

BOLTON NORTH HILL SECONDARY PLAN

1. Introduction

The Bolton North Hill Secondary Plan (BNHSP) will govern the development and redevelopment of lands in the Bolton north Hill Secondary Plan Area as shown on Schedule A - Bolton North Hill Secondary Plan – Land Use Plan (the “Plan Area”).

The Plan Area has been designed to be incorporated into the Bolton Rural Service Centre, contributing new housing and commercial uses into a complete community that is pedestrian friendly and transit oriented. The Plan Area and objectives will ensure a community that is both safe, efficient and can provide opportunities to residents at all stages of life.

The BNHSP has been thoughtfully designed through extensive discussions with various consultants to achieve an appropriate land use development scheme that respects natural heritage while achieving Town planning objectives.

2. LOCATION

The Plan Area is generally north of Columbia Way on both the east and west sides of Highway 50 and extends west along Emil Kolb Parkway until Duffys Lane as identified on Schedule A. The BNHSP comprises an area of approximately 178 hectares (439 acres).

3. GOALS AND OBJECTIVES

3.1. Goal

The BNHSP will create a community that offers a range of housing opportunities, local retail options, high quality community amenities including Schools and Parks.

3.2. Objectives

The BNHSP will shall achieve the following objectives:

- a) Provide a high-quality built form with a distinct character that aligns with the vision and identity of Bolton and the Town of Caledon;
- b) Promote a variety of housing typologies as well as tenures to offer living arrangements that cater to families and individuals in all stages of life;

- c) Provide an abundance of community services and amenities that will support all residents and bolster a sense of community;
- d) Provide residential, commercial, parks and open spaces that can accommodate future growth in the Town of Caledon;
- e) Protect significant natural heritage features and enhance these elements of the environment with strategically placed open spaces and park spaces that are flexible and can accommodate innovative programming to serve the community;
- f) Develop a balanced approach to growth and density.

4. GROWTH MANAGEMENT STRATEGY

4.1. Bolton North Hill Population and Employment Targets

4.1.1. The growth management strategy for the Plan Area is outlined in the following sections. It has been configured to ensure that the development of the BNHSP Area occurs in an efficient and cost-effective manner.

4.1.2. To ensure conformity with the Town's growth management objectives, the Plan Area has been planned to achieve the population and employment targets shown in Table 4.1 and development shall occur in a manner consistent with these minimum targets.

Population	12,470
Jobs	82 jobs
Total	12,552
Land Area Hectares	178 ha
Combined Jobs/Person per Hectare	70

4.2. Finance Agreements

4.2.1. The Town, the Region of Peel and/or other government agency may require front-end, accelerated payment and/or other cost-sharing agreements as conditions of approval to ensure that development proceeds only in a manner that optimizes the use of transportation, municipal water and wastewater infrastructure required for development to occur in the Plan Area in an orderly, timely and cost effective manner.

4.3. Design Staging and Sequencing Plan (DSSP)

4.3.1. A DSSP shall be prepared to align with the planning and design vision, goals, objectives and recommendations for the overall BNHSP Area.

4.3.2. A DSSP shall be submitted which describes in detail the staging and sequencing of the following components required for development to occur in the Plan Area in an orderly, timely and cost-effective manner:

- a) Infrastructure (e.g. roads, intersections, servicing infrastructure, stormwater management facilities and public utilities);
- b) Arrangements for vehicular connections and access during construction along roads including Highway 50, Emil Kolb Parkway and Duffy's Lane as required;
- c) Public transit service, e.g. potential transit routes and the location of proposed stops
- d) Schools; and,
- e) Community facilities (e.g. public parks, pathways and trail network and recreation facilities);
- f) A breakdown of the range and mix of residential homes, net density and associated population yield for the specific districts / neighbourhoods.

Adjustments to the number of dwellings will be permitted without amendment to this Plan.

4.3.3. The DSSP shall address the timely construction, reconstruction, or improvement of the roads mentioned above as required for timely delivery of development. Deviations from the road network depicted on Schedule A shall be permitted without amendment to this Plan or DSSP.

