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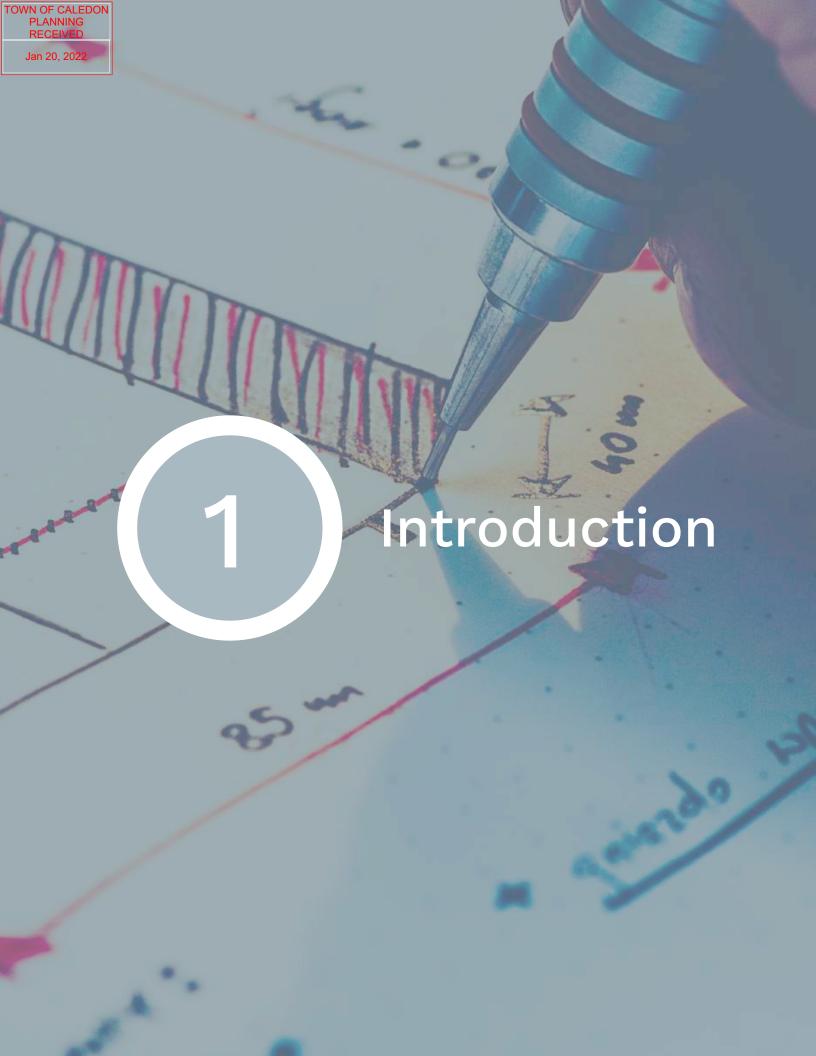
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TOWN OF CALEDON PLANNING RECEIVED Jan 20, 2022

This Planning Rationale Report has been prepared on behalf of the Bolton North Hill Landowners Group ("BNHLG"), in support of an application for a Local Official Plan Amendment ("LOPA") to facilitate the implementation of a new Secondary Plan Area; the Bolton North Hill Secondary Plan (the "Secondary Plan" or "BNHSP"). The purpose of this application is to implement a comprehensive land use and development strategy for the applicant's lands located at the north extent of the Bolton urban settlement boundary expansion herein referred to as the "BNHL Lands" or "the subject site". The subject site is approximately 178 hectares and is generally situated along Highway 50 and Emil Kolb Parkway





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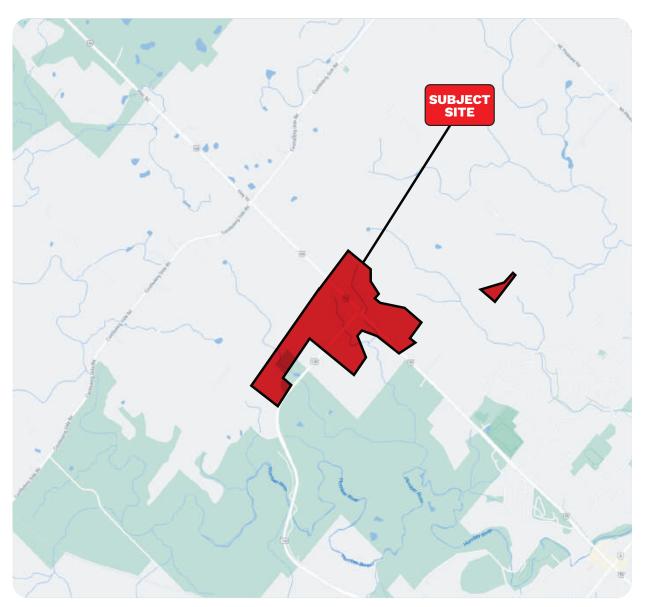


Figure 1 - Location Map

The subject site is comprised of multiple properties under various ownerships as listed in **Table 1** below.

Table 1 - Municipal Property Addresses*

Property Address	BNHLG Ownership (Y/N)	Property Address	BNHLGD Ownership (Y/N)
14475 Hwy 50, Caledon	Υ	14616 Hwy 50, Caledon	N
14337 Hwy 50, Caledon	Υ	14600 Hwy 50, Caledon	N
14685 Hwy 50, Caledon	Υ	14442 Hwy 50, Caledon	N
14684 Hwy 50, Caledon	Υ	14530 Highway 50, Caledon	N
14674 Duffys Lane, Caledon	N	14475 50 Hwy, Caledon	N
14766 Hwy 50, Caledon	N	14291 Hwy 50, Caledon	N
14687 Hwy 50, Caledon	N	14289 Hwy 50, Caledon	N

Itisnoted that certain properties that fall under the ownership of the BNHLG do not have municipally assigned addresses. Certain addresses are also not contained within the BNHLG ownership as outlined above. An additional list of 6 addresses contained within the BNHSP Area with their PIN and Legal Description of Property has also been provided in **Appendix A and B**.*

The proposed Secondary Plan would facilitate the development of residential, commercial, mixed uses and community uses including parks and schools as well as municipal infrastructure necessary to support a new complete community in the Town of Caledon. This Planning Rationale Report supports the approval of a Local Official Plan Amendment required to establish a Secondary Plan for the BNHL Lands. The Secondary Plan will outline key planning principles to facilitate the orderly and appropriate development of residential, mixeduse, commercial and community uses, inclusive of parks, open spaces and schools as well as infrastructure such as stormwater management facilities and sewers.

As set out in this Planning Rationale Report, the development of the BNHL Lands will contribute to the logical northward urban expansion of Bolton within the Town of Caledon. The proposed development is comprised of a mix of residential housing types and densities supported by new public streets and laneways, open space areas, schools and commercial uses, all of which have been organized in a manner to optimize the lands without impacts on natural features.

From a policy perspective, the proposal is supportive of the planning directives established in the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2019, as amended), the Region of Peel Official Plan (and recent SABE process), and the Town of Caledon Official Plan. This Planning Rationale Report provides analysis and justification for the proposed LOPA and subsequent BNHLG Secondary Plan and concludes that the proposal represents good planning and warrants approval of the required planning applications to establish the Secondary Plan.

1.1 Application Background

The BNHL Lands have been involved with the Region of Peel and Town of Caledon's growth planning exercises since 1998. As per the Growth Plan, it is noted that expansions to the settlement area boundaries for more than 40 hectares of land can only occur through a Municipal Comprehensive Review (MCR). As such, the Town of Caledon's Bolton Residential Expansion Study (BRES) which occurred from 2012 to 2014; and the Region of Peel's ROPA 30 process from 2014 to 2016 resulted in the Region and Town's recommendations to fulfill the requirements of a MCR in relation to the 2031 Growth Plan's population and employment projections. As a result of ROPA 30, southern portions of the BNHL Lands along Highway 50 were brought forward into the Urban Settlement Area (See Figure 2). The outcomes of ROPA 30 were subsequently appealed by numerous parties, including the BNHLG. The resulting ROPA 30 Settlement brought forward the remainder of the BNHL Lands into the Settlement Area located along Emil Kolb Parkway and Highway 50.

The Growth Plan for the Greater Golden Horseshoe (2019, as amended), which includes Amendment No., brought forward revised population and employment projections to 2041 and 2051. The Region of Peel is currently undertaking their MCR to designate appropriate lands for growth in Peel up to 2041/2051. As a result, the Region's new Official Plan will include the 2041 and 2051 projections. As part of the ongoing MCR process, the Region recently published their Draft Settlement Area Boundary Expansion (SABE) Mapping which includes the BNHL Lands as "Urban System – 2051 New Community Area".

Additional growth in Caledon is required to meet the Growth Plan targets, and furthermore direct said growth towards Bolton as it represents one of the three "Rural Service Centres" in Caledon. Through the ongoing Regional MCR Process, the Settlement Area Boundary Expansion (SABE) Study has identified additional lands that are proposed to accommodate growth into 2041 and 2051. On September 2, 2021, the Region published the Settlement Area Boundary Expansion Study: Final Concept Map and Fiscal Impact Analysis, prepared by Hemson. The proposed concept map reflects the remainder of the BNHL Lands which are identified as SABE Community Areas which were assessed through the Bolton Residential Expansion Study and LPAT Settlement of ROPA 30 (now "OLT"). It is anticipated that the Region of Peel's new 2051 Official Plan will be adopted by the Region and the Province will approve the Official Plan in 2022.

Jan 20, 2022

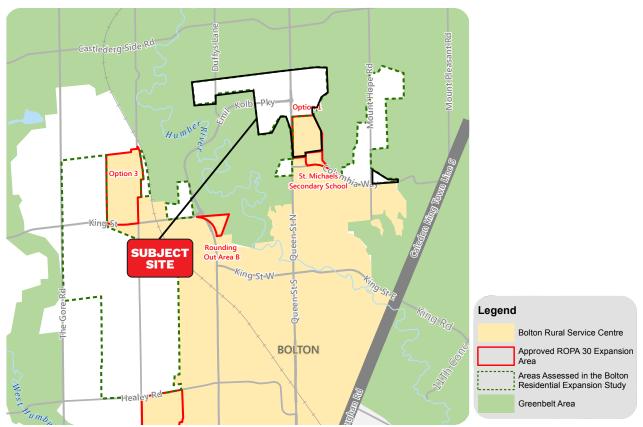


Figure 2 - Approved ROPA 30 Lands

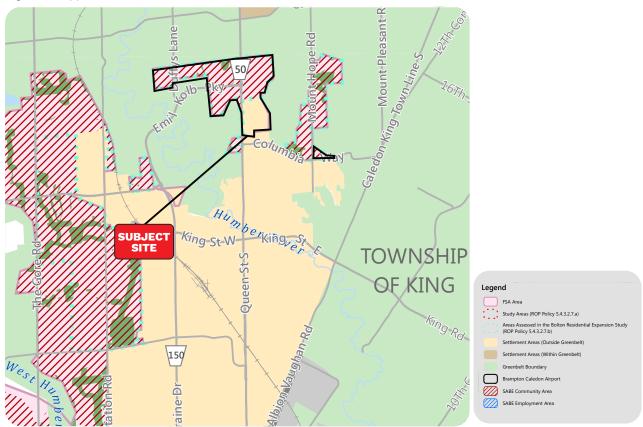


Figure 3 - Draft Settlement Areas - Peel Region

1.2 ROPA 30 - 1997 contemplation

The 1998 Caledon OPA 114 OMB Decision

Appeals of the settlement boundaries established in the Caledon Official Plan (OPA 114) were resolved through a decision of the OMB in 1998. Through that decision, the OMB approved a "trinodal" approach to settlements within Caledon, including the existing settlement of Bolton, as well as Mayfield West and Caledon East. BNHL was one of the appellants and was seeking an expansion to permit development on their lands, partly based on the approach at that time which was referenced as mandating "infilling and rounding" out of Bolton while maintaining a buffer between Bolton and Palgrave Estates (the estate residential development area to the north).

The ultimate decision was to approve the "trinodal" approach and leave the expansion of Bolton for the future. The Board referenced an agreed to statement of facts indicating that there would be no problem with servicing the BNHL lands. The Board concluded as follows:

- "the Town should be allowed to pursue its "tri-nodal concept" for at least ten years. This should allow for a fair test of the concept over a varied market and economic conditions.
- If after that time, the tri-nodal concept is not working, the Town and Region will probably be the first parties looking for a quick solution and hence should be receptive to looking at the BNH lands as part of the solution.

The only way in which development should proceed north of Columbia Way in the foreseeable future is if an "easterly" BAR is approved and constructed south of Castlederg Sideroad. This easterly BAR would then make an excellent and natural "hard edge" to Bolton's northerly boundary in a similar way as the Highway 410 extension makes a "hard edge" for Policies A and B in Mayfield West. This is similar to the current function of Columbia Way."

The above statements of the Board acknowledge the logic and appropriateness of having a hard edge. Since the time of the decision, the Greenbelt boundary now forms the "hard edge" in terms of policy for Options 1 and 2. The construction of Emil Kolb Parkway – to the north of Columbia Way – represents the Bolton Arterial Route which is identified on Schedule J of the Caledon Official Plan. Upon construction of this municipal infrastructure, there is now merit to planning and developing the lands to the north of Columbia Way in support of the Peel 2041 to 2051 growth targets. Furthermore, these lands have been supported for development through the aforementioned SABE, BRES and MCR process.



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2.1 Subject Site - BNHL Lands

The BNHL Lands are located approximately 1.8 kilometres north of the Downtown Centre of Bolton; the intersection of King Street West and Queen Street North. The lands constitute approximately 178 hectares of area and extend north to the edge of the Oak Ridges Moraine Conservation Plan Area. Through ROPA 30, a portion of the BNHL Lands were brought into the Settlement Area which logically continues the pattern of urban development along Highway 50, north of Columbia Way. The remaining portion to the north and northwest are generally oriented along Emil Kolb Parkway and are strategically positioned to take advantage of municipal infrastructure such as roads whilst remaining cognizant of the Natural Heritage System that surrounds the Humber River to the west of Highway 50.

2.2 Area Context

The BNHL Lands are surrounded by a range of land uses including naturalized areas, agricultural lands as well as low-rise urban development to the south. As stated above, to the west of the BNHL Lands is a large swath of Natural Heritage System that borders the Humber River and is contained within the boundaries of the Ontario Greenbelt Plan. To the north, lands are agricultural and are contained within the Oak Ridges Moraine Conservation Plan Area and are identified as Greenbelt Plan protected Countryside. To the east, the BNHL Lands that border Highway 50 also lie adjacent to Natural Heritage System areas that are contained in the Greenbelt Plan. To the southeast, the land use transitions to lowrise subdivisions generally bounded by Columbia Way and Highway 50. Areas to the southwest of the BNHL Lands consist of fragmented low-rise areas generally bound by Glasgow Road and King Street West. These pockets of low-rise uses can be attributed to the interspersed naturalized areas that branch off from the Humber River.



Figure 4 - Subject Site - BHNL Lands

2.3 Community Amenities and Facilities

The Town of Caledon is afforded an abundance of open space and natural heritage areas that support parks and hiking trails. The development of subdivisions in the Bolton area developed in a traditional neighbourhood pattern allowing for neighbourhood scale parks as well as schools. As a result, the Bolton Area is well served by a range of community amenities and facilities. IBI Group has prepared a detailed Community Services and Facilities Study (CSF) for this application which is discussed further in Section 5.7. The following notable Community Services and Facilities, among others, are noted and shown on Figure 5

Parks and Open Spaces

- Humber Valley Heritage Trail
- Bolton Resources Management Tract
- Albion District Park
- Bolton Skate Park
- Kingsview Drive Park
- Dick's Dam Park
- Edelweiss Park
- Jack Garratt Soccer Park
- Adam Wallace Memorial Park
- Albion Bolton Memorial Park

Schools and Community Centres

- Caledon Centre for Recreation and Wellness
- St Michael Catholic Secondary School
- St. John Paul II Catholic School
- James Bolton Public School
- Humberview Secondary School
- St. Nicholas Elementary School
- Albion Bolton Community Centre

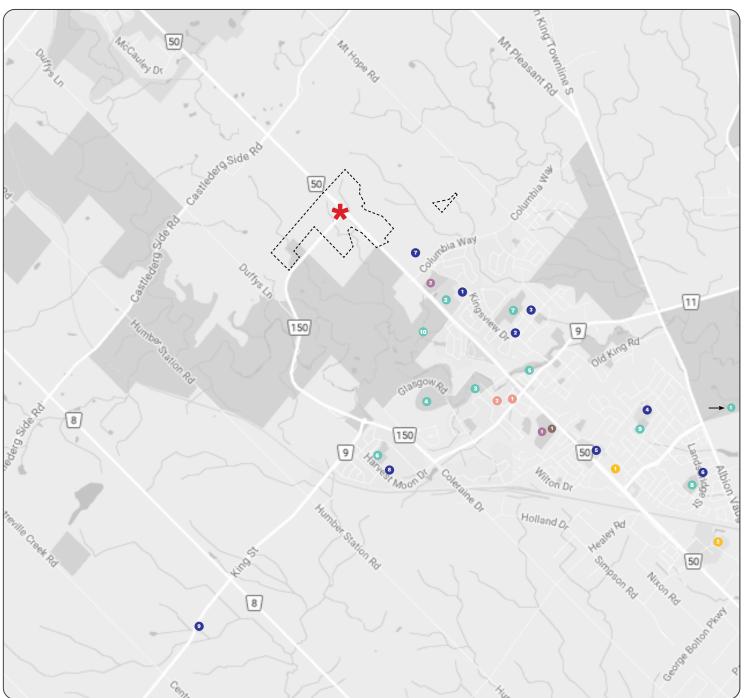


Figure 5 - Community Services and Facilities Map

Bolton, Ontario Community Services and Facilities Map





- Saint John Paul II Catholic School
- James Bolton Public School
- Humberview Secondary School 4. Allan Drive Middle School
- 5. Holy Family Elementary School
- 6. St. John the Baptist Elementary
- 7. St. Michael Catholic Secondary School
- 8. St. Nicholas Elementary School
- 9. Macville Public School



1. Caledon Public Library - Albion-Bolton



Recreation

- 1. Albion & Bolton Community Centre
- 2. Caledon Centre for Recreation & Wellness

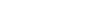


Emergency Services

- 1. Peel Regional Paramedic Services Bolton Station
- 2. Caledon Fire Station 302



- 1. Vera Davis Centre 2. Bolton Medical Practice





Parks

- 1. Nashville Conservation Area
- 2. Albion-Bolton District Park 3. Dicks Dam Park
- 4. Edelweiss Park Bolton Mill Park
- 6. Adam Wallace Memorial Park
- 7. Kingsview Drive Park
- 8. RJA Potts Memorial Park
- 9. Fountainbridge Community Park
- 10. Humber Grove Park

2.4 Road Network and Transportation Context

The transportation network serving the Bolton area is comprised of provincial highways, regional roads, arterials and local roads. The two major roads servicing the BNHL Lands are Highway 50 and Emil Kolb Parkway. Schedule J of the Caledon Official Plan identifies Highway 50 as a High-Capacity Arterial Road and has a planned right of way width of 36 metres as per Schedule F of the Peel Regional Official Plan. Highway 50 does not have a planned right-of-way width as per Schedule K of the Caledon Official Plan. In terms of road typology, Highway 50 north of Columbia Road is a two-lane arterial with road shoulders intersecting with a two-lane round-about at Emil Kolb Parkway.

