

## Application Submitted

Site Plan Control  
Secondary Plan

OP/Zoning By-law Amendment

Draft Plan of Subdivision

Block Plan

### Office Use Only

Municipality:                      Brampton                      Caledon                      Mississauga  
Date Received: \_\_\_\_\_ Planner: \_\_\_\_\_ Application No.: \_\_\_\_\_  
Is this HDA revised from an earlier submission?                      Yes                      No

## Property and Applicant

Address of Subject Land (Street Number/Name): \_\_\_\_\_

### Applicant

Name: \_\_\_\_\_ Telephone: \_\_\_\_\_ E-mail: \_\_\_\_\_  
Registered Owner: \_\_\_\_\_

### Proposal Description

Gross Floor Area: \_\_\_\_\_ Number of Storeys: \_\_\_\_\_ Number of Units: \_\_\_\_\_

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

Bolton North Hill Secondary Plan will establish a variety of residential land uses ranging from Low, Medium to High Density, which will be complimented by commercial blocks and community amenities such as Parks, Open Spaces and new School sites. The array of urban typologies established in the proposal will offer housing for individuals at all stages in life and can offer opportunities for initiatives such as affordable housing. The proposal will ensure appropriate mitigation measures are taken to conserve and protection adjacent natural heritage features such as the Greenbelt, establish convenient pedestrian and cycling connections, all of which will contribute to the establishment of a healthy community.

# PEEL HEALTHY DEVELOPMENT ASSESSMENT (LARGE-SCALE)

Please indicate where and how a standard is met or exceeded in the Demonstration of Standard column with reference to a policy, plan, map or illustration of some kind in the Document/Policy Reference column. Please also tabulate points in the Score column based on whether the development proposal meets or does not meet a community design standard. For further instruction, refer to "How to Use this User Guide" on pages 2 and 3.

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual Score
<b>DENSITY</b>				
<p>1. All development on Designated <i>Greenfield Areas</i> shall achieve a minimum overall density target as prescribed by the Regional Official Plan in policies 5.5.4.2.1 and 5.5.4.2.2.</p> <p>Where the local municipality has established higher density targets, these higher targets will apply.</p>	<p>The Bolton North Hill Secondary Plan (BNHSP) will achieve a total greenfield density of 70.25 people and jobs combined per hectare which exceeds the minimum overall density target of 42 people and jobs combined per hectare by 2031 as prescribed in the Regional OP.</p> <p>Project Population Growth: 12,470</p>	<p>Bousfields Planning Rationale Report and IBI CSFS Study Report</p>	5	5
<p>2. All development in Designated <i>Urban Growth Centres</i> in the Region of Peel (i.e., Downtown Brampton and Mississauga City Centre) achieves a minimum overall density target of 200 people and jobs per hectare.</p> <p>Where the local municipality has established higher density targets, these higher targets will apply.</p>	<p>N/a - site not in an Urban Growth Centre</p>	<p>n/a</p>		

