



TOWN OF CALEDON
Bolton Secondary Plan Review

Background
Report

December 2023



Table of Contents



1	<i>Introduction</i>	1
1.1	Study Area.....	1
1.2	Purpose of this Report.....	2
1.3	Why a Secondary Plan?	3
2	<i>The Process</i>	5
2.1	How the Secondary Plan will be prepared	5
2.2	Required Studies	6
3	<i>Policy Framework and their Role in the Secondary Plan</i>	7
3.1	Provincial Policy Statement (2020)	7
3.2	Growth Plan for the Greater Golden Horseshoe.....	7
3.3	A Transportation Plan for the Greater Golden Horseshoe	10
3.4	Draft Provincial Planning Statement	10
3.5	Peel Regional Official Plan (2022)	11
3.6	Caledon OP August 2023 Draft.....	13
4	<i>Existing Secondary Plans</i>	16
4.1	Secondary Plans	16
4.1.1	Vision	18
4.1.2	Structure	19
4.2	Consolidating the Secondary Plans	19
5	<i>Relevant Documents and Studies</i>	20
5.1	Queen Street Corridor Study, 2019	20
5.2	Future Caledon Intensification Strategy, 2022	21
5.3	Bolton Downtown Revitalization Plan, 2021	23
5.4	Bolton Transportation Master Plan Study, 2015	25
5.5	Resilient Caledon Community Climate Change Action Plan	26
5.6	Future Caledon Multi-Modal Transportation Master Plan (MMTMP).....	27
5.7	Active Transportation Master Plan	27
5.8	Metrolinx 2041 Regional Transportation Plan.....	28
5.9	Employment Strategy Report.....	29
6	<i>Opportunities and Constraints</i>	30

6.1	What Challenges or Constraints Exist?	30
6.2	What Opportunities Exist?.....	32
7	<i>Major Transit Station Area / GO Station</i>	34
7.1	What is an MTSA	34
7.2	Why a GO Station Here?	34
8	<i>Draft Vision and Guiding Principles</i>	36
8.1	Draft Vision Statement	36
8.2	Draft Guiding Principles	36
9	<i>Engagement and Next Steps</i>	38
9.1	Engagement	38
9.2	Next Steps	38

1 Introduction



The Town of Caledon finds itself at an exciting point in its current growth trajectory, evolving rapidly from a traditional commuter suburb to a mature regional centre in its own right. Bolton will continue to serve as an important representation of the community's latest steps in this maturation process, as the Town seeks to create a prominent mixed-use centre to function as a key focal point for well-designed and denser urban development in comparison to past trends.

The Town of Caledon (Town) is preparing a secondary plan for the Bolton Rural Service Centre to consolidate six existing secondary plans into one modern and innovative document for Bolton. Specific guidance will be provided for the Focused Study Area on the Queen Street Corridor south of the rail line. The intent of the consolidated Secondary Plan, which will draw the existing secondary plans within the Town's Official Plan (OP), shall set out a policy framework for intensification to act as a catalyst for transit oriented and mixed use development within an existing dry industrial area. In addition to the development of the Consolidated Secondary Plan, this study will analyze the potential for a second Bolton Area GO Station on the Caledon-Vaughan GO rail line and determine if it is appropriate as a future Major Transit Station Area (MTSA).

1.1 Study Area

The Bolton Secondary Plan Review Study generally encompasses lands within the Bolton Rural Service Centre. The Study Area is bound by Columbia Way to the north, Albion Vaughan Road to the east, and Mayfield Road to the south. The west boundary is parallel to Coleraine Drive and is halfway between Humber Station Road and Coleraine Drive as shown on **Figure 1**.

The Focused Study Area (Focused Area) spans along Queen Street South and is generally bound by the rail line to the north, Albion Vaughan Road to the east, Mayfield Road to the south, and Pillsworth Road to the west, as shown on **Figure 1**.

