

TOWN OF CALEDON

Bolton Secondary Plan Review

Planning and Development Committee

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May 2024





Presentation Outline



1. Introductions
 2. Study Purpose
 3. Secondary Plan Overview
 4. Where are we in the Study
 5. What did we find in the Background Report
 6. Engagement to date
 7. What is the Purpose of the Vision and Planning Alternatives Report
2. Vision and Principles
 3. Planning Alternatives
 - How were they developed
 - Baseline Assumptions / Common Elements
 - The Planning Alternatives
 4. Next Steps

Study Purpose



- Modernize and consolidate existing secondary plans
- Specific guidance provided for the Focused Study area by addressing the interface and compatibility of mixed use/residential intensification adjacent to an existing dry industrial area
- Set out a policy framework for intensification for transit oriented and mixed use development
- Study the potential for a second GO Train Station on the Caledon-Vaughan GO line to determine appropriateness of a future Major Transit Station Area

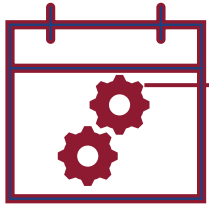


Secondary Plan Overview

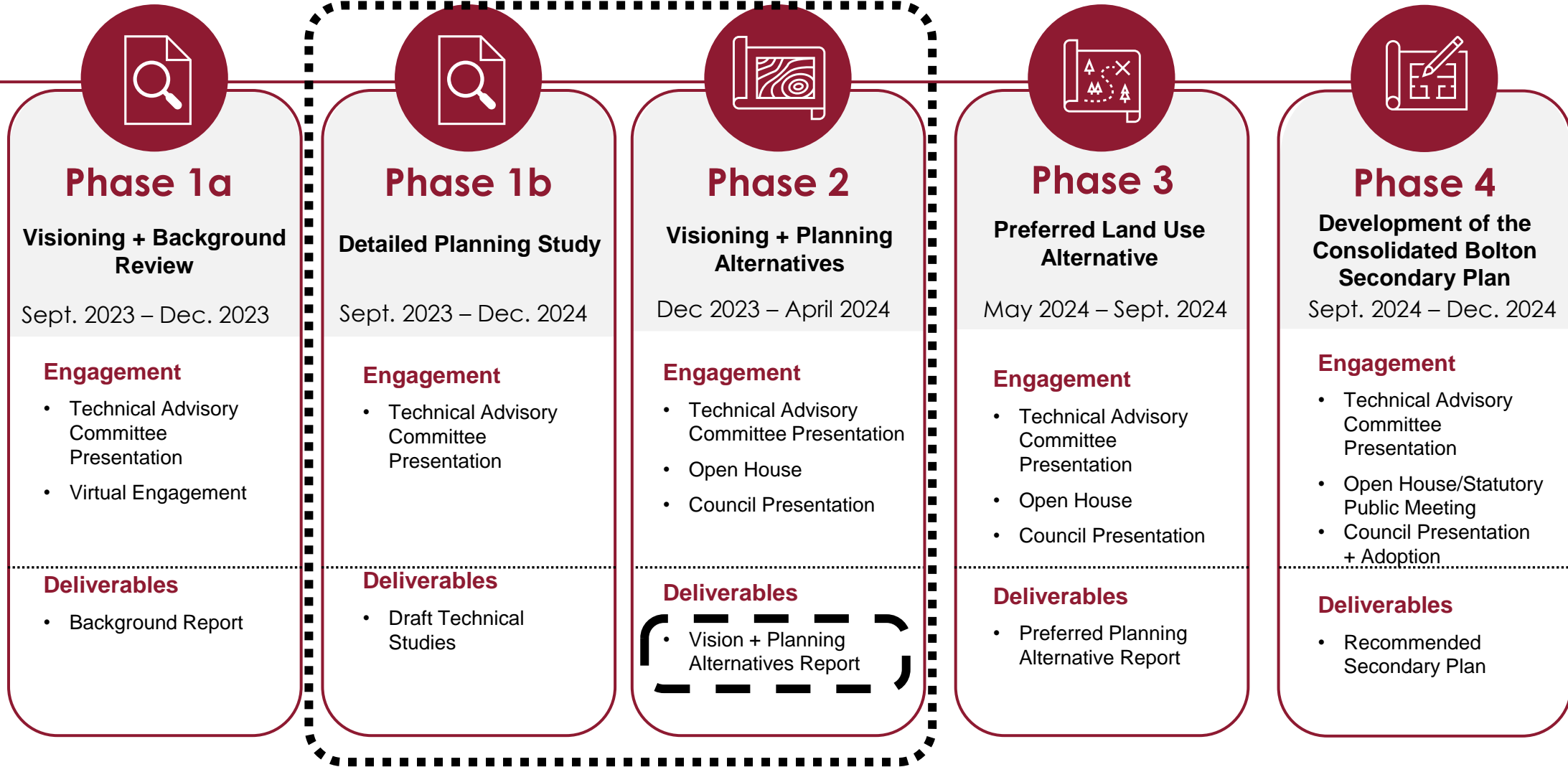


- Secondary Plan provides detailed direction or land use policy for a specific location in the Future Caledon Official Plan;
- Caledon has recently updated it's Future Caledon Official Plan – require Secondary Plan consolidation;
- New Secondary Plan may include specific land use designations, policies, mapping to support existing areas + manage growth in future areas.





What is the Study Process?



We Are Here



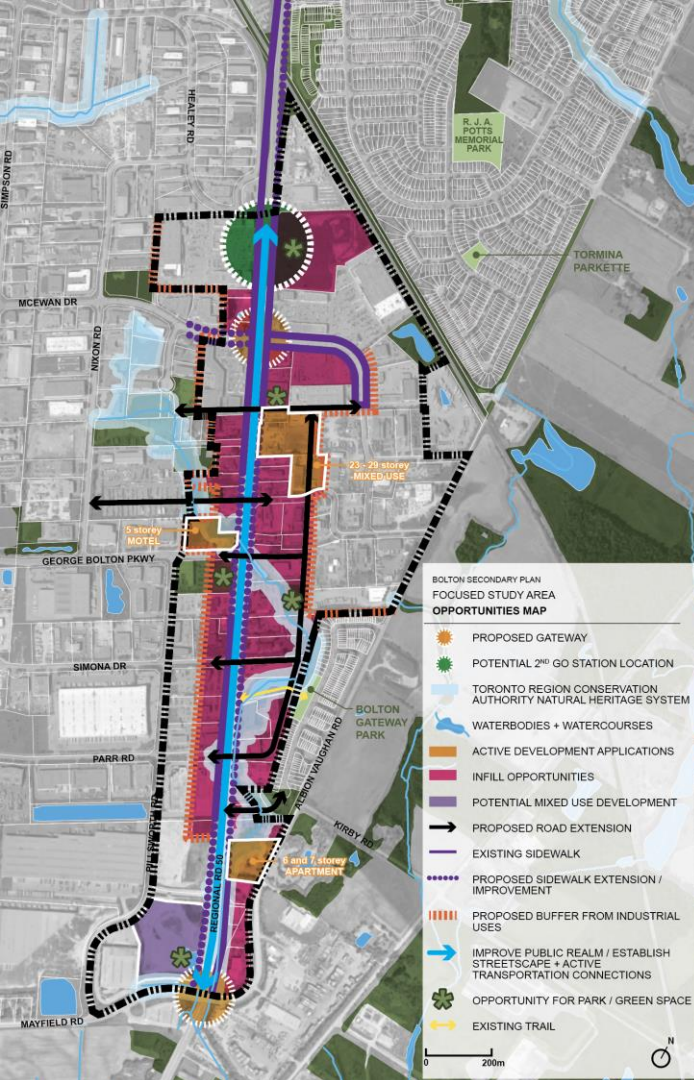
What did we find in the **Background Report ?**