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<b>SERVICE PROXIMITY</b>				
Transit				
3. At least 50% of the development's proposed dwelling units are situated within 200m of a planned or existing transit stop.	There are currently no transit stops within the BNHSP Area. However, it is anticipated that 50% of the development will be located within 200m to a transit stop as the stops will be located along Emil Kolb Parkway and Highway 50. Notably these routes will feed into the future Caledon GO station to the southwest	Appendix 4 - 200m Hypothetical Transit Stop Radius	2	2
4. Areas within 400m of a <i>Higher Order Transit</i> stop are developed to meet <i>Major Transit Station Area</i> density targets.	N/A - will be within approximately 1.6 - 2.0 kilometres of the future Caledon GO Station associated with the Macville Option 3 Lands		1	n/a
5. Access to transit from the proposed development is safe, attractive and direct for pedestrians.	The proposed street network will allow for efficient pedestrian movements to the major roads of Emil Kolb Parkway and Highway 50. There may be opportunities to divert Bus routes onto the local collector roads (e.g. Kingsview Drive).	See Secondary Plan	n/a	
Neighbourhood Community and Retail Services				
6. At least 75% of the proposed dwelling units are situated within 800m of three or more of the following planned or existing neighbourhood public services: <ul style="list-style-type: none"> <li>• childcare facility</li> <li>• community garden</li> <li>• hospital or health clinic</li> <li>• public library</li> <li>• place of worship</li> <li>• adult/senior care facility</li> <li>• social service facility</li> <li>• performance or cultural space</li> <li>• post office</li> <li>• recreation centre</li> </ul>	<p>Yes. 75% of the proposed units will be located to at least 3 public services.</p> <p>Opportunities for co-location of facilities such as child care or recreation centres will be explored for School Sites.</p> <p>Commercial blocks have the potential to offer other personal services and support systems as well.</p>	Appendix 1 - 800 m Personal Service Radius	2	
7. 100% of the proposed dwelling units are within 800m of an existing or planned	There are two school sites proposed within the Concept Plan. If both schools proceed as Elementary Schools, 97% of units will be within 800 metres with the exception of lands to the south east at the	Appendix 2 - 800 m Elementary School..	1	0.5
northeast corner of Columbia Way and Mount Hope Road (127 units) and high density apartment blocks north of Columbia Way				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
elementary school.	No new elementary school are proposed as per IBI CSF Study	IBI CSF Study		
8. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.	Approximately 80% to 85% of the units, primarily on the east side of Highway 50 and west to the new proposed and intersection along Emil Kolb Parkway, will be within 1.6 km of St Michael Catholic Secondary School	Appendix 2 - 800 m Elementary School and 1.6 km Secondary School...	1	0.5
9. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.	90% of the dwelling units will be within 400 metres of the listed open spaces. A total of 10.35 ha of Parks and Open Space is provided. Units at the northeast corner of Columbia Way and Mount Hope Road will have access to Montrose Farm Park to the south.	Appendix 3 - 400 m Parks and Open Space Radius	2	2
10. At least 75% of the proposed dwelling units are within 800m of 5,000m <sup>2</sup> of personal service and commercial retail space, comprising a mix of uses such as a grocery store, pharmacy, bank, coffee, shop, restaurant, dry cleaner and hair salon.	Approximately 75% of the units will be within 800 metres of the proposed commercial service blocks located along Highway 50.  Commercial Blocks are 0.6 hectares and 0.8 hectares and may not meet the 5,000 square metre requirement individually but cumulatively.	Appendix 5 - 800 m Commercial/ Service Radius	2	1
11. <i>Convenience commercial</i> uses are present in key locations, including <i>greyfield</i> areas, <i>intensification areas</i> and <i>corridors</i> and <i>greenfield areas</i> .	Yes, convenience commercial uses will be situated along the major corridors of Emil Kolb Parkway and Highway 50.	See Proposed Secondary Plan and Appendix 5	2	2
<b>Employment</b>				
12. The development is within 10km (i.e., a 30 minute transit trip) of an existing or planned employment centre or urban centre.	Yes the proposal is approximately 1.8 to 3.3 km from the Bolton Downtown, an urban centre and 2.75 to 3.3 from Provincially Significant Employment Zone 15 (Toronto Peel)	See Appendix 5	2	2
<b>LAND USE MIX</b>				
13. <i>Employment lands</i> include small scale amenity retail and services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement.	Commercial uses will accommodate a variety of retail and small scale amenities for surrounding residents that are conveniently located and accessible by pedestrians and cyclists and will be located nearby to future transit stops (e.g. bus routes).	See Appendix 1	2	2
14. In combination, the following housing type groups make up			2	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
