traffic at moderate speeds between local and arterial roads 	<ul style="list-style-type: none"> - 20 to 30 metre road allowance with 2 to 4 lane capacity 	<ul style="list-style-type: none"> - designed to accommodate some degree of separation for cycling facilities, where appropriate - provide individual property access with some limitations - pedestrian facilities on both sides of the road where feasible - on-street parking may be permitted
<p>Local Roads (Town)</p>	<ul style="list-style-type: none"> - accommodate local traffic to provide connections to collector roadways at low speeds 	<ul style="list-style-type: none"> - 16 to 20 metre road allowance with 2 lane capacity 	<ul style="list-style-type: none"> - provide direct property access - on-street parking may be permitted - shared cycling facilities and sidewalks on both sides of the road where feasible

- d) The proposed Road Network for the Secondary Plan Area is provided on Schedule HXX and consists of Arterial Roads and Collector Roads as follows:
- i) Arterials Roads include the existing right-of-way widths of Emil Kolb Parkway and Highway 50 which range from 36.0 to 46.0 metres. The width of these arterials may be revised through future Draft Plan of Subdivision applications, subject to review by the Town and Region;
 - ii) Collector Roads include the existing right-of-way widths of Duffy's Lane which is 26.0 metres. Collector roads will have a minimum right-of-way width of 20.0 metres as per the Official Plan.
 - iii) Local Roads are anticipated to be 18.0 metres and will be subject to final design through future Draft Plan of Subdivision applications.
 - iv) Schedule HXX illustrates the Conceptual Collector Road Network that provides connections to existing collector and/or arterial roads, including the east-west extension of Emil Kolb Parkway and northern extension of Kingsview Drive.
 - v) All intersections of collector to collector roads and collector to arterial roads shall be designed to include auxiliary turn lanes, where feasible, and will be subject to detailed design through a subsequent draft plan of subdivision application. The configuration, geometry, and associated intersection flaring shall be established through a Transportation Impact Study (TIS) to the satisfaction of the Town, in order to ensure safe and efficient operations and preserve the long-term functionality of the road network
 - vi) Minor adjustments to the location of the conceptual road network, as shown on Schedule HXX, will be permitted without requiring an amendment to this Plan, provided that the overall goals and objectives of the Secondary Plan are maintained.
 - vii) The feasibility of a signalized intersection at the roundabout of Emil Kolb Parkway and Highway 50 may be explored through future draft plan of subdivision applications as the Secondary Plan Area is developed.
 - viii) The Town will require as a condition of approval of any new development or redevelopment that sufficient lands be conveyed, free and clear of encumbrances, to the Region of Peel or Town, as applicable, to provide the road right-of-way width established by this Plan or as agreed to by the Region and/or Town upon review of a Draft Plan of Subdivision or site plan application
 - ix) If necessary to facilitate an interconnected road network, crossings over the natural heritage system will be permitted, specifically an eastward extension of Emil Kolb Parkway to Mount Hope Road. A future crossing will be designed to minimize and/or mitigate potential adverse impacts to environmental hazards

(i.e. flooding, slope stability and stream erosion) and important ecological and hydrological functions of the Natural Heritage System and its components.

- x) New development applications shall demonstrate that adequate lands are conveyed to allow for the provision of, where appropriate, sidewalks, bike lanes, medians and on-street parking. The Town may also request additional lands at key intersections to provide for exclusive turning lanes as well as daylighting triangles or visibility triangles. These additional road requirements will be determined on a site-by-site basis throughout the future development applications.
- xi) Street trees will be encouraged along all public right of ways where feasible. Where street trees are not able to be established due to soil depth constraints or lack of space, native pollinators will be encouraged.

34.9.3 Public Transit

- a) To increase the usage of public transit as a viable transportation option, transit stops will be planned and located throughout the Plan Area, in particular along the collector road network. The Town will work with Regional and Intra-regional transportation authorities to develop an appropriate transit network for the Plan Area.
- b) Arterial and collector roads will be designed to accommodate transit routes and transit stops where feasible.
- c) Future planning applications shall be designed with regard for the safe, convenient and efficient use of public transit. In particular, the road network shall demonstrate the following with respect to transit:
 - i) Local road patterns and related pedestrian and/or cycling routes should provide direct access to transit routes and transit stops; and
 - ii) Transit stops will be located so that all residents and employees are within a convenient walking distance of a transit stop.