4.3.4. The DSSP shall provide the approximate schedule of the residential and non-residential development in the Plan Area alongside the proposed community facilities noted in Policy 4.3.2.

4.4. Functional Servicing and Stormwater Management Report (FSSWMR)

4.4.1. The servicing goals and objectives, associated targets, management strategies and additional technical investigations for the entire BNHSP Area shall be addressed through the preparation and submission of a FSSWMR to the satisfaction of the Region of Peel, Town of Caledon and TRCA. The findings and recommendations of the FSSWMR is to be implemented at the site level through individual draft plans of subdivision and site plans.

4.5. Natural Heritage Study Report (NHSR)

4.5.1. The environmental goals, objectives, management and monitoring plans, and additional technical investigations for the entire Secondary Plan Area shall be addressed through the preparation and submission of a NHSR to the satisfaction of the Region of Peel, Town of Caledon and TRCA. The findings and recommendations of NHSR is to be implemented at the site level through individual draft plans of subdivision and site plans.

4.5.2.

4.6. Land Owner's Cost Sharing Agreement

4.6.1. A Plan Area Landowners' Cost Sharing Group shall be established to ensure orderly, timely and coordinated development in the Plan Area and that the costs associated with such development are fairly and equitably distributed among all landowners in the Plan Area.

4.6.2. The costs associated with development include, but are not limited to, the cost of studies to inform and support the planning of the area, as well as the cost of infrastructure, including associated land costs, to implement the Plan.

4.6.3. Prior to the registration of any plan of subdivision or plan of condominium or final approval of any site plan application or the approval of any application under the Planning Act, the Plan Area Landowners' Cost Sharing Group trustee shall provide the Town with confirmation, in writing, that the owner of such lands is in good standing with the Plan Area Landowners' Cost Sharing Group.

5. RESIDENTIAL

5.1. General Policies

5.1.1. This section establishes specific policies with respect to residential development in the Plan Area. The following three (3) residential designations are shown on Schedule A to this Plan:

- a) Low Density Residential;
- b) Medium Density Residential; and
- c) High Density Residential.

5.1.2. Residential development in the Plan Area shall be undertaken in accordance with Section 5.10 of the Caledon Official Plan and the following specific policies. Where there is a conflict between the policies in Section 5.10 and Section 5.1, the policies in Section 5.1 shall prevail.

5.1.3. With respect to residential development in the Plan Area, the calculation of net density shall be based on the land area proposed to be developed for residential homes, exclusive of public rights-of-way, railway rights-of-way, school blocks, Parks and Open Space/Woodlots, and Storm Water Ponds.

5.2. Low Density Residential

5.2.1. Lands designated *Low Density Residential* in the Plan Area shall be developed predominantly for single detached and semi-detached housing. Limited Street Townhouses and rear-lane townhouses may also be permitted in this zone;

5.2.2. Townhouses are permitted to a maximum of 4-storeys within the *Low Density Residential* designation.

5.3. Medium Density Residential

5.3.1. Lands designated *Medium Density Residential* shall be developed with townhouses, rear-lane townhouses and back to back townhouses.

5.3.2. Townhouses are permitted to a maximum of 4-storeys within the *Medium Density Residential* designation.

5.3.3. Where back-to-back townhouses are proposed in the Plan Area, it shall be demonstrated that adequate amenity space can be accommodated for the occupants (e.g. private amenity or adjacent public open space).

5.4. High Density Residential

5.4.1. Lands designated *High Density Residential* shall be developed with mid-rise buildings, mixed use buildings including commercial or retail uses at grade and stacked townhouses, as well as any permitted use in 5.3.1 above.

5.4.2. Mid-rise buildings shall be a minimum of 4-storeys and a maximum of generally 8 storeys within the *High Density Residential* designation. Additional height may be considered appropriate subject to a planning justification to address the minimization of impacts on surrounding properties.