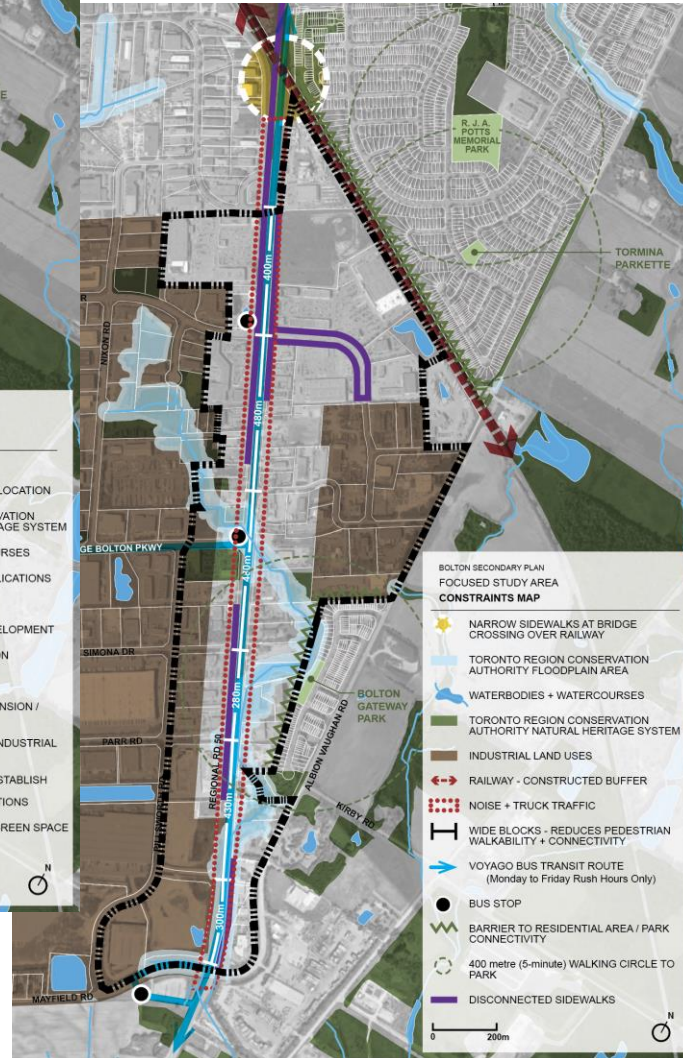
- Policy review calls for mix of housing types, employment, recreation, parks and open space, transportation choices, range of employment
- Transit-supportive densities around a potential Major Transit Station Area
 - Potential GO Train Station at Regional Road 50 & McEwan Drive
 - Achieve minimum 150 people & jobs / ha
- FCOP: accommodate 300,000 residents & 125,000 jobs in Caledon (2051)

Constraints

What did we find in the Background Report ?



Opportunities



- Opportunities
 - GO Train Station - Catalyst for higher density, mixed use development
 - Two development applications for taller built form
 - Walkable streets & block sizes
 - Improved streetscapes / public realm along Regional Road 50
- Constraints
 - Floodplain
 - Existing Industrial uses
 - Railway barrier to north
 - Limited transit service



Engagement To date



- Phase 1 Online Survey
 - Desire improved walkability, increasing access to shops, increasing range of businesses, more parks, complete streets approach
 - Challenges: lack of transit
 - Prefer mixed use buildings, mid- to low-rise
- Phase 2 Open House
 - Public supports GO Train Station at this location
 - General interest in intensification / infill
 - Support higher density in Neighbourhood Centre



What is the purpose of the **Vision and Planning Alternatives Report ?**



- Confirms a draft vision & principles for the Study Area based on engagement feedback
- Describes two Planning Alternatives for discussion
- Provides baseline or common elements of the Plans
- Presents draft evaluation criteria and measures for evaluating the Alternatives

Draft Vision



*Bolton Secondary Plan Area will establish a new **transit-oriented** community through appropriate intensification to foster a healthy and sustainable vision along the Regional Road 50 corridor. Balancing the needs for **economic, environmental and social sustainability**, the community will develop and re-develop to be resilient, compact and contribute to overall sense of place. Bolton will be well-designed to be transit supportive integrating a **connected natural heritage system**. The community will offer a range of transportation and employment choices supported by a diverse mix of land uses and housing in a compact built form to accommodate people at ages, abilities and incomes.*

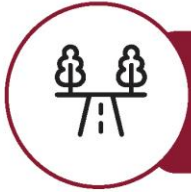
Draft Guiding Principles



Ensure intensification occurs in an appropriate manner achieving a **compact** and **efficient** urban form to optimize the use of existing infrastructure and services.



Revitalize and/or enhance developed areas, increase the availability and diversity of **housing and business opportunities** and create mixed-use, **transit-supportive, pedestrian-friendly** urban environments.



Ensure a **strong sense of place** is achieved through a vibrant mix of uses, parks and urban squares, streetscapes, interface between mixed use and rights of ways with a cohesive look and feel.



Reduce dependence on personal vehicles and **prioritize active transportation** modes of travel by improving transit services and redeveloping a network that encourages walking and cycling and **improve overall health** for the residents and community.



Encourage a **high-quality built form** and consistent level of urban design for the public and private realm through **walkable streets, parks and open spaces**, pedestrian-scale buildings, landscape and urban design elements and other public amenities where appropriate.



Support a sustainable community with a diverse mix of land uses in a compact built form to **accommodate people of all ages, abilities and incomes** with appropriate mix of housing and services.



Protect and integrate a **connected natural heritage system** including natural hazards into the design of the community.



Incorporate **low carbon energy technologies** for buildings, supportive infrastructure for electric vehicles, and **green infrastructure** to mitigate flood risk and the urban heat island effect in order to achieve the objectives of the Town's **Resilient Caledon Climate Action Plan**.



Draft Guiding Principles cont'd



Provide appropriate buffers or land use separation to **ensure compatibility** between existing and future industry and redevelopment adjacent to these lands.



Transition, while maintaining and enhancing, the existing commercial/retail to a **compact walkable built form** as part of mixed use developments.