at least 50% of the total units: <ul style="list-style-type: none"> <li>• townhouses and multiplex</li> <li>• apartment buildings</li> </ul>	62% of the housing is proposed to be in the form of traditional townhouses, back to backs and apartment buildings. 2,582 units	See Proposed Concept Plan and detailed breakdown		
15. The proposed development includes special housing types, such as senior's housing, long term care facilities and supportive or affordable housing.	The proposed concept plan and land use designations (e.g. High Density) will aim to accommodate individuals at various stages in life and income levels. Additional details for location, built form and specifics will be discussed in further revisions of the application. The applicant is committed to working with Town Staff towards this objective.	See Proposed Concept Plan and detailed breakdown	1	1
16. <i>Live-work units</i> and other employment-related uses compatible with residential uses are included in the proposed development.	Yes, the proposed concept plan will explore the a mix of housing tenures and typologies that can offer opportunities for live-work uses and incorporating commercial retail uses or professional office in the bases of taller built forms.	See Proposed Concept Plan and detailed breakdown	2	2
17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	Retail uses can be explored in the base of taller buildings within the High Density Residential land use.	See Proposed Secondary Plan - Section 5.4	1	1
<b>STREET CONNECTIVITY</b>				
18. Infill development increases opportunities for street and pedestrian linkages and connectivity.	n/a - All greenfield development.  New linkages created through blocks and streets			
19. In designated <i>Greenfield Areas</i> , street networks and off-road paths: <ul style="list-style-type: none"> <li>• are <i>multi-modal</i> to provide choice to pedestrians and cyclists; and</li> <li>• make clear connections to existing routes and facilities.</li> </ul>	Yes, the proposed street network and block pattern has provided a fine grain, permeable neighbourhood with convenient connections to parks, open spaces and amenities. Beyond the major arterial roads of Highway 50 and Emil Kolb, additional local collectors are provided to facilitate safer pedestrian and cycling routes to reach key destinations. Design of these cross sections will be refined through a resubmission of the LOPA Application using an Urban Design Brief	See Secondary Plan Policy 10.1.1, 10.2.1 and 10.3.2	1	1
20. Cul-de-sacs, crescent streets and loop roads are not utilized unless they are located near significant infrastructure,	One cul-de sac is utilized throughout the proposal. Loop streets are provided in locations along Emil Kolb Parkway, Highway 50 and Columbia Way to reduce traffic infiltration into neighbourhoods	See Proposed Concept Plan	2	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
including highways and railways, or near natural features.				
21. Reverse frontage streets are not utilized.	No reverse frontage streets have been incorporated into the development	See Proposed Concept Plan	1	1
22. Residential blocks in the proposed development do not exceed 80x180m in size.	Generally, residential blocks meet the required 180 m or less, however, some blocks do exceed the 180 metres in length. All blocks are less than 80 metres in depth. Certain 'blocks that back onto Agricultural lands or Greenbelt Areas also exceed the 180 metres given their context.	Dimensioned Concept Plan to be provided during future detailed design phases	3	2
23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.	Intersections within the BNHSP are frequent resulting in a fine grain road pattern that decreases in block size in High Density Areas. With regard for intersections per km. the proposal establishes approx 63 intersections per sq.km. The block layout maintains the intent of Policy 23 and can be explored further in future design revisions to achieve the desired 75.	Revisions to layout and intersections anticipated during Draft Plan of Subdivision Applications	3	1.5
24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes.	Yes, the pedestrian network will establish sidewalks, potential bike lanes, paths and pedestrian connections, to allow access to nearby open spaces and parks.	See Secondary Plan Policies 10.6.2	n/a	
<b>STREETSCAPE CHARACTERISTICS</b>				
Pedestrian Amenities				
25. Neighbourhood public and retail services are located linearly along major roads to promote a main street environment, and are focused within community and mixed use nodes.	Yes, the neighbourhood public and retail services are proposed to be located at the major intersection of Emil Kolb and Highway 50 which also and concentrates these uses around the High Density Residential areas.	See Proposed Concept Plan	2	2
26. All streets in low-density residential areas have sidewalks on each side that are at least 1.5m wide.  All streets in medium- and high-density residential neighbourhoods, mixed-use areas and commercial areas	Provisions for sidewalk widths will be discussed in a future Urban Design Brief.	To be shown in future Urban Design Brief	1	n/a