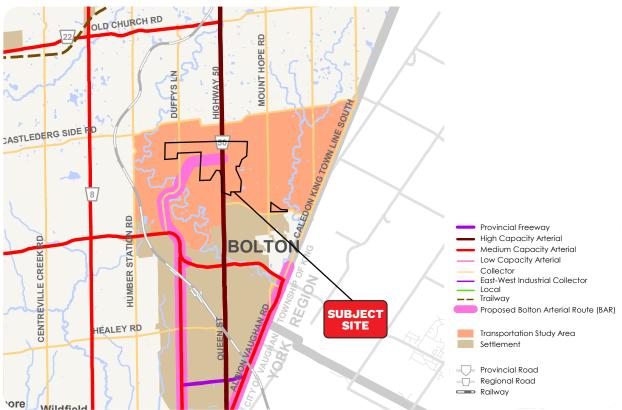


Figure 6 - Caledon Official Plan Schedule J - Long Range Road Network

Emil Kolb Parkway is identified on Schedule J of the Caledon Official Plan as Future Bolton Arterial Route (BAR) and has a planned right-ofway width of 26 metres. Based on the hierarchy of surrounding rights-of-way, Emil Kolb is likely to be classified as a Medium Capacity Arterial Road. The road consists of two lanes with additional width accommodated by the shoulders and has a planned right of way width of 45 metres as per Schedule F of the Peel Regional Official Plan. There are no sidewalks or pedestrian realm on either Highway 50 or Emil Kolb Parkway.

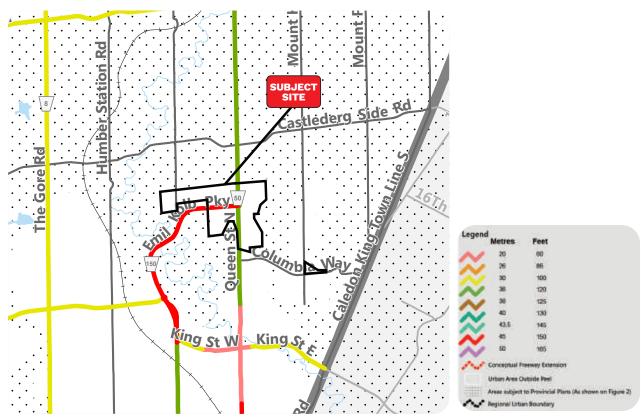


Figure 7 - Peel Region Official Plan Schedule F - Regional Road Mid-Block Right-of-way Requirements

With regard for Transportation, the BNHL Lands are well positioned to take advantage of the future Caledon Station on the GO Transit Network. The future Caledon GO Station will be located approximately 1.3 kilometres to the southwest of the subject site along Humber Station Road north of King Street West. The Caledon GO Station is anticipated to develop concurrently with the Macville Community Secondary Plan Area which constitutes the 'Option 3' lands that were approved through the ROPA 30 LPAT Settlement. Notably, the December 2020 the Region of Peel draft Regional Official Plan Amendment (ROPA) for MTSA's included the Caledon (Bolton) GO Station. The station is currently identified as "Planned". Furthermore, the December 2020 Draft MTSA Profiles - Part 2 indicated an approximate delineation of the boundary of the MTSA (See Figure 8). The Draft Profiles also brought forward the following recommendations for the station and adjacent lands:

- Update land use, via an MCR, to permit mixeduse development and meet Growth Plan minimum densities. When in the settlement boundary in the future, prepare a transitoriented secondary plan.
- Engage with transit agencies on status of the proposed GO station and encourage rail service to this area.
- While recognizing the strategic importance of this station for serving growth in Bolton, significant land use change, infrastructure planning, and investment is required prior to being delineated.

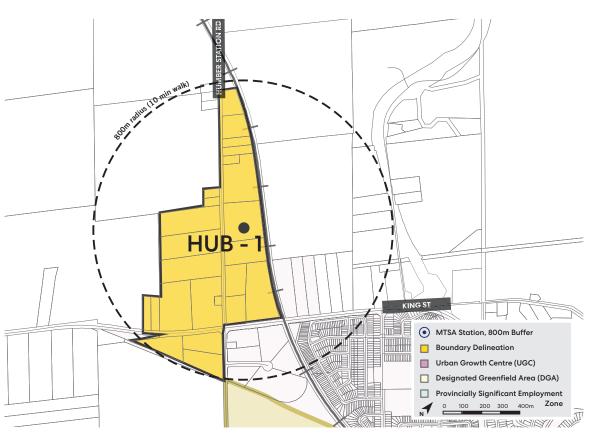


Figure 8 - Peel Draft MTSA Station Area

2.5 Natural Heritage and Cultural Heritage Context

Dillon Consulting Limited (Dillon) was retained by Bolton North Hill Landowners Group Inc. (BNHLG) to undertake environmental studies as part of the Bolton North Hill Secondary Plan area. The Study Area, which includes the Option 1/2 Lands plus 120 m of investigation, is mainly comprised of agricultural lands, with a few mapped watercourses and some pockets of unevaluated wetland. In order to address the potential impacts to natural heritage features within the Study Area, this Natural Heritage Study Report (NHSR) is required to help inform the Secondary Plan.

Portions of the Study Area, outside of the Bolton North Hill Secondary Plan area but within the 120 m adjacent lands, fall within the Oak Ridges Moraine (ORM) Area, Protected Countryside and Natural Heritage System of the Greenbelt Plan. Under the Oak Ridges Moraine Conservation Plan, the Study Area falls within Natural Linkage Area, located immediately adjacent to the northern boundary of the BNHSP area.

The Growth Plan recognizes the adjacent lands to the BNHSP area as Greenbelt Area and GGH Plan Area. Section 1.2.3 of the Growth Plan states that where there is a conflict between the Greenbelt, Oak Ridges Moraine Conservation, or Niagara Escarpment Plans and [the Growth Plan] regarding the natural environment or human health, the direction that provides more protection to the natural environment or human health prevails (MMAH, 2020). Based on the most recent consolidation of the ROP (September 2021), lands within the BNHSP area are designated as Rural System (D3) and Agricultural and Rural Area (D4).

A total of approximately 13 headwater drainage features (HDFs) were identified through field surveys several of which will require removal for the proposed Secondary Plan. Based on the function of the HDF's indented within the Study Area (i.e., conveyance of surface flow), potential negative impacts as a result of their removal are expected to be minimal so long as mitigation measures are implemented.

A detailed summary of mitigation measures to facilitate the proposed Concept Plan are provided in the NHSR prepared by Dillon Consulting and is discussed further in Section 4.2 and 5.1 of this Report.

With regard for Cultural Heritage, the Bolton North Hill Landowners Group (BNHLG) has engaged Timmins Martelle Heritage Consultants Inc. (TMHC) to produce a Cultural Heritage Assessment Report (CHAR) that considers the potential heritage value of the Bolton North Hill Secondary Plan area

Through evaluation of potential for Built Heritage Resources and Cultural Heritage Landscapes, 13 of 29 properties in the Study Area were identified as having potential for built heritage resources or landscapes. The remaining 16 properties did not exhibit visible cultural heritage features. This evaluation did not consider the potential for archaeological resources.

Evaluation of the 13 properties which were screened as having potential for built heritage resources or landscapes the Study Area against the O.Reg. 9/06 criteria concluded that two listed properties within the Study Area (142921 Peel Regional Road 50 and 14685 Peel Regional Road 50) meet the criteria on the basis of their physical/design value, historical/associative value, and contextual value. A third property was also identified. A detailed summary of the CHAR is provided in Section 5.5 of the Report.



The following section provides a summary of the key guiding principles that will facilitate the effective development of the BNHL Lands through the proposed Secondary Plan.

3.1 Development Principles & Vision

The BNHL Lands present a significant opportunity to develop a new complete community that utilizes modern planning principles such as compact development, a mix of uses and community amenities that are within walking distance. The vision for the proposal is to establish a self-sufficient complete community that can provide a range of housing types for residents at varying stages of life, high quality neighbourhood amenities such as parks and schools, and commercial retail opportunities for everyday needs. The overall development concept will rely on the following planning principles to establish an efficient, safe and desirable community:

- Establish a new public road network consisting of fine grain streets and blocks that encourage safety, pedestrian permeability, and efficient movement;
- 2. Provide a mix of urban forms with varying levels of density to accommodate individuals at all stages of life and income levels;

- 3. Create a mixed-use commercial node around Emil Kolb Parkway and Highway 50;
- 4. Concentrate the highest densities at the intersection of Emil Kolb Parkway and Highway 50 and the broader Highway 50 corridor; and
- 5. Provide an equitable distribution of parks, open spaces and schools for residents.

3.2 Description of Concept Plan

The proposed concept plan will focus primarily along the Highway 50 corridor and Emil Kolb Parkway with a portion of the community extending northwest off Duffys Lane. For the purposes of describing the Concept Plan, the total development area will be referred to as BNHL West, Central or East using Highway 50 as a central divide. The primary goal of the Concept Plan is to create a community that is both functional and safe, establishes a distinct character, and to facilitate efficient movement of pedestrians, cyclists and vehicles alike. In order to achieve this, the proposed Concept Plan has been thoughtfully designed to accommodate the above noted development principles that will contribute to a successful complete community.



Figure 9 - Detailed BNHL Lands and Areas

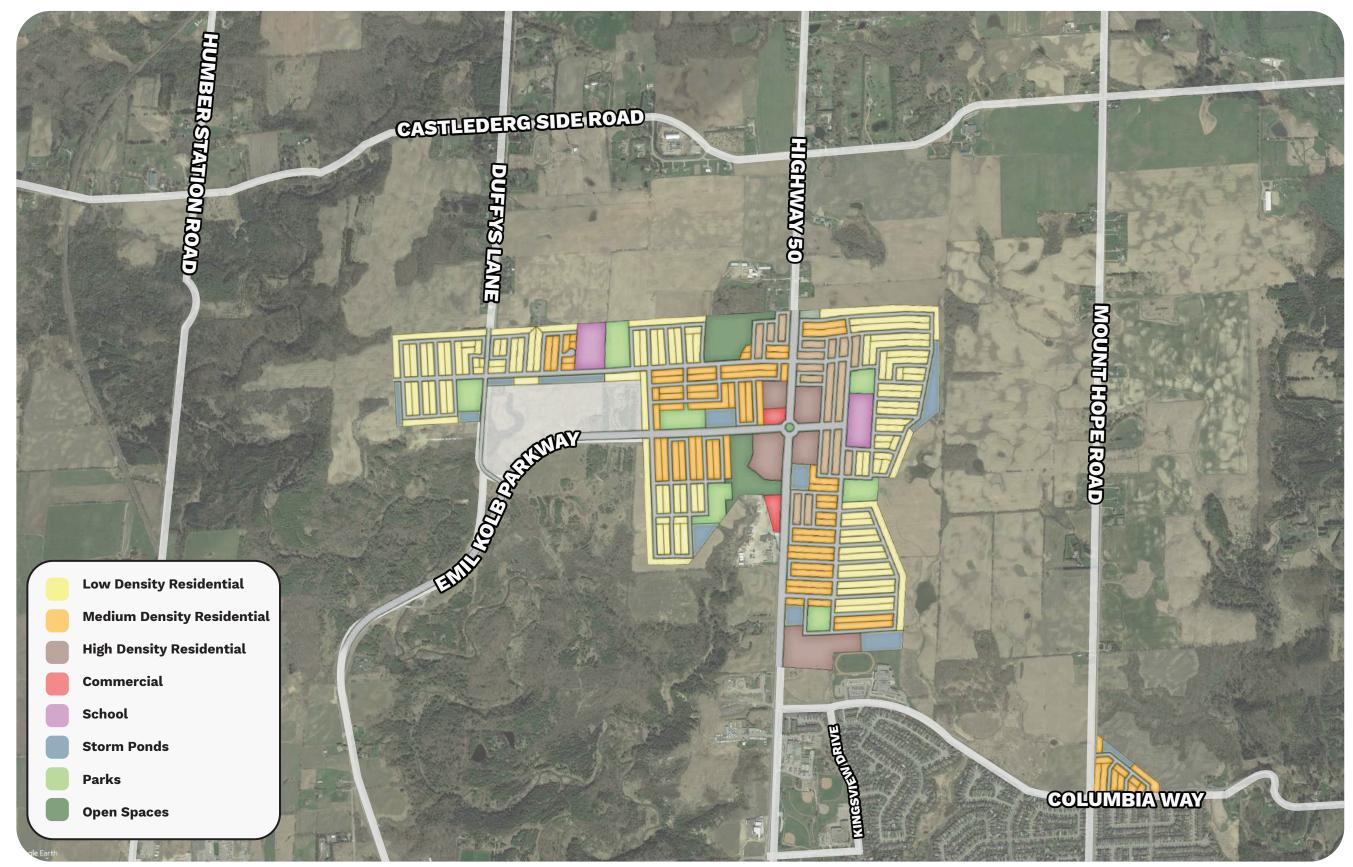


Figure 10 - Bolton North Hill Community Plan

Residential

The BNHL Concept Plan is planned to provide a land use mix that can accommodate a variety of built forms, commercial retail opportunities and institutional uses to support future residents. With regard for overall land use hierarchy, High Density Residential uses will be concentrated at the intersection of Emil Kolb Parkway and Highway 50 to develop a centralized node that services the broader neighbourhood, while Medium and Low-Density Residential uses are situated on the corridor and peripheries. The central node will support a four apartment blocks identified as High Density Residential and a commercial block at the northwest corner of the intersection. Additional Medium Density Land uses are proposed along both the west and east side of Highway 50 which are anticipated to accommodate a mixture of low-rise townhouses (e.g. back-to-back and traditional townhomes).

The BNHL Central Lands transition to Low Density Residential uses beyond the immediate corridor of Highway 50 and will accommodate a total of 3.3 hectares of Parks and a 2.4-hectare school site. The BNHL West Lands accommodates both Medium and Low Density Residential uses along Emil Kolb Parkway while the southwest quadrant of the intersection transitions from High Density Residential into a 3.4-hectare Open Space. Moving further to the southwest is a concentration of Low Density Residential uses that lie adjacent to identified Greenbelt lands. This portion of the Concept Plan also has access to a 1.35-hectare Park. The northwest quadrant of the West Lands will contain a mixture of both Low and Medium Density Residential uses that abut a 4.1-hectare woodlot at the northern extent of the Concept Plan. Further to the west are additional Low Density Residential uses which are supported by 3.2 hectares of Parks and a 2.4 hectare future school site.

The proposed land use hierarchy will ensure appropriate relationships between *High, Medium,* and *Low Density* areas as built form shifts away from the central node and the Highway 50 corridor. The proposed land use framework will facilitate an efficient distribution of density and neighbourhood amenities such as parks and schools which will provide the foundation for a well planned community.

In summary, Low Density Residential uses will contain single detached dwellings, Medium Density Residential will contains various townhouse typologies, and High Density Residential will contain taller apartment forms.

Commercial

There are two Commercial land use blocks within the proposed Concept Plan. One is located at the northwest corner of Emil Kolb Parkway and Highway 50, while the second is located to the south on the west side of Highway 50. These commercial blocks are anticipated to contain retail, personal service uses, among others, to serve the daily needs of the adjacent residents. The blocks are also situated along major thoroughfares to provide convenient vehicular access and minimize traffic infiltration into the proposed residential areas.

Proposed Greenfield Densities

With regard for Greenfield Densities, the estimated population growth of 12,470 residents within the BNHSP Area. The Secondary Plan Area will establish an overall Greenfield Density of approximately 23 units per hectare and is anticipated to generate a total of 82 jobs within the proposed commercial blocks. This does not account for individuals working at home or in private practices within dwelling units. With regard for persons per hectare, the BNHSP will equate to an average of 70 persons per hectare. This results in a combined people and jobs per hectare density of 70.25 which meets the intent of the Growth Plan as outlined in Section 4.3 of this Report.

Road Network

Highway 50 will continue operate as a primary north-south arterial road for the Concept Plan. The road is characterized by two-lanes (one per direction) and is strictly auto-oriented with no public realm or accommodation for pedestrians. Through the redevelopment of properties along the Highway 50, the streetscape will establish a more pedestrian conducive environment inclusive of sidewalks and landscaping. Two additional signalized intersections will be provided along Highway 50 including one north of Columbia Way and one north of the roundabout at Emil Kolb Parkway.

Emil Kolb Parkway will similarly maintain its role as the major east-west arterial road as the primary connection through the Concept Plan. Similar to Highway 50, the current road is characterized by two-lanes (one per direction) and is strictly auto-oriented with no public realm features. A new signalized intersection is proposed approximately 600 metres west of the Emil Kolb Roundabout which will provide access to a new north and south road connection allowing vehicle access into portions of the BNHL West Lands. It is acknowledged that these signalized intersections along Highway 50 and Emil Kolb will act as the primary entrances into Low and Medium Density areas

In addition to these two existing roads, two new local collector roads will be established. Kingsview Drive is a north-south collector that extends from the existing road south of Columbia Way and will run parallel to Highway 50. The second is an east-west collector that runs parallel to Emil Kolb Parkway and connects into Duffys Lane to the west which has yet to be named. Each of these roads will establish a local and pedestrian scaled right-of-way allowing for convenient access into the fine grain roads that access the *Medium* and *Low Density Residential* areas.