5.4.3. Buildings of 4 storeys and greater will be designed to frame frontages onto streets with good proportion and provide a pedestrian scaled public realm

6. COMMERCIAL/SERVICE

6.1. General Policies

6.1.1. The *Commercial* designation will allow for non-residential uses such as retail, personal services, office space, and associated accessory uses. Uses that emit noxious fumes will not be permitted (e.g. automotive repair) unless otherwise demonstrated through an appropriate study.

6.1.2. The *Commercial* designated areas will orient their primary entrances along major street frontages such as Emil Kolb Parkway and Highway 50.

6.1.3. *Commercial* areas will be designed to accommodate active transportation through the provision of on-site bicycle parking.

7. SCHOOLS

7.1. General Policies

7.1.1. The proposed location school sites in the Plan Area are considered conceptual and have been shown to support the achievement of a compete community. The schools have also been intentionally placed next to *Parks* which offer opportunities of co-location of facilities (e.g. soccer fields).

7.1.1.1. Minor adjustments to the location, size and configuration of the new school sites shall be permitted without requiring an amendment to this Plan, provided that:

- a) The overall objectives and intent of the Plan is maintained; and
- b) The ability to explore co-location is maintained

7.1.2. A Draft Plan of Subdivision will be required for the new school sites, providing for a lot size, configuration and frontage that is satisfactory to the appropriate School Board.

8. GREENSPACES

8.1. General Policies

8.1.1. Greenspaces in the Plan Area as shown on Schedule A will be comprised of two categories:

- a) Parks; and
- b) Open Spaces/Woodlots

8.2. Parks

8.2.1. Development of *Parks* in the Plan Area shall be in accordance with Section 5.8 of the Caledon Official Plan. Any conflict between the policies of Section 5.8 of the Official Plan and Section 8.1 of the BNHSP, the policies of this section shall prevail.

8.2.2. The location of *Parks* throughout in the Plan Area will emphasize an equitable distribution of greenspace for residents to support the overall objectives of a complete community and will retain opportunities to explore the co-location of facilities with relevant land uses (e.g. Schools).

8.2.3. The location of *Parks* will ensure that every resident is within a walkable radius of greenspace throughout the entire BNHSP.

8.2.4. Minor adjustments to the location and size of the *Parks* will be permitted as proposed applications are submitted without an amendment to this Plan, provided the following is maintained:

- a) The goals and objectives of the Plan are maintained;
- b) Co-location of facilities may still be explored; and
- c) The alteration in size or location does not significantly reduce the overall functionality of the *Park*

8.3. Open Spaces/Woodlots

8.3.1. *Open Spaces* will permit walking trails to focus on passive recreation and emphasize the establishment of native plant species. Such trails may be considered for parkland dedication and/or other financial credits.

8.3.2. Minimal lighting will be provided in *Open Spaces* to foster a natural environment and minimize disturbance to existing and future wildlife species.

9. CULTURAL HERITAGE

9.1. General Policies

9.1.1. This section establishes specific policies with respect to cultural heritage conservation in the Plan Area organized around its three key components:

- a) Archaeology;
- b) Built heritage resources; and
- c) Cultural heritage landscapes.

9.1.2. The conservation of cultural heritage resources, both built and landscape, in the Plan Area shall conform to the policies contained with Section 3.3 of the Caledon Official Plan. In the case of a conflict between policies in Section 3.3 of the Official Plan and Section 9.1, the policies of this section shall prevail.

9.1.3. The preservation of historical aspects with the Plan Area can accentuate the importance of cultural heritage resources and increase community appreciation of a development's heritage. The Town may take additional steps to recognize the cultural heritage of the Plan Area by requiring or providing:

- a) Use of plaques and displays;
- b) The integration of features that acknowledge the historical importance of a building or landscape such as parkland;
- c) Commemoration of historical figures, sites, events or families through the naming of a new development, park, etc.; and/or
- d) The retention or incorporation of a physical building into a proposed development.

10. TRANSPORTATION

10.1. Transportation Study

10.1.1. Transportation infrastructure within the Plan Area shall be organized and designed to provide multimodal transportation options that are safe, accessible and can accommodate pedestrians, cyclists and vehicles alike.