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
have sidewalks on each side that are at least 2 m wide.				
27. A variety of street trees that are hardy, resilient, and low maintenance are planted at regular intervals (as specified by the municipality) adjacent to all streets.	Where feasible, the proposal will implement street trees in combination with local pollinators to contribute to local environmental diversity	To be specified in future Landscape Concept Plan  See Secondary Plan Policy 10.3.4	1	1
28. All transit stations, major transit stations and major pedestrian routes have: <ul style="list-style-type: none"> <li>• weather protection</li> <li>• seating</li> <li>• waste baskets</li> <li>• lighting</li> <li>• route information</li> <li>• bicycle parking</li> </ul>	In order to achieve both town and regional objective s for active transportation, where feasible, proposed transit stops along Emil Kolb Parkway and Highway 50, will implement some form of weather protection, waste baskets, lighting, route information and seating. Other roads will provide these features where deemed appropriate  Bicycle parking, where appropriate will be considered. Anticipated to occur on High Density Residential Zones and Commercial/Service.	See Secondary Plan Policy 10.4.1 - 10.4.2	1	1
<b>Cycling Amenities</b>				
29. A connected and destination-oriented bikeway network is provided throughout the community, including a variety of on- and off-street bikeway facilities. These provide an appropriate degree of separation from motorized traffic, taking into account the speed and volume of traffic on the street. These on-street bikeway facilities must include: <ul style="list-style-type: none"> <li>• bicycle lanes</li> <li>• sharrows</li> <li>• signed routes</li> <li>• multi-use paths on the boulevard</li> </ul> Where there is a local Bicycle Plan, the bikeway network	The Bolton North Hill Secondary Plan will establish a fine grain road network that offers convenient connections to adjacent amenities such as parks, opens spaces, commercial retail opportunities and schools.  The creation of additional local collector roads to provide alternative routes from Emil Kolb and Highway 50 will allow for safe and convenient connections throughout the community.  Opportunities to explore bicycle lanes, sharrows and connections to the broader regional cycling network can be explored in more detailed design phases of the Secondary Plan and subsequent Urban Design Brief.	To be specified in future Urban Design Brief  See Secondary Plan Policies 10.6.1 and 10.6.2	1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
proposed in the Plan is implemented in the development area, and opportunities to enhance, or connect, the proposed bikeway network are identified.				
30. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.	It is anticipated that approximately 90% of units will be within 400 metres of a cycling network and local trails. It is anticipated that cycling tracks will operate along the new local collector roads and feed into specific parks and open spaces.	To be confirmed in future Urban Design Brief and Cycling Network Design	1	0.5
<b>Lighting</b>				
31. Residential and commercial streets in medium- to high-density neighbourhoods have pedestrian-scaled lighting and are limited to a height of 4.6m.	Lighting will be designed with regard for its specific context to achieve safety for all users. Where feasible, light standards will be limited to a height of 4.6 metres	To be specified in future Urban Design Brief	1	0.5
32. Lighting and light standards in public outdoor areas, such as pedestrian walkways, plazas, parks, play lots and parking areas, relate to the pedestrian and are limited to a height of 4.6m.	Lighting will be designed with regard for its specific context to achieve safety for all users. Where feasible, light standards will be limited to a height of 4.6 metres	To be specified in future Urban Design Brief	1	0.5
<b>Traffic Calming</b>				
33. In greenfield development, or where new streets are introduced through infill (re)development, traffic calming is achieved by using any of, but not limited to, the following: <ul style="list-style-type: none"> <li>• minimum traffic lane widths</li> <li>• minimum number of traffic lanes in the roadway</li> <li>• Pedestrian-priority streets, woonerfs or home-zones</li> </ul>	<p>The Bolton North Hill Secondary Plan will incorporate multiple traffic calming measures such as a fine grain street network to disperse traffic flows, material or visual cues for key intersections for pedestrian and cyclist crossings, appropriate signalized intersections, animated public realms and minimum lane widths.</p> <p>The intent remains to create a connected network that makes residents of all ages feel comfortable while circulating their neighbourhood</p>	<p>Traffic Calming measure to be specified in future Urban Design Brief</p> <p>See Secondary Plan Policies 10.6.1 and 10.6.2</p>	3	1.5



Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
(i.e., the speed limit is under 15km/hr and vehicles must yield to pedestrians and cyclists)				
34. Traffic calming elements are designed to increase comfort and safety for means of active transportation, so as not to unduly create hazards or obstacles for pedestrians or cyclists.	<p>Street ROWs will be designed to prioritize comfort and safety of pedestrians while not creating obstacles that would be detrimental to other methods of travel such as vehicles or cyclists.</p> <p>Detailed ROW designs may incorporate grade separated bike lanes, bollards, and paint amongst other strategies to achieve this in the future Urban Design Brief</p>	To be specified in future Urban Design Brief	n/a	
<b>EFFICIENT PARKING</b>				
35. Provide reduced automobile parking ratios for: <ul style="list-style-type: none"> <li>• buildings and other facilities within 400m of a higher order transit stops; and,</li> <li>• apartments/condominiums offering car share parking spaces.</li> </ul>	Automobile parking will be reduced on the future high density residential blocks. Additional transportation demand measures such as parking maximum, car share opportunities and on site bicycle parking will be pursued.	See Secondary Plan Policy 10.5.2 and 10.5.3	1	1
36. Efficient use of parking is promoted by identifying systems for sharing parking spaces by two or more user groups at different times of the day or week (e.g., weekday use by office staff and evening/weekend use by restaurant clientele).	<p>The reduction of parking ratios would place more emphasis on walk ability, active methods of transportation and public transit to support both Town and Region goals. Reducing parking ratios can also be more cost effective by removing levels of below grade parking.</p> <p>It is also acknowledged that mixed use buildings may offer shared visitor and commercial/retail parking spaces as a strategy to reduce the rates.</p>	See Secondary Plan Policy 10.5.2 and 10.5.3	1	1
37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop.	n/a	n/a	2	n/a
38. 50% or more of residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.	Detailed design of the proposed Medium Density Residential Blocks is still conceptual, however, opportunities to explore rear-laneways will be explored in future iterations of this application	See Secondary Plan Policy 5.3.1	2	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
39. For multi-storey residential dwelling units, institutional and employment uses, parking is located away from the street to the rear or to the side, or is located underground.	Mutli-storey residential buildings will incorporate underground parking where feasible and locate any surface parking at the rear or sides of the property. In addition, higher density buildings will be designed to frame their associated street frontages with good proportion and vibrant public realms.	See Secondary Plan Policy 10.9.3	2	2
40. Where surface parking is provided, it is designed to minimize negative aesthetic and environmental impacts. This can be achieved by incorporating the following into the parking lot design: <ul style="list-style-type: none"> <li>• pedestrian access, connectivity and circulation</li> <li>• tree planting</li> <li>• landscaping</li> <li>• stormwater management</li> <li>• porous/permeable surfaces</li> <li>• light-coloured materials instead of black asphalt</li> </ul>	<p>Large areas of surface parking are anticipated to be located on the Commercial Blocks and School Blocks.</p> <p>The proposed surface parking (where necessary) will ensure appropriate connections and conditions of parking lots are acheived through the implementation of varied materials and/or markings for pedestrian movement, trees and plantings to reduce the urban heat island effect and where feasible, incorporate permeable materials to mnimize surface run off in to nearby tributaries.</p> <p>Detailed policies on the design of these areas will be provided in an Urban Design Brief.</p>	See Secondary Plan Policy 10.9.1	2	2