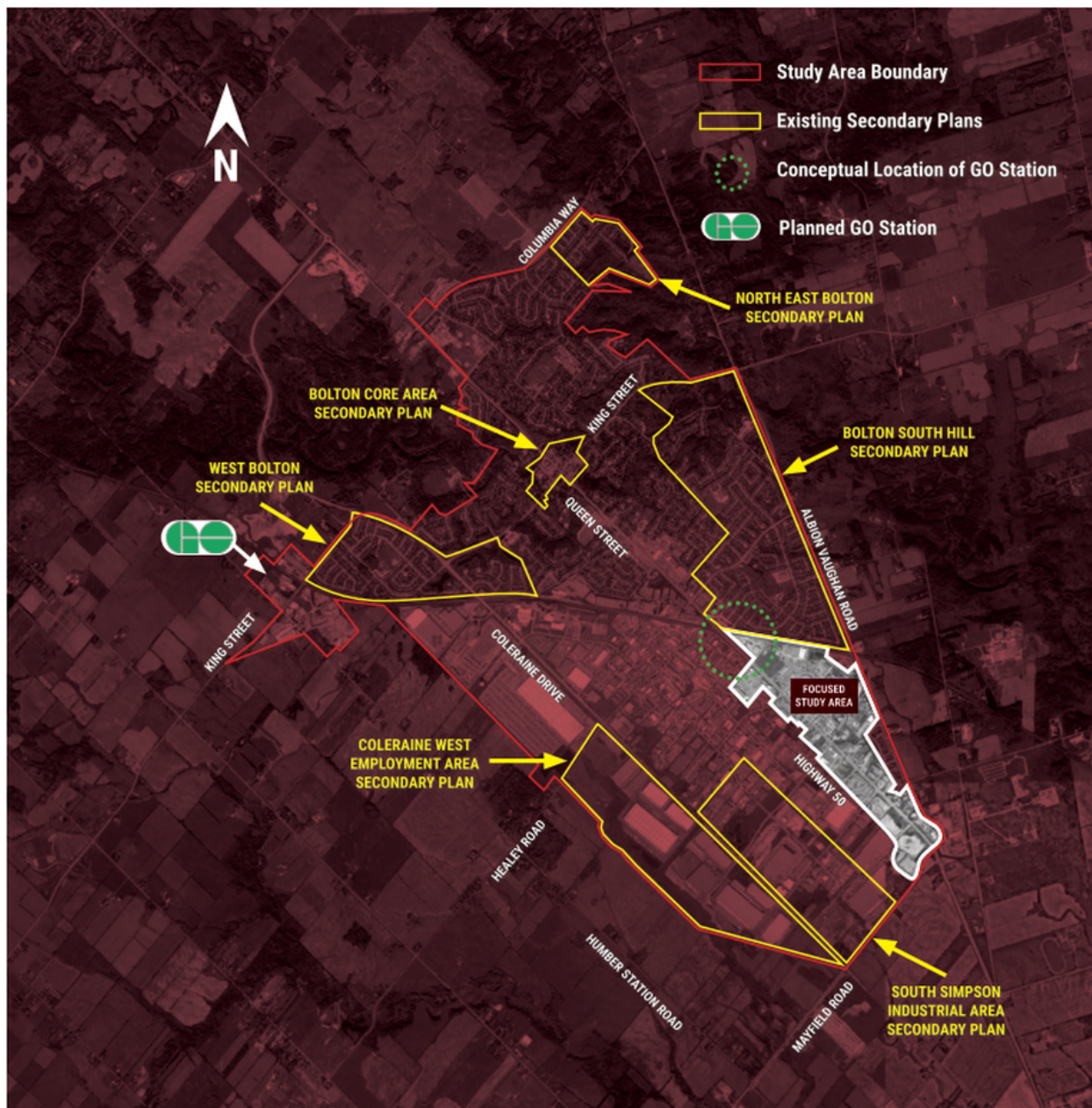


Figure 1. Bolton Secondary Plan Review Study Area (Study Area)

1.2 Purpose of this Report

The Town has retained a team of consultants led by SGL Planning & Design Inc. (SGL) consisting of HDR, Parcel, Hemson, and RJ Burnside to carry out the Bolton Secondary Plan Review work. This Background Report (Report) prepared by SGL on behalf of the Town of Caledon represents the first phase of work (Phase 1A) for the Bolton Secondary Plan. This Report provides an introduction to the study and is intended to provide an overview of relevant provincial, regional, and local policies, as well as various background studies related to land use policy and transportation.

Based on the existing policies and studies related to the Study Area in addition to the six existing secondary plans, this Report will review and provide some initial analysis to help inform the policies and land use designations of the Consolidated Bolton Secondary Plan. Also this Report identifies opportunities and constraints for the Study Area. Additionally, the Report will provide a road map for the study process, identify engagement opportunities, help inform a draft vision statement and draft guiding principles for the Bolton Secondary Plan Review Study Area and provide the next steps in the study.

1.3 Why a Secondary Plan?

A secondary plan must be consistent with the Provincial Policy Statement (PPS) and must also conform to provincial, regional, and local plans such as the Town of Caledon Official Plan.

A secondary plan complements a municipalities' Official Plan by providing a more detailed direction for land use policy for a specific geographical location within the Official Plan. Secondary plans may include specific land use designations, policies, and mapping to support existing areas and manage growth and development in future areas.

Bolton is Caledon's largest urban area with a population of approximately 26,000 people and is expected to experience rapid levels of growth evolving into a mature regional centre. The Town is currently in the process of updating their OP to guide growth and reflect trends into the year 2051. Through the Official Plan process, the Town has identified the need to consolidate six of their existing secondary plan policies into one modern and innovative consolidated Secondary Plan to guide intensification in Bolton to the year 2051.

The consolidation of Caledon's six secondary plans will help guide intensification and reflect the evolving land use trends within the Bolton Secondary Plan Area. The secondary plan will also ensure that future development in the area is appropriate and compatible with surrounding land uses including the existing Dry Industrial Area and the potential second GO Station for the Caledon-Vaughan GO rail line.

The contents of this Report are outlined below:

Chapter 2: The Process

Outlines the Study process including a list of deliverables as well as the timing of work to be completed.

Chapter 3: Policy Framework Review

Summarizes relevant Provincial, Regional, and Local policies.

Chapter 4: Background Studies Review

Summarizes the background studies and other relevant documents to date.

Chapter 5: Opportunities and Constraints

Provides the opportunities and constraints for the Secondary Plan Area.

Chapter 6: Major Transit Station Area (MTSA)/GO Station

Provides an overview of the compatibility/feasibility of the proposed MTSA/GO Station conducted by HDR.

Chapter 7: Draft Vision and Guiding Principles

Outlines the draft vision and guiding principles for the Secondary Plan Area.

Chapter 8: Next Steps

Describes the next steps in the study.

2 The Process



2.1 How the Secondary Plan will be prepared

The Bolton Secondary Plan Review will occur over the span of approximately 14 months, divided into four phases as outlined in **Figure 2**.