10.2. The transportation infrastructure for the Plan Area shall be addressed through the preparation and submission of a Transportation Study to the satisfaction of the Region of Peel, Town of Caledon and TRCA. The findings and recommendations of the Transportation Study is to be implemented at the site level through individual draft plans of subdivision and site plans. Adjustments to the location of the conceptual road network,

as shown in Schedule A, shall be permitted without an amendment to this Plan provided that the Goals of the Plan Area are maintained.

10.2.1. Roads in the Plan Area will be designed in accordance with Section 5.9 of the Caledon Official Plan. Where there is a conflict between the guidelines and classifications outlined under Section 5.9 and the policies of Section 10.2, the policies of this section shall apply.

10.3. Road Right of Ways

10.3.1. The Town will require as a condition of approval of any new development or redevelopment that sufficient lands be conveyed, free and clear of encumbrances, to the Region of Peel or Town, as applicable, to provide the road right-of-way width established by this Plan.

10.3.2. New development applications shall demonstrate that adequate lands are conveyed to allow for the provision sidewalks, bike lanes, medians and on-street parking. The Town may also require additional lands at intersections to provide for exclusive turning lanes as well as daylighting triangles. These additional requirements shall be determined on a case-by-case basis throughout the development application review process.

10.3.3. Street trees will be encouraged along all public right of ways where feasible. Where street trees are not able to be established due to soil depth constraints or lack of space, native pollinators will be encouraged.

10.4. Public Transit

10.4.1. To increase the usage of Public Transit as a viable option, it will be encouraged to site transit stops throughout the Plan Area, where transit is available. The Town will work with Regional and Intra-regional transportation authorities to develop an appropriate transit network for the Plan Area.

10.4.2. Arterial and collector roads will accommodate transit routes and be designed in a manner that allows for transit stops as required.

10.5. Transportation Demand Management

10.5.1. All future development applications in the Plan Area are encouraged to provide a Transportation Demand Management (TDM) Plan and to become a member of Smart Commute Caledon.

10.5.2. The Town may permit reduced parking standards as an incentive for developments that demonstrate through a TDM plan that reductions in parking is justified. Reductions for parking requirements may also be considered where mixed use development is permitted and/or where significant density is in proximity to public transit networks.

10.5.3. The Town may establish site specific requirements in an associated zoning by-law to further promote modes of transportation other than the single occupant vehicles, including but not limited to:

- a) maximum parking standards;
- b) shared parking;
- c) bicycle parking; and
- d) car-share facilities;

10.6. Pedestrian and Cycling Network

10.6.1. Pedestrian and cycling routes throughout the Plan Area will be designed to be safe, accessible and viable alternatives for short trips that could be made using a single occupant vehicle.

10.6.2. Pedestrian and Cycling routes will achieve the following:

- a) Establish an integrated network that allows for users of all ages to walk or ride safely through the Plan Area.
- b) Create convenient connections between major destinations throughout the Plan Area such as *Schools, Parks and Open Spaces*.
- c) Be designed to connect into existing and future active transportation networks in the broader Peel Region.

10.7. Trail Networks

10.7.1. Trails are encouraged to be established in *Open Spaces/Woodlots* to contribute toward the overall pedestrian and cycling network of the Plan Area.

10.7.2. Proposed trails will be designed and constructed in accordance with the Town of Caledon's and provincial accessibility standards.

10.8. Sidewalks

10.8.1. Sidewalks in the Plan Area shall be provided as follows:

- a) Arterial and Collector roads: Sidewalks or a combination of sidewalk and multi-use trail shall be provided on both sides of the road;
- b) Local Streets: Sidewalks shall be provided at a minimum of one on each side of the street; and,
- c) Laneways: no sidewalks are required

10.9. Parking

10.9.1. Expansive areas of surface parking shall be discouraged in the Plan Area. Where there is no alternative to such large parking areas (e.g. school sites), an enhanced landscaping design will be required to mitigate impacts.

10.9.2. Alternative parking standards contained in the Town's comprehensive zoning by-law shall be considered on a site by site basis.