The overall road network is anticipated to retain the functionality of Emil Kolb Parkway and Highway 50 whilst establishing a various option for vehicles and pedestrians to navigate the BNHL Lands. The more traditional grid pattern will function effectively to support future growth and development.

Parks and Open Space

A key development principle for the Concept Plan was to provide an equitable distribution of Parks and Open Spaces. The Town of Caledon and Bolton area is already afforded access to multiple trail networks and naturalized areas throughout the Greenbelt and Oak Ridges Moraine. However, the development of a new complete community will require appropriate facilities to support population growth and to ensure existing facilities to the south are not over utilized.

A total of seven (7) neighbourhood parks have been provided ranging in size from 1.05 hectares to 2.0 hectares throughout the proposed Concept Plan. In term of distribution, the BNHL Central Lands support three parks, one in the northeast quadrant and two in the southeast quadrant, all of which are evenly spaced amongst the residential uses. The BNHL West Lands contain four parks with one located in the southwest quadrant adjacent to Greenbelt areas, one in the northwest quadrant off Emil Kolb Parkway, and the remaining two situated amongst the Low Density Residential areas to the west.

In addition to the neighbourhood parks, two significant open spaces have also been provided; a 3.4-hectare open space in the southwest quadrant of the Emil Kolb and Highway 50 intersection and a 4.1-hectare woodlot along the north edge of the Concept Plan just west of Highway 50.

In total, 15.35 hectares (37.9 acres) of greenspace will be provided for future residents of the BNHL Lands. As per the Caledon Recreation and Parks Masterplan (RPM) (2010), a parkland provision target of 2.7 hectares per 1,000 population (excluding the Linear Park classification) should be encouraged in order to enhance the quality of life for Caledon's residents. It should be noted that the RPM classifies Neighbourhood Parks as 1.5-2.0 hectares and emphasizes that each park has a service radius of 800 metres that should be uninterrupted by major roadways or other physical barriers in areas of urban settlement. Based on the distribution of Parks and Open Spaces through the Concept Plan and as shown on Figure 11, a 400 metre radius will encompass all areas of the BNHL Lands, and in some instances, residents are served by multiple greenspaces. Therefore, an 800 metre radius would adequate for the proposed parks. It is acknowledged that the development parcel to the southeast at Columbia Way and Mount Hope Road will be served by Montrose Farm Park to the south.

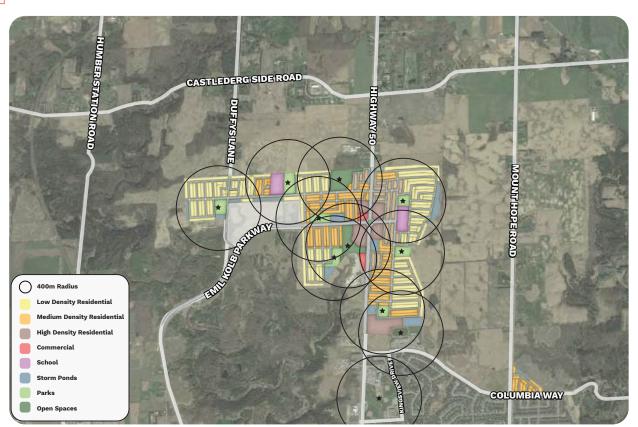


Figure 11 - Parks and Open Space Distribution

Schools

In order to support an increase in population, the Concept Plan will establish two future school sites; one school site on the BNHL Central Lands and one on the BNHL West lands. Each school site is proposed to be 2.4 hectares and will both abut Public Parks. In terms of accessibility, the placement of the school sites allows for the majority of residential uses to be within an 800 metre radius which equates to an approximate 4-6 minute walk.

The west school site will be located approximately 700 metres east of Highway 50 or mid-point between Duffys Lane and Highway 50. The school is surrounded by Low and *Medium Density Residential* areas to the west and is adjacent to a 2.0 hectare Park to the east. The eastern school site will be located approximately 250 metres to the east of the Emil Kolb Parkway and Highway 50

intersection. The school site is abutted by a 1.0 hectare Park to the immediate north, as well as Low and Medium Density Residential areas to the east, south and west.

During a pre-application meeting with Town Staff on November 18, 2021, it was noted that the Peel Public School Board had requested a school site of approximately 3.24 hectares. The current school sites are both proposed at 2.4 hectares. However, as both schools are complimented by public parkland, opportunities for co-location of facilities (e.g. soccer fields) may be an option to satisfy the total area requirement. Further discussions with the Region to determine appropriate sizing for school sites will be continued throughout the application process.

Built Form

Due to the preliminary nature of the Concept Plan, detailed heights and typologies of built form have not yet been finalized. However, it is anticipated that the BNHL Lands will support a variety of built forms that correlate to their respective land use designations (e.g. Apartments in High Density Residential areas). A combination of apartments, townhouses, single and semi-detached dwelling will be established across the Concept Plan that are supportive of the proposed land use hierarchy. A mixture of residential units and typologies will offer future resident's housing options that align with their stage of life, income level and desired living arrangement; all of which can contribute towards a new complete community.

Detailed heights and specific built form standards will be confirmed through the detailed Secondary Plan process as well as future Draft Plan of Subdivision and Zoning Applications.

Stormwater Infrastructure

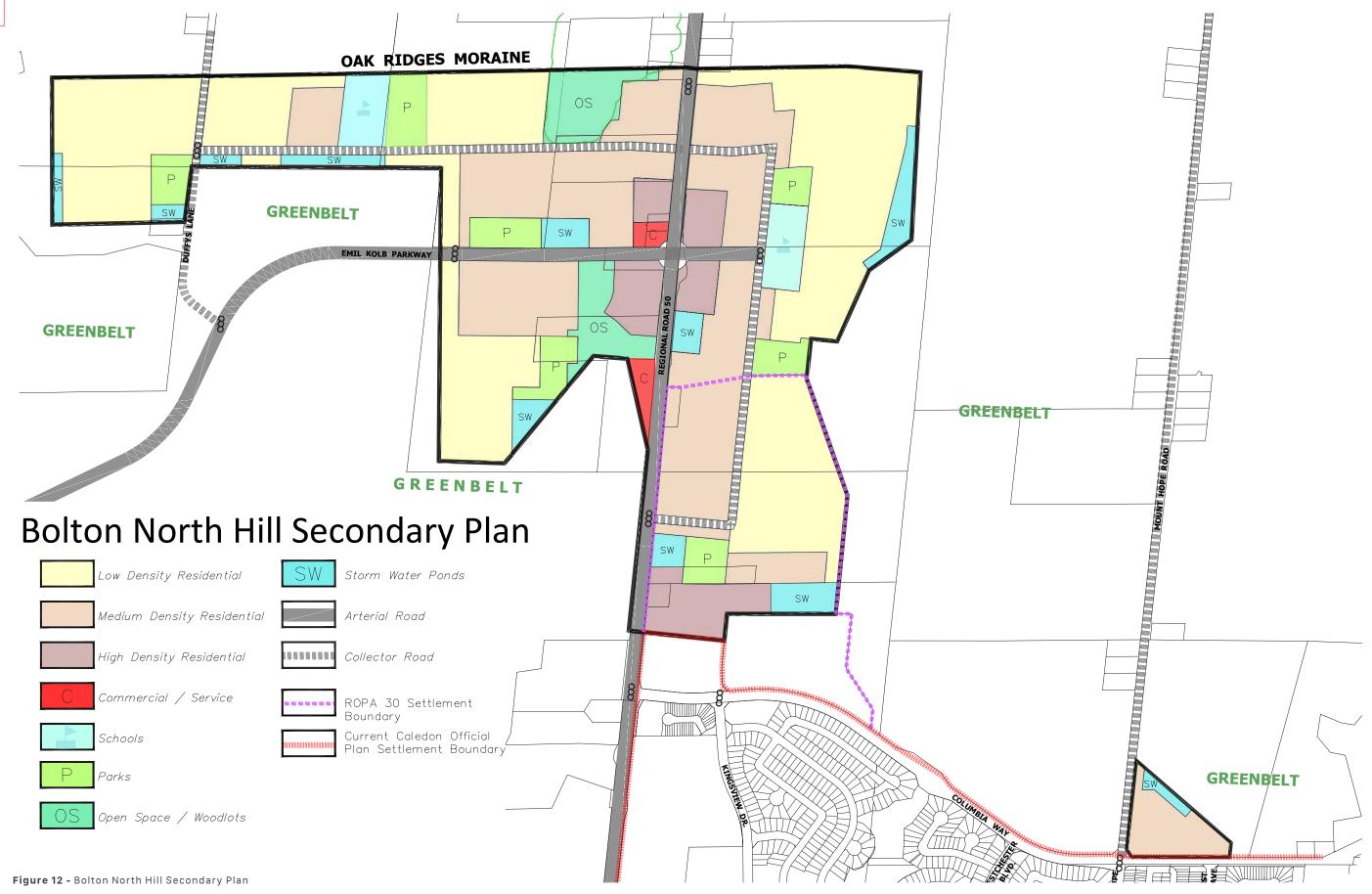
Throughout the proposed Concept Plan are eleven (11) stormwater management ponds will be established to minimize rapid storm run-off into adjacent watersheds from the proposed Concept Plan. A detailed Functional Servicing and Stormwater Management Report has been prepared by Crozier which outlines proposed strategies for servicing (storm and sanitary), grading and low impact development features. The findings and proposed measures are discussed further in Section 5.3 of this Report. The ultimate location and sizes will be determined and the subdivision application stage of development, with appropriate regard to the policies allowing flexibility to potentially locate infrastructure within the adjacent Greenbelt Plan and ORMCP areas.

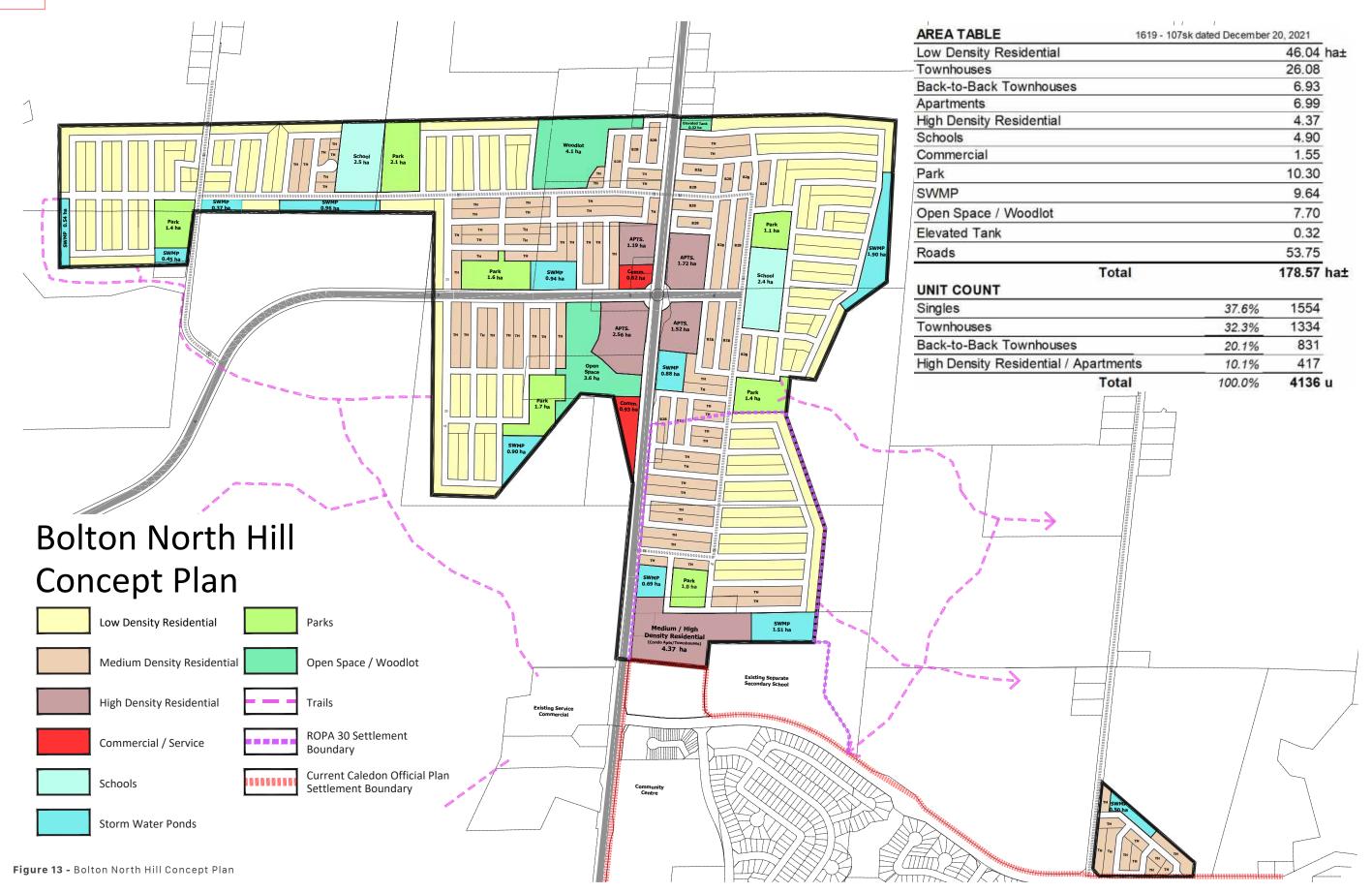
3.3 Proposed Secondary Plan

The proposed Bolton North Hill Secondary Plan (the "Secondary Plan") will utilize a nodal and corridor land use hierarchy approach that focuses the highest densities at the intersection of Highway 50 and Emil Kolb parkway. A mixture of High, Medium and Low Density Residential Uses are distributed throughout the Secondary Plan as described above which will offer a range and mix of housing options for future residents. Two Commercial blocks are also situated along the Highway 50 corridor to provide for local amenities.

The Secondary Plan will also establish an even distribution of Parks, Open Space and Stormwater Ponds to accommodate active and passive recreation opportunities throughout the area and achieve appropriate stormwater management targets. Last, the Secondary Plan will provide for two future school sites as discussed in detail above.

The detailed Secondary Plan provided alongside this application will outline key goals, objectives and general policies on how the proposed land uses shall be developed in accordance with both Provincial, Regional and Municipal planning policy frameworks. In all cases if there is a conflict between two policies, the Secondary Plan policies will prevail.





3.4 Key Statistics

Table 2 - Key Concept Plan Statistics

Total Site Area	178.57 hectares
Net Site Area (Less Roads)	124.82
Density (Units/ha)	23 Units/ha
Net Density	33 Units/ha
Parks	10.35 hectares
Open Space/Woodlot	7.5 hectares
Total	17.85 hectares
Total Units Apartments B2B Towns Townhomes Singles	4,136 units 417 units 831 units 1,334 units 1,554 units
Population	12,470
Persons/ha	69.5 person/ha (69.8)
Jobs	82 jobs (0.45)
People/Jobs per ha	70 jobs/person per ha (70.25)
School Sites	2 Sites
BNHL Central	2.4 hectares
BNHL West	2.4 hectares
Storm Facilities	11 storm ponds
Public Roads	53.75 hectares

3.5 Required Approvals

The application will require a Local Official Plan Amendment (LOPA) to the Town of Caledon Official Plan to facilitate the implementation of the proposed Bolton North Hill Secondary Plan. While the portion of the subject lands that are within ROPA 30 may proceed now, the balance of the lands would require the approval of the 2051 urban boundary expansion through the current Regional SABE process.

Following the initial LOPA Application, subsequent Draft Plan of Subdivision, Zoning By-law Amendment and Site Plan Approval Applications will be filed to develop the subject site.



Policy & Regulatory Context

4.1 Overview

As set out below, the proposed development is supportive of numerous policy directions set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the Town of Caledon Official Plan, all of which promote the efficient use of land and infrastructure within settlement areas.

4.2 Provincial Policy Statement

On February 28, 2020, the Ministry of Municipal Affairs and Housing released the Provincial Policy Statement, 2020, which came into effect on May 1, 2020 (the "2020 PPS").

The PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the Planning Act, all decisions that affect a planning matter are required to be consistent with the PPS. In this regard, Policy 4.2 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

As compared with the 2014 PPS, the 2020 PPS includes an increased emphasis on encouraging an increase in the mix and supply of housing, protecting the environment and public safety, reducing barriers and costs for development and providing greater certainty, and supporting the economy and job creation.

Part IV of the PPS sets out the Province's vision for Ontario, and promotes the wise management of land use change and efficient development patterns:

"Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. They support

the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region".

In particular, Policy 1.1.1 provides that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; avoiding development and land use patterns which may cause environmental or public health and safety concerns; and promoting the integration of land use planning, growth management, transitsupportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments and standards to minimize land consumption and servicing costs.

In addition to policies on development and land use patterns, the PPS also contains policies specifically on directing growth within settlement areas. The PPS defines Settlement Areas and outlines the importance of Settlement Areas to balance interests of communities, use land and resources wisely, and to promote efficient development patterns. More specifically, Policy 1.1.3.1 states that settlement areas shall be the focus of growth and development. Further, Policy 1.1.3.2 indicates that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- i. efficiently use land and resources;
- ii. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- iii. minimize negative impacts to air quality and climate change, and promote energy efficiency;

- iv. prepare for the impacts of a changing climate;
- v. support active transportation;
- vi. are transit-supportive, where transit is planned, exists or may be developed; and

vii.are freight-supportive."

Policy 1.1.3.3 directs planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities.