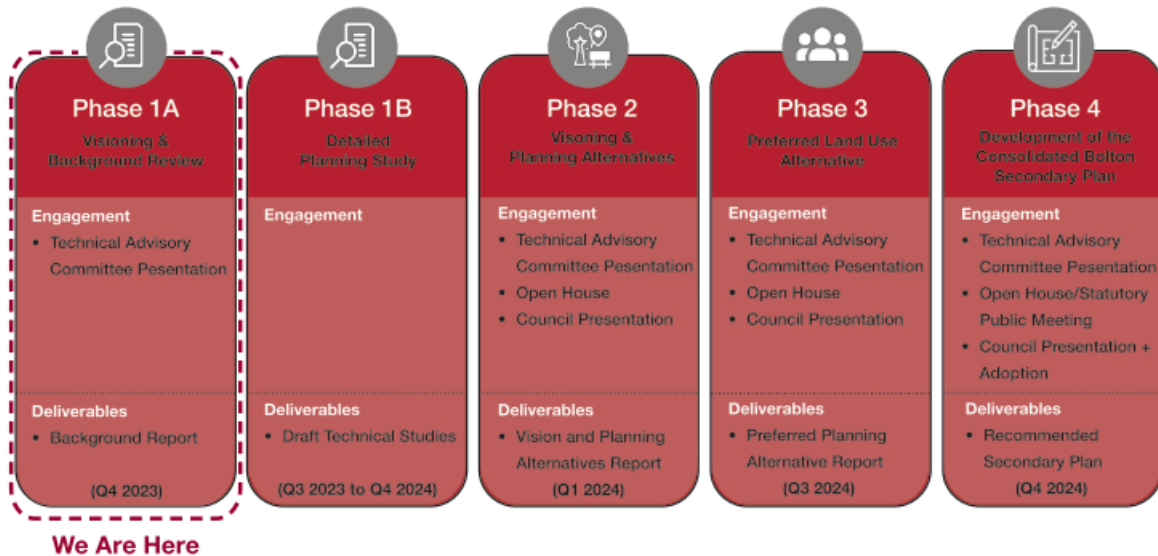


Figure 2. Bolton Secondary Plan Review Phasing

Phase 1A: Visioning and Background Review (Sept. 2023 – Dec. 2023)

Comprehensive review of Provincial, Regional, and Local policy context and background studies resulting in a Background Report.

Phase 1B: Detailed Planning Study (Sept. 2023 – Dec. 2024)

Commencement of technical studies including municipal servicing, residential/commercial market demand, urban design, transportation/mobility, a business case for a second GO station, land use compatibility with adjacent employment uses, sustainability and energy conservation, community facilities, and financial impact.

Phase 2: Vision and Planning Alternatives (Dec. 2023 – Mar. 2024)

Preparation of Vision and Planning Alternatives Report including land use alternatives for the Study Area to be presented to Technical Advisory Committee, Town Council, and at the Public Open House.

Phase 3: Preferred Land Use Alternative (Apr. 2024 – Sept. 2024)

Selection of preferred planning alternative informed by previous phases and technical studies followed by meetings with Technical Advisory Committee, Town Council, and at the Public Open House.

Phase 4: Development of the Consolidated Bolton Secondary Plan (Sept. 2024 – Dec. 2024)

Draft and finalize Bolton Secondary Plan based on preferred planning alternative, agency and public comments, and work completed in previous phases for Town Council recommendation.

2.2 Required Studies

A number of studies are identified as deliverables throughout the Study. These studies provide background, synthesize data and provide recommendations to inform the development of the policies and the preparation of the secondary plan.

Phase 1A

- Background Report prepared by SGL and HDR.

Phase 1B

- Consolidated Master Environmental and Servicing Plan prepared by HDR;
- Transportation Study prepared by HDR;
- Residential/Commercial Market Demand Study prepared by Parcel;
- Urban Design Study prepared by SGL;
- Bolton South Hill GO Station Business Case prepared by HDR;
- Land Use Compatibility Study prepared by RJ Burnside;
- Sustainability/Energy Conservation Study prepared by Hemson;
- Community Infrastructure/Facilities Study prepared by SGL and Parcel; and
- Fiscal Impact Analysis prepared by Hemson.

Phase 2

- Vision and Planning Alternatives Report prepared by SGL.

Phase 3

- Preferred Planning Alternative Report prepared by SGL.

Phase 4

- Draft Bolton Secondary Plan; and
- Final Bolton Secondary Plan.

3 Policy Framework and their Role in the Secondary Plan



Three levels of government influence land use planning in Bolton – the Province, Peel Region, and the Town of Caledon. Each has key policy documents that guide how development and growth can happen in Bolton. Policies in the Town of Caledon must conform with or be consistent with the Provincial and Regional policies.

The goal of this policy review is to help provide direction to the preparation of Bolton Secondary Plan, review existing land use designations, consider which new policies should be included, consider the impacts of the Bolton Major Transit Station Area, and consider the existing policy framework that may be applied to the Focused Area along the Queen Street Corridor as well as the greater Study Area.

3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) is a high-level policy document that applies across the Province. The Town's plans are to be consistent with the PPS. The vision of the PPS is to promote a mix of housing, employment, recreation, parks and open spaces and transportation choices including the use of walking, cycling and transit before other modes of travel. Economic development will be supported by providing a range of employment, institutional and broader mixed-uses, a diversified economic base, and encouraging compact mixed-use development that incorporates compatible employment opportunities.

The PPS requires that densities of development be transit supportive and support walking and cycling. The policies require municipalities to identify appropriate locations for intensification and require municipalities to promote appropriate development standards to facilitate intensification. These development standards include such things as height, density, setbacks and parking standards. New housing should meet projected market-based and affordable housing needs of current and future residents, make efficient use land, and provide a compact built form.

3.2 Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) is the Province's plan for growth and development in the Greater Golden Horseshoe. The plan establishes the long-term framework for where and how the area will grow by setting population and employment forecasts for each regional and single tier municipality along with intensification and greenfield density targets for each.