34.9.4 Transportation Demand Management (TDM)

- a) All future development applications in the Plan Area will be required to provide a Transportation Demand Management (TDM) Plan and are encouraged to become a member of Smart Commute Caledon.
- b) The Town may permit reduced parking standards as an incentive for developments that demonstrate through a TDM plan that a reduction in parking can be justified. Reductions for parking requirements may also be considered where mixed use development is permitted or where significant density is in proximity to existing or planned public transit networks.

- c) The Town may establish site specific requirements in future zoning by-law amendments to further promote modes of transportation other than single occupant vehicles, including but not limited to:
 - i) maximum parking standards;
 - ii) shared parking;
 - iii) bicycle parking; and
 - iv) car-share facilities;

34.9.5 Pedestrian and Cycling Network

- a) Pedestrian and cycling routes throughout the Plan Area will be designed to be safe, accessible and a viable alternative for short trips that may otherwise utilize a single occupant vehicle.
- b) Pedestrian and Cycling routes will achieve the following:
 - i) Establish an integrated network that allows for users of all ages to walk or ride safely through the Plan Area.
 - ii) Create convenient connections between major destinations throughout the Plan Area such as Schools, Parks and Open Spaces.
 - iii) Be designed to connect into existing and future active transportation networks in the broader Peel Region.

34.9.6 Trail Networks and Multi-Use Paths

- a) Trails are encouraged to be established in Natural Features and Areas to contribute toward the overall pedestrian and cycling network of the Plan Area.
- b) Recreational trails may be provided along the edge of contiguous natural heritage and open space elements including parks, school sites, environmental buffers, greenway corridors, and stream corridors, where appropriate to the satisfaction of the Town.
- c) Multi-use paths will be designed to accommodate both pedestrians and cyclists, and will be constructed in accordance with the Town of Caledon's and Province's accessibility standards.

34.9.7 Sidewalks

- a) Sidewalks in the Plan Area shall be provided as follows:
 - i) Arterial and collector roads: sidewalks or a combination of sidewalk and multi-use trail shall be provided on both sides of the road;

- ii) Local Streets: Sidewalks shall be provided both sides of the street when within 500 metres of a park or 800 metres of a school in accordance with Caledon's Multi-modal Transportation Masterplan; and,
- iii) No sidewalks are required for laneways

34.9.8 Parking

- a) Expansive areas of surface parking shall be discouraged in the Secondary Plan Area. Where there is no alternative to larger parking areas, enhanced landscaping will be encouraged to mitigate impacts.
- b) Alternative parking standards contained in the Town's comprehensive zoning by-law shall be considered on a site-by-site basis subject to an appropriate justification by a transportation engineer.
- c) Loading spaces will generally not be permitted along major street frontages and will be located at the rear of buildings, screened from public view.
- d) Permeable parking surfaces will be considered for development throughout in the Plan Area, where feasible.

34.9.9 Electric Vehicle Infrastructure

- a) The inclusion of electric vehicle infrastructure such as charging stations will be encouraged in the design of future parking areas.
- b) The Town's Green Development Standards will determine minimum electric vehicle infrastructure requirements where private parking is provided for residential, mixed use and mid-rise residential, commercial, office and employment uses.
- c) Alternative allocation for curbsides for uses such as parking spaces for car-share, bicycles, e-bikes and electric vehicle charging stations may be considered on a site by site basis.

34.10 Infrastructure

34.10.1 General Policies

- a) This section establishes specific policies with respect to municipal services, public utilities and telecommunications in the Plan Area organized into the following subsections:
 - i) Municipal water and wastewater services;
 - ii) Stormwater management facilities; and
 - iii) Public utilities and telecommunications.

34.10.2 Municipal Water and Wastewater Services

- a) All new development in the Plan Area shall be connected to Peel Region's water and wastewater systems. All municipal water and/or wastewater facilities shall be developed in consultation with Peel Region.
- b) The detailed design and installation of water and/or wastewater infrastructure in the Plan Area shall be undertaken in an ecologically responsible manner.
- c) When implementing or constructing water and/or wastewater infrastructure in the Plan Area, the opportunity for adjacent existing un-serviced or partially serviced development to connect to the municipal system shall be made available, where feasible.