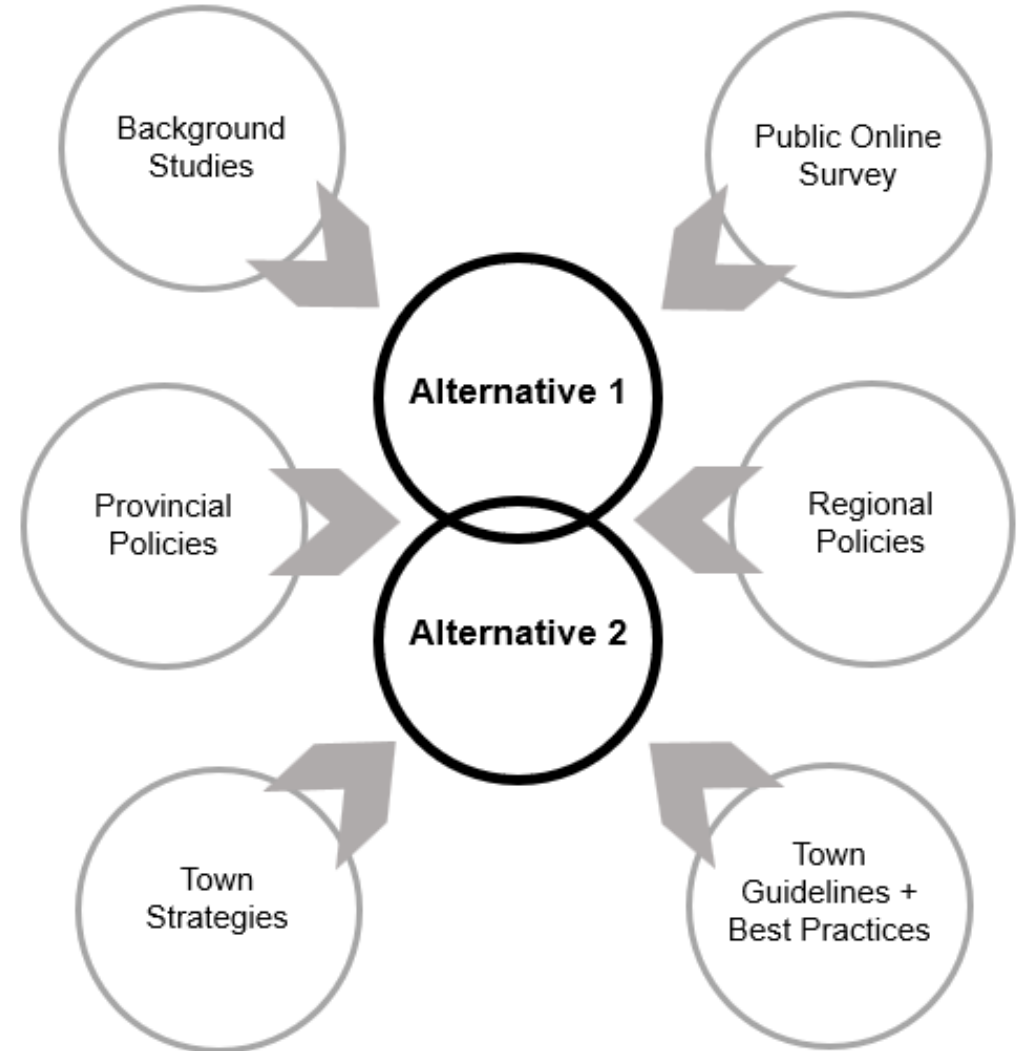
Enhance employment lands and help create development that supports a good range of jobs.

The Alternatives

How were they developed?



- Findings from the Background and Analysis;
- Input from Online Survey;
- Future Caledon Official Plan;
- Toronto Region Conservation Authority (TRCA) Policies;
- Provincial and Regional Policies;
- Town Guidelines and Best Practices.