10.9.3. Underground parking garages will be encouraged for buildings greater than 4-storeys.

10.9.4. Loading spaces shall not be permitted along major street frontages, will be located at the rear of buildings and screened from public view.

11. MUNICIPAL SERVICES, PUBLIC UTILITIES AND TELECOMMUNICATION

11.1. General Policies

11.1.1. This section establishes specific policies with respect to municipal services, public utilities and telecommunications in the Plan Area organized into the following subsections:

- a) Municipal water and wastewater services;
- b) Stormwater management facilities; and
- c) Public utilities and telecommunications.

11.2 Municipal Sewers and Waste

11.1.2. All new development in the Plan Area shall be connected to Peel Region's water and wastewater systems. All municipal water and/or wastewater facilities shall be developed in consultation with Peel Region.

11.1.3. The detailed design and installation of water and/or wastewater infrastructure in the Plan Area shall be undertaken in an ecologically responsible manner.

11.1.4. When implementing or constructing water and/or wastewater infrastructure in the Plan Area, the opportunity for adjacent existing un-serviced or partially serviced development to connect to the municipal system shall be made available, where feasible.

11.3 Stormwater Management

11.3.1 Stormwater management facilities in the Plan Area shall be developed in consultation with the TRCA, the Town and other government agencies, as applicable.

11.3.2 Adjustments to the number, location and configuration of the stormwater management facilities as shown on Schedule A to this Plan may be assessed through the preparation of a FSSWMR associated with future Draft Plan of Subdivision Applications. Adjustments to the number, location and configuration of the stormwater management facilities shall be permitted in accordance with Provincial policies and without requiring an amendment to this Plan. Specifically, the stormwater management system infrastructure may be permitted within the Greenbelt Plan area or Oak Ridges Moraine Conservation Plan area in accordance with the policy permissions contained within those Provincial Plans, to the satisfaction of the Region, Town and TRCA.

11.3.3 The Town will consider and assess alternatives for stormwater quantity and quality control and sustainable best management practices regarding the following:

- a) Stormwater shall be encouraged to be reused (e.g. rainwater) within the Plan Area using rainwater harvesting or other methods.
- b) Stormwater management facilities shall be located and designed to maintain the environmental and ecological integrity adjacent sensitive areas and contribute to overall ecological gain. Such facilities may be located within the Greenbelt Plan area and Oak Ridges Moraine Conservation Plan area in accordance with the policies of those Provincial Plans.
- c) Best management practices, including low impact development technology shall be incorporated into the stormwater management system, and

- d) Stormwater management facilities will be designed to accommodate community amenities such as passive recreation, trails networks and public open space.

11.3.4 To maintain the ecological integrity of the adjacent natural heritage system, water balance and base flow and alternative stormwater servicing practices, such as low impact development technologies, are encouraged to achieve infiltration and surface storage levels in the Plan Area, where feasible.

11.3.5 Conventional stormwater management facilities shall be designed in compliance with the Town's Stormwater Management Design Guidelines and applicable provincial and Conservation Authority guidelines. In considering the implementation of low impact development techniques and measures in the Plan Area, reference should be made to the TRCA Low Impact Development Stormwater Management Planning and Design Guide.

11.3.6 Stormwater management facilities shall be designed to facilitate ease of maintenance and provide a reasonable level of safety, both in terms of their stormwater management function and in relation to potential use of the pond area by members of the public. Additional safety provisions may be required in areas where an increased level of public access is anticipated.

11.3.7 Policies in this section that apply to permanent stormwater management facilities, shall also apply to interim stormwater management facilities. Interim stormwater management facilities may be established to the satisfaction of the respective Conservation Authority, as necessary.

11.4 Public Utilities

11.4.1 Public utilities, such as hydro, gas, and telecommunications infrastructure are permitted in any land use designation in the Plan Area provided they are appropriately integrated and all necessary approvals from the relevant authorities are obtained.

11.4.2 Where new public utility and telecommunications infrastructure is being introduced in the Plan Area, it shall be located underground and shall be grouped into a single utility trench. Trunk hydro services will be encouraged to be located underground.