34.10.3 Stormwater Management and Low Impact Development

- a) Stormwater management facilities in the Plan Area shall be developed and completed to the satisfaction of the TRCA, the Town and other government agencies, as applicable.
- b) Adjustments to the number, location and configuration of the stormwater management facilities as shown on Schedule HXX to this Plan may be assessed through the preparation of a Functional Servicing and Stormwater Management Report associated with future Draft Plan of Subdivision Applications. Adjustments to the number, location and configuration of the stormwater management facilities shall be permitted in accordance with Provincial policies and without requiring an amendment to this Plan. Specifically, the stormwater management system infrastructure may be permitted within the Greenbelt Plan area or Oak Ridges Moraine Conservation Plan area in accordance with the policy permissions contained within those Provincial Plans, to the satisfaction of the Region, Town and TRCA.
- c) Should a portion of SWM infrastructure be located on a non-participating land owner, revisions to the location or number of ponds is permitted without requiring an amendment to this Plan.
- d) The Town will consider and assess alternatives for stormwater quantity and quality control and sustainable best management practices regarding the following:
 - i) Stormwater management facilities shall be located and designed to maintain the environmental and ecological integrity adjacent sensitive areas and contribute to overall ecological gain. Such facilities may be located within the Greenbelt Plan area and Oak Ridges Moraine Conservation Plan area in accordance with the policies of those Provincial Plans.
 - ii) Best management practices, including low impact development technology shall be incorporated into the stormwater management system, and

- iii) Stormwater management facilities are permitted to accommodate community amenities such as passive recreation and trails networks, subject to approval by Town Staff.
- iv) To maintain the ecological integrity of the adjacent natural heritage system, water balance and base flow and alternative stormwater management practices, such as low impact development technologies, are encouraged to achieve infiltration and other controls in the Plan Area, where feasible.
- v) Conventional stormwater management facilities shall be designed in compliance with the Town's Stormwater Management Design Guidelines and applicable provincial and Conservation Authority guidelines. In considering the implementation of low impact development techniques and measures in the Plan Area, reference should be made to the Sustainable Technologies Evaluation Program: Low Impact Development Stormwater Management Planning and Design Guide which is a joint initiative between the Toronto Region Conservation Authority, Credit Valley Conservation, and Lake Simcoe Region Conservation Authority.
- vi) Stormwater management facilities shall be designed to facilitate ease of maintenance and provide a reasonable level of safety, both in terms of their stormwater management function and in relation to potential use of the pond area by members of the public. Additional safety provisions may be required in areas where an increased level of public access is anticipated.
- vii) Policies in this section that apply to permanent stormwater management facilities, shall also apply to interim stormwater management facilities. Interim stormwater management facilities may be established to the satisfaction of the respective Conservation Authority, as necessary.

34.10.4 Public Utilities and Telecommunications

- a) Public utilities, such as hydro, gas, and telecommunications infrastructure are permitted in any land use designation in the Plan Area provided they are appropriately integrated and all necessary approvals from the relevant authorities are obtained.
- b) Where new public utility and telecommunications infrastructure is being introduced in the Plan Area, it shall be located underground and shall be grouped into a single utility trench. Trunk hydro services will be encouraged to be located underground.
- c) Prior to registration of a plan of subdivision or approval of a site plan application in the Plan Area, public utility and telecommunication providers shall confirm if such services can be provided to support the proposed development and shall determine appropriate locations for large utility equipment or utility cluster sites.

- d) The Town recognizes that broadband fibre-optic cable service is the new essential utility to promote and build intelligent communities. Complementing this service is the deployment and adoption of a highspeed, community-based internet service that is available to all residents and businesses.

34.10.5 Bolton North Hill - Functional Servicing and Stormwater Management Report

- i) The Bolton North Hill Functional Servicing and Stormwater Management Report ("BNH-FSR") dated March 2026 identifies the servicing goals and objectives, associated targets, management strategies and additional technical investigations for the entire Secondary Plan Area which are to be implemented at the site level through individual plans of subdivision and site plans.
- ii) Prior to or concurrent with submission of the first draft plan of subdivision or site plan application in the Plan Area, individual landowners will prepare functional servicing and stormwater management reports which build upon the objectives and principles set out in the BNH-FSR, in consultation with the Region of Peel and Toronto Region Conservation Authority and are to be approved by the Town and Region of Peel.
- iii) Minor refinements to the original recommendations contained in the BNH-FSR can be supported, provided they demonstrate to the satisfaction of the Town, the Region of Peel and TRCA, the goals, objectives, targets, strategies and recommendations contained in the BNH-FSR, Subwatershed Study (SWS), Natural Heritage Report, etc. and reports completed by the agencies such as the Water and Wastewater Master Servicing Plan (2025), South Caledon Housing Enabling Infrastructure Program, etc.
- iv) Supplementary FSR and SWM reports associated with draft plans of subdivision or site plans shall provide greater detail than the BNH-FSR prepared by C.F Crozier & Associates Inc. dated March 2026 and shall include the following information, if applicable:
- confirmation of network and routing design for water and wastewater servicing for the Plan Area and lands external to the Plan Area;
 - explore opportunities to locate trail networks within environmental buffers, subject to sensitivity of protected lands, in consultation and to the satisfaction of the TRCA;
 - Site grading plans;
 - Stormwater management plan that addresses the recommendations of the SWS and conforms to the Town's Consolidated Linear Infrastructure Environmental Compliance Approval. This section will also address such matters as water quantity, water quality, erosion and water balance.