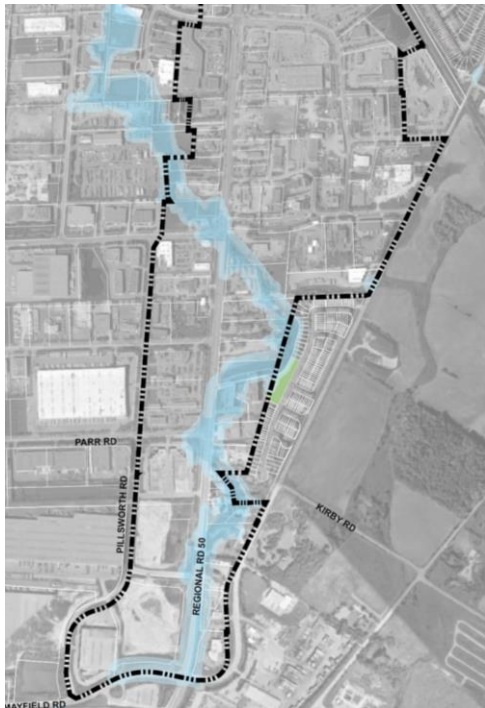


Land Use Alternatives

Common Elements



TRCA Floodplain



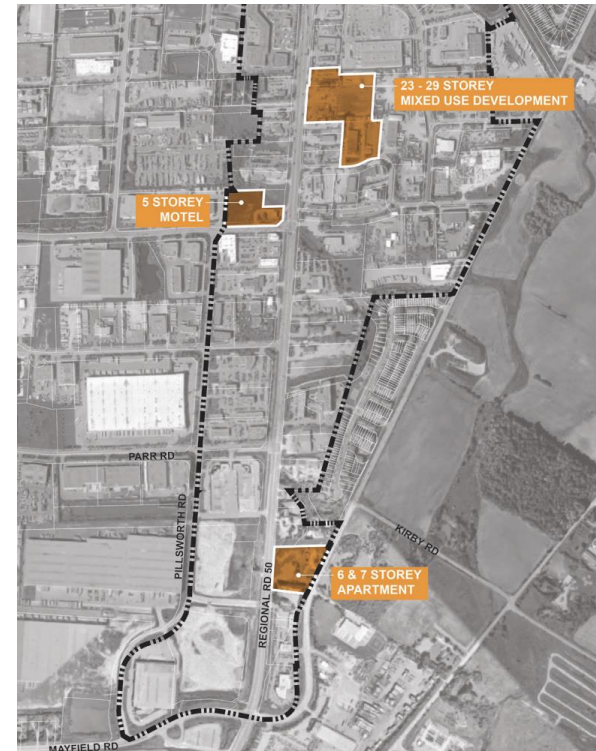
Dry Industrial & Employment Lands



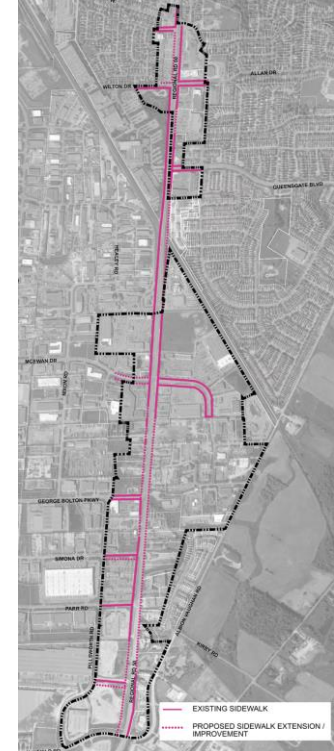
Buffer from Industrial Land Uses



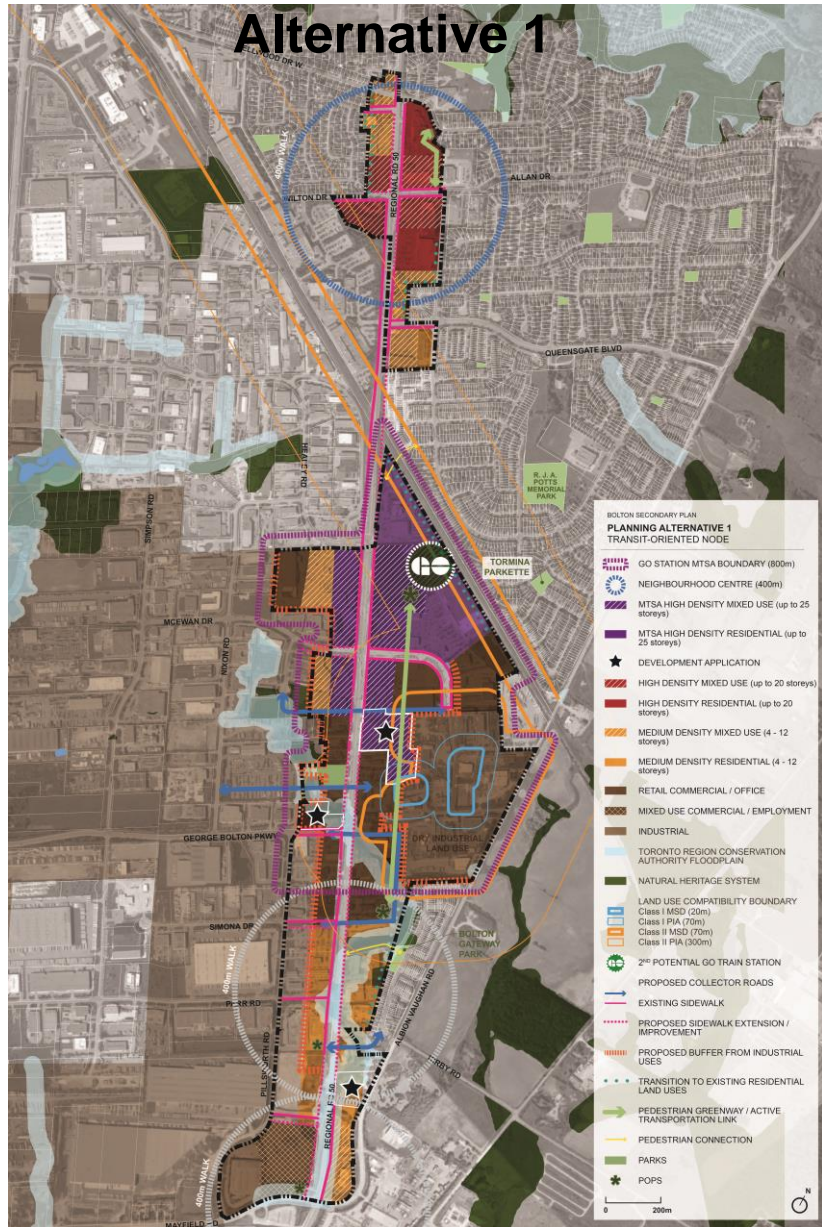
Current Development Applications



Existing Streets and Blocks



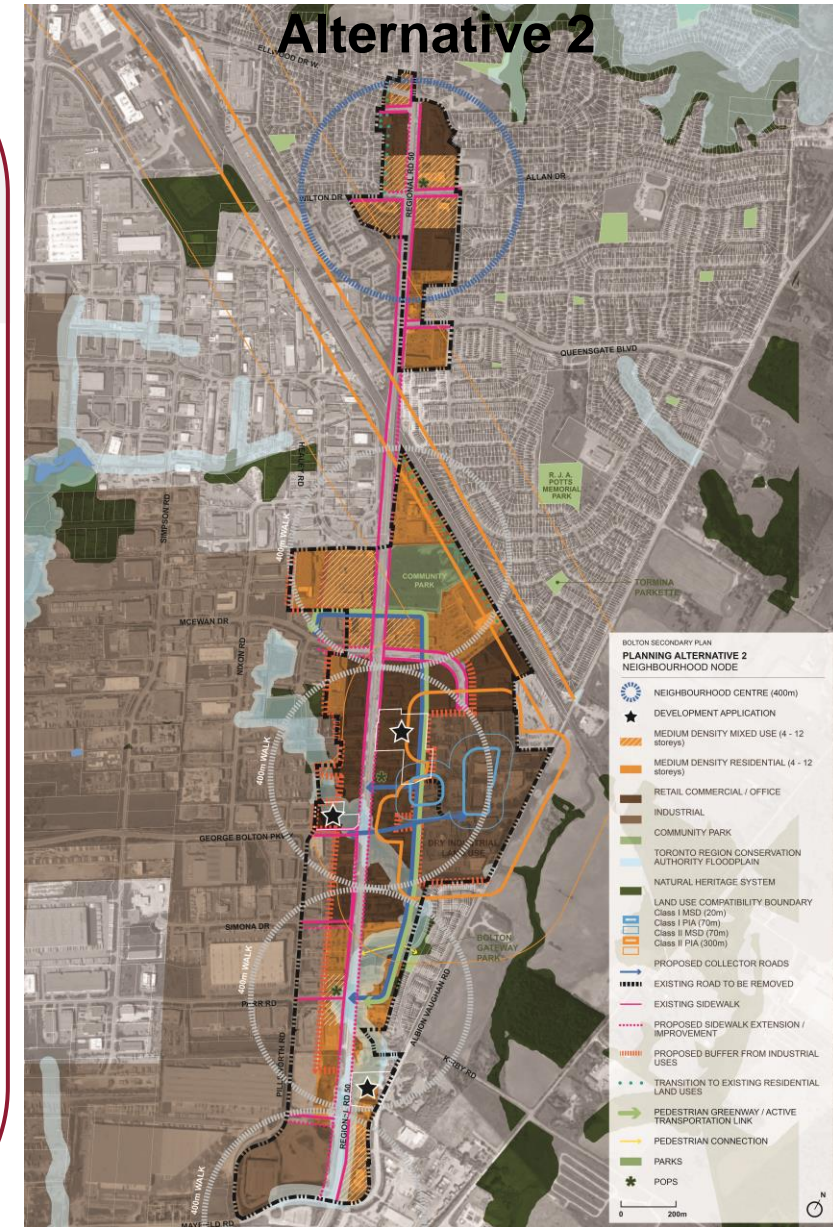
Alternative 1



The Alternatives

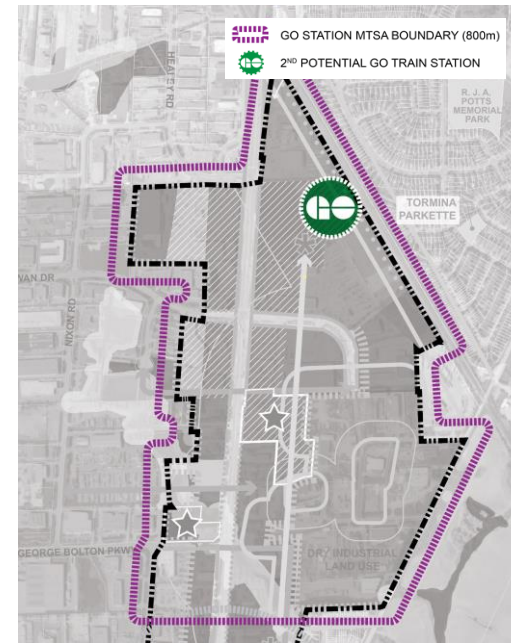
- Alternative 1 – Transit Oriented Node
 - 2nd GO Train Station and MTA along Regional Rd. 50 south of railway
 - MTA supportive land uses, heights + densities
 - East-west collector roads
 - Higher density Neighbourhood Centre
- Alternative 2 – Neighbourhood Node
 - Follows FCOP densities
 - Main north-south collector road
 - Community Park

Alternative 2

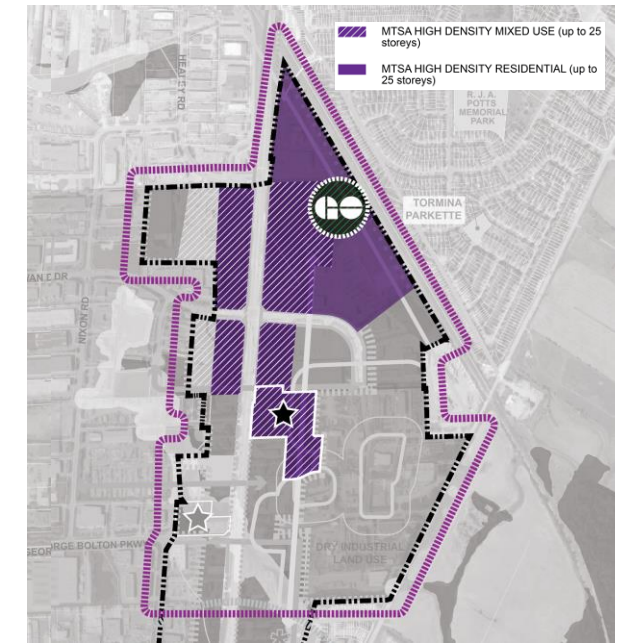


Major Transit Station Area (MTSA)

- A 2nd GO Train Station along Regional Road 50 in Alternative 1
- Areas within 800 metres of the GO Train Station will be part of the GO Train Station MTSA
- These areas include high-density mixed uses to support higher order transit
- Tallest built form is up to 25 storeys