The aim of the plan is to revitalize downtowns, create complete communities, provide greater housing choices, curb urban sprawl by protecting farmland and reduce traffic gridlock. The Growth Plan requires growth to be focused in certain strategic growth

areas, including Major Transit Station Areas (MTSAs).

MTSAs generally comprise an area within approximately 500 to 800 metres of a higher order transit station such as a GO station. Bolton's MTSA is a Primary Major Transit Station Area which means that it will be planned and designed to be transit-supportive and achieve multimodal access to other nearby stations and connection including connections to local and regional transit services, infrastructure to support active transportation, and commuter pick-up/drop off areas.

An MTSA has been identified in Bolton, located at the intersection of Humber Station Road and King Street as illustrated in **Figure 3** below. There is currently no GO Station in the Bolton MTSA, but it will be developed over the long term.

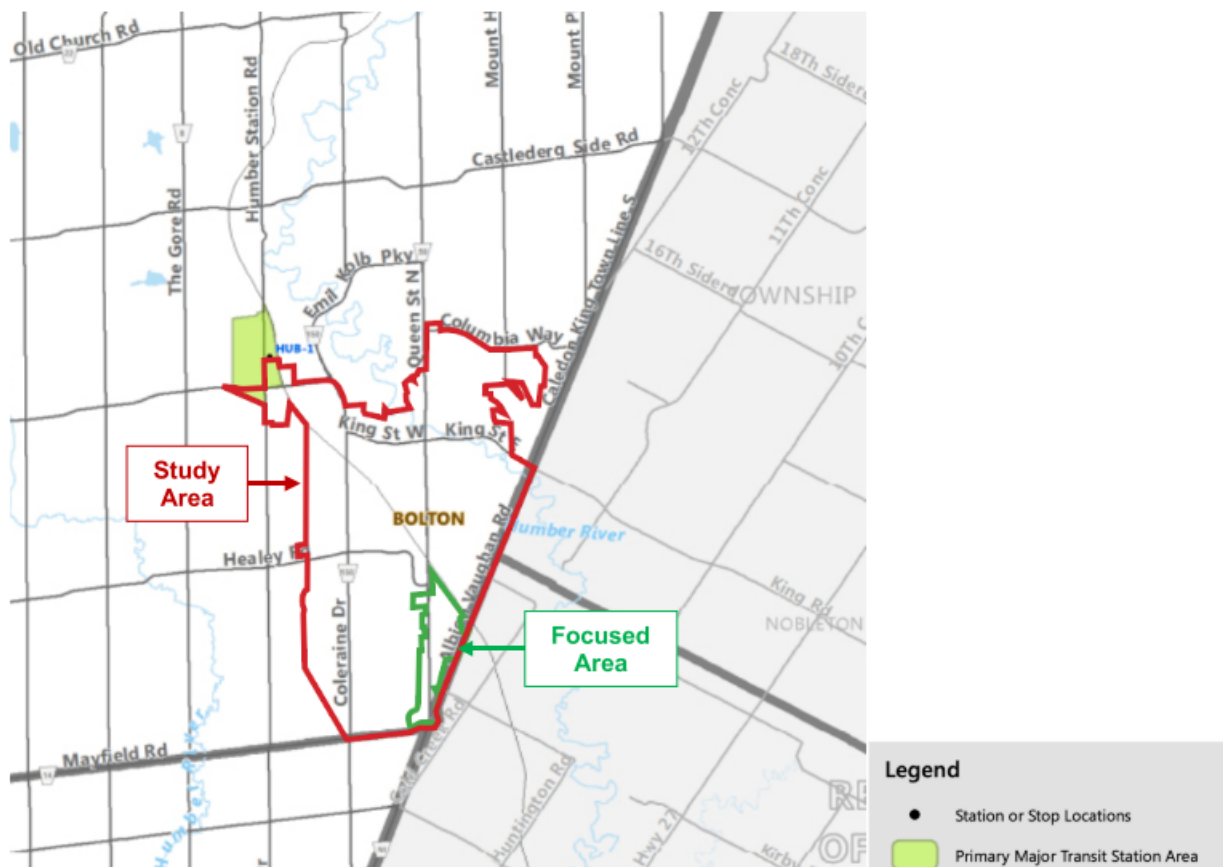


Figure 3. Bolton Major Transit Station Area location

The potential for a second GO Station is being analyzed as part of this study, illustrated in **Figure 4**.