Additionally, sustainable best management practices for erosion and siltation control will be required for all phases of development, as appropriate; and

- Interim pond conditions.

34.11 Noise and Vibration

34.11.1 New development in the Plan Area will meet the requirements of all current policies and guidelines relating to environmental noise and vibration issued by Transport Canada, the Ministry of the Environment, Conservation and Parks, the Ministry of Municipal Affairs and Housing, the Region of Peel, and the Town.

34.11.2 Where the Town has identified the need for an environmental noise and vibration impact assessment, such assessment will be required with a development application and must be prepared by a qualified acoustic consultant.

34.12 Natural Environment System

34.12.1 Natural Heritage System, Features and Areas

- a) The findings and recommendations of the Natural Heritage Report prepared by Dillon Consulting will be implemented into subsequent planning applications including draft plan of subdivisions and site plan applications.
- b) Addendums to the Natural Heritage Report may be submitted through draft plan of subdivision applications to address site-specific features or areas, to the satisfaction of the Town and conservation authority

34.12.2 Natural Heritage Study Report

- a) The purpose of the NHSR is to document existing conditions of the natural environment; determine the potential limits of development; evaluate the potential for environmental impacts associated with development; and recommend mitigation, restoration, and enhancement measures to preserve and/or restore natural features. The findings of the NHSR will be implemented at the site level through individual plans of subdivision and site plans
- b) Prior to or concurrent with submission of the first plan of subdivision or site plan application within the Secondary Plan, the landowners shall submit to the Town the NHSR;
- c) The NHSR will provide additional detail regarding the following;
 - i) Existing Conditions
 - ii) Biophysical inventory and analysis;

- iii) Proposed development;
 - iv) Impact assessment;
 - v) Management plan; and
 - vi) Policy compliance.
- d) The NHSR has been prepared in consultation and to the satisfaction of the Town, the Region of Peel and TRCA, and will be subject to final approval by these agencies.
 - e) The findings and recommendations of NHSR are intended to be implemented at the through individual planning applications including but not limited to, draft plans of subdivision and site plan approval.

34.12.3 Site Specific Natural Heritage Study Reports

- a) In support of site-specific development applications within the Secondary Plan, a site-specific EISMP (Environmental Impact Study and Management Plan), or EIS may be required.
- b) If required, a site-specific EISMP/ EIS shall address site specific issues that were not addressed in the NHSR.

34.12.4 Greenbelt Plan and Oak Ridges Moraine Conservation Plan

- a) Lands which abut areas subject to the Greenbelt Plan or the Oak Ridges Moraine Conservation Plan will be consistent with the applicable policies to the satisfaction of the Town and conservation authority.

34.12.5 Local Subwatershed Study

- a) A Local Subwatershed Study or equivalent study shall be undertaken based on the approved terms of reference prepared to the satisfaction of the TRCA, the Town and Region of Peel. The terms of reference provide for the Local Subwatershed Study to be completed in the following three phases:
 - i) Submission of a Local Subwatershed Study that reflects the first phase of the Subwatershed Study, being a scoped submission of materials completed to review existing conditions and address natural heritage and stormwater management matters and water balance ("SWS 1");
 - ii) Submission of Local Subwatershed Study that reflects the second phase of the Subwatershed Study, including the assessment of impacts of the preliminary preferred land use concept ("SWS 2"); and,

- iii) Submission of Local Subwatershed Study that reflects the third phase of the Subwatershed Study, including a minimum of two (2) full years (or up to three (3) full years, as needed) of monitoring ("SWS 3").
- b) Draft Plan Approval pursuant to s.51 of the Planning Act may occur in advance of SWS3, if the Draft Plan Approval includes a requirement that no lands to which the Draft Plan applies are permitted to be the subject of an agreement for conveyance, and are not to be conveyed, in advance of completion of the Subwatershed Study to the Town's satisfaction, excluding any lands to be conveyed to a public authority and/or the lands in gross (the entirety of the lands subject to the draft plan approval) unless the Town consents to such conveyance.