In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents by, among other matters, permitting and facilitating all types of residential intensification and redevelopment, promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit, and requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

The efficient use of infrastructure is a key element of provincial policy (Section 1.6). Policy 1.6.3 states that the use of existing infrastructure and public service facilities should be optimized, before consideration is given to developing new infrastructure and public service facilities. With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported through a number of initiatives including: encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and a range of housing options for a diverse workforce; optimizing the use of land, resources, infrastructure and public service facilities; maintaining and enhancing the vitality and viability of settlement areas; and encouraging a sense of place by promoting well-designed built form and cultural planning.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and preparing for the impacts of a changing climate through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

Section 2 of the PPS emphasizes the importance of conserving biodiversity, protecting natural heritage, water and archaeological resources. With respect to natural heritage features, Policy 2.1.1 states that natural features and areas shall be protected for the long term. In addition, Policy 2.1.2 states that the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

Section 3.2.7 of the PPS mentions that Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:

- a. is informed by a sub watershed plan or equivalent.
- incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure.
- c. establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and
- d. aligns with the stormwater master plan or equivalent for the settlement area, where applicable.

The proposed Concept Plan is consistent with the policies of the Provincial Policy Statement that have been outlined above, and in particular Policy 1.1.3.1. Firstly, portions of the BNHL Lands were identified as a suitable candidate for growth through the Town's initial BRES Study and subsequent ROPA 30, with the remaining lands recommended to be incorporated into the SABE through the 2051 expansion.

Second, with regard for Policy 1.1.1, 1.1.3.2 and 1.4.3, the Concept Plan establishes an efficient use of land, resources and infrastructure through a nodal-corridor land use hierarchy that provides appropriate densities for a complete community. The land uses will accommodate a mix of housing options that can cater to residents at varying stages in life. The proposed network of new public roads will be complimented by existing municipal roads, Emil Kolb Parkway and Highway 50, which can continue to support major vehicle movement, while adding options that focus on pedestrian and active transportation opportunities through the area. The Concept Plan also supports Policy 1.6.3 as this approach effectively optimizes infrastructure and promotes cost effective development of the BNHL Lands. Moreover, the Concept Plan will provide new community amenities such as Parks and Schools that will contribute towards the objective of healthy communities as defined by the PPS.

Finally, with regard to protection of Natural Heritage Features, the proposed Concept Plan is supportive of Policy 2.1.2 and is not anticipated to negatively impact adjacent natural heritage features. Dillon Consulting has prepared a Natural Heritage Study Report (NHSR) and has concluded that the majority of lands within the proposed Concept Plan and Secondary Plan Area consist of agricultural fields and rural properties. As described in the Report, the following strategies will be implemented to ensure appropriate separation distances, buffers and land uses remain compatible with adjacent environmentally sensitive areas.

The development area will include 30 m vegetation protection zones from the Castlederg PSW Complex, Significant Woodlands and unevaluated wetlands within the Greenbelt and ORM boundaries in accordance with the policies in the Greenbelt, ORMCP and Official Plans. An Environmental Monitoring Plan (EMP) will be carried out through the duration of construction activities on-site to ensure that the erosion and sediment control measures operate effectively and to monitor the potential impact, if any, upon the natural environment. With regard for erosion and sediment control, measures to reduce sediment-laden runoff into receiving watercourses are required for all construction sites. Various other mitigation methods are contemplated in the NHSR prepared by Dillon Consulting in Section 9.0 of the Report

For the above reasons, it is our opinion that the proposed Concept Plan and is consistent with the Provincial Policy Statement and in particular the policies relating to urban growth and the efficient use of land and infrastructure.

4.3 Growth Plan for the Greater Golden Horseshoe

On May 16, 2019, a new Growth Plan (A Place to Grow: The Growth Plan for the Greater Golden Horseshoe) came into effect, replacing the Growth Plan for the Greater Golden Horseshoe, 2017. All decisions made on or after this date in respect of the exercise of any authority that affects a planning matter are required to conform with the 2019 Growth Plan, subject to any legislative or regulatory provisions providing otherwise. Section 1.2.3 provides that the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

The Guiding Principles which are important for the successful realization of the Growth Plan are set out in Section 1.2.1. Key principles relevant to the proposal include:

- supporting the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;
- supporting a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households; and
- protecting and enhancing natural heritage, hydrologic, and landform systems, features, and functions.

The Growth Plan policies emphasize the importance of integrating land use and infrastructure planning, and the need to optimize the use of the land supply and infrastructure. The Growth Plan includes objectives that support the development of complete communities and promote transit-supportive development adjacent to existing and planned higher order transit. As noted in Section 2.1 of the Plan:

"To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options... It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change."

Section 2.1 of the Growth Plan goes on to further emphasize the importance of optimizing land use in urban areas:

"This Plan's emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area."

In this regard, the Concept Plan will make efficient use of the existing road network that has been constructed, in particular, Emil Kolb Parkway, which was established as the Bolton Arterial Route (BAR) in order to justify development to the north of Columbia Way as stated in the OPA 114 OMB decision.

The Town is required to delineate the boundaries of MTSA's through its 2019 Growth Plan conformity exercise. It is noted that the BNHL Lands will have convenient access to the future Caledon GO Station to the west that is anticipated to develop concurrently with the proposed Macville Secondary Plan Area. The proposed Caledon GO will be approximately 1.3 kilometres to the southwest. The Region of Peel is currently undertaking a municipal comprehensive review of its Official Plan, which has included a draft delineation of the MTSA area around the future proposed GO Station — Caledon GO, see Figure 8 previous.

Policy 2.2.1(2) provides that within settlement areas, growth will be focused towards areas that are:

- · delineated built-up areas,
- · strategic growth areas,
- locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and
- areas with existing or planned public service facilities.

Policy 2.2.1(3)(e) directs municipalities to undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will, among other things, provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form. In this respect, Schedule 3 of the Growth Plan forecasts a population of 1,770,000 and 880,000 jobs for the Region of Peel by 2031, increasing to 1,970,000 and 970,000, by 2041 and 2,280,00 and 1,070,000 by 2051.

Policy 2.2.1(4) states that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, features a diverse mix of land uses including residential and employment uses, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, provide for a more compact built form and a vibrant public realm, mitigate and adapt to climate change impacts, and contribute to environmental sustainability.

Section 2.2.6 deals with housing. Policy 2.2.6(1) requires municipalities to support housing choice through the achievement of the minimum intensification and density targets in the Growth Plan by identifying a diverse range and mix of housing options and densities to meet projected needs of current and future residents. Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that, in implementing Policy 2.2.6(1), municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality.

The BNHL lands are located outside of the built boundary of Bolton and would be considered part of the Designated Greenfield Area once the SABE 2051 expansion is approved. Policy 2.2.7.1 addresses new development in Designated Greenfield Areas and states that these lands to contribute to support the achievement of complete communities, support active transit and encourages the integration and sustained viability of transit services. Policy 2.2.7.2 states that the minimum density target applicable to the designated greenfield area of each upper-and single-tier municipality is as follows:

a. The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare.

Apart from the lands contained within the ROPA 30 boundary, the BNHL lands are contingent on the future settlement boundary expansion currently recommended by Regional staff.

Section 3.0 of the Growth Plan discusses Infrastructure to Support Growth. Generally, the infrastructure policies set out in Chapter 3 of the Growth Plan place an emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. The introductory text in Section 3.1 states that:

"The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan. Co-ordination of these different dimensions of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth to the horizon of this Plan to support the achievement of complete communities. It is estimated that over 30 per cent of infrastructure capital costs, and 15 per cent of operating costs, could be saved by moving from unmanaged growth to a more compact built form. This Plan is aligned with the Province's approach to long-term infrastructure planning as enshrined in the Infrastructure for Jobs and Prosperity Act, 2015, which established mechanisms to encourage principled, evidence-based and strategic long-term infrastructure planning."

Policy 3.2.2(2) states that the transportation system, which includes public transit, will be planned and managed to, among other matters:

- provide connectivity among transportation modes for moving people and goods;
- offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;
 and
- offer multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services.

With respect to natural heritage, Policy 4.2.2(6) provides that municipalities will continue to protect natural heritage features and areas within settlement areas in a manner that is consistent with the PPS and may continue to protect any other natural heritage system or identify new systems in a manner that is consistent with the PPS.

With respect to climate change, Policy 4.2.10(1) provides that municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals that will include, among other things, supporting the achievement of complete communities as well as the minimum intensification and density targets in the Growth Plan, and reducing dependence on the automobile and supporting existing and planned transit and active transportation.

Policy 5.2.5(6) addresses targets and states that, in planning to achieve the minimum intensification and density targets in this Plan, municipalities are to develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high-quality public realm and compact built form.

In summary, it is our opinion that the proposed BNHL Concept Plan and Secondary Plan conforms with the 2019 Growth Plan and, in particular, the policies encouraging growth, intensification and the achievement of complete communities that feature a mix of housing options. The Concept Plan addresses the above noted policies through the following.

First, the Region has indicated the need for expansion of the urban area within Peel to achieve the 2051 population and employment targets until 2051. Through this process, ROPA 30 assessed locations needed to achieve the 2031 targets through the Bolton Residential Expansion Study (BRES) of which the southern portion of the BNHL Lands were considered for Settlement Area Boundary Expansion (SABE). The additional BNHL lands are recommended by Regional staff to be brought into the SABE. The BNHL Lands are now considered viable candidates for inclusion in the Settlement Area of Bolton in conjunction with the Region's MCR Process and projected population and employment targets which will directly support Policy 2.2.1(2)(e). The BNHL Concept Plan will establish a mix of uses, efficient development blocks and layouts and optimize current municipal infrastructure such as Highway 50 and Emil Kolb Parkway. In addition to these factors, the provision of new community amenities such as parks and school will facilitate a complete community that is capable of supporting population growth into 2051.

With regard for transportation, the Region of Peel's 'Phase 1A Preliminary MTSA Review' (April 2020) and 'MTSA Profiles Part 2 (December 2020) identified the planned Caledon GO Station. The proposed MTSA and station is located approximately 1.5 to 3.0 kilometres southwest of the BNHL Lands, north of King Street along Humber Station Road. The future Caledon Go would utilize the CP Rail Line and constitute a portion of the Woodbridge-Kleinburg-Bolton commuter rail line that would offer transit service in Downtown Toronto. The BNHL Lands are wellpositioned to take advantage of convenient access to Caledon GO via Emil Kolb Parkway and King Street. Moreover, the development of major transit infrastructure in Bolton and the continued expansion of the GO Network will allow for various commuting options for individuals working outside the immediate area of Bolton.

In terms of housing, the BNHL Concept Plan supports Policy 2.2.1(4) as it is proposed to establish a range of housing options, densities and tenures that can support individuals at all stages of life. Overall, the BNHL Concept Plan will contribute positively towards the Region of Peel's and Town of Caledon's growth and housing targets.

The BNHL Lands will appropriately address Policy 2.2.1(3)(e) and contribute towards the density targets associated with Greenfield Development as set out in the Growth Plan which aims to accommodates a *minimum* of 50 residents and jobs combined per hectare. The proposed density of the BNHL Concept plan will consist of approximately 70 persons per hectare and an estimate of 82 jobs, resulting in a combined 70.25 persons per hectare which is supportive of a complete community and consistent with the density minimums set out in the Growth Plan.

With regard for Policy 4.2.2(6), a Natural Heritage Strategy Report has been prepared by Dillon Consulting that identifies appropriate mitigation measures to reduce impacts on these areas. In particular, the BNHL Lands are located in proximity to the Greenbelt and Oak Ridge Moraine Plan Area. The Greenbelt areas to the southwest of the Concept Plan is identified as Core Areas

of the Greenlands System as per Schedule A of the Peel Regional Official Plan as well as Environmental Policy Area as per Schedule C of the Caledon Official Plan. The NHSR prepared by Dillon Consulting concluded that the BNHL Concept Plan can provide appropriate setbacks and buffers to minimize potential impacts on these features. The details of potential mitigation strategies are discussed further in Section 9.0 of the NHSR.

4.4 Greenbelt Plan

The BNHL Lands are not located within the Greenbelt Plan Area, however lands to the west and east of the BNHL Lands are located within the designated Protected Countryside - Natural Heritage System of the Greenbelt Plan. While the current concept does not propose to include any development within the Greenbelt Plan area, it is noted that Policy 4.2.1 allows for expanded and new infrastructure within the Greenbelt Plan area provided it serves growth.

Infrastructure includes sewage and water systems as well as stormwater management facilities. Policy 4.2.2(a) provides that the planning, design and construction practices of infrastructure in the Protected Countryside shall minimize, wherever possible, the amount of the Greenbelt, and particularly the Natural Heritage System and Water Resource System occupied by such infrastructure.

Further to the policies of 4.2.1 and 4.2.2, Policy 4.2.3 provides that stormwater management systems are prohibited in key natural heritage features, key hydrological features and their associated vegetation protection zones.

The proposed secondary plan policies will reflect the forgoing permissions, allowing for some flexibility in the ultimate size and location of stormwater facilities along the edges of the planned community within the Greenbelt Plan area.

Jan 20, 2022

4.5 Oak Ridges Moraine Conservation Plan

The BNHL Lands are located south of the Oak Ridges Moraine Conservation Plan (ORMCP) area. The lands along the north edge of the BNHL Lands are designated Natural Linkage Area within the ORMCP. Similar to the Greenbelt Plan, the ORMCP Policy 41(2) provides that stormwater management systems may be permitted if there is a need for the infrastructure and there is no reasonable alternative, and the planning, design and construction practices will keep any adverse effects on the ecological integrity of the Plan area to a minimum. The proposed secondary plan policies will reflect the forgoing permissions, allowing for some flexibility in the ultimate size and location of stormwater facilities along the edges of the planned community abutting the ORMCP area.

System is required to demonstrate that no negative impacts on key natural heritage features or key hydrologic features or their functions will occur (Section 3.2.2.4.a). A proposal for new development or site alteration within 120 metres of a key natural heritage feature within the Natural Heritage System or a key hydrologic feature anywhere within the Protected Countryside requires a natural heritage evaluation to demonstrate the required vegetative protection zone and that no adverse impacts are anticipated (Section 3.2.5.5). In the case of wetlands, seepage areas and springs, fish habitat, permanent and intermittent streams, lakes and significant woodlands, the minimum vegetation protection zone shall be a minimum of 30 metres measured from the outside boundary of the key natural heritage feature or key hydrologic feature (Section 3.2.5.4).

Existing, expanded and new infrastructure is permitted within the Greenbelt Plan Area provided it serves the significant growth and economic development expected in southern Ontario beyond the Greenbelt by providing for the appropriate infrastructure connections among urban centres and between these centres and Ontario's borders (Section 4.2.1.1(b)). Infrastructure is defined to be "physical structures (facilities and corridors) that form

the foundation for development. Infrastructure includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities." Stormwater management infrastructure is permitted within the Greenbelt Plan Area.

Stormwater management facilities are prohibited in key natural heritage features, key hydrologic features and their associated vegetation protection zones (Section 4.2.3.3). The Draft Plan locates a stormwater management facility within the Greenbelt Plan Area but outside key natural heritage features, in accordance with approvals received by the Toronto and Region Conservation Authority (permit number C-200382) and the Ministry.

4.6 Region of Peel Official Plan

The Region of Peel Official Plan ("Regional Official Plan") was adopted by Regional Council on July 11, 1996, and was subsequently appealed to the Ontario Municipal Board. Sections of the Regional Official Plan that were not subject to appeal came into effect on October 1, 1997. The most recent consolidation of the Regional Official Plan is dated December 2018. A review of the Regional Official Plan is currently in progress (Peel 2051).

Regional Structure

The BNHL Lands form part of the Caledon Rural System on Schedule D (Regional Structure – In Effect) and is further identified as part of the "Agricultural and Rural Area" as identified on Schedule D4 (Growth Plan Policy Areas in Peel – In Effect). However, through the Region's MCR Process and ROPA 30 Settlements, approximately 30 hectares of land are now designated "Urban System". Furthermore, staff now recommend that the balance of the BNHL Lands are proposed to be brought into the "Urban System" as "2051 New Community Area" as per Draft Schedule Z1 as per the Region's Recommended Draft SABE published in September 2021. (See Figure 14)

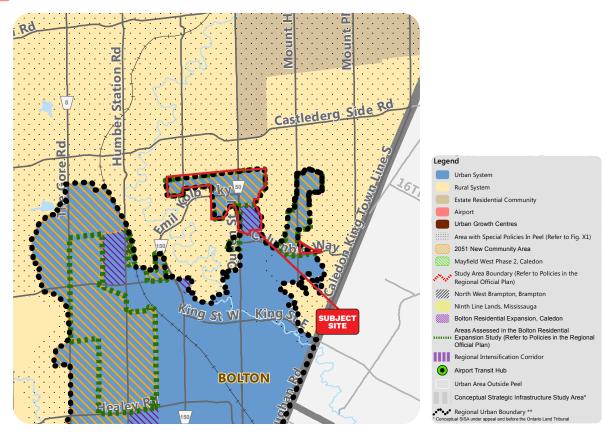


Figure 14 - Peel Region OP - Draft Schedule Z1 - Regional Structure

The Regional Official Plan is a broad land use policy document which provides guidance to the area municipalities in the preparation and implementation of their local Official Plans.

Section 1.3.6 outlines the relevant/general goals of the Regional Official Plan that the development is in conformity with and will assist the Region in achieving these goals. They are as follows;

- To create healthy and sustainable regional communities for those living and working in Peel which is characterized by physical, mental, economic and social well-being; minimized crime, hunger and homelessness; a recognition and preservation of the region's natural and cultural heritage; and an emphasis on the importance of Peel's future as a caring community
- To recognize, respect, preserve, restore and enhance the importance of ecosystem features, functions and linkages, and enhance the environmental well-being of air, water, land resources and living organisms.

 To support growth and development which takes place in a sustainable manner, and which integrates the environmental, social, economic and cultural responsibilities of the Region and the Province.

Section 5.1.2 outlines the goal of Peel Region with respect to its urban structure, which is:

"... to provide a diversity of healthy complete communities for those living and working in Peel Region, offering a wide range and mix of housing, employment and recreational and cultural activities. These communities will be served and connected by a multi-modal transportation system and provide an efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards and resources and the characteristics of existing communities in Peel."

Section 5.3.1 of the Regional Official Plan sets out objectives for the Urban System which seek to, among other matters:

- establish healthy, complete urban communities that contain living, working and recreational opportunities, and which respect the natural environment, resources and the characteristics of existing communities;
- achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services;
- achieve an urban structure, form and densities which are pedestrian-friendly and transitsupportive;
- recognize the integrity and physical characteristics of existing communities in Peel; and
- provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.