11.4.3 Prior to registration of a plan of subdivision or approval of a site plan application in the Plan Area, public utility and telecommunication providers shall confirm if such

services can be provided to support the proposed development and shall determine appropriate locations for large utility equipment or utility cluster sites.

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

When developing their lands, developers in the Plan Area shall include fibre-optic cable running along each local road and to each building (e.g. industrial, commercial, institutional and/or residential) for residents and businesses in the Plan Area to access high-speed internet services.

12 CONSERVATION OF WATER AND ENERGY

12.1 Sustainable Residential Home Strategy

- 12.1.1** All residential homes in the Plan Area shall be designed and constructed with water and energy conservation, efficiency and re-use systems and/or features that will reduce the rate of water and energy consumption and exceed energy efficiency standards in the Ontario Building Code.
- 12.1.2** Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Plan Area, the landowners shall submit to the Town for approval a Sustainable Residential Home Strategy within each landowner's lands identifying green energy features and systems to be implemented. The landowners shall build or cause to be built all homes in accordance with the approved green energy plans and documentation.
- 12.1.3** The Sustainable Residential Home Strategy shall include a homeowner awareness program. This program shall describe how homeowners can maximize the efficiencies and overall water and energy conservation in their home.

13 REGION OF PEEL HEALTH ASSESSMENT

- 13.1** All development applications in the Plan Area shall require, as part of a complete application, the completion of a Health Assessment. The Health Assessment must be completed in accordance with the Region of Peel's Healthy Development Assessment, in consultation with the Region.

- 13.2 The Town shall conduct Health Assessments on municipally developed, owned and operated public buildings, public squares and open space projects in the Plan Area.

14 LAND ACQUISITION AND DEDICATION

- 14.1 The Town or the Region of Peel may acquire and hold any lands required to implement any feature or facility in the Plan Area. This may include the expropriation of lands required to implement the road network and the municipal park program in the Plan Area, where the property owners or the developers' group are unable to secure lands for the construction of the required road infrastructure.

- 14.2 The Town shall require an environmental site assessment and/or Record of Site Condition (RSC), as required, prior to the conveyance of any lands for municipal roads, stormwater management facilities, parkland and school sites to the Town, Conservation Authority or School Board. The environmental clearance shall be the responsibility of the property owner and based on the appropriate level of site assessment as established by the Province.