34.13 Parks and Open Space

34.13.1 General Policies

- a) Parks are identified symbolically on Schedule HXX to this Plan. Generally, the location and number of parks shown on Schedule HXX may change without amendment to the Plan provided it is demonstrated through subsequent Tertiary Plans and/or Draft Plan of Subdivisions that the parks ultimately proposed within the Plan Area are adequate and appropriate to serve the Plan Area, to the satisfaction of the Town.
- b) Parks and Open Spaces in the Secondary Plan Area as shown on Schedule HXX will generally be comprised of the following categories:
 - i) Five Neighbourhood Parks
 - ii) One Community Park; and
 - iii) Natural Features and Areas.
- c) Parkland will be provided in accordance with the statutory requirements of the *Planning Act*. The Bolton North Hill Landowners Group will enter into a Master Parks Agreement with the Town.
- d) Development of Parks and Natural Features in the Secondary Plan Area shall be in accordance with Chapter 14 and Chapter 16 of the Caledon Official Plan. Where there is a conflict between the policies of Chapter 14 and 16 of the Official Plan and this Plan, the policies of this Plan shall prevail.
- e) Minor adjustments to the location and configuration of Parks and Natural Features and Areas may be considered to reflect the differences in scale and level of detail available through the preparation of future draft plans of subdivision. Minor adjustments to the location and configuration of the park sites shall be permitted without requiring an amendment to this Plan, provided:

- i) The Goals and Objectives of the Plan Area are maintained;
- ii) The opportunity to explore joint use initiatives between Parks and Open Spaces with elementary and secondary schools is considered;
- iii) The adjustment does not result in a significant decrease in the amount of land for Parks and Open Spaces in the Secondary Plan Area; and
- iv) Does not reduce the statutory amount of parkland required or an amount less than what was agreed to in any existing agreement with the Town.

34.13.2 Neighbourhood Parks

- a) Neighbourhood Parks are intended to provide active and passive recreational opportunities for residents generally within a 400-metre radius. Neighbourhood Parks will contain a mix of passive areas, small to medium scale sports facilities, playground facilities structure, shade structures and seating areas.

34.13.3 Community Park

- a) The Community Park in the Plan Area is intended to provide a central location for medium- to large-scale sports facilities, sport fields, flood lighting, courts (basketball, pickleball, multi-use courts), large playground structure, splashpad, washroom building, shade structures and seating areas for residents within the broader Plan Area.

34.13.4 Natural Features

- a) Parks and Natural Features and Areas shall conform with Chapter 13, Natural Environment System and Chapter 16 Natural hazards, as per the Official Plan.
- b) Hazardous lands form part of the Natural Features and Areas designation on the Land Use Schedule HXX.
- c) Parks and Natural Features and Areas in the Secondary Plan Area will be designed to connect to and enhance the existing Natural Heritage System, and will be compatible with adjacent land use.
- d) The location of Parks throughout in the Plan Area will emphasize an equitable distribution of greenspace for residents to support the overall objectives of a complete community and will retain opportunities to explore the co-location of facilities with relevant land uses (e.g. Schools).
- e) The distribution of Parks and Natural Features and Areas will aim to locate all residents access within an approximate radius of 400 metres throughout the Secondary Plan Area.

- f) Natural Features and Areas may permit walking trails to promote passive activities and where deemed appropriate by the Town.
- g) Lighting in Natural Features and Areas shall be avoided where possible. Where it cannot be avoided, lighting shall be minimized and Dark Sky standards/BMPs shall be implemented to minimize potential impacts on wildlife and natural features.

34.13.5 Privately Owned Publicly Accessible Spaces

- a) With respect to Privately Owned Publicly Accessible Spaces, any future POPS will be designed in accordance with the policies of Section 14.6 of the Official Plan.