Jan 26, 2022

# HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

## DENSITY

Density targets

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

5/5

5 / 5

## SERVICE PROXIMITY

Transit proximity

2 / 2

Major Transit Station Area targets

0 / 1

Safe & comfortable transit access

N/A

Proximity to neighbourhood public services

2 / 2

Proximity to elementary school

0.5/1

Proximity to secondary school

0.5/1

Proximity to park, square or natural space

2 / 2

Proximity to commercial retail

1 / 2

Convenience commercial in key locations

2 / 2

Proximity to employment or urban centre

2 / 2

12/15

## LAND USE MIX

Employment Lands

2 / 2

Housing diversity

2 / 2

Special Housing

1 / 1

Live-Work units and other employment uses

2 / 2

Retail uses on ground floor

1 / 1

8 / 8

## STREET CONNECTIVITY

Improved connectivity

1 / 1

Infill development

Greenfield development

Non-grid streets avoided

2 / 2

Reverse-frontage streets avoided

1 / 1

Small residential blocks

2 / 3

Frequent intersections

1.5 / 3

Active transportation connectivity

N/A

7.5/10

## STREETSCAPE CHARACTERISTICS

8.0 / 12

Linear and nodal commercial development

2 / 2

Sidewalks

0 / 1

Street trees

1 / 1

Transit Station amenities

1 / 1

Connected bike network

1 / 1

Proximity to bike network

0.5 / 1

Lighting on residential/commercial streets

0.5 / 1

Public outdoor lighting

0.5 / 1

Traffic calming

1.5 / 3

Traffic calming enhances comfort and safety

N/A

## EFFICIENT PARKING

10 / 10

Provide reduced parking ratios

1 / 1

Identify systems for shared parking spaces

1 / 1

Unbundled parking

n/a / 2

Parking location (single-storey residential)

2 / 2

Parking location (other)

2 / 2

Above-ground parking design

2 / 2

## TOTAL\*:

50.5 / 60

GOLD: **84% achieved**

80-100%

SILVER:

70-79%

BRONZE:

60-69%

PASS:

50-59%

\*Should certain standards not apply, the total score will be reduced accordingly.