- Transition of lower heights along the railway to ensure compatibility and reduce shadow impacts to low density residential uses north of the railway



2nd GO Train Station and MTSA boundary



MTSA High Density Mixed Use and MTSA High Density Residential land uses



Examples of MTSA supportive housing types and built form

The Alternatives

Bolton Gateway Precinct

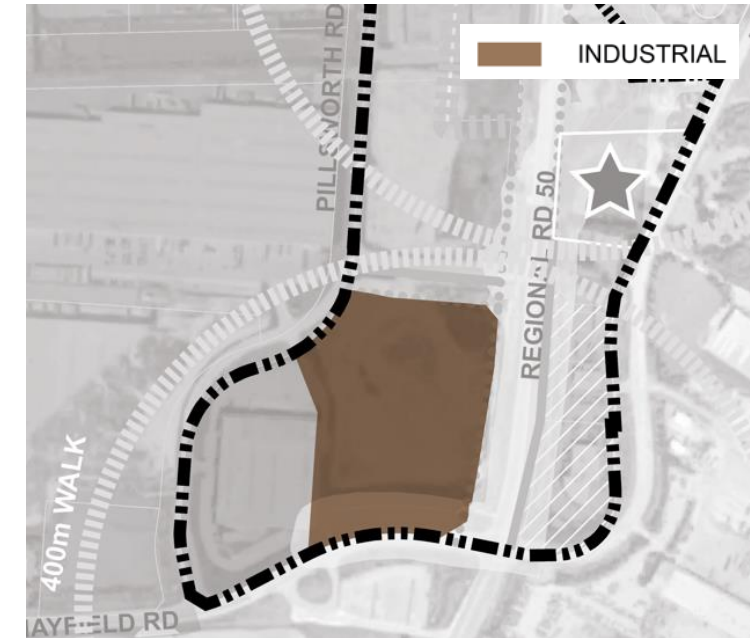
Alternative 1



Mixed Use Commercial / Employment at the Bolton gateway emphasized with parks / POPS at the main intersection

- Alternative 1
 - Mixed use employment / commercial area
 - Taller built form
 - Public art, an urban square and/or a POPS
- Alternative 2
 - Industrial may include industrial related office buildings or small-scale industrial uses

Alternative 2



Bolton Gateway Precinct with industrial land uses

Neighbourhood Centre – High Density Mixed Use

- Intersection of Regional Road 50 and Wilton Drive / Allan Drive to be a Neighbourhood Centre
- Neighbourhood Centres are to be planned as vibrant focal points for the surrounding neighbourhood offering a range of goods and services
- Within easy walking or cycling distance for residents and workers