34.14 Implementation

34.14.1 Tertiary Plans

- a) Prior to or concurrent with the submission of the first Plan of Subdivision or Site Plan Application within a Phasing Area, the Applicant or Phase Area landowners will submit a Tertiary Plan that identifies a complete road network, stormwater management facilities, parks, schools, natural environment system, and the range or other land uses applicable to the subject Phase.
- b) A Tertiary Plan will be prepared to the satisfaction of the Town, in accordance with terms of reference approved by the Town. Council should endorse a Tertiary Plan and related report to Council prior to the consideration of a plan of subdivision, plan of condominium, zoning by-law amendment or site plan application within the applicable secondary plan area. However, development applications may be processed concurrent with ongoing tertiary planning, at the discretion of the Town's Chief Planner.
- c) A Tertiary Plan, its supporting studies and the related report to Council should generally address the following, if not already addressed through the secondary plan studies and reports, to the satisfaction of the Town:
 - i. Delineation, protection and enhancement of Natural Features and Areas, including linkages;
 - ii. implementation of recommendations of local subwatershed studies on a sub area basis;
 - iii. policies or conservation strategies for cultural heritage resources;
 - iv. layout of the transportation system;
 - v. a walkable and transit-supportive street network and block structure, multi-use paths, and the cycling network;
 - vi. the location of any future public lands that may be dedicated to the Town as part of any development approval process;
 - vii. land needs for future enhancement or expansion to transit corridors and station infrastructure;

- viii. planning for alternative and renewable energy systems, including low carbon and district energy systems;
 - ix. the location of all proposed land uses;
 - x. population and/or employment densities;
 - xi. the proposed range and mix of housing options, transit-supportive densities, and affordable housing;
 - xii. the location, size and configuration of any parks, open spaces, and schools;
 - xiii. the provision and integration of public services facilities;
 - xiv. traffic management, including traffic calming and transportation demand management measures;
 - xv. parking areas, in the context of the overall parking management strategy;
 - xvi. the provision and coordination of water, wastewater and stormwater management servicing, including the location of stormwater management facilities, considering infrastructure timing identified in the Town and Regional master plans;
 - xvii. the conceptual location and massing of larger buildings, including institutional buildings;
 - xviii. recommendations for alternative development standards to support development, such as reduced parking standards in Centres (nodes) and Corridors;
 - xix. set out the sequencing of development and the timing of any infrastructure improvements, considering infrastructure timing identified in Town and Regional master plans;
 - xx. financial sustainability; and,
 - xxi. financial and servicing agreements.
- d) The tertiary plan itself will include the following:
- i) delineations of all land use designations, park and school locations, stormwater management facility areas;
 - ii) minor refinements to the secondary plan transportation network;
 - iii) refinements and updates to the Natural Environment System with supportive justification as required by the secondary plan; and,
 - iv) the local road and active transportation network including trails and transit.
- e) Each tertiary plan, and the necessary supporting studies will be prepared by a landowner or landowner group in accordance with the Town's terms of reference for tertiary planning. Urban design and transportation planning guidelines may also be required to inform the preparation and consideration of implementing development applications.
- f) In the case of a required tertiary planning process undertaken by a landowner or landowner group, the costs associated with supporting studies and the preparation of a tertiary plan will be shared equitably among benefitting landowners on a proportional basis. Benefitting landowners who choose not to participate in the preparation of a tertiary plan but later decide to develop their lands will be required

to make a financial contribution to the costs of preparing the tertiary plan based on their proportional share.

- g) Upon endorsement of the Tertiary Plan by Town Council, the Tertiary Plan may then be amended from time-to-time at the discretion of the Chief Planner without the need for further endorsement from Council. The Tertiary Plan may be amended as a result of changes proposed through a Draft Plan of Subdivision, provided the minimum target density is maintained and the proposed changes conform to the policies of this Plan.
- h) Prior to the Town issuing final approval for any Tertiary Plan, the Environmental Implementation Report will be undertaken in accordance with the recommendations and requirements of the approved Local Subwatershed Study and must include design drawings and an implementation strategy for the applicable section of the realigned channels, as identified in the approved Local Subwatershed Study. Approvals from the Town, TRCA and other public agencies are required.