# Appendix 1 – 800m Personal Service and Commercial Radius

- 800m Radius
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- School
- Storm Ponds
- Parks
- Open Spaces

HUMBER STATION ROAD

CASTLEDERG SIDE ROAD

DUFFYS LANE

HIGHWAY 50

EMIL KOLB PARKWAY

MOUNT HOPE ROAD

MOUNT PLEASANT ROAD

COLUMBIA WAY

KINGSMEAD DRIVE



# Appendix 2 – 800m and 1600m Elementary/Secondary School Radius

- 800m and 1600m Radius
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- School
- Storm Ponds
- Parks
- Open Spaces

HUMBER STATION ROAD

CASTLEDERG SIDE ROAD

DUFFYS LANE

HIGHWAY 50

EMIL KOLB PARKWAY

MOUNT HOPE ROAD

MOUNT PLEASANT ROAD

KINGSMEAD DRIVE

COLUMBIA WAY



# Appendix 3 – 400m Parks and Open Space Radius

HUMBER STATION ROAD

CASTLEDERG SIDE ROAD

DUFFYS LANE

HIGHWAY 50

EMIL KOLB PARKWAY

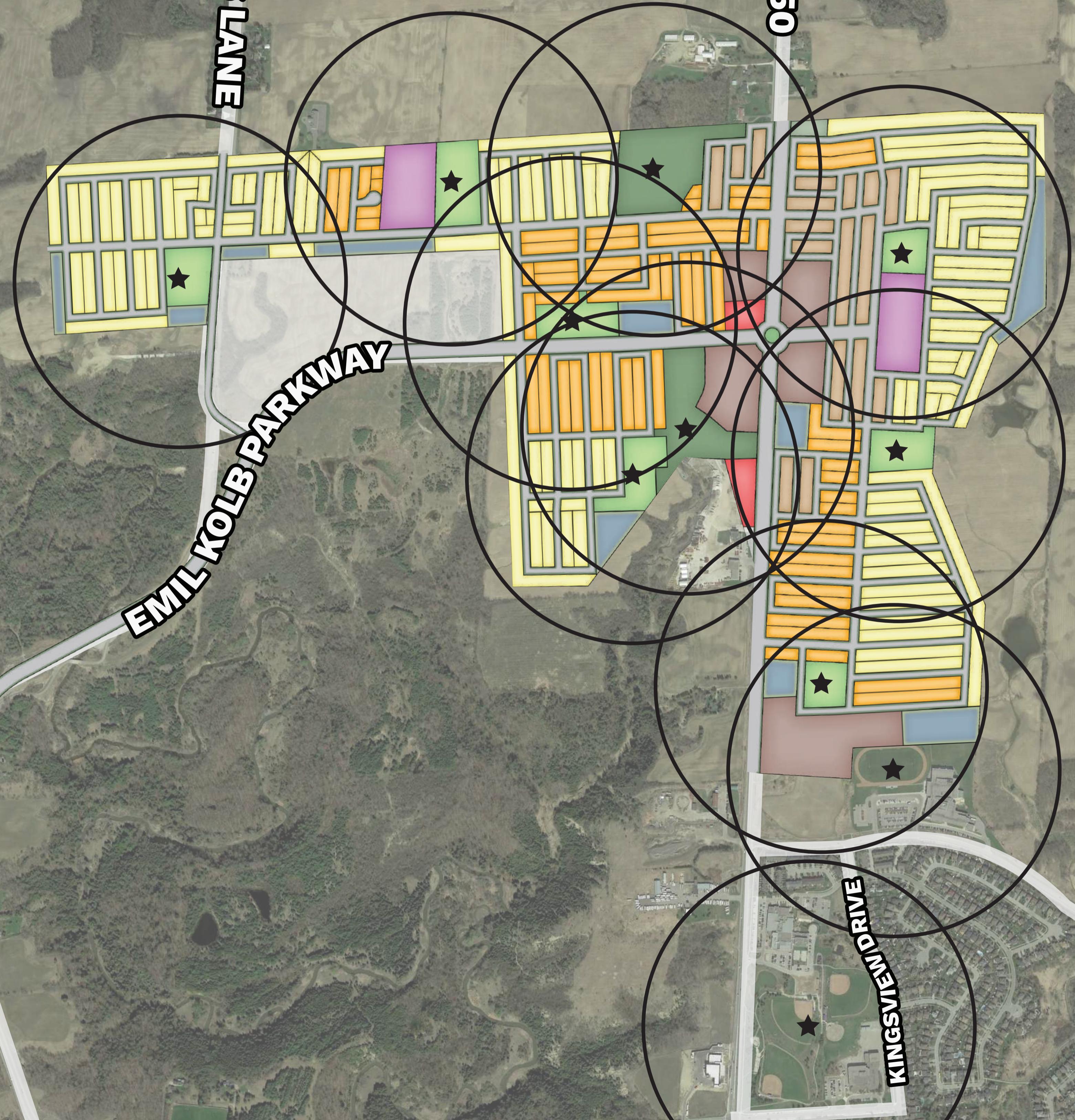
MOUNT HOPE ROAD

MOUNT PLEASANT ROAD

COLUMBIA WAY

KINGSMEAD DRIVE

- 400m Radius
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- School
- Storm Ponds
- Parks
- Open Spaces



# Appendix 4 – 200m Hypothetical Transit Stop Radius

- 200m Radius
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- School
- Storm Ponds
- Parks
- Open Spaces

HUMBER STATION ROAD

CASTLEDERG SIDE ROAD

DUFFYS LANE

HIGHWAY 50

EMIL KOLB PARKWAY

MOUNT HOPE ROAD

MOUNT PLEASANT ROAD

KINGSMEAD DRIVE

COLUMBIA WAY

# Appendix 5 – 800m Commercial/Service Radius

- 800m Radius
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- School
- Storm Ponds
- Parks
- Open Spaces

HUMBER STATION ROAD

CASTLEDERG SIDE ROAD

DUFFYS LANE

HIGHWAY 50

EMIL KOLB PARKWAY

MOUNT HOPE ROAD

MOUNT PLEASANT ROAD

2.75 km to Bolton Employment Area

1.8 km to Downtown Bolton

KINGSMEAD DRIVE

COLUMBIA WAY





## APPENDIX 6

### BOLTON NORTH HILL LANDOWNERS GROUP INC OWNERSHIP OF LANDS IN NORTH HILL SECONDARY PLAN AREA

Owner Name	Address	PIN and Legal Description of Real Property	BNHLG Member
F.P.L.M.E.T. GROUP INCORPORATED	n/a	PT LT 14 CON 6 Albion PT 1, 43R13515; Caledon, as in PIN 14330-0057	Yes
1328272 ONTARIO LIMITED	n/a	PT LT 14 CON 6 ALB DES PT 3 PL 43R-28585; Caledon, as in PIN 14330-0472	Yes
OAKBANK ESTATES INCORPORATED	14475 Hwy 50, Caledon	PT LT 13, CONC 7 ALBION DES PT 1, 43R16003, EXCEPT PT 1, 43R34593; Caledon as in PIN 14331-0308	Yes
MARHOME VENTURES INC.	14337 Hwy 50, Caledon	PT LT 12 CON 7 ALBION, PART 1, 43R27826; Caledon as in PIN 14331-0294	Yes
GEORGIAN HUMBERVALE INC.	n/a	PART LOTS 11 & 12, CONCESSION 7, (ALBION), PART 1, PLAN 43R38843 TOWN OF CALEDON, as in PIN 14331-0316	Yes