Policy 5.3.2.6 directs that area municipalities will include policies in their official plans that, while taking into account the characteristics of existing communities:

- support the Urban System objectives of the Regional Official Plan;
- support pedestrian-friendly and transitsupportive urban development;
- provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and
- support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.

Section 5.3.3 of the Regional Official Plan outlines the Region's policies for Urban Growth Centres and Regional Intensification Corridors. The Regional Official Plan states that in addition to urban growth centres and the Regional Intensification Corridor that are identified in Schedule D of the plan, there are also urban nodes and corridors in Peel that are identified in the area municipal official plans. The Regional

Official Plan acknowledges the role of urban nodes as important structural elements in the urban system that support intensification and public transit.

Policy 5.3.3.2.5 requires municipalities to identify, where appropriate, intensification corridors, major transit station areas and other major intensification opportunities such as infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields in their official plans and support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development. In this regard, the region of Peel has completed their preliminary delineation of Major Transit Station Areas as part of the Regional Official Plan Review MTSA Focus Area Policy Directions Report (May 2020) and Draft MTSA Profiles Part 2 (December 2020) which has identified the Caledon GO Station as an MTSA. The proposed BNHL Lands are located to the east of this future MTSA and is well-position to take advantage of future transit infrastructure.

Growth Management

The Regional Official Plan sets out policies for growth management. Section 5.5.1 identifies the general objectives for growth management that seek to, among other matters:

- optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit station areas:
- establish intensification and greenfield density targets;
- manage growth based on the growth forecasts and intensification targets;
- support planning for complete communities that are compact, well designed, transitoriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs; and
- optimize the use of existing and planned infrastructure and services.

To achieve these objectives, Policy 5.5.2.1 seeks to facilitate the development of complete communities that are compact, well-designed and transit-oriented; include a diverse mix of land uses and accommodate people at all stages of life; and have an appropriate mix of housing, a good range of jobs, high quality public open space, and easy access to retail and services. Similarly, Policy 5.5.2.2 seeks to direct a significant portion of new growth to the built-up areas of the community through intensification.

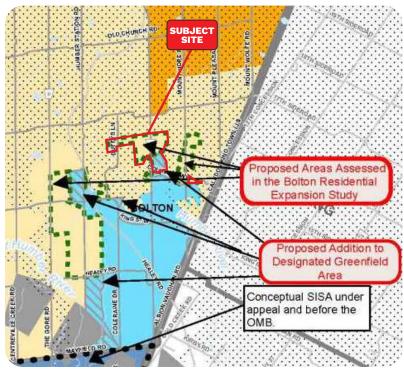
Section 5.5.3 addresses the Region's intensification goals and states that forms of intensification include redevelopment, development of underutilized lots within previously developed areas, infill development, and the expansion or conversion of existing buildings. A number of general objectives for achieving the intensification policies of the Regional Official Plan are set out in Section 5.5.3.1. Among other matters, these objectives seek to:

- · achieve compact and efficient urban forms;
- optimize the use of existing infrastructure and services;
- revitalize and/or enhance developed areas;
- intensify development on underutilized lands;

- reduce dependence on the automobile through the development of mixed-use, transit supportive, pedestrian-friendly urban environments;
- optimize all intensification opportunities across the Region; and,
- achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

To that end, Policies 5.5.3.2.2 and 5.5.3.2.3 seek to facilitate and promote intensification, particularly within urban growth centres, intensification corridors, nodes and major transit station areas, and any other appropriate areas within the built-up area.

The intensification policies require that, by 2015 and for each year until 2025, a minimum of 40 percent of the Region's residential development occurring annually be located within the built-up area (Policy 5.5.3.2.4). Further, policy 5.5.3.2.8 requires municipalities to identify and establish minimum density targets for intensification areas which may include urban growth centres, intensification corridors, and major transit station areas.







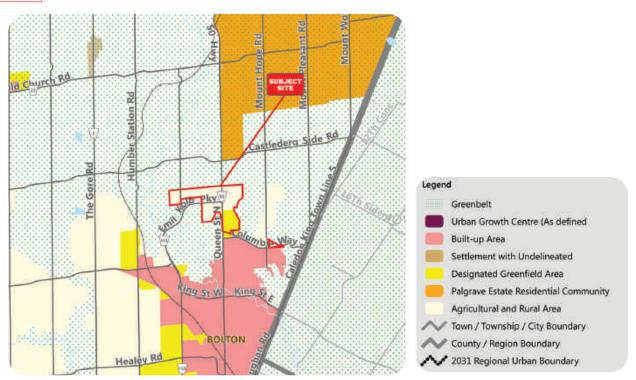


Figure 16 - Peel Region OP - Schedule D4 - Growth Plan Policy Areas in Peel

Housing

The Housing policies of the Regional Official Plan are set out in Section 5.8. The general objectives for housing seek to:

- provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents;
- foster the availability of housing for all income groups, including those with special needs;
- foster efficient and environmentally-sensitive use of land and buildings in the provision of housing; and
- achieve annual minimum new housing targets for the Region by tenure.

Policy 5.8.2.2 encourages area municipalities to establish policies in their official plans that, while taking into account the characteristics of existing communities, support residential redevelopment in appropriate areas that have sufficient existing or planned infrastructure and cost-effective development standards for new residential development, redevelopment and intensification.

Policy 5.8.2.3 encourages and supports area municipalities to plan for a range of densities and forms of housing affordable to all households, including low- and moderate-income households. Policy 5.8.2.5 provides that the Region of Peel will support the initiatives of the area municipalities in the construction and retention of rental housing. To that end, Policy 5.8.2.6 supports collaboration between area municipalities and other stakeholders (e.g., the building and development industry and landowners) to encourage new residential development, redevelopment and intensification in support of Regional and area municipal official plan policies promoting compact forms of development and residential intensification.

Transportation

Section 5.9 sets out objectives and policies related to the Region's Transportation System. The transportation system in Peel is comprised of a network that includes freeways, major roads, local roads, public transit systems, sidewalks, and bikeways that serve the communities in Peel Region. Schedule E — Major Road Network identifies Highway 50 as a Major Road and Emil Kolb Parkway as a Future Major Road (now

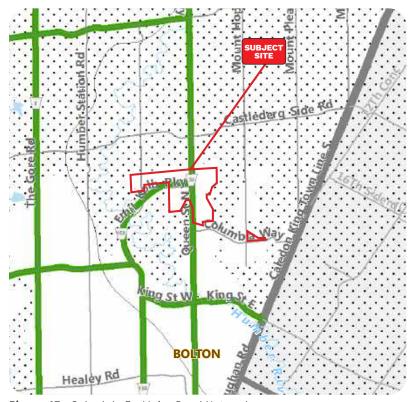
complete and a Major Road). The future Caledon GO Station is identified on Schedule G — Rapid Transit Corridors as a GO Rail Line — Regional Rail (Peak Period).

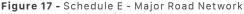
- The Region's general objectives for the transportation system relevant to the proposed development include:
- the achievement of safe, convenient and efficient movement of people and goods;
- the development of a sustainable, safe, efficient and effective integrated multi-modal transportation system;
- support for the provision of improved transportation mobility and choice to all residents, employees and visitors;
- the promotion and encouragement of additional public transit use and other sustainable modes of transportation;
- optimization of the Region's transportation infrastructure and services;
- maximization of the capacity of the transportation system by focusing on moving people and good rather than on moving vehicles;

 support for the integration of transportation investment, transportation planning and land use planning.

In support of these objectives, municipalities are directed to optimize the use of existing and new Regional transportation infrastructure to support growth through efficient, compact form (Policy 5.9.2.5).

Section 5.9.5 of the Regional Official Plan addresses the Region's policies and objectives with respect to inter and intra-Regional transit. These policies, among other matters, are to maximize the use of existing transportation infrastructure and to promote the integration of transportation planning and land use planning. In particular, Policy 5.9.5.1.4 provides that an objective is to support and encourage transitsupportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, urban growth centres, GO stations and mobility hubs. Policy 5.9.5.2.10 encourages the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit service and other sustainable modes.







Cultural Heritage

Section 3.6.1 peaks to the cultural heritage objectives of the Regional Official Plan. In particular, Policy 3.6.1.1 states that the objective of the region is to identify, preserve and promote cultural heritage resources, including the material, cultural, archaeological and built heritage of the region, for present and future generations. Further, Policy 3.6.2.5 states that the Region will Direct the area municipalities to require, in their official plans, that the proponents of development proposals affecting heritage resources provide for sufficient documentation to meet Provincial requirements and address the Region's objectives with respect to cultural heritage resources. In this regard, the Town of Caledon BRES Cultural Landscapes and Built Heritage Resources Assessment will be consulted during the development of the BNHL Lands.

Natural Heritage

Section 2.0 of the Regional Official Plan outlines the natural heritage resources that are present in the Region of Peel. Policy 2.1.2 seeks to create and maintain a system of viable, well-functioning environmental features to ensure a healthy, resilient and self-sustaining natural environment within Peel Region.

In this regard Section 2.1.3 seeks to:

- Protect, maintain, and enhance the quality and integrity of ecosystems, including air, water, land and biota jointly with the area municipalities, conservation authorities and provincial agencies.
- Identify and regulate development on lands exposed to natural hazards jointly with the area municipalities, provincial agencies and conservation authorities.

Policy 2.2.4 Watersheds mentions that the Credit River, Humber River, Etobicoke Creek, Mimico Creek and their tributaries form the major watersheds in Peel, although portions of other larger watersheds and many smaller watersheds also lie within Peel. Peel has an abundance of ground and surface water resources but faces a growing number of water management challenges as the extent and intensity of land uses increase the impact on natural systems. The interconnections and relationships among human activities and the subsequent impacts on ecosystems must be recognized.

The natural boundaries of watersheds and sub watersheds provide relevant and practical units for an ecosystem approach to the management of water resources, and related natural resources, which utilize the hydrological cycle as the pathway that integrates physical, chemical and biological processes.

Rural System

Section 5.4 of the PROP outlines policies to guide growth and development within the Region's Rural System. Generally, most of the growth is to be directed to the Rural Services Centers and other rural settlements within the Region. The Subject Property is designated within the Rural System, under Schedule D of PROP. A few objectives are listed for the Rural System, the most relevant of which include the following:

The general objectives of it as follows:

- To promote healthy rural communities that collectively contains living, working and recreational opportunities, and respect the natural environment and resources.
- To maintain and enhance the quality of the Rural System while allowing choices in alternative rural lifestyles.
- To direct growth in the Rural System consistent with the policies in this Plan, the area municipal official plans, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Growth Plan.
- To achieve sustainable development within the Rural System

The Peel Region Official Plan defines sustainable development as

"The pursuit of integrating environmental, social, economicand cultural considerations in decision-making. Applying this framework to policy formulation and analysis favors an integrated approach in which these elements are brought together as a forethought in planning and decision making."

Healthy Communities and Built Environment:

Section 5 of the Region of Peel Official Plan provides direction on creating healthy complete communities with a wide range and mix of housing, employment, and recreational and cultural activities, a multi-modal transportation system, and the efficient use of land, public services, finances, and infrastructure that respects the natural environment, hazards and resources, and the characteristics of existing communities. Section 7.4.2.4 and 7.4.2.8 are applicable to the proposed development, and state:

- Direct the area municipalities to integrate the elements as defined by the Healthy Development Framework into their policies, plans, standards, and design guidelines to optimize their health promoting potential.
- Work with the area municipalities to assess the community health and wellbeing of developed areas to inform development, policies, strategies and/or studies, that will ensure communities are age-friendly, walkable, provide access to transit services where such services exist or are planned, and contain a mix of housing options.

Age Friendly Planning

Section 6.3 of the Peel Region Official Plan outlines the principles for Age friendly Planning for its growing demographics profile. The plan mentions.

"It is important that the Region and the area municipalities plan, prepare and adapt our programs and services to meet the needs of the growing and changing senior population. The increase in the senior population will impact the planning and delivery of Regional and area municipal services including affordable housing, accessible transportation, recreation, physical infrastructure and community health".

Policy 6.3.2.1 encourages the area municipalities to develop policies in their official plans to support seniors to age within their communities, as provided for in the objectives of the Urban and Rural System sections of this Plan including the integration of community facilities and services with residential land uses.

Supply and Water

Section 6.4 of the PROP outlines policies regulating the supply and distribution of water and the collection and disposal of sanitary sewage within the Region. The policies ensure that all areas of the Region are serviced by appropriate levels of water and sanitary services.

In this regard, Policy 6.4.2.4 states that the Region will continue to have water and/or sewer services provided by private or communal systems where appropriate, for existing and committed development as designated in the area municipal official plans.

The Concept Plan and Secondary Plan Area will be serviced appropriately as discussed in the Functional Servicing and Stormwater Management Report prepared by Crozier and summarized in Section 5.3 of this Report.

Greenfield Development

The development represents greenfield development that contributes to the establishment and enhancement of complete communities and supports sustainable transportation and provides public open space and a mix of uses, as directed by the policies of the Regional Official Plan.

Section 5.5.4.2 of Greenfield density outlines the following policies:

- Development within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities: ... Town of Caledon: 42 residents and jobs combined per hectare
- Direct the area municipalities to incorporate official plan policies to plan for complete communities within designated greenfield areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.

The proposed Concept Plan and Secondary Plan, similar to the PPS and Growth Plan, will support Policy 1.3.6 the overall planning directives of the Peel Region Official Plan. In particular, the proposal will support the efficient use of land, optimization of municipal infrastructure, protection of natural and cultural heritage resources, the provision of multiple housing options and age friendly planning.

The proposed Secondary Plan would be within Bolton Rural Service Area, one of three Rural Service Centers where growth is anticipated to be directed. The proposed development will contribute to Peel Region Official Plan's objectives of providing a range and mix of residential land uses with varying densities. The proposal will further conform to the goals of the Regional Official Plan by establishing a compact, well designed, transit oriented land use pattern as directed by Policy 5.9.5.1.4, that is further complimented by access to retail, community amenities and services in downtown Bolton. Furthermore, the proposed development will maintain the character of the broader existing community while providing additional residential density in proximity to local public transit services.

In terms of supporting the existing Rural System, the Concept Plan will increase opportunities for individuals and families to live adjacent to the countryside offering a mix of both urban and rural opportunities within Bolton, whilst having access to amenities such as large open spaces, wood lots and trail networks located throughout the Greenbelt and Oak Ridges Moraine.

As stated previously, the most prominent natural heritage feature associated with the BNHL Lands are to the southwest that consist of headwater drainage features and unevaluated wetland areas. In support of Section 2.1.3 of the ROP, a NHSR prepared by Dillon Consulting has indicated that through the implementation of a variety of mitigation strategies, impacts to these proximate natural features will be minimized. The protection of overall natural heritage system and wildlife habitats in proximity to the BNHL Lands will be bolstered by establishment of various buffers and open spaces as outlined in the NHSR.

Through the redevelopment of the subject site and with consideration for Policy 3.6.1.1, opportunities to conserve and or appropriately integrate these cultural heritage resources into the Concept Plan will be explored through ongoing discussions with Town Staff.

With regard for age friendly planning and as per Policy 6.3.2.1, the proposal will provide a mix of urban forms such as townhomes, apartments and singles / semis with varying levels of density to accommodate individuals at all stages of life and income levels, and to accommodate initiatives such as affordable housing. A mixture of residential units and typologies will offer future resident's housing options that align with their stage of life (e.g. Seniors) and desired living arrangements, all of which can contribute towards a new complete community.

A detailed Community Services and Facilities Study has been prepared by IBI Group to outline the proposed population growth resulting from the BNHSP Area which is estimated to be 12,470 residents resulting in approximately 70 persons per hectare. The proposed growth will be accommodated by a range of existing facilities in the broader Bolton Area and through a variety of built form typologies such as singles, townhouses and high density apartments. With regard for jobs, the BNHSP is anticipated to generate 82 jobs within the proposed Commercial Blocks contributing to providing jobs within the BNHSP area, with the bulk of jobs within Bolton bring provided in the commercial downtown and the employment areas to the southwest While there would likely be additional jobs provided in retail at grade within the high density blocks.

4.7 Town of Caledon Official Plan

The Official Plan for the Town of Caledon contains specific objectives and policies for various matters and lands, and further implements provincial and regional policies contained in the Provincial Policy Statement, the Growth Plan and the Region of Peel Official Plan. The Official Plan is currently under review, as part of the ongoing municipal comprehensive review to implement the updated Growth Plan, PPS 2020 and to be updated Regional Official Plan. The Town is creating a new Official Plan to serve as a road map to manage growth and change over the next 30+ years.

Objectives and Goals

Section 2.0 Strategic Direction of the Town OP acknowledges that the Town is located on the periphery of the Greater Toronto Area and faces both internal and external pressures to transition from a rural to an urban area. Through this section, the Town has established objectives and goals which provide the basis for the policies of the Town OP. The following are relevant to the Concept Plan:

2.2.1 Objectives

- a. That the Town will seek to improve the health and well-being of residents, employees, landowners and businesses by fostering the development of communities where individuals can pursue diverse goals for personal development and where individual needs for employment, learning, culture, recreation, physical and social wellbeing can be satisfied.
- b. That the Town will seek to achieve fiscal sustainability by protecting, expanding and diversifying the Town's employment and assessment base and balancing service standards, service demands, and growth in assessment within a regime of local municipal tax rates and user charges that are acceptable to the Town's taxpayers.

2.2.3 Goals:

- To establish a growth pattern for the Town, including rates and location of population and employment growth that maximizes the overall quality of life for Caledon's residents.
- To protect and steward ecosystems in the Town;
- To establish a settlement structure that enhances the existing model of a community of communities, establishes a hierarchy of settlements that optimizes orderly development and convenient access to services for residents, protects and stewards ecosystems, focuses growth away from sensitive cultural resources and supports municipal fiscal sustainability;
- To provide residents with a quality of community life that provides access to community based services in a manner that best responds to the need for employment, learning, shopping, culture, recreation and social opportunities;
- To provide residents with an open space system which promotes a diversity of recreational and leisure opportunities; and
- To achieve a mix and range of housing that responds to the needs of the community.