34.14.2 Environmental Implementation Reports (EIRs)

- a) Environmental Implementation Reports (EIRs) demonstrate how the environmental goals, objectives, management and monitoring plans outlined in the LSS will be implemented and identifies additional technical investigations, where necessary for the Plan to be implemented at the site level through individual plans of subdivision and site plans.
- b) Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Plan Area, the Plan Area landowners will prepare and submit to the Town an Environmental Implementation Report (EIR) for the applicable Phasing Areas identified in the Tertiary Plan to be implemented at the site level, without amendment to this Plan. Minor refinements to the details and recommendations contained in the EIR can be supported through Addendums for lands which were non-participating at the time the EIR was completed and/or approved.
- c) The protection, restoration, enhancement, and long-term conservation of natural heritage features and areas will be determined in accordance with the recommendations of the applicable EIR.
- d) Following approval of an EIR, a future development application may require demonstration of compliance with the EIR by way of a confirmation letter confirming compliance or through an Addendum which will include an impact assessment and recommended mitigation plan.
- e) Addendums to the EIR and recommended mitigation plan must demonstrate to the satisfaction of the Town, the Region of Peel and applicable Conservation Authorities that the individual plans of subdivision or site plans conform with the intent of the environmental management plans and recommendations contained in the applicable EIR.

34.14.3 Draft Plans of Subdivision and Zoning By-law Amendments

- a) Future applications for Draft Plan of Subdivision and/or Zoning By-law Amendments will conform with the implementation policies of Chapter 25 of the Caledon Official Plan.
- b) Prior to final approval of each plan of subdivision:
 - i) Requirements of the Town and Region will be satisfied; and,
 - ii) Utility providers and school boards will confirm that appropriate facilities and services can be accommodated.

34.15 Phasing and Financial Responsibility

34.15.1 Community-Wide Design Staging and Sequencing Plan (DSSP)

- a) A Community-Wide DSSP will be prepared in a manner consistent with the planning and design vision, goals, objectives and recommendations for the Plan Area and the plans and studies identified in Section 34.3.6.
- b) The Community-Wide Development Staging and Sequencing Plan will be prepared to the satisfaction of the Town and submitted alongside the final Tertiary Plan. The DSSP shall establish phases of development for the lands and provide the general staging of construction of public infrastructure and services. The phasing plan shall take into account the responsibility for construction of the public infrastructure and services and shall be considered by the Town in recommending plans of subdivision for approval.
- c) A DSSP shall be submitted which describes the staging and sequencing of the following components required for development to occur in the Plan Area in an orderly, timely and cost-effective manner:
 - i) Servicing Infrastructure (e.g. servicing infrastructure, waste water, stormwater management facilities and public utilities);
 - ii) Transportation Infrastructure including new collector road network and connections to Highway 50, Emil Kolb Parkway, Columbia Way and Duffy's Lane;
 - iii) Potential public transportation (e.g. transit routes and general location of stops);
 - iv) Approximate unit yields and population projections;
 - v) Community facilities (e.g. public parks, pathways and trail networks); and
 - vi) Schools;

- d) Landowners in the Secondary Plan Area may be required to submit Addendum Letters to the Community Wide DSSP in support of their draft plans of subdivision to provide updates to the timing of infrastructure, population projections and other above noted criteria as required to satisfaction of the Town.
- e) All new development within the Secondary Plan area shall proceed based on the sequential extension of full municipal services through the Regional and Municipal capital works programs and plans of subdivision.
- f) Private front-end construction of water and wastewater services to accommodate development ahead of the Region's planned implementation may be considered as part of development applications in consultation with and to the satisfaction of the Region.
- g) Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of the required road and transportation facilities, parks and community facilities. These works shall be provided for in the subdivision and site plan agreements. Phasing of the development, based on the completion of the external road works, may be deemed necessary by the Municipality.
- h) Approval of development applications shall also be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of required stormwater management, sanitary sewer and water supply facilities. These works shall be provided for in subdivision and site plan agreements. Phasing of development, based on the completion of external sewer and water services, may be implemented if required by the Municipality.
- i) An individual owner may be exempted from the preparation of a DSSP addendum if it is determined that their lands can proceed on the basis of existing infrastructure, community facilities or infrastructure and community facilities to be delivered as a condition of development, to the satisfaction of the Town.
- j) The Community-Wide DSSP will identify the collector roads and their associated transportation-related infrastructure, as identified on Schedule HXX of this Plan, are constructed as necessary, as development progresses throughout the Plan Area.
- k) The Community-Wide DSSP will specifically address the timely construction, reconstruction, or improvement of the roads as specified above and their associated intersections, subject to completion of any environmental assessments, as necessary. Minor deviations from the road network depicted on Schedule HXX will be permitted without amendment to this Plan or to the Community-Wide DSSP.
- l) The DSSP shall provide a breakdown of the anticipated range and mix of dwelling units, density and the projected population yield for each of the residential designations in the Plan Area and anticipated non-residential/mixed uses within the Plan Area. Minor adjustments to the number of housing units in the specific sub-

areas will be permitted without the need for an amendment to the Community-Wide DSSP.