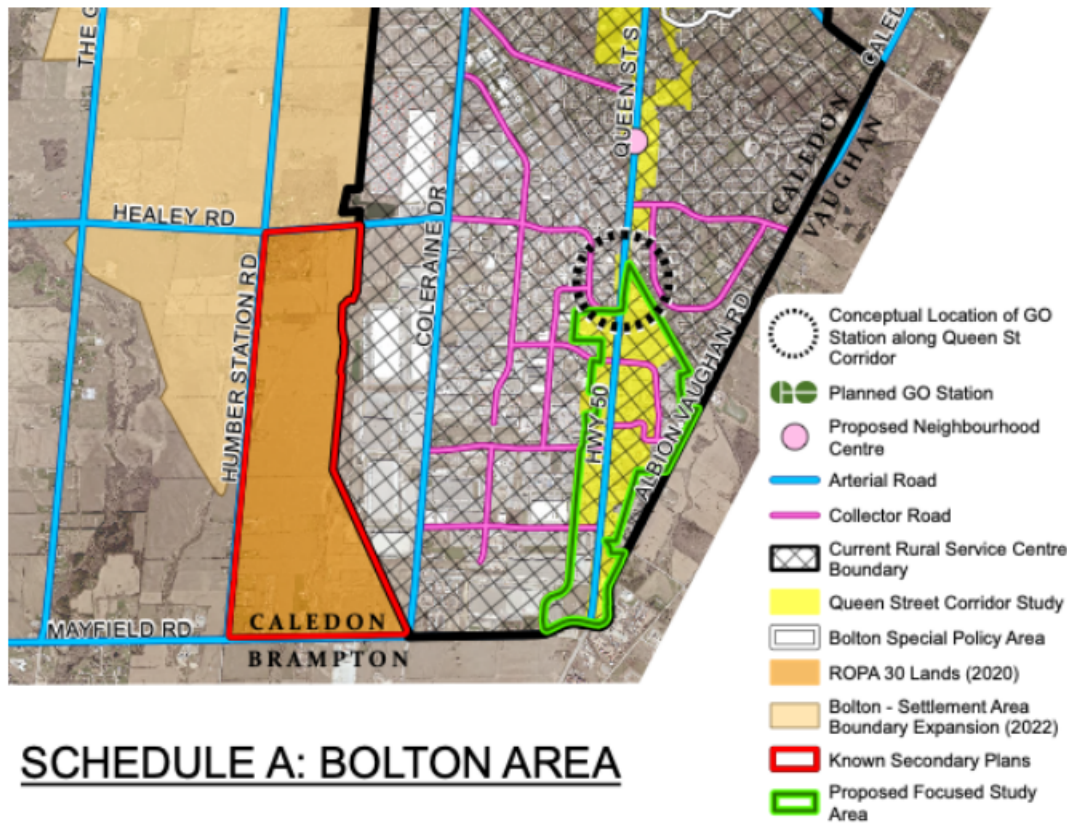


Figure 4. Conceptual Queen Street Corridor GO Station Location

Both Bolton MTSAs are directed to achieve 150 people and jobs per hectare, however the Growth Plan is not just about achieving target densities. Applying the policies of the Growth Plan is intended to support the achievement of Complete Communities. Complete Communities contain a diverse mix of land uses; they offer convenient access to stores, services and public services; they provide for a mix of housing options; they provide parks, trails and recreational facilities; they provide for more compact built form and they provide for a vibrant public realm (sidewalks, squares and parks); and they reduce greenhouse gas emissions.

The Growth Plan’s objective is not to achieve higher densities above all else. Rather, the Growth Plan requires municipalities to develop a strategy to identify the appropriate type and scale of development in Major Transit Station Areas and the appropriate transition of built form to adjacent areas.

The critical directive for the context of this study is the feasibility of a second GO Station and the type of built form and the density appropriate to support a second GO Station.

3.3 A Transportation Plan for the Greater Golden Horseshoe

The Transportation Plan for the Greater Golden Horseshoe sets out a resilient plan to provide a sustainable and interconnected transportation system across the Greater Golden Horseshoe to the year 2051. The Transportation Plan will also provide safe, efficient and convenient mobility options categorized into four themes.

These include:

- Fighting gridlock and improving road performance;
- Getting people moving on a connected transit system;
- Supporting a more sustainable and resilient region; and,
- Efficiently moving goods.

The way people use transportation is changing due to climate change impacts, shifting demographics, and change in work patterns. Access to a robust and variety of transportation options is required to meet the needs and changing demands of a growing population. The province is undertaking GO Passenger Rail Expansions across Ontario and the Ministry of Transportation recognizes the opportunity for new passenger rail service to Bolton. One of the action items under the theme of “Getting people moving on a connected transit system” is for the Ministry of Transportation to work with Metrolinx and the Town of Caledon to monitor transit demand and advance the business case for passenger rail service, protecting future rail service opportunities.

3.4 Draft Provincial Planning Statement

In Fall 2022, the Province undertook a housing-focused policy review of the Growth Plan and the PPS, seeking input on the creation of a streamlined province-wide land use planning policy framework. Results from agency and public comment resulted in the creation of a new Draft Provincial Planning Statement, focusing on the following objectives:

1. Generate an appropriate housing supply

Compels municipalities to plan strategically for growth by establishing minimum density targets for MTSAs, other strategic growth areas, and urban growth centres. Further, directs municipalities to include a variety of affordable housing options such as laneway, garden suites, low and mid-rise apartments, as well as various typologies of housing (multi-generational, student). MTSAs around the Bolton GO Station and potential second GO Station should accommodate this range of housing types.

2. Make land available for development

Requires municipalities to plan for a minimum 25-year horizon, maintain a 15-year residential land supply and maintain land with servicing capacity for a 3-year supply of residential units. Further, the Draft Planning Statement requires municipalities to

plan for and protect industrial and manufacturing uses that are unsuitable for mixed use areas while encouraging municipalities to preserve employment areas close to goods movement corridors. A large proportion of Bolton's southern land area is geared towards industrial and employment uses. Preserving and maintaining these uses, while also accommodating new residential growth will be critical to the development of Bolton over the long term.

3. Provide infrastructure to support development

Requires municipalities to plan for stormwater management, protect travel corridors, integrate land use planning with transit-supportive and goods movement, and consider planning land uses for schools and growth.

4. Balance housing with resources

Protect farming, aggregate, water, cultural heritage and natural heritage resources from development.

5. Implementation

Undertake early consultation with Indigenous communities and coordinate with them on land use planning matters and well as affirming efficient land use patterns to provide equitable access to housing, employment, parks, and transportation.

The commenting period for the Draft Provincial Planning Statement is over and the government is currently reviewing the comments with the intent to release a final Provincial Planning Statement in the winter of 2024.

3.5 Peel Regional Official Plan (2022)

The Peel Regional Official Plan (PROP) must be consistent with the PPS, and conform to the Growth Plan. The Region emphasizes sustainable development to create a strong, vibrant and resilient Region that can adapt to changes while meeting the environmental, social, economic and cultural needs of the community. The overall development of the Regional structure, like the Growth Plan emphasises the creation of Complete Communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, 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 public service facilities.