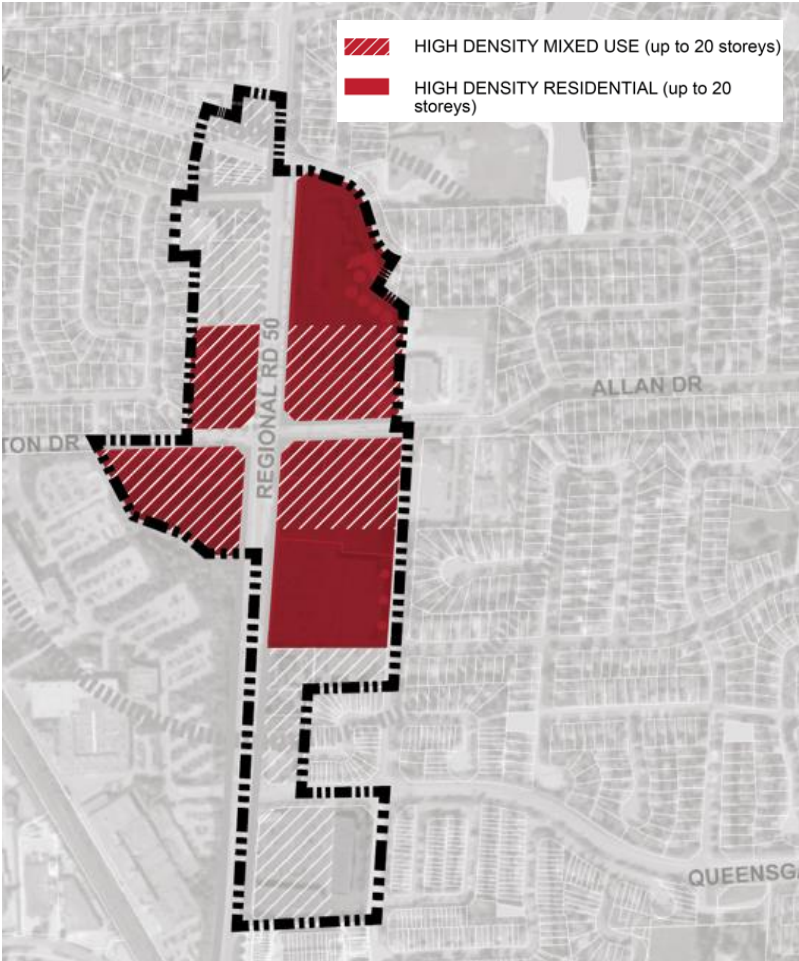


Example of a High Density Mixed Use building with stacked townhouses to the rear of the building to facilitate built form transition to lower heights



Conceptual model for Neighbourhood Centre in Alternative 1

-
- Legend for the map:
- HIGH DENSITY MIXED USE (up to 20 storeys)
 - HIGH DENSITY RESIDENTIAL (up to 20 storeys)



High Density Mixed Use and High Density Residential land uses

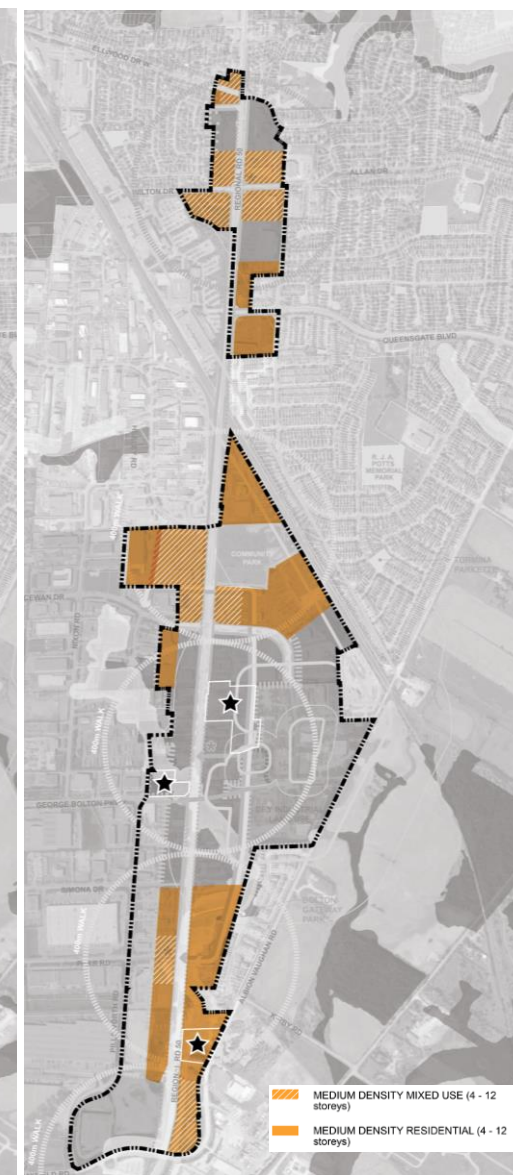
The Alternatives

Medium Density Mixed use & Res.

- Range in height between 4-12 storeys and transition to lower heights when bordering existing lower density residential areas
- **Alternative 1**
 - Located east of Regional Rd. 50, south of Queensgate Boulevard
- **Alternative 2**
 - Located East of Regional Rd. 50, on the north and south side of Queensgate Boulevard