Natural Environment Policies

The natural environment policies of the Caledon Official Plan are set out in Section 3.2 ("Ecosystem Planning and Management"). Generally, these policies are intended to ensure that the environment and sustainability is at the forefront as the City grows. In this regard, Section 3.2 of the Plan states that:

"The sustained integrity of the natural environment in Caledon is essential to the continued social and economic well-being of the Town. Therefore, an ecosystem-based planning and management approach is required to guide the land use decision-making process. This approach must emphasize that development not only protect and steward ecosystems but also strive to enhance and restore ecosystems in an appropriate manner."

It is intended that the natural environment should be enhanced through the promotion of appropriate development.

Cultural Heritage

Section 3.3 of the Official Plan outlines objectives and policies for the protection of cultural heritage resources and landscapes and archaeological resources from any adverse impacts resulting from development. The following policies and objectives are relevant:

3.3.3.1.5 Cultural Heritage Impact

Statements

- a. Where it is determined that further investigations of cultural heritage resources beyond a Cultural Heritage Survey or Cultural Heritage Planning Statement are required, a Cultural Heritage Impact Statement may be required. The determination of whether a Cultural Heritage Impact Statement is required will be based on the following:
 - i. the extent and significance of cultural heritage resources identified, including archaeological resources and potential, in the Cultural Heritage Survey or Cultural Heritage Planning Statement and the recommendations of the Cultural Heritage Survey or Cultural Heritage Planning Statement;
 - ii. the potential for adverse impacts on cultural heritage resources; and
 - iii. the appropriateness of following other approval processes that consider and address impacts on cultural heritage resources.

Housing

The Town of Caledon has established policies regarding the need for a diverse range and mix of housing types and tenures within its boundaries. Caledon faces a unique set of challenges due to its mix of rural communities and the ever-growing development pressure experienced by small communities surrounding the greater Toronto area. The policies pertinent to the Concept Plan proposed are 3.5.2.1, 3.5.2.2 and 3.5.3.1 that are listed below:

- To promote and foster the development of a diverse mix of housing types and tenure in order to meet the needs of current and future residents of the Town of Caledon, including the needs of different income groups, people with special needs and accessibility challenges and the needs of people through all stages of their lives.
- To encourage all forms of residential intensification in parts of built up areas that have sufficient existing or planned infrastructure and community services.
- In conformity with the Strategic Direction of the Plan, the majority of new housing shall be located in settlements where full water, sewer, and community support services can be provided in an effective and efficient manner.

Growth Management

Chapter 4.0 ("Town Structure and Growth Management") sets out the hierarchy of settlements in order to implement the Town's growth management strategy, by defining the role and function of various settlements and allocating growth accordingly. Section 4.1.1.3 of the Town of Caledon Official Plan outlines polices related to Rural Areas states the following.

Development of settlements will take place within the following hierarchy:

- Rural Service Centres compact, wellintegrated rural towns on full piped water and sewer services.
- Rural Service Centres are designated as the primary growth areas for the planning period. In order to provide services in an efficient manner to the large geographical area that comprises the Town, the Rural Service Centres will be the focus for the majority of new residential and employment growth as well as the focus for the provision of a wide range of goods and services for residents of the Town. Given this role, the Rural Service Centres are emerging urban communities within the Town and their character will evolve accordingly.
- The Rural Service Centres are Mayfield West, Bolton and Caledon East.

The subject site is immediate adjacent to the Rural Service Centre of Bolton (see Schedules "A1"). Rural Service Centres are identified as being of the highest priority for development in the planning period accounted for by the Official Plan. The policies relevant to the proposed development from this section are shown below.

Within the hierarchy of settlements in Caledon (Section 4.4.1), Rural Service Centres are to be compact, well- integrated rural towns on full piped water and sewer services. They are designated as the primary growth areas for the planning period. Rural Service Centres will be the focus of the majority of new residential and commercial growth as well as the focus for the provision of a wide range of goods and services for the residents of the Town.

Given that the Town has been brought forward in identified Rural Service Centres as the focus of residential and employment growth going forward, the proposed Concept Plan continues the natural direction of the Bolton Service Centre to implements the Town's objectives and policies to contribute to a complete community.

Major Transit Study Area

Section 4.1.6 of the Official Plan sets out the Town's objectives and policy directives related to Major Transit Station Study Areas. Major Transit Station Areas are defined in the Growth Plan as the area around higher order transit stations and major bus depots within urban areas and it is noted that these areas provide opportunities for focusing intensification and higher density residential, commercial and employment uses that will contribute to the viability of transit services and the creation of complete communities by providing housing diversity, convenient access to jobs, local services and public transportation

The future Caledon GO Station will be located approximately 1.3 kilometers to the southwest of the subject site. The Caledon GO Station is anticipated to develop concurrently with the Macville Community Secondary Plan Area. In fact, the Region of Peel is currently undertaking their

review of MTSA's through their MCR, and they are currently drafting Regional Official Plan Policies for these areas. The Caledon GO Station area has been included in this important analysis. See **Appendix C** for a Context Plan showing location of the Future GO Station to the BNHSP Area.

As mentioned in Policy 4.1.6.3, "Where it has been determined that it is appropriate to locate a Major Transit Station Area, further study will be undertaken to determine the appropriate boundaries and function of the Major Transit Station Area and develop a Secondary Plan for the Area."

Complete Communities

The complete community policies of the Caledon Official Plan are set out in Section 4.1.8. These polices address elements of community form and complete communities. Policy 4.1.8.2.1 states that, in order to create a complete community and develop a built environment supportive of public health, the City will:

- Plan Caledon as a complete community that is well-designed, offers transportation choices, accommodates people at all stages of life and has an appropriate mix of housing, a good range of jobs and easy access to retail and services to meet daily needs.
- To protect and promote human health through community planning and design.

Furthermore Policy 4.1.8.3 specifically states that "Community Plans and Secondary Plans will contain policies to ensure that Caledon's settlement areas are planned in such a way as to contribute to the development of Caledon as a complete community, are well-designed and offer transportation choices, an appropriate mix of housing and range of jobs, and provide goods and services in keeping with their function within the hierarchy of settlements set out in Section 4.1.1 of this Plan". Essentially, it is recognized and encouraged through Caledon's Official Plan that the relationship between community design and public health is important in both the medical and planning professions.

Land use Polices

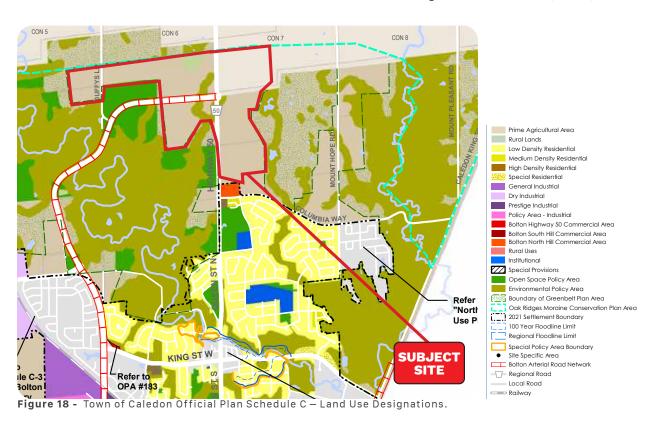
The Caledon Official Plan sets out general policies for all land use designations in Chapter 5. The subject site is designated as *Prime Agriculture Area* on Schedule C (Land Use Designations) to the Caledon Official Plan (see **Figure 19**).

Section 5.1.1.1, of the Caledon Official Plan sets out the general land use polices for *Prime Agriculture* designation. Within this designation, Policy 5.1.4 permits high impact agriculture uses but other uses permitted include single-detached dwelling on an existing lot. The proposed Local Official Plan Amendment and subsequent Secondary Plan will redesignate lands to accommodate appropriate levels of residential intensification. As acknowledged in Section 4.2 of this report, no other land options for urban boundary expansion were able to completely avoid development of Prime Agricultural Areas. As such, the BNHL Lands maintain their standing as an appropriate and logical northward extension of the existing Bolton Settlement Area.

In summary, the proposed Concept Plan is consistent with the goals and objectives of the Official Plan and assists the Town of Caledon to address the development principles set out in Section 2.2.3. In particular, the Concept Plan will establish a growth pattern for the Town that is supportive of Policies 3.5.2.1, 3.5.2.2 and 3.5.3.1 by establishing an efficient land use pattern that optimizes existing and future transportation networks for both active transportation methods and vehicular routes. The proposal will provide a robust open space network that offers a range of active and passive recreational opportunities to enhance resident's quality of life.

The land use and densities distributed throughout the Concept Plan will provide a range and mix of housing that responds to the needs of the community that is consistent with Official Plan directives. It is our opinion the proposed Concept Plan and Secondary Plan Area will support Policy 4.1.8.3 which highlights the importance of Community Plans and Secondary Plans to be well-designed, offer transportation choices, an appropriate mix of housing and range of jobs, and provide goods and services in keeping with their function within the hierarchy of settlements.

The Concept Plan will have regard for Policy 3.3.3.1.5 and the existing cultural heritage on the BNHL Lands as outlined in the Cultural Heritage Assessment Report (CHAR) prepared by Timmins Martelle Heritage Consultants Inc. (TMHC).



4.8 ROPA 30 Policies

In September 2012, the Region retained Malone Given Parsons (MGP) to review Caledon's MCR process. A list of 23 evaluation criteria were chosen which informed the basis of evaluating whether a settlement area boundary expansion meets the requirements of an MCR. Regional staff has concluded the MCR criteria have been met for the proposed expansion to the Bolton Rural Service Centre Boundary.

Draft ROPA 30 has been prepared and provides for the inclusion of approximately 245 hectares of developable land to be included in the Bolton Rural Service Centre Boundary and to provide a policy framework for the expansion lands while addressing a range of matters including infrastructure, financing, healthy development, transportation, natural heritage, and agricultural planning.

The Draft ROPA also includes proposed Schedule amendments to include Areas Assessed in the Bolton Residential Expansion Study (BRES) which surrounds the Bolton Rural Service Centre. The ROPA will include these lands in the Bolton Residential Expansion Area 2031 to form part of the Bolton Rural Service Centre on Schedule D of the Peel Official Plan. Other Schedules are to be amended as follows:

- Schedule B to remove subject lands from the Prime Agricultural Area;
- Schedule D1 to include the subject lands in the Rural Service Centre outside the Oak Ridges Moraine Conservation Plan Area,
- Schedule D3 to include the subject lands in the Settlement Areas outside the Greenbelt, and;
- Schedule D4 to include the subject lands in the Designated Greenfield Area.

The proposed Areas Assessed in the BRES in Schedule D and proposed Residential Expansion Area in Schedule D and Schedule D4 are identified by arrows and boxes to indicate what has changed in those Schedules and are not part of the amendment to the Official Plan. In this regard, approximately 28 hectares of the south portion of the BNHL Lands along Highway 50 are already included within the boundaries of ROPA 30, while the remaining portions will be brought forward through approval of the 2051 urban boundary expansion via the current Regional SABE process.

With regard for the revised policies of ROPA 30, Chapter 5, Regional Structure, Section 5.4.3.2.7 has been amended as follows:

"The Region of Peel will study and consider future growth through a municipal comprehensive review, which will examine the need and most appropriate location for an expansion across the Region, including, but not limited to, the following locations:

- a. Around the Mayfield West Rural Service Centre, the boundary shown as a red dashed line on Schedule D and designated in the legend as "Study Area Boundary" is the area within which additional growth for Mayfield West beyond the 2031 population target is anticipated to occur; and;
- b. Generally, the area surrounding the Bolton Rural Service Centre including the lands previously considered as part of the Bolton Residential Expansion Study as Appealed Schedule A 9 shown on Schedule D and designated in the legend as "Areas Assessed in the Bolton Residential Expansion Study".

Any settlement boundary expansion for the Mayfield West or Bolton Rural Service Centres will be designated on the basis of a municipal comprehensive review and will require an amendment to this plan."

Additional Policy Sections that were added include Policy 5.4.3.2.9 to outline how the future development of the Bolton Residential Expansion Settlement Area shall proceed. The preamble of Section 5.4.3.2.9 states that:

"The Bolton Residential Expansion Settlement Area will contribute to the development of the Bolton Rural Service Centre to be a complete community by planning for an appropriate mix of jobs, employment lands, local services, housing, including affordable housing, community infrastructure, and a full range of transportation options while ensuring natural heritage features are identified and protected.... Health considerations will be included in the planning process to facilitate physical activity through active transportation to optimize the health promoting potential of the community."

ROPA 30 provides additional directives on how the Region will facilitate the development of BRES areas. With regard for Phasing of Development and Staging, Policy 5.4.3.2.9.1 (a) states that prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the settlement area boundary, the Town will prepare a phasing plan to the Region's satisfaction that provides for the orderly, fiscally responsible and efficient progression of development that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans.

Policy 5.4.3.2.9.1 (b) indicates that prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the settlement area boundary, the Town will prepare a financial and implementation plan to the Region's satisfaction that includes the execution of any financial agreements for the provision of Regional infrastructure. This may require frontend financing or accelerated payment agreements and/or other cost-sharing agreements, and limitations to be placed on the development, consistent with a phasing plan.

Furthermore, in implementing a) and b), 5.4.3.2.9.1 (c) states that more than one local official plan amendment and/or secondary plan may be considered, in which case the Region may provide for an area to address the above requirements independently. Where an area is to be serviced, the Region may require limitations to be placed on development and servicing of an area, or a portion of an area, consistent with a phasing plan.

In this regard, the Bolton North Hill Landowners Group will collaborate with the Town and Region to facilitate an appropriate agreement for new infrastructure and phasing of development across the Secondary Plan area. Furthermore, in support of Policy 5.4.3.2.9.1 (c), as more than one Local Official Plan Amendment can be considered for the BRES expansion, this presents an opportunity for the assessment of the proposed Bolton North Hill Secondary Plan's future infrastructure on a scoped basis. A series of reports including Servicing, Limited Phase 1 ESA and Natural Heritage Study have been provided to inform these decisions for the Secondary Plan.

ROPA 30 also outlines directive for affordable housing policies. In particular, prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the settlement area boundary, Policy 5.4.3.2.9.1(e) states that the Town of Caledon will prepare an affordable housing assessment in consultation with the Region in order to include policies for the provision of affordable housing. The affordable housing assessment shall address:

- i. Contribution towards the achievement of Regional new housing unit targets;
- ii. The availability of an appropriate range and mix of housing types, densities, sizes and tenure that contribute to the supply of affordable housing; and,
- iii. Identification and conveyance strategy for affordable housing, in consultation with the Region of Peel.

The proposed Bolton North Hill Secondary Plan and Concept Plan presents an opportunity to provide a range and mix of housing typologies and pursue housing options that meet the needs of residents at various stages in life and income levels.

In terms of Healthy Communities and the Built Environment, Policy 5.4.3.2.9.1 (g) The Town of Caledon shall include in the secondary plan, a policy to require the completion of a health assessment as part of a complete application for any development, and that results are reported to Town Council in consultation with the Region. The health assessment must be completed in accordance with the Region of Peel's Healthy Development Framework. A Healthy Community Assessment has been prepared in collaboration with Bousfields Inc. and IBI Group for the purposes of this Secondary Plan application.

Policy 5.4.3.2.9.1 (j) outlines the requirement of necessary environmental studies prior to the Town of Caledon Council endorsing land uses for the secondary plan areas and prior to adopting an official plan amendment and secondary plan to implement the settlement area boundary. The Town will identify a natural heritage system to be in conformity with a Comprehensive Environmental Impact Study and Management Plan (EIS and MP) that is prepared and completed to the satisfaction of the Region and Town of Caledon in consultation with the Toronto and Region Conservation Authority and other relevant agencies.

In support of the proposed Secondary Plan, a Limited Phase 1 Environmental Site Assessment as well as a and Natural Heritage Study Report have been provided by Dillon Consulting. As the proposal is further refined and additional applications are submitted (e.g., Draft Plan of Subdivision) a detailed EIS and MP will be prepared to the satisfaction of the Town, Region and Conservation Authority.

With regard for Agriculture, Policy 5.4.3.2.9.1 (m) states that before adopting an official plan amendment and secondary plan to implement the settlement area boundary, the Town will prepare an agricultural impact assessment (AIA) to be completed in accordance with terms of reference prepared to the satisfaction of the Region and Town of Caledon, in consultation with relevant agencies. The AIA will be prepared to provide a further detailed evaluation of potential impacts of non-agricultural development on agricultural operations adjacent to the Bolton Residential Expansion Settlement Area with recommendations to avoid, minimize and/or mitigate adverse impacts.

Similar to environmental studies that are required for the approval of a Secondary Plan, as future applications are filed for the Bolton North Hill Secondary Plan Area, detailed AIAs will be submitted concurrently to outline the potential impacts of development on adjacent agricultural resources. As acknowledged in Section 4.2 of this report no other land options for urban boundary expansion were able to completely avoid development of Prime Agricultural Areas. As such, the BNHL Lands maintain their standing as an appropriate and logical northward extension of the existing Bolton Settlement Area and are anticipated to be removed from Prime Agricultural Areas upon approval of the 2051 boundary expansion as part of the Regional SABE process.

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5.1 Natural Heritage Study Report

Dillon Consulting Limited (Dillon) was retained by Bolton North Hill Landowners Group Inc. (BNHLG) to undertake environmental studies as part of the Bolton North Hill Secondary Plan area. The Study Area, which includes the Option 1/2 Lands (or the Bolton North Hill Secondary Plan Area) plus 120 m of investigation, is mainly comprised of agricultural lands, with a few mapped watercourses and some pockets of unevaluated wetland. To address the potential impacts to natural heritage features within the Study Area, this Natural Heritage Study Report (NHSR) is required to help inform the Secondary Plan. The impact assessment highlighted four potential direct impacts, which include tree and vegetation removal, diversion of surface water flows, potential loss of wildlife and wildlife habitat, and erosion and sedimentation of natural features. The following mitigation strategies will be implemented to minimize potential impacts on the natural heritage system.

Functional Servicing and Stormwater Management Plan

A total of 11 wet ponds are proposed to provide SWM for the proposed development. Each of the ponds will provide quality and erosion control, and only three ponds (located east of Highway 50) will also provide quantity control.