The Study Area is within both the Built-Up Area and Designated Greenfield Area as shown on **Figure 5**. The PROP directs local municipalities to include policies in their official plans regarding the identification of urban nodes and corridors of higher density development, support compact urban forms and transit-supportive development where frequent transit and higher order transit service is planned.

The Region directs development to the Built-Up Area of Bolton through infill, redevelopment, development of brownfield sites, expansion or conversion of existing buildings and greyfields. It also directs increased residential and employment densities within the Built-Up Area to ensure the viability of transit and a mix of residential, office, institutional and commercial development. Specialized sites such as 33 Pillsworth Road are permitted to accommodate a range of retail, residential, commercial, and non-ancillary uses. This site, which is currently vacant, is envisioned as the “gateway to Caledon” and should be designed to indicate arrival to Bolton and to the Town as a whole.

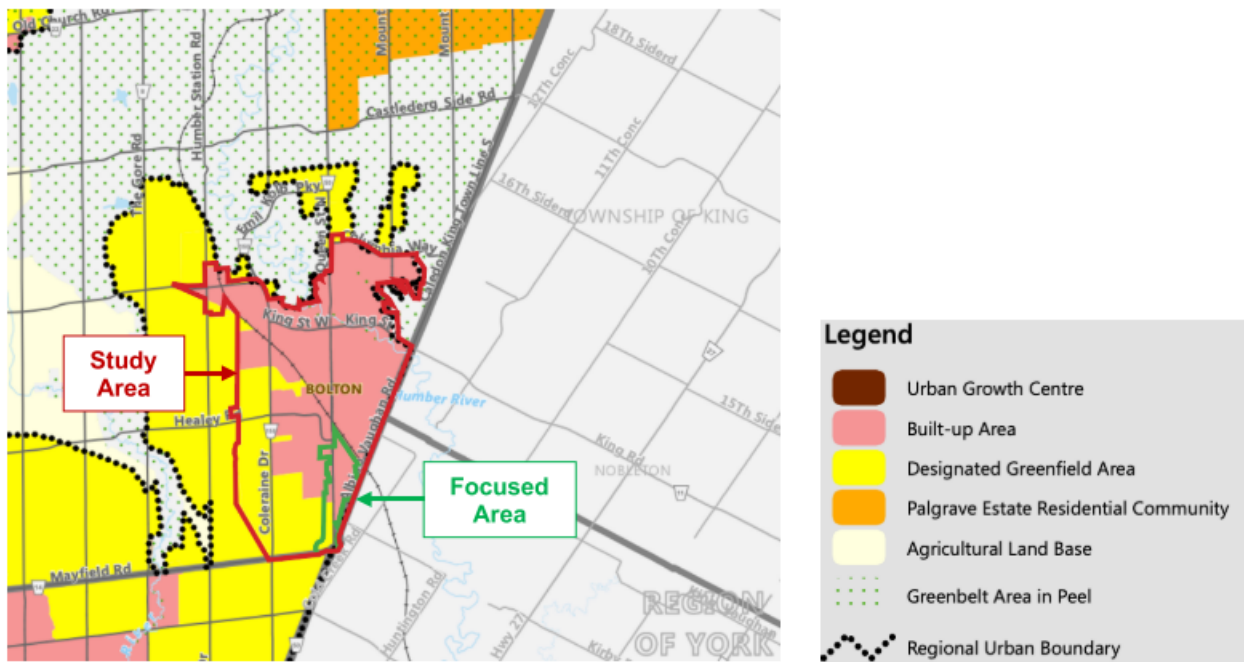


Figure 5. Peel Regional Official Plan Schedule E-3

A large portion on Bolton is designated as Employment Area, as illustrated in **Figure 6**.