- m) The DSSP shall address the timely construction, reconstruction, or improvement of the roads mentioned above as required for timely delivery of development phases. The road network depicted on Schedule HXX is conceptual and is permitted to be minorly altered without amendment to the Secondary Plan.
- n) The DSSP shall provide an approximate schedule of the provision of community facilities, parks and schools.

34.15.2 Plan Area Landowners' Cost Sharing Group Agreement(s) (CSA)

- a) A Plan Area Landowners' Cost Sharing Group will be established to ensure orderly, timely and coordinated development in the Plan Area and that the costs associated with such development are fairly and equitably distributed among all landowners in the Plan Area. It is a policy of this Secondary Plan that prior to the approval of any draft plan of subdivision, applicants/landowners will have entered into appropriate cost sharing agreements which establish the means by which the costs (including Regional costs) of developing the property are to be shared.
- b) Prior to the draft approval, registration of any plan of subdivision or plan of condominium or final approval of any site plan application or the approval of any application under the Planning Act, the Town will require the Plan Area landowners' Cost Sharing Group trustee provide the Town with confirmation, in writing, that the proponent of a development application is in good standing with the Plan Area landowners' Cost Sharing Group.

34.15.3 Land Acquisition and Dedication

- a) The Town or the Region of Peel may acquire and hold any lands required to implement any feature or facility in the Plan Area. This may include the acquisition of lands required to implement roads, infrastructure and/or community facilities, where the lands required to move this Plan forward are not available to the relevant development proponent. Acquisition may occur through purchase from affected landowners or expropriation, as may be required.
- b) The Town will require a Record of Site Condition (RSC) prior to the conveyance of any lands for municipal roads, stormwater management facilities, parkland, open space and school sites to the Town, Conservation Authority or School Board. The environmental clearance will be the responsibility of the property owner and based on the appropriate level of site assessment as established by the Province.

34.15.4 Finance and Agreements

- a) Prior to approval of the first plan of subdivision or site plan in the Plan Area, the Plan Area landowners will enter into any agreements deemed necessary by the Town or have made other satisfactory arrangements for the provision of funds and/or services, associated with the Fiscal Impact Study.
- b) The Town, the Region of Peel and/or other government agency may require front-end, accelerated payment and/or other cost-sharing agreements with landowners as conditions of approval to ensure that development proceeds only in a manner that optimizes the use of transportation, municipal water and wastewater infrastructure and does not outpace their ability to finance and construct new transportation, municipal water and wastewater infrastructure required for development to occur in the Plan Area in an orderly, timely and cost effective manner.

34.15.5 Existing Uses and Land Use Pattern

- a) The provisions of the Official Plan regarding implementation shall apply to the Bolton North Hill Secondary Plan.
- b) Notwithstanding any of the policies of the Bolton North Hill Secondary Plan, any previous approvals or existing uses which do not conform to the policies of this Secondary Plan are permitted to continue. Redevelopment of legal non-conforming uses to those that are consistent with the objectives and policies of the Bolton North Hill Secondary Plan shall be encouraged.
- c) The land use pattern shown on Schedule HXX is considered conceptual and is permitted to be adjusted during subsequent planning applications to the satisfaction of Town Staff. Minor adjustments to land use designation boundaries and the location of streets may be permitted through the subdivision or site plan approval process, while accounting for such matters as the preservation of environmental features, stormwater management requirements, heritage resources, the provision of full urban services, detailed land use relationships and street patterns. These alterations will not require an amendment to this Plan provided the overall intent of the Plan is maintained.

34.16 Interpretation

34.16.1 Minor adjustments to land use designation boundaries and the location of streets as shown on Schedule HXX may be permitted through the subdivision or site plan approval process, while accounting for such matters as the preservation of environmental features and natural hazards, stormwater management requirements, heritage resources, the provision of full urban services, detailed land use relationships and street patterns, and will not require an amendment to this Secondary Plan provided the intent of the Plan is maintained.

34.16.2 The redevelopment of existing non-conforming uses to uses that are consistent with the objectives of the BNHSP will be encouraged.

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