12 IMPLEMENTATION

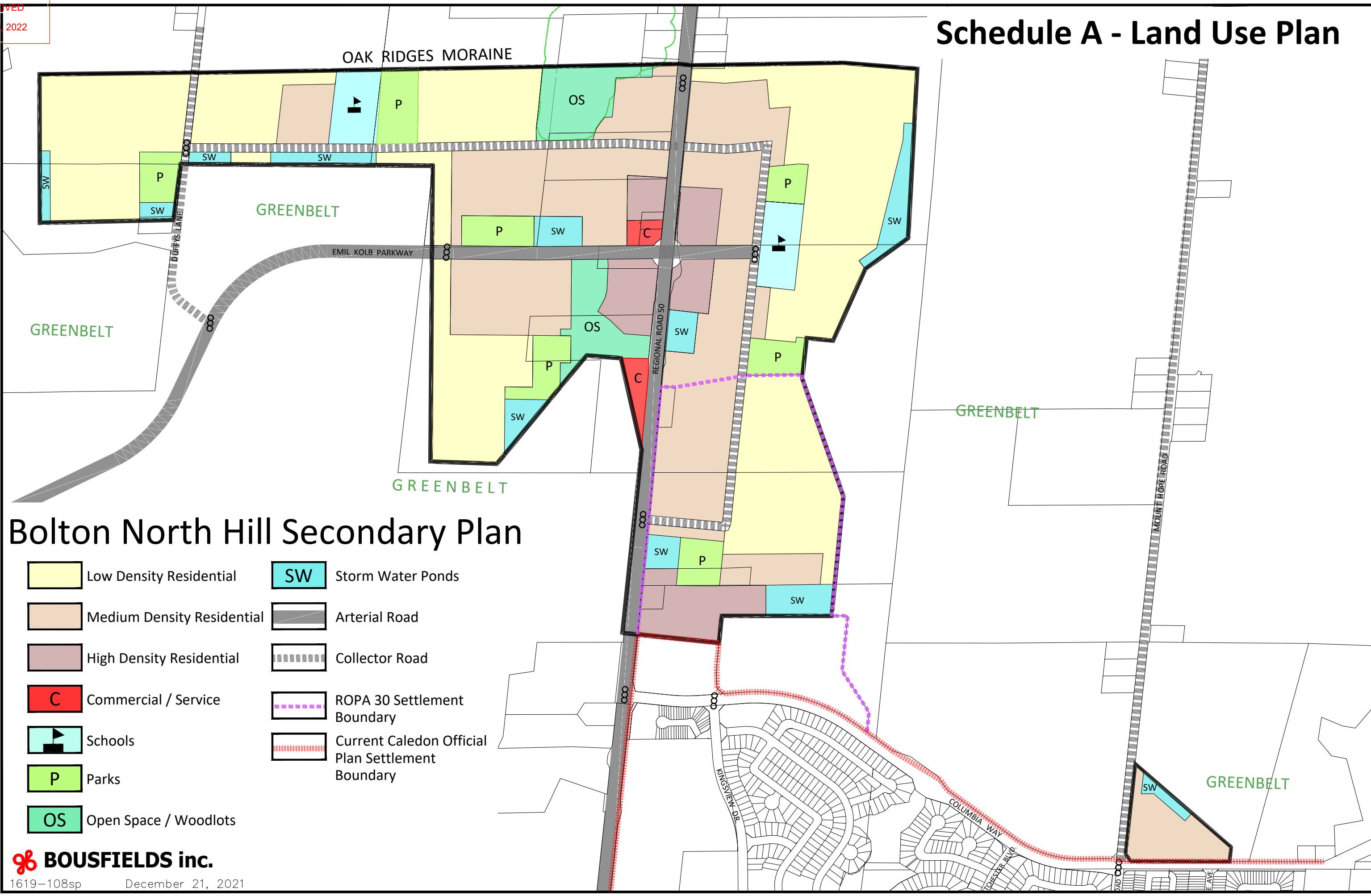
- 12.1 The provisions of the Official Plan regarding implementation shall apply to the Bolton North Hill Secondary Plan.

- 12.2 The land use pattern shown on Schedule A - Land Use Plan, is considered conceptual and is permitted to be adjusted during the subdivision or site plan approval processes.

- 12.3 Minor variations of the boundaries for land uses and streets shall not require an amendment to the Secondary Plan provided the intent of the Plan is maintained.

- 12.4 Notwithstanding any of the policies of the Bolton North Hill Secondary Plan, any previous approvals or existing uses which do not conform to the policies of this Secondary Plan are permitted to continue. Redevelopment of legal non-conforming uses to those that are consistent with the objectives and policies of the Bolton North Hill Secondary Plan shall be encouraged.

Schedule A - Land Use Plan



Bolton North Hill Secondary Plan

- | | |
|----------------------------|---|
| Low Density Residential | Storm Water Ponds |
| Medium Density Residential | Arterial Road |
| High Density Residential | Collector Road |
| Commercial / Service | ROPA 30 Settlement Boundary |
| Schools | Current Caledon Official Plan Settlement Boundary |
| Parks | |
| Open Space / Woodlots | |

AMENDMENT NO. 2022-0001
TO THE OFFICIAL PLAN FOR
THE TOWN OF CALEDON PLANNING AREA

DRAFT

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. 2022- xx

A By-law to adopt Amendment No. 2022-0001 to the Official Plan for the Town of Caledon

WHEREAS the Council of the Corporation of the Town of Caledon, in accordance with the provisions of the Planning Act, R.S.O. 1990, as amended, HEREBY ENACTS AS FOLLOWS:

- 1. Amendment No. 2022-0001 to the Official Plan for the Town of Caledon Planning Area shall be and is hereby adopted.