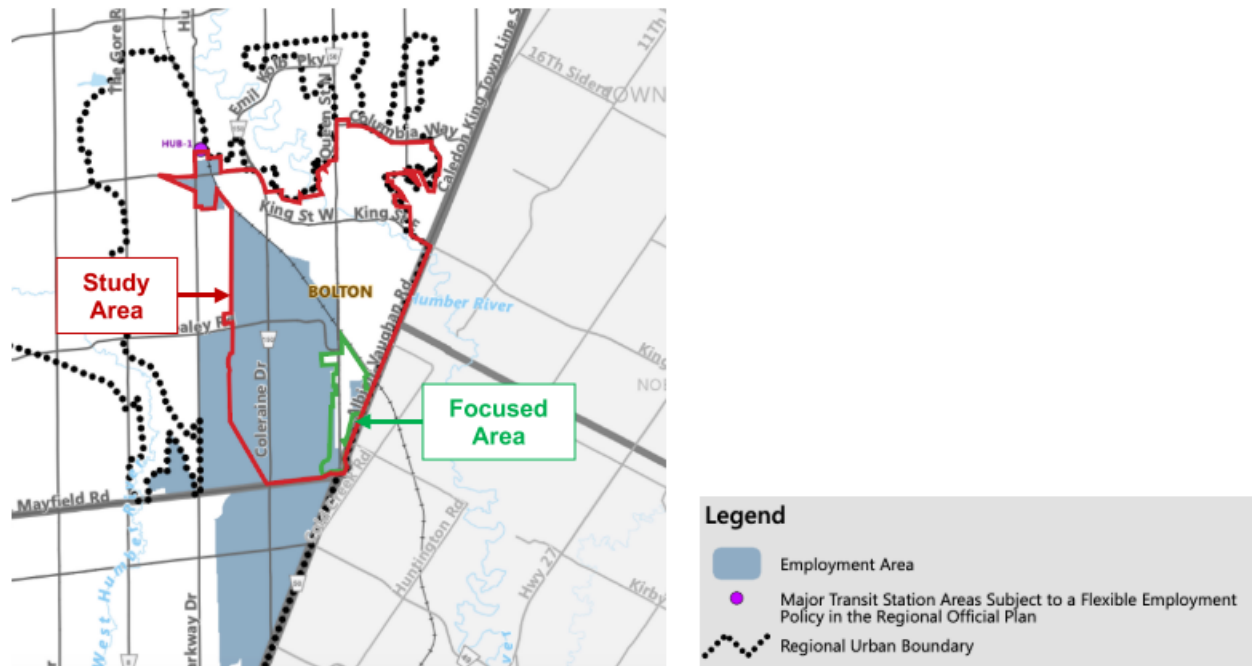


Figure 6. Peel Regional Official Plan Schedule E-4

The PROP directs making more efficient use of existing employment areas, vacant and underutilized employment lands, increasing employment densities and connecting areas with high employment densities such as office parks to transit. It directs integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.

3.6 Caledon OP August 2023 Draft

The Future Caledon Official Plan directs the development of the Town of Caledon until 2051. The Town is forecast to grow from a population of approximately 80,000 residents in 2021 to 300,000 residents in 2051. Employment is forecast to rise from approximately 32,000 jobs to 125,000 jobs. The overall vision is for the Town to further develop into a sustainable, healthy, connected and complete community with a thriving local economy that celebrates its heritage, diversity and rural roots while protecting the natural environment.

The Town's OP was prepared to align with the four priority areas of the 2023-2035 Caledon Council Strategic Plan including, enhanced transportation and mobility, environmental leadership, community vitality and livability, and service excellence and accountability. More specifically, the Strategic Plan directs the completion of a business case study for two GO Train stations along the Caledon-Vaughan GO Rail line to enhance transportation and mobility; and it also directs the completion of the Bolton

Secondary Plan to promote greater intensification and revitalization of employment and commercial areas to achieve community vitality and livability.

The OP directs that Secondary Plans will be incorporated by way of an Official Plan Amendment and will be supported by the following studies: subwatershed study, agricultural impact assessment, mobility and transportation study, energy and emissions and climate adaptation studies, development staging and sequencing plan, housing assessment, cultural heritage impact assessment, fiscal impact study, and parks plan.

The Bolton Urban Area is unique in that almost half of it is dedicated to employment uses. As illustrated in **Figure 7**, the Bolton area includes a Provincially Significant Employment Zone, borders the Highway 413 Transportation Corridor, includes north-south Urban Corridors along Highway 50. The greatest residential densities and buildings are envisioned in Neighbourhood Centres and along the Urban Corridors.

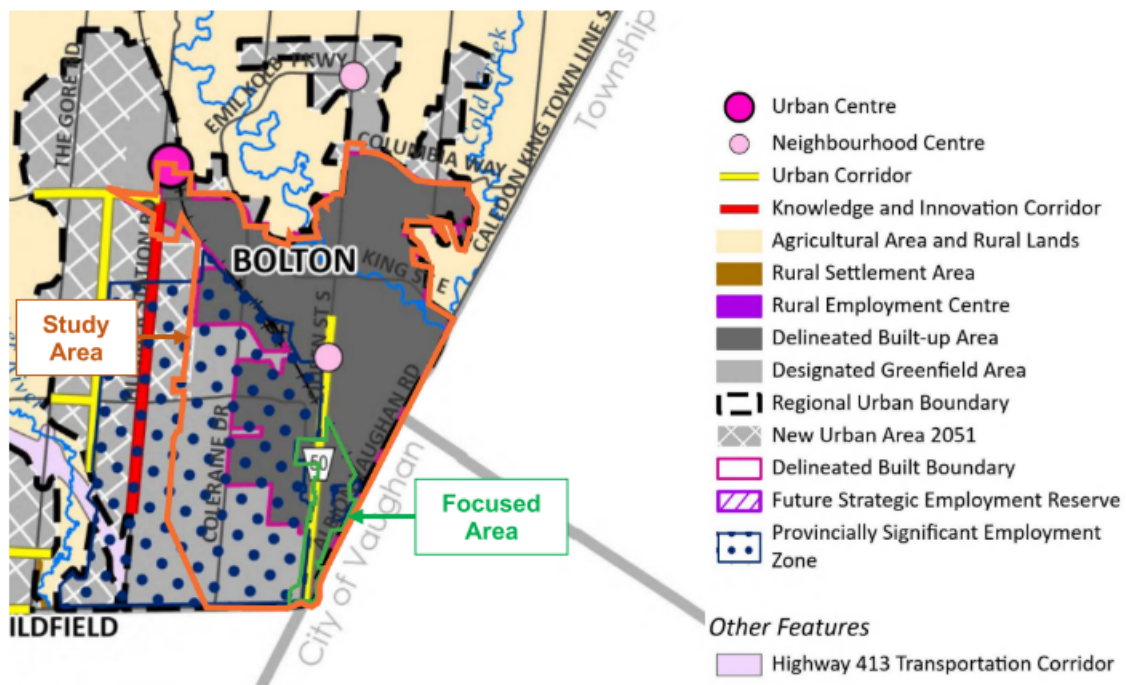


Figure 7. Town of Caledon Official Plan Schedule B2

The development of Bolton is strongly focused on its employment land uses. Employment areas should plan to achieve a minimum density of 26 jobs per hectare. The Provincially Significant Employment Zone shall provide long-term employment uses. Conversion of these lands to non-employment uses will not be permitted outside of a Municipal Comprehensive review completed by the Region. However, undeveloped greenfield areas within this area may include mixed-use or residential development that is compatible with employment uses.