Stormwater management criteria for each of the ponds are summarized below:

- Quality Control: Each wet pond is designed with a permanent pool sized to achieve [MECP] "Enhanced" Level Protection criteria (80% Total Suspended Solids Removal for 90% of annual runoff volume)
- **Erosion Control**: Each wet pond is designed to provide extended detention of runoff resulting from the 25 mm 4-hour Chicago design storm event. Outlet controls for the pond will be designed to release this volume over a minimum 48 hour period

• Quantity Control (3 ponds only): Active storage controls have been designed for these ponds to reduce post-development peak flow rates from all events up to and including the 100-year design storm event to the TRCA Unit Flow Rates for the Humber River Watershed (Sub-basin 10).

Natural Heritage Feature Buffers

The development area will include 30 m vegetation protection zones from the Castlederg PSW Complex, Significant Woodlands and unevaluated wetlands within the Greenbelt and ORM boundaries in accordance with the policies in the Greenbelt, ORMCP and Official Plans.

The following monitoring and maintenance measures may also be recommended for within the vegetation protection zones and enhancement areas:

- Removal of invasive tree and shrubs, where applicable
- Watering and weeding of newly planted areas as required for proper establishment of plantings
- Replacement of dead material from previous year's planting.

Wildlife Impact Mitigation Plan

Strategies to mitigate impacts to general wildlife prior to and during construction are proposed. These may include (but are not limited to):

- Clearing trees and vegetation outside the breeding bird season (April 1 to August 31).
 Should any clearing be required during the breeding bird season, nest searches conducted by a qualified;
- Clearing trees outside of the active bat window (May through September); and
- Schedule vegetation clearing and grading activities to avoid disturbance to breeding amphibians and other sensitive wildlife species where possible;
- Among others.

Erosion and Sediment Control Plan

With regard for erosion and sediment control, measures to reduce sediment-laden runoff into receiving watercourses is required for all construction sites.

Environmental Monitoring Plan

An Environmental Monitoring Plan (EMP) will be carried out through the duration of construction activities on-site to ensure that the erosion and sediment control measures operate effectively and to monitor the potential impact, if any, upon the natural environment.

More detail on the mitigation methods are discussed in Section 9.0 of the NHSR. Additional studies will be required for future development proposals and, in particular, on lands where access was not granted for this NHSR. Based on the information available to date and presented in this report, the proposed Secondary Plan generally confers with the intent of the applicable policies that apply to the subject site.

5.2 Limited Phase 1 Environmental Site Assessment

Dillon Consulting Limited (Dillon) was retained by the Bolton North Hill Landowners Group ("BNHLG") to conduct a Limited Phase I Environmental Site Assessment (ESA) in support of a summary assessment of eight proposed properties for future development. A Limited Phase I ESA provides a summary of areas of actual and potential environmental concern as gathered from desktop searches, site observations and landowner interviews. It should be noted that while a Limited Phase I ESA is efficient and effective when multiple parcels of land are evaluated, the Limited Phase I ESA does not replace the need for a Phase One Environmental Site Assessment (ESA). A Phase One Environmental Site Assessment will be submitted alongside future development applications.

For the purposes of the Limited Phase I ESA, the assessment area consisted of the sites as defined by the BNHLG and a 250 m buffer zone around each site. The objective of Limited Phase I ESA was to efficiently identify areas of high potential or actual contamination across the sites. The Limited Phase I ESA considers eight sites, of which each were analyzed for potential environmental risk on a scale of Low, Moderate or High. The following sites are indicated below within **Table 3** and their associated risks. Notably, no site was identified as 'High' risk.

Table 3 - Environmental Risks for Subject Site Parcels

Site	Moderate	Low
Cold Creek Developments	 Extended history of agricultural use; potential for pesticides and herbicides to be present. 	None
Georgian Humbervale Inc.	 Piles of material/rubble from former residential dwelling. Extended history of agricultural use; potential for pesticides and herbicides to be present. 	unknown purpose or condition.
Marhome Ventures	 Dumping of construction packaging greenhouse debris including drum and tote, contents in lot northeast of greenhouse and south of residential house. Old vehicles stored in unpaved lot northeast of greenhouse. Extended history of agricultural and greenhouse use; potential for pesticides and herbicides to be present 	 Gas Station including three USTs (gasoline, diesel). Northwest: Auto Maintenance and Gas Station including USTs and spills of gasoline and diesel, unknown quantities in 2014 and 2015.
Oakbank Estates Inc	 Old barn and shed filled with debris / rubble including pails / containers (contents not known). Old / abandoned vehicles stored on unpaved driveway adjacent to house. Dumping of rubble, building supplies, retail size maintenance chemical containers in wooded area and behind barn. Old steel drum behind barn ~150 L, contents unknown. Extended history of agricultural and greenhouse use; potential for pesticides and herbicides to be present 	side of property, contents unknown. • West: Auto Maintenance and Gas Station including USTs and spills of gasoline and diesel, unknown quantities in 2014 and 2015.

Site	Moderate	Low
Country Homes	 Use of diesel AST (~1,000L) for filling farm vehicles adjacent to barn over unpaved surfacing. Use and storage of farm equipment at interior and exterior locations with the potential for on-site maintenance of equipment. Historical livestock operations on site. Extended history of agricultural and greenhouse use; potential for pesticides and herbicides to be present 	South: Auto Maintenance and Gas Station including USTs and spills of gasoline and diesel, unknown quantities in 2014 and 2015.
Polsinelli,	 Old drum beside former barn foundation ~150 L, contents unknown. Extended history of agricultural use; potential for pesticides and herbicides to be present. 	None.
Pacific Developments — Hwy 50	 Extended history of agricultural use; potential for pesticides and herbicides to be present. 	 South: James Dick Construction including waste oil handling, private fuel tanks (no details) and releases of diesel and hydraulic oil in 2011 and transformer oil in 1999.
Pacific Developments – Duffys Lane	 Two diesel ASTs (~500 L) observed adjacent to the silo, with evidence of drips / leaks in sheen on unsealed ground surface around tank. Old vehicles stored in unsealed lot in center of the site. Extended history of agricultural use; potential for pesticides and herbicides to be present. Unidentified fill materials were used to backfill septic tank excavation. The historical use of fuel oil for hearing residence. Vehicle maintenance operations in main building. A septic tank/bed associated with the main building is anticipated. 	 Old silo with black leachate (storm water draining through residual material). Stockpiling of building supplies (concrete, brick, topsoil) on unsealed ground surface.

The areas identified as 'Moderate' indicate potential for contamination migration from adjacent properties and includes properties where there are records of actual or potential environmental concern. Based on the findings, areas identified as Moderate are recommended to provide a Phase II ESA. Areas identified as Low are not recommended to undergo a Phase 2 ESA. As mentioned previously, Phase 2 ESAs will be provided in subsequent development applications.

5.3 Functional Servicing and Stormwater Management Report

C.F. Crozier & Associates Inc. has prepared a Functional Servicing and Stormwater Management Report to support the development of the Bolton North Hill Secondary Plan area through a Local Official Plan Amendment, as part of the Bolton Residential Expansion Study (BRES) and Regional Official Plan Amendment (ROPA). Specifically, the subject development is referred to as the Option 1 and 2 lands or the Bolton North Hill Secondary Plan area, which constitute part of six (6) parcels of potential development areas around the existing community of Bolton (Options 1 to 6). The Option 1/2 lands will support the future Bolton North Hill Secondary Plan which is being applied for through this Local Official Plan Amendment Application.

The proposed servicing strategies have been prepared with careful consideration of the Town and Region's overarching principles. The proposed strategies demonstrate the feasibility of servicing these expansion option lands by presenting feasible solutions that use and improve existing infrastructure. These strategies also provide services to existing populations that are under-served and services population into the future beyond the Bolton Residential Expansion Settlement areas.

Water Servicing

R.J. Burnside & Associates Inc. was retained to develop a water and wastewater servicing strategy for the BRES lands, which has most recently been summarized in a Technical Memorandum dated May 13, 2021. The proposed water servicing strategy for the Bolton North Hill Secondary Plan area is consistent with the strategy they have proposed. Per the RJ Burnside memo, ultimate development of the Bolton North Hill Secondary Plan area will require the addition of Pressure Zone 7, accompanied by a new Zone 7 booster pumping station at King Street and Coleraine Drive.

Sanitary Servicing

The sanitary servicing proposed in this report differs from past reports/studies presented by Crozier, which was to send all wastewater flows from the subject development south through the

existing sanitary network to the Bolton North Hill Pump Station. The Region of Peel has expressed

concerns with this approach because of existing infiltration flows in the system and the disturbance upgrades to the existing system would cause.

Major external upgrades are required to support any other strategy. In response a strategy for the more immediate development opportunities (Option 2 Lands and the ROPA 30 portion of the Option1Lands) are to be serviced through residual capacity and limited upgrades to the existing sanitary network south of Columbia Way. The remainder of the Option 1 Lands will be servicing by a gravity trunk sewer proposed within the Emil Kolb Parkway right-of-way, which will terminate at a pump station at Emil Kolb and Duffy's Lane. Flows will subsequently be pumped south on Emil Kolb to outlet to a future trunk sewer on Humber Station Road, which is proposed

to convey flows from the Option 3 Lands northwest of King Street and Humber Station Road.

Proposed Grading & Roads

A preliminary grading design was prepared to support the servicing and stormwater management strategy. The roadway elevations were constrained by the elevations of the sanitary sewer network and the normal water level of the stormwater management ponds. The Lands were graded to match post-development drainage conditions to the pre-development divides. We have minimized the need for sloping or retaining walls by setting boundary grades to be within a tolerance of the existing elevations at the property lines. Given the restrictions for construction within or adjacent to natural heritage areas we paid particular attention to setting boundary grades in areas where the subject development borders these protected areas.

Drainage Conditions

Existing drainage patterns will be preserved as much as possible under the proposed development conditions, with topography generally sloping southwards toward the tributaries of the West Humber River. Minor and major system flows will be directed to one of eleven (11) stormwater management ponds, which have been located to allow for outlet to the appropriate watercourse per the pre-development drainage condition.

Regional Road 50 and Emil Kolb Parkway have several existing features to allow conveyance of

flows. These culverts and bridges will be maintained with no proposed upgrades, we have not

proposed any new crossings to the existing road networks or within the proposed network.

Floodplain Analysis

The floodplain analysis comprises a headwater drainage feature assessment, mapping of the existing floodplain, and an evaluation of the post-development floodplain. Based on the results of the analysis, no preventative or proactive strategies need to be implemented to address the potential impacts of the floodplain under each condition.

Stormwater Management

Runoff from most of the development lands will be directed to on-site stormwater management (SWM) wet ponds designed to provide quality and erosion control. A total of eleven (11) end-of pipe stormwater management wet pond facilities are proposed to treat runoff from post development drainage areas within the West Humber River Watershed.

Low Impact Development

A site-wide water balance assessment and feature based water balance assessment will be

completed for the Site as part of the Hydrogeological Report being prepared by Crozier under separate cover.

Per TRCA mapping, the Site is located within a Significant Groundwater Recharge Area and a High Groundwater Recharge Area (Stormwater Management Criteria, TRCA 2012). Due to these vulnerable areas, the Site will be required to maintain pre-development groundwater recharge rates and appropriate distribution, ensuring the protection of related hydrologic and ecologic functions. Low Impact Development (LID) methods can be implemented on-site to mitigate water balance on-site and/or to wetland. Potential LID methods explored in this report include green roofs, roof downspout disconnection, infiltration galleries, rainwater harvesting, bioretention, vegetated filter strips, permeable pavement, and enhanced grass swales. Further implementation strategies will be explored at in future application.

Conclusions & Recommendations

The conclusions and recommendations for servicing the future Bolton North Hill Secondary Plan Area are preliminary in nature based on the level of detail derived from the Concept Plan (Bousfields, November 2021). Servicing and stormwater management solutions are expected to be refined based on correspondence with the Town, Region, TRCA, and any other applicable review agency. Drawings, figures, and appendices have been prepared in support of this report.

5.4 Transportation Assessment

C.F. Crozier & Associates Inc. (Crozier) was retained by the Bolton North Hill Landowners Group Inc. to undertake a Transportation Assessment in support of a Local Official Plan Amendment Application for the Bolton North Hill Secondary Plan Area.

The purpose of a Transportation Assessment was to evaluate the transportation-related impacts arising from development and to determine if mitigation measures are required on the boundary road network to support the development into the future. Currently, the boundary road network is operating at overall acceptable levels of service with reserve capacity under 2017 existing traffic volumes. Future planned roadway improvements have been reviewed per Transportation Master Plans and Capital Works programs and no improvements were identified within the study area. Additional background roadway improvements were established under future background conditions. These included:

- Signal timing adjustments along Highway 50 at Bolton Heights Drive and King Street;
- Road widening in both direction on Caledon-King Townline from King Street to Columbia Way and Highway 50 from Emil Kolb Parkway to Castlederg Road.
- Road widening on Highway 50 from Bolton Heights Drive to north of King Street in the southbound direction.

Following the outlined roadway improvements, the boundary road network is expected to operate at overall acceptable levels of service under 2031 future background conditions. There is reserve capacity following future background traffic growth, with the exception of Highway 50 and King Street during the p.m. peak hour. Given that the future background traffic growth is constant over a 14-year horizon, the traffic operations on the boundary road network are expected to be overall acceptable under 2031 future background conditions.

The Bolton North Hill Secondary Plan lands are expected to generate approximately 1,731 and 2,370 total two-way trips during the weekday a.m. and p.m. peak hours, respectively. Analysis of potential roadway improvements on the boundary road network was conducted under future total conditions. Identified improvements include:

- Signal timing adjustments at Highway 50 and King Street;
- Parking restriction on Highway 50 north of King Street to provide two northbound through lanes during the p.m. peak period;
- Exclusive left-turn lanes on Columbia Way at Westchester Boulevard (westbound) and Mount Hope Road (eastbound);
- Exclusive right-turn lane at Highway 50 and Columbia Way (northbound);
- Road widening in both direction on Emil Kolb Parkway from King Street to Highway 50 and Highway 50 from Emil Kolb Parkway to Columbia Way;
- Road widening for an additional lane in the southbound direction on Highway 50 from Columbia Way to north of King Street.

The boundary road network is expected to operate at overall acceptable levels of service under 2031 future total conditions with minor control delays nor volume-to-capacity ratios exceeding 1.00.

A portion of the overall Bolton North Hill Secondary Plan lands are already within the approved Regional Official Plan Amendment (ROPA 30) Settlement Boundary and are expected to proceed within the 2031 horizon and prior to the rest of the proposed development. A sensitivity analysis was undertaken for the buildout within the ROPA 30 Settlement Boundary.

The ROPA 30 lands are expected to generate approximately 376 and 477 total two-way trips during the weekday a.m. and p.m. peak hours, respectively. All trips were distributed through Access A (referred to within the entire development as Street G). It should be noted that a secondary access will be required based on the number of units and will likely connect within Parcel 7 on the Concept Plan.

Analysis of potential roadway improvements on the boundary road network was conducted under the ROPA 30 future total conditions. Identified improvements include:

- Signal timing adjustments at Highway 50 and King Street;
- Parking restriction on Highway 50 north of King Street to provide two northbound through lanes during the p.m. peak period;
- Road widening for an additional through lane in the eastbound direction on Emil Kolb Parkway from King Street to Highway 50;
- Road widening for an additional through lane in the northbound direction on Highway 50 from Emil Kolb Parkway to Columbia Way;
- Road widening for an additional lane in the southbound direction on Highway 50 from Bolton Heights Drive to north of King Street;
- Signalization of Highway 50 at Access A;
- A southbound left-turn lane on Highway 50 at Access A.

The boundary road network is expected to operate at overall acceptable levels of service under 2031 ROPA 30 future total conditions with minor control delays nor volume-to-capacity ratios exceeding 1.00. These results are attributed to the implementation of the required roadway improvements.

The intersection of Highway 50 and King Street East/West during the weekday p.m. peak hour, is expected to continue operating at LOS "D" with several movements operating above capacity, but under a volume-to-capacity ratio of 1.00. These operations are common at high-volume arterial-to-arterial intersections during peak hours located in downtown core areas with limited right-of-way and limited opportunities for geometric improvements. With the implementation of the recommended roadway improvements, the Bolton North Hill Secondary Plan Area is expected to result in overall acceptable traffic operations on the boundary road network.

5.5 Cultural Heritage Assessment

Bolton North Hill Landowners Group (BNHLG) has engaged Timmins Martelle Heritage Consultants Inc. (TMHC) to produce a Cultural Heritage Assessment Report (CHAR) that considers the potential heritage value of the Bolton North Hill Secondary Plan area (part of Lots 13 & 14 in Concession 5, Lots 13 & 14 in Concession 6, Lots 11, 12, 13 & 14 in Concession 7 and Lot 11, Concession 8, Geographic Township of Albion), in the Town of Caledon, Regional Municipality of Peel (the "Study Area").

This CHAR was prepared in accordance with the MHSTCI's Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes, Ontario Heritage Toolkit's guide to Heritage Property Evaluation and the Ontario Heritage Act (OHA) O.Reg. 9/06. The Study Area consists of 29 parcels of land that make up the future Bolton North Hill Secondary Plan area in the Town of Caledon, Regional Municipality of Peel

The Study Area includes three structures listed on the Town of Caledon's Heritage Register though none have been designated under Part IV or Part V of the OHA. There are no National Historic Sites, Ontario Heritage Trust-owned properties, conservation easements, or Provincial Heritage Properties present on or adjacent to the Study Area as verified by the Ontario Heritage Trust and the MHSTCI.

Through application of the MHSTCI's Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes, 13 of 29 properties in the Study Area were identified as having potential for built heritage resources or landscapes. The remaining 16 properties did not exhibit visible cultural heritage features. Evaluation of the 13 properties which were screened as having potential for built heritage resources or landscapes the Study Area against the O.Reg. 9/06 criteria concluded that two listed properties within the Study Area (142921 Peel Regional Road 50 and 14685 Peel Regional Road 50) meet the criteria on the basis of their physical/design value, historical/associative value, and contextual value.

Fulfilling the Cultural Heritage Survey requirements of the Town of Caledon Official Plan, this CHAR recommends that Cultural Heritage Impact Statements (also known as Heritage Impact Assessments or HIAs) be completed for:

- 14291 Peel Regional Road 50 and
- 14685 Peel Regional Road 50.