Read three times and finally passed in open Council this xxth day of xxxx, xxxx

Alan Thompson, Mayor

Carey deGorter, Clerk

THE CONSTITUTIONAL STATEMENT

PART A - THE PREAMBLE - does not constitute part of this amendment.

PART B - THE AMENDMENT - consisting of the following text and Schedule "A" constitutes Amendment No. 2022-0001 of the Town of Caledon Official Plan.

DRAFT

AMENDMENT NO. 2022-0001

OF THE TOWN OF CALEDON OFFICIAL PLAN

PART A - THE PREAMBLE

Purpose of the Amendment:

The purpose of this Amendment is to amend Schedule "C" Land Use Plan of the Town of Caledon Official Plan by redesignating the lands subject to this Amendment from Prime Agricultural Areas and Environmental Policy Area to:

- a) Low Density Residential
- b) Medium Density Residential
- c) High Density Residential
- d) Commercial / Service
- e) Institutional (Schools)
- f) Open Space Policy Area (Parks and Open Space /Woodlot)

Location:

The lands subject to this Amendment, as indicated on the attached Schedule "A", Land Use Plan.

Basis:

The basis for this Amendment is contained in Planning Report PD xxxx-xx, as adopted by Council on xxxxx. The applicant, Bousfields Inc. has requested an amendment to the Town of Caledon Official Plan to permit the creation of a new Secondary Plan Area – The Bolton North Hill Secondary Plan Area ("BNHSP" or the "Secondary Plan"). The Secondary Plan would facilitate the construction of a new complete community known as Bolton North Hill consisting of residential, institutional, commercial, parks and open space uses. In support of the application, the applicant submitted the following reports:

- Stage I Archaeological Assessment prepared by TMHC Inc., dated January 13, 2022;
- Cultural Heritage Assessment prepared by TMHC Inc., dated January 3, 2022;
- Functional Servicing and Stormwater Management Report prepared by C.F. Crozier & Associates Inc., dated December 2021;
- Transportation Assessment prepared by C.F. Crozier & Associates Inc., dated December 2021;
- Natural Heritage Study Report prepared by Dillon Consulting, dated December 2021;
- Limited Phase I ESA prepared by Dillon Consulting, dated November 2021;
- Planning Rationale Report prepared by Bousfield's Inc., dated December 2021;
- Draft Official Plan Amendment prepared by Bousfields Inc;
- Draft Bolton North Hill Secondary Plan prepared by Bousfield's Inc., dated December 2021;
- Concept Plan prepared by Bousfield's Inc., dated December 2021;
- Peel Region Health Development Assessment and Appendices prepared by Bousfields Inc. dated December 2021.
- Commercial Impact Study prepared by IBI Group, dated December 21, 2021;

- Community Services and Facilities Study prepared by IBI Group, dated December 21, 2021;
- Preliminary Fiscal Impact Assessment (Region) prepared by IBI Group, dated December 21, 2021; and
- Preliminary Fiscal Impact Assessment (Town) prepared by IBI Group, dated December 21, 2021; and

The proposed amendment to the Official Plan to permit a new Secondary Plan Area within the Town is consistent with the objectives established in the Strategic Direction and General Policies of the Official Plan.

PART B - THE AMENDMENT

This part of the document, entitled "Part B - The Amendment", and consisting of the following text constitutes Amendment No. 2022-0001 of the Town of Caledon Official Plan.

Details of the Amendment

The Town of Caledon Official Plan is amended as follows:

1. Section 7.0 is amended by adding the following subsection 7.XX:

7.XX: Bolton North Hill Secondary Plan

2. "Schedule "C" Land Use Plan of the Town of Caledon Official Plan shall be amended for the lands described as the Bolton North Hill Secondary Plan Area in the Town of Caledon, in accordance with Schedule "A" attached hereto.

Implementation and Interpretation

The implementation and interpretation of this Amendment shall be in accordance with the policies of the Town of Caledon Official Plan.

Schedule A - Land Use Plan