The Urban Centre, identified at the location of the Bolton GO Station and MTSA area, will be planned as high-density, mixed-use neighbourhoods offering vibrant urban environments that support transit ridership. The Centre will be developed with the tallest buildings and broadest range of uses within the Town. The GO Station will provide connections around the Town, Region and beyond.

There is a Neighbourhood Centre identified within the Study Area. This Neighbourhood Centre is located north of the railway corridor at the intersection of King Street and Queen Street / Highway 50. Neighbourhood Centres are defined as vibrant mixed use focal points with buildings between 15 – 20 storeys in height, offering a range of goods and services to the neighbourhood for resident and worker daily needs within easy walking or cycling distance. Neighbourhood Centres will be designed with an emphasis on quality pedestrian streetscapes and will be connected to transit and cycling infrastructure.

The Urban Corridor located within the study area is proposed to be 100 metres in depth on either side of the Queen Street and will include a broad range of residential and commercial uses with mid-rise and tall built form up to 12 storeys as well as higher density employment uses (offices and institutional uses) to support transit and provide affordable housing typologies.

The second GO Transit station and MTSA being contemplated as part of this study will provide additional economic opportunities and increased densities that support transit ridership. MTSA areas have the potential for higher densities of residential, mixed-use, employment and institutional uses supported by transportation networks. Policies in the Official Plan also require housing within the MTSA to achieve minimum density targets and different built forms/tenures.

4 Existing Secondary Plans



It is intended that as part of this study, the 6 secondary plans that apply to the largely developed existing community of Bolton be consolidated into a single modern Secondary Plan and integrated with several new secondary plans for the expanded Bolton area, which are underway or will be initiated over the coming years. Below provides a brief summary and initial analysis on the six existing Bolton Secondary Plans to help the consolidation of the policies and land use designations.

4.1 Secondary Plans

The six Secondary Plans that apply to the Bolton area (shown on **Figure 1**) within the 2018 Caledon Official Plan include:

- West Bolton Secondary Plan;
- Coleraine West Employment Area Secondary Plan;
- South Simpson Industrial Secondary Plan;
- Bolton Core Area Secondary Plan;
- Bolton South Hill Secondary Plan; and
- North East Bolton Secondary Plan.

West Bolton Secondary Plan

The West Bolton Secondary Plan area represents an expansion of the settlement area to the west, separated from the industrial uses to the south and west by the railway. The West Bolton Secondary Plan area comprises of two primarily low density residential neighbourhoods and two parks connected by pedestrian linkages and a central school park to offer a range of housing and community uses. The Secondary Plan area also includes a centralized local commercial use integrated with the adjacent High Density Residential designation as the community focal point.

The following designations apply to the West Bolton Secondary Plan area:

- Low Density Residential;
- Medium Density Residential;
- High Density Residential;
- Local Commercial;
- Environmental Policy Area;
- Neighbourhood Park;
- Tableland Forest; and
- Future Development.

Coleraine West Employment Area Secondary Plan

The Coleraine West Employment Area Secondary Plan promotes high quality industrial development while protecting environmental policy areas. The Secondary Plan contains policies for prestige and general industrial land uses and the policies are intended to preserve, expand, and strengthen the Town's economic base, direct industrial development towards the Town's Rural Services Centers, and ensure land use compatibility and a high standard of community design within the Coleraine West Employment Area.

The following designations apply to the Coleraine West Employment Area Secondary Plan area:

- Prestige Industrial;
- General Industrial; and
- Environmental Policy Area.

South Simpson Industrial Secondary Plan

The South Simpson Industrial Secondary Plan contains policies regarding prestige and general industrial land uses. The policies in this Secondary Plan are intended to preserve, expand, and strengthen the Town's economic base, direct industrial development towards the Town's Rural Services Centers, and ensure land use compatibility and a high standard of community design within the South Simpson Industrial Area.

The following designations apply to the South Simpson Secondary Plan area:

- Prestige Industrial; and
- General Industrial.

Bolton Core Area Secondary Plan

The Bolton Core Area Secondary Plan primarily consists of commercial uses with generally low to medium density residential uses on the peripheries. The built form of the Secondary Plan area is unique given its historical village architecture and streetscape and commercial focus with low and medium density housing, retail and office commercial, institutional, public utilities, public open space, and environmental policy area uses. Commercial development should be focused along Queen Street and King Street and residential intensification is encouraged while also preserving the existing stable low density residential uses on the peripheries.

The following designations apply to the Secondary Plan area:

- Low Density Residential;
- Low Density Residential/Office Commercial;
- Medium Density Residential;

-
- High Density Residential;
 - General Commercial;
 - Institutional; and
 - Environmental Policy Area.

Bolton South Hill Secondary Plan

The Bolton South Hill Secondary Plan provides for the convenience, efficiency, safety, and well-being of present and future residents in the Bolton South Hill Area. The Bolton South Hill Area is primarily low density residential uses with pockets of medium to high density residential uses, institutional, and recreational uses.

The following designations apply to the Secondary Plan area:

- Low Density Residential;
- Mixed Low and Medium Density Residential;
- Medium Density Residential;
- High Density Residential;
- Special Residential;
- Environmental Policy Area; and
- Open Space Policy Area.

North East Bolton Secondary Plan

The North East Bolton Secondary Plan area represents an extension of the Bolton Settlement Area east and is a residential community offering low to medium density housing and parks and open space linkages to serve the needs of the North Hill community.

The following designations apply to the Secondary Plan area:

- Low Density Residential;
- Low Density Residential/Medium Density