## APPENDIX 6

Owner Name	Address	PIN and Legal Description of Real Property	BNHLG Member
COLD CREEK DEVELOPMENTS LIMITED	n/a	PT LT 11 CON 8 ALBION PT 1 43R17638; Caledon, as in PIN 14331-0035	Yes
14685 HWY 50 INC.	14685 Hwy 50, Caledon	PT LT 14, CON 7 (ALBION) DESIGNATED AS PARTS 1 AND 2, PLAN 43R36971 SUBJECT TO AN EASEMENT IN GROSS OVER PT 2, 43R36971 AS IN PR2228192 TOWN OF CALEDON, as in PIN 14331-0311	Yes
2602242 ONTARIO LIMITED	14684 Hwy 50, Caledon	LT PT. LT. 14 CON. 6 ALBION as in RO 1089700 CALEDON; as in PIN 14330-0058	Yes
STEWART, NANCY JEAN; MCKEE, LINDA JUNE; LAIDLAW, HEATHER ANN; STEWART, JAMES SCOTT	14674 Duffys Lane, Caledon	PART LOT 13 CON 5 ALBION, PART 1 43R37439; PART LOT 14 CON 5 ALBION; PART LOT 15 CON 5 ALBION AS IN AL18417, EXCEPT PART 1 43R1546 & PTS 4,5,6 & 7 43R2087 TOWN OF CALEDON, as in PIN 143290255	No
MATSON, MARGARET JUNE	n/a	PT LT 14 CON 6 ALBION AS IN RO916387 ; CALEDON, as in PIN 143300064	No

## APPENDIX 6

Owner Name	Address	PIN and Legal Description of Real Property	BNHLG Member
FLAMMINIO, ONORINA	n/a	PT LT 14 CON 6 ALBION; PT LT 15 CON 6 ALBION AS IN VS34311 (FIRSTLY), EXCEPT PT 10 VS55378 ; CALEDON, as in PIN 143300059	No
FIALA, JULIUS MICHAEL	14766 Hwy 50, Caledon	PT LT 14 CON 6 ALBION AS IN RO968767 ; CALEDON, as in PIN 143300060	No
AUER, JOHANN WALTER; AUER, SUSANNA MARGARET	14687 Hwy 50, Caledon	PT LT 14 CON 7, DES. PTS 7, 8, AND 9 PL 43R22911, CALEDON S/T EASEMENT IN FAVOUR OF THE CORPORATION OF THE TOWN OF CALEDON OVER PT LT 14 CON 7, DES. PT 9 PL 43R22911 AS IN RO1172328. SUBJECT TO EXECUTION 98-04290, IF ENFORCEABLE. T/W ROW OVER PT LT 14, CON 7 ALBION, PT 1, 43R24595, AS IN PR531049. S/T ROW OVER PT LT 14, CON 7 ALBION, PT 2, 43R24595 IN FAVOUR OF PT LT 14, CON 7, PTS 1, 2 & 3, 43R22911, AS IN PR531049; as in PIN 143310292	No
CHAMBERLAIN, LETA DELAINE; CHAMBERLAIN, KENNETH AUSTIN	14616 Hwy 50, Caledon	PT LT 14 CON 6 ALBION AS IN RO566136 S/T RO566136 ; CALEDON, as in PIN 143300056	No
LAMANNA, MARILENA; LAMANNA, POMPEO	14600 Hwy 50, Caledon	PT LT 14 CON 6 ALBION AS IN AL21330, EXCEPT PT 13 VS55378; T/W AL21330 ; S/T AL15587 CALEDON, as in PIN 143300055	No
612118 ONTARIO LIMITED	14442 Hwy 50, Caledon	PT LT 13 CON 6 ALBION AS IN RO707322, SAVE AND EXCEPT PTS 1 TO 9, EXPROP. PLAN PR2314225 SUBJECT TO AN EASEMENT AS IN AL15568 TOWN OF CALEDON, as in PIN 143300487	No

## APPENDIX 6

Owner Name	Address	PIN and Legal Description of Real Property	BNHLG Member
James Dick Construction Limited	14530 Highway 50, Caledon	PT LT 13 CON 6 ALBION AS IN VS33375, EXCEPT PT 10 VS55379, SAVE AND EXCEPT PT 1, EXPROP. PLAN PR2314299 TOWN OF CALEDON, as in PIN 143300489	No
CARBONIA 2000 INC.	14475 50 Hwy, Caledon	PT LT 13 CON 7 ALBION AS IN RO1132031, SAVE AND EXCEPT PTS 1, 2, 3 PL 43R-31022; CALEDON as in PIN 143310297	No
SCHEMBRI, ROSANNA CHRISTINA; PETRELLA, ANTHONY	14291 Hwy 50, Caledon	PT LT 12 CON 7 ALBION AS IN RO1114573 ; CALEDON as in PIN 143310025	No
2010450 ONTARIO LIMITED	14289 Hwy 50, Caledon	PT LT 12 CON 7 ALBION AS IN RO984984 ; CALEDON as in PIN 143310026	No