Alternative 1



Alternative 2



Example of Medium Density and mid-rise built form



Conceptual model for Neighbourhood Centre in Alternative 2

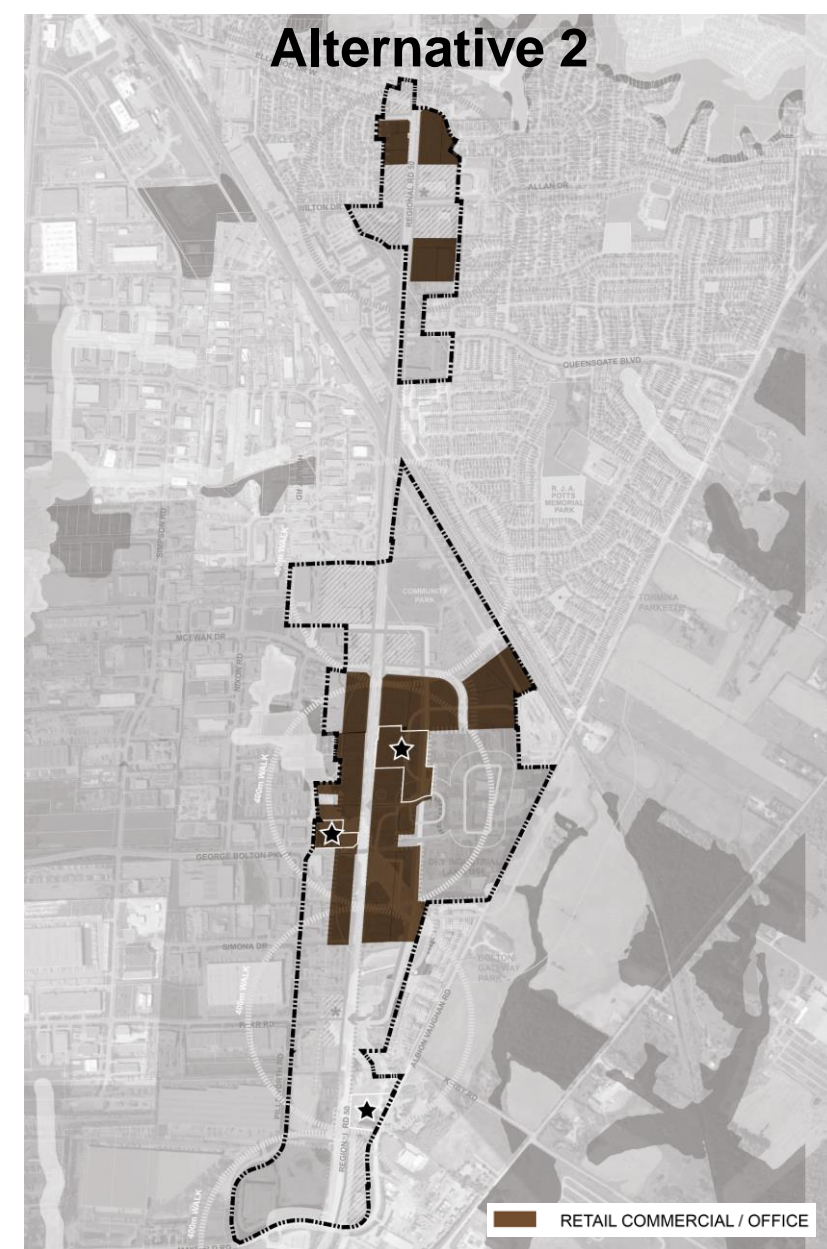
Alternative 1



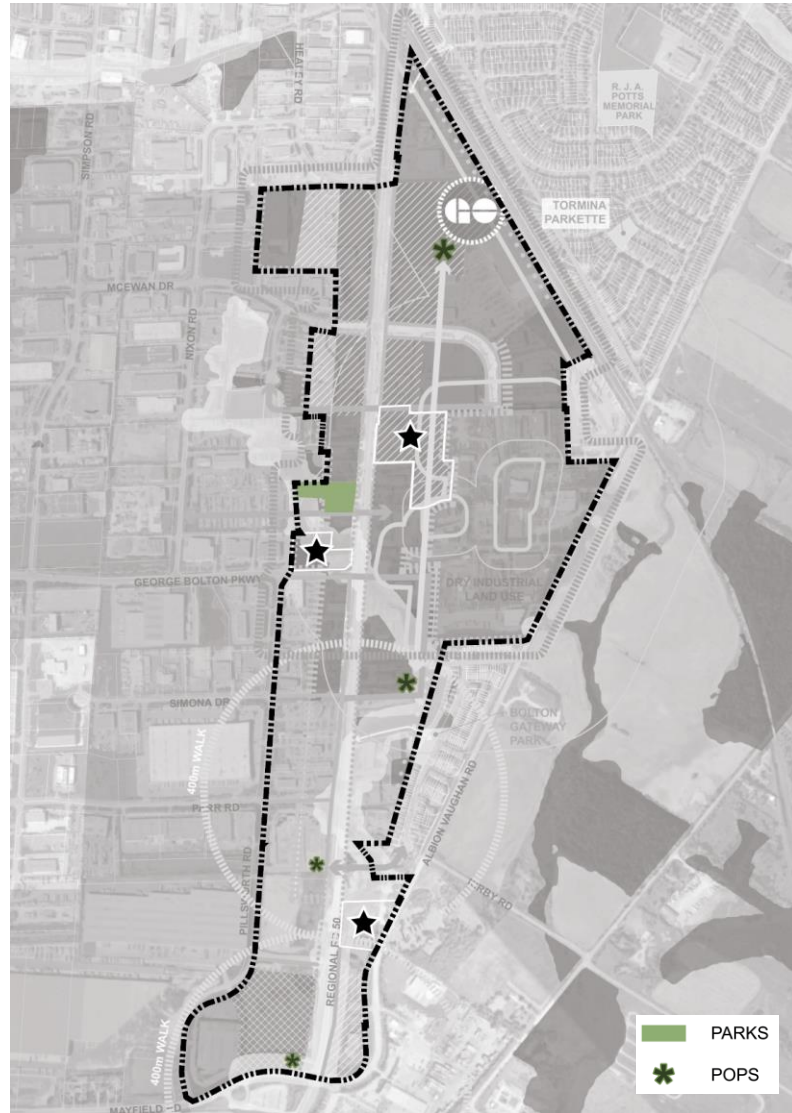
The Alternatives Retail Commercial / Office

- May be mix of retail commercial / office uses in one building or may be standalone retail / office transition to lower heights when bordering existing lower density residential areas
- Alternative 1
 - Retail commercial / office uses surround the Dry Industrial area east of Regional Road 50 at the terminus of McEwan Drive.
- Alternative 2
 - Neighbourhood Centre has commercial / office uses to bookend the Medium Density Mixed Uses at the intersection of Regional Road 50 and Wilton Drive / Allan Drive