A third listed property (14475 Peel Regional Road) was found to not meet the O.Reg. 9/06 criteria; however, photo documentation of the farm complex's interior/exterior is recommended prior to any substantive changes to the propert.14328 Peel Regional Road, a heritage-listed property adjacent to the Study Area, may also require a Cultural Heritage Impact Statement.

This CHAR has been implemented as part of a secondary plan for Bolton North Hill Landowners Group under section 3.3 of the Official Plan for the Town of Caledon and the Provincial Policy Statement (2020).

5.6 Archaeological

A Stage 1 Archaeological Assessment was conducted for the future Bolton North Hill Secondary Plan area located in Bolton, Town of Caledon, Ontario. The study area consists of roughly 222.5 ha (550 ac) of land on part of Lots 13-14, Concessions 5 and 6, part of Lots 11-14 Concession 7, and part of Lot 11 Concession 8 in the Geographic Township of Albion, Peel County.

The Stage 1 background study included a review of current land use, historic and modern maps, registered archaeological sites and previous archaeological studies, past settlement history for the area and a consideration of topographic and physiographic features, soils and drainage. According to the map-based review and background research, potential for the discovery of archaeological sites is indicated by the presence of or proximity (within 300 m) to:

- areas of 19th century settlement (Villages of Bolton and Columbia);
- 2. 19th century travel routes (Duffy's Lane, Highway 50, Columbia Way);
- mapped 19th century structures (numerous homesteads);
- 4. historic watercourses (Humber River and its tributaries, kettle lakes); and,

5. previously registered archaeological sites (13 sites within 300 m).

Two archaeological sites are located within the study area: AlGw-3, a Paleo and Archaic period campsite, and AlGw-172, is a 19th-century site with both early and mid-to-late components. These sites each have CHVI and require further assessment.

Based on the Stage 1 background research and property inspection, the following recommendations apply:

- All previously assessed portions of the study area where no further assessment was recommended do not require further assessment (6.6 ha; 3.0%).
- 2. All portions of the study area identified as extensively disturbed do not retain archaeological potential and do not require further assessment (13.6 ha; 6.0%)
- The remainder of the study area retains archaeological potential and requires a Stage 2 archaeological assessment prior to ground disturbing activities (202.3 ha, 91.0%).
 - a. The Stage 2 assessment of the agricultural fields should consist of a pedestrian survey at 5 m intervals (178.6 ha, 80.3 %).
 - b. The Stage 2 assessment of the grasslands and woodlots should consist of a test pit survey at 5 m intervals (23.7ha, 10.7%).
- There are two previously registered archaeological sites located within the study area that have further CHVI: AIGw-3 and AIGw-172.
 - a. The development status of AlGw-3 is unknown. Consequently, it is recommended that, if possible, this site be relocated and evaluated as part of the re-assessment of the lands on which this site is found.
 - b. While a portion of AlGw-172 has been fully mitigated, the site continues into unassessed lands that are located within the study area. As such, Stage 2 assessment of these lands is required.

The recommendations in this report are subject to the conditions laid out in Section 7.0 and to the MHSTCI's review and acceptance of this report into the provincial registry.

5.7 Community Services and Facilities Study

IBI Group ("IBI") was retained by the Bolton North Hill Landowners Group (BNHLG) to conduct a Community Services and Facilities Study ("CSFS") in support of a Local Official Plan Amendment (LOPA) application for the Bolton North Hill Secondary Plan area in the Town of Caledon.

The purpose the CSFS is to provide a review of the existing community services and facilities that are available to future residents of the Secondary Plan Area and surrounding study area, and to determine the community infrastructure needs associated with residential growth based on the current/recommended standards of service. The CSF Report estimates that the BNHSP Area will contribute a population growth of 12,470 people or a 19 per cent population increase based on the 2016 census population of the Town of Caledon.

In review of existing/recommended levels of service, the CSFS has determined that community infrastructure is sufficiently serviced in the study area for the following categories however there remains logical opportunities to expand certain facilities within proposed parks.

Schools

Based on enrolment data from PDSB and DPCDSB, the pupil yield from the proposed development can most likely be accommodated by existing schools in the study area. However, two school sites have been set aside to accommodate additional growth as necessary.

Indoor Recreation Facilities

There are two community centres, Albion Bolton Community Centre and the Caledon Centre for Recreation and Wellness, which surpasses the community centres and indoor recreation requirement of 1.7 centres.

Outdoor Playing Fields and Courts

The 2017 parks inventory identified a surplus of soccer fields. The Town's service level of 1 field/1,433 residents exceeds the GTA benchmark of 1 field/3,400 residents and the Town is targeting the construction of 4 additional fields over the next four years. Additional soccer fields can be

accommodated on the subject site if necessary. A demand for 2 ball additional diamonds is anticipated. The demand for the additional ball diamonds can be accommodated through the detailed design of proposed parkland. The BNHSP proposal is also estimated to generate the demand for 0.5 basketball courts. There is opportunity to accommodate the basketball court demand on site through the detailed design of the proposed parkland.

The CSFS has identified the potential need for the following community infrastructure within the study area. While opportunities may exist on within the BNHSP for the accommodation of these facilities, the proposed development should not be expected to fulfill all requirements.

Parks

The Secondary Plan Area proposes 10.35 hectares of parkland on site which is 3.4 hectares less than the minimum parkland requirement. To account for the deficit of parkland, a combined conveyance of land and cash-in-lieu will be made. It is acknowledged that there is additional Open Space throughout the BNHSP in the form of Woodlots and Open Space totaling 7.5 hectares that could accommodate this short fall.

Libraries

A service metric between 0.6 ft2 and 1.0 ft2 feet per capita has been used for the system-wide library space assessments and targets based on provincial library planning documents. The CSF Report does not anticipate that a new library facility is required within the BNHSP Area. There may be opportunities to place a smaller satellite branch within a school or an institutional or commercial space for library patrons to pick-up materials.

Human Services

The future demand for human services will be largely driven by the demographics of the study area. With changing demographics, as identified in Section 3 of this report, it is expected that the demand for seniors', youth, and family services will increase.

Day Care

It is not anticipated that all childcare spaces will be accommodated on site or within the study area. Childcare services can be provided close to a place of work and can also be provided in non-licensed institutions such as home childcare facilities. The proposed commercial space provides potential opportunities to accommodate new daycare facilities.

The CSFS concludes that certain aspects of community infrastructure will not be required within the study area and areas of potential improvements can be accommodated where necessary. Moreover, the BNHSP can sufficiently meet the future needs of its residents and meets the policy intent of the Peel Region and Town of Caledon Official Plans.

5.8 Commercial Impact Study

IBI Group (IBI) was retained by the Bolton North Hill Landowners Group (BHNLG) to conduct a Commercial Impact Study in support of a Local Official Plan Amendment (LOPA) application for the Bolton North Hill Secondary Plan in the Town of Caledon.

Through the settlement of ROPA 30 at the Ontario Land Tribunal (OLT), approximately 32.03 hectares of the BNHSP lands were brought into the Bolton Rural Service Centre Settlement Area. The remainder of the lands are to be brought in through a future Municipal Comprehensive Review (MCR) to accommodate growth to 2051. As per Section 5.4.3.13.b of the Caledon Official Plan, a Commercial Impact Study may be required where there is a major new commercial designation proposed in any settlement area and may be required for local commercial sites in the Bolton Area. As such a study has been provided in support of the BNHLG LOPA Application.

The BNHSP Area and proposed Concept Plan is estimated to generate an additional 12,470 new residents upon build out. In addition to the residential uses, BHNLG is proposing two commercials site totaling 1.4 hectares (3.46 acres).

The proposed commercial designated lands on the Bolton North Hill Concept Plan are estimated to yield approximately 45,200 sf of retail/service commercial space. Previous iterations of commercial distributions throughout the Bolton Rural Service Area contemplated large commercial power centres. This approach may not be as effective due to the dispersion of the new population to different areas of Bolton (i.e. Option 6/Triangle Lands, Option 3, Rounding Out Area B, and Option 1.

Therefore, the provision of smaller retail opportunities throughout the different option areas to provide more localized commercial offerings can achieve stronger coverage to meet resident's immediate commercial needs. Through the proposed Secondary Plan, additional retail/service commercial opportunities may be available through potential at-grade retail on the proposed high density apartment sites.

In summary, the Report concludes that the proposed commercial sites are expected to have a local retail function and are not anticipated to have any adverse impacts on the existing inventory of space or the planned commercial hierarchy.

5.9 Preliminary Fiscal Analysis

IBI Group (IBI) was retained by the Bolton North Hill Landowners Group (BHNLG) to conduct a Preliminary Fiscal Analysis in support of a Local Official Plan Amendment (LOPA) application for the Bolton North Hill Secondary Plan in the Town of Caledon.

The Capital Impact from the proposed Secondary plan will result in a significant amount of development charge revenue for the Region including the following:

At ultimate build-out, the proposed BNHSP would have a net positive benefit on the Region of Peel from a capital and operating financial perspective. However, an area specific development charge for road costs may be required.

Table 4 - Capital Impact Assessment and Operating Impact Assessment

Development Charge Revenue	\$216.6 million
Regional Road Development Charge Revenue Capital Estimated Cost Short-Fall	* * * * * * * * * * * * * * * * * * * *
Regional Water Development Charge Capital Estimated Cost	\$80.7 million \$29.0 million
Regional Wastewater Development Charge Capital Estimated Cost	\$84.3 million \$25.9 million
Property Tax Revenue	\$7.1 million
Build-out Analysis	\$2.0 million in annual operating surpluses

RECEIVED Jan 20, 2022 Conclusion and Planning Analysis

This report has provided planning justification for the proposed Bolton North Hill Concept Plan and associated Secondary Plan that will allow for the redevelopment of the BHNL Lands located generally along Highway 50 north of Columbia Way and along Emil Kolb Parkway west to Duffys Lane. The 178 hectares of land represents a logical northward extension of the current Bolton Rural Service Centre; and of lands that have been included in the Region's Draft Settlement Area Boundary Expansion through the ongoing MCR process. The BNHL Lands are identified as "Urban System – 2051 New Community Area".

The proposal is consistent with Provincial Policy Statement, Growth Plan and Regional Official Plan as it implements an efficient land use pattern that supports a mix of uses and aims growth to a recently approved settlement area. The proposal will contribute to efficient use of infrastructure by orienting development in a strategic position that is located along two major existing roads; Emil Kolb Parkway and Highway 50. As outlined in Crozier's Servicing and Stormwater Report, the proposed concept plan will implement a variety of mitigation measures to reduce impacts on adjacent sensitive features, while providing a new gravity trunk sewer along Emil Kolb Parkway which will terminate at a pump station at Emil Kolb and Duffy's Lane before being pumped into a future trunk sewer on Humber Station Road. With regard for the Growth Plan specifically, the proposal will contribute towards the density targets associated with Greenfield Developments and will effectively minimize potential impacts on adjacent natural heritage resources.

With regard for the Caledon Official Plan, the proposed Concept Plan and 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. Detailed assessments on Community Services and Facilities have indicated that the proposed Secondary Plan can contribute positively to an already abundant supply of amenities within the Bolton Rural Service centre. In addition, the provision of local retail services within commercial blocks supports and effective distribution of easily accessible services for future residents and maintains an equitable dispersion of these uses across the broader Bolton area.

Last, the diversity of built form established in the Secondary Plan will offer opportunities for individuals at all stages in life. In addition, the proposal will ensure appropriate mitigation measures are taken to conserve and protection adjacent natural heritage features such as the Greenbelt which has been demonstrated in the Natural Heritage Study Report prepared by Dillon Consulting.

Overall, the proposal will implement good planning principles and contribute to the creation of a new complete community on Greenfield lands through efficient use of land, infrastructure and resources.



Appendix A



BOLTON NORTH HILL LANDOWENRS 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

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

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

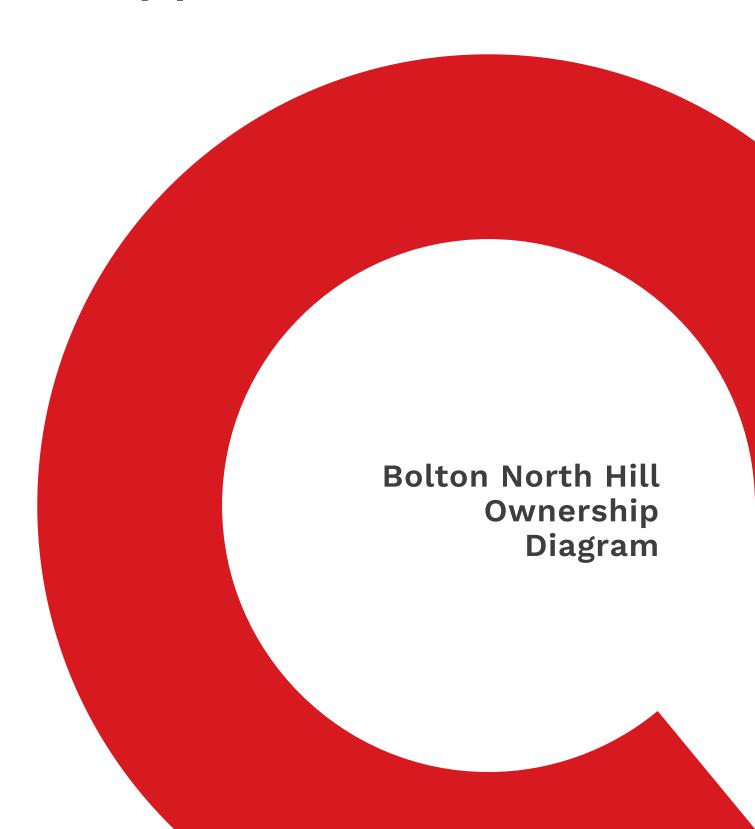
Owner Name	Address	PIN and Legal Description of Real Property	BNHLG Member
James Dick Construction Limited	14530 Highway 50, Caledon	PT LT 13 CON 6 ALBION AS IN VS33375, EXCEPT PT 10 VS55379, SAVE AND EXCEPT PT 1, EXPROP. PLAN PR2314299 TOWN OF CALEDON, as in PIN 143300489	No
CARBONIA 2000 INC.	14475 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

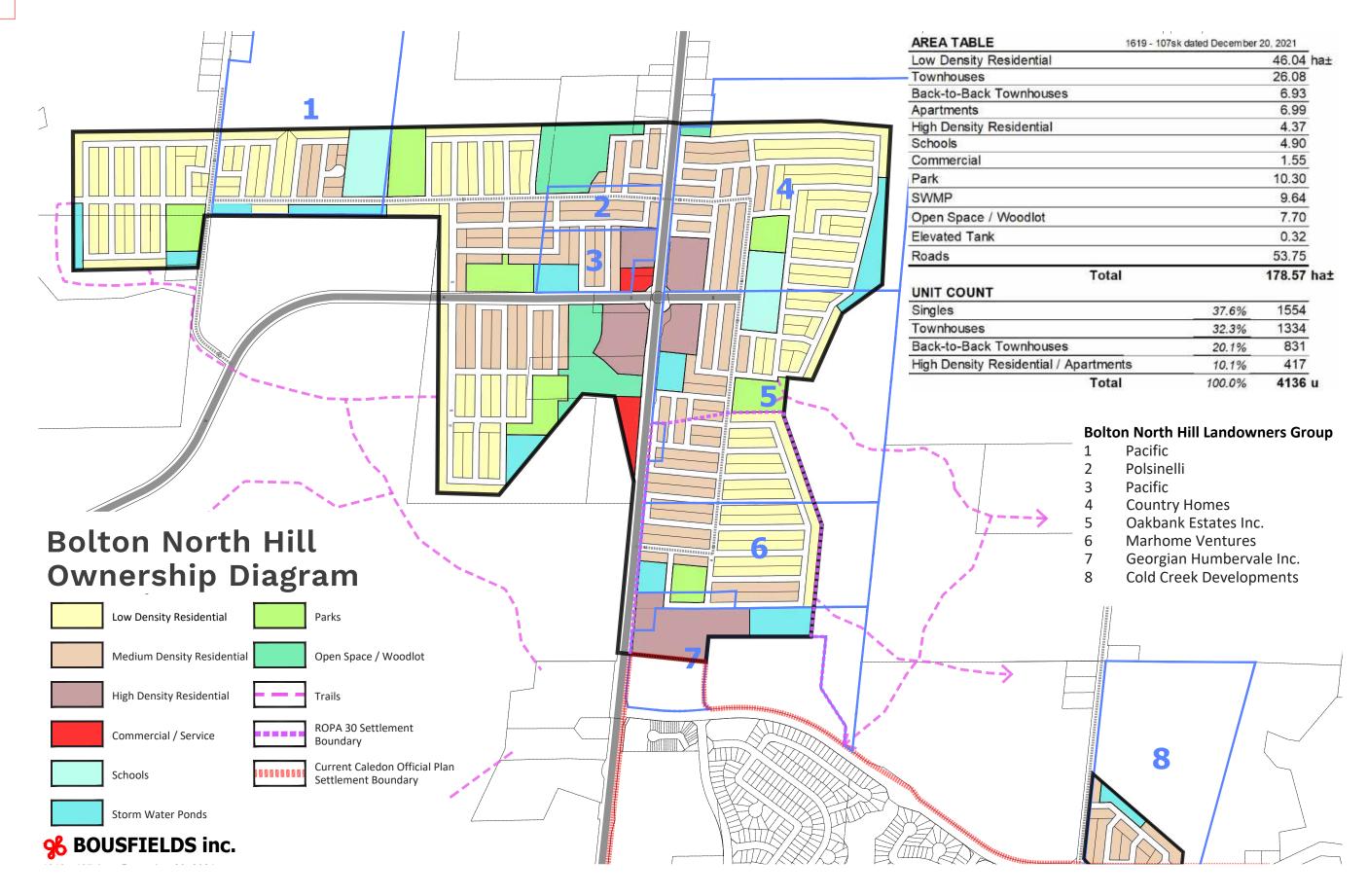
TOWN OF CALEDON PLANNING RECEIVED

Jan 20, 2022



Appendix B







Appendix C





TOWN OF CALED PLANNING RECEIVED

Jan 20, 2022