Alternative 2



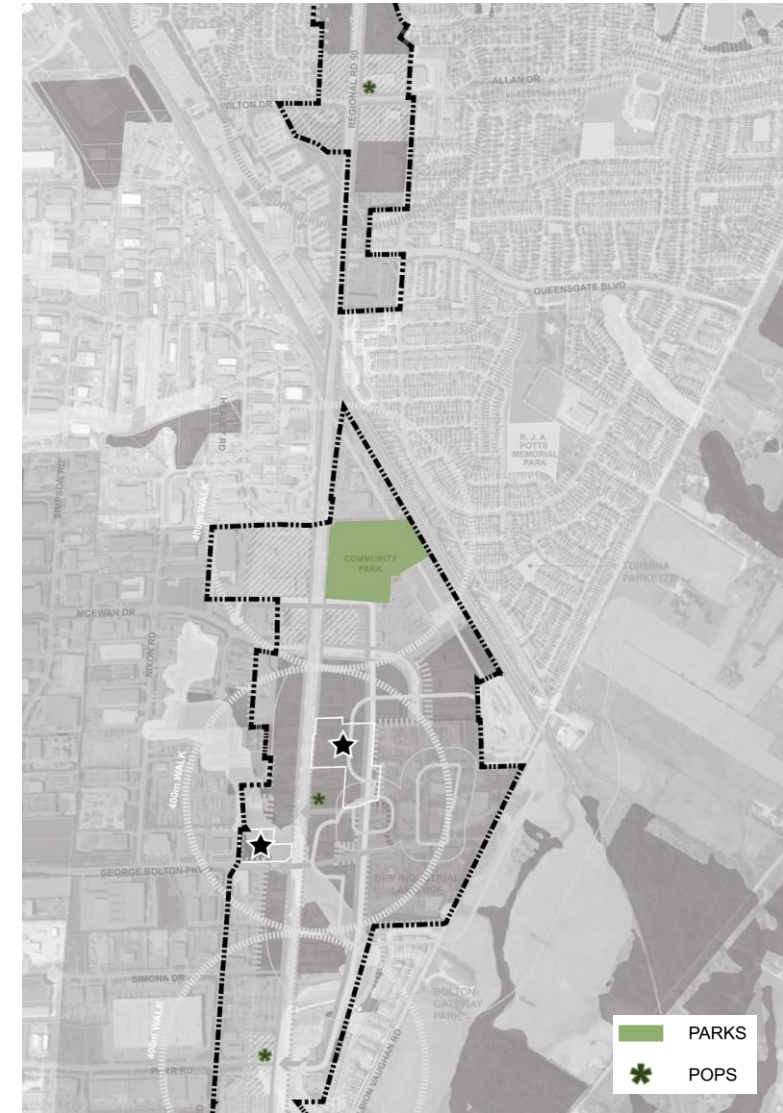
Alternative 1



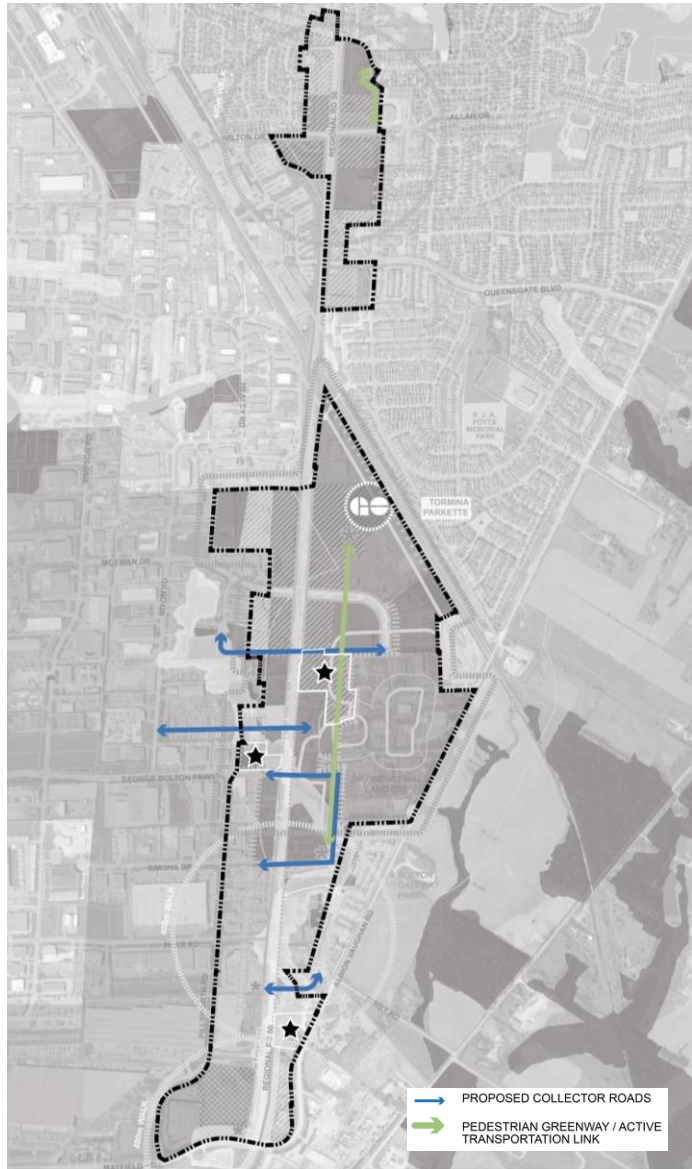
The Alternatives Parks and Open Space

- Alternative 1
 - Parks / POPS are proposed at the Regional Rd. 50 / Mayfield Road gateway
 - A park / POPS is also located west of the existing George Bolton Parkway
 - A larger 2 hectare park is proposed on the northeast quadrant of George Bolton Parkway 7 Regional Rd. 50
- Alternative 2
 - 7 hectare community park on the east side of Regional Rd. 50 south of the railway.
 - Highly visible and accessible space
 - Supplemental smaller park / POPS spaces

Alternative 2



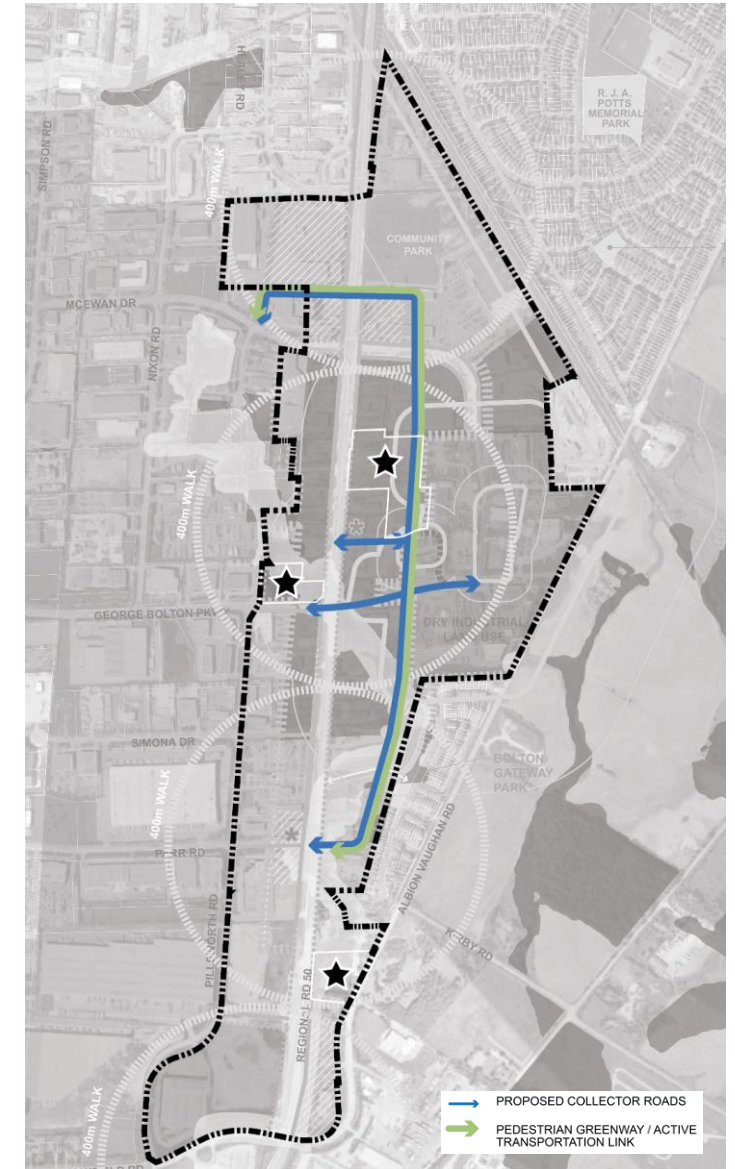
Alternative 1



The Alternatives Transportation and Active Transportation

- Alternative 1
 - Five new east-west collector roads
 - Proposed roads connect existing cul-du-sac, dead end roads, or extend roads to create a finer grid street network.
 - Roads reduce block sizes from the existing 400 m block sizes to a maximum block length of 250 metres
- Alternative 2
 - One north-south collector road is proposed to include an Multi Use Pathway to be an active transportation link connecting Parr Road with McEwan Drive
 - One east-west collector road will extend George Bolton Parkway and allow the bend in Industrial Drive to be removed

Alternative 2



Next Steps



Phase 3

- Evaluation of the Planning Alternatives – May 2024
 - Preparation of Preferred Planning Alternative & 3D Modelling – May to June 2024
 - Open House – September 2024

Phase 4

- Final Draft Secondary Plan - December

Ongoing Studies

Community Services and Facilities Study
GO Train Station Feasibility Study and Initial Business Case
Energy Conservation and Sustainability Study
Residential and Commercial and Market Study
Consolidated Bolton Master Environmental and Servicing Plan
Fiscal Impact Analysis
Intensification Urban Design Guidelines



TOWN OF CALEDON

Thank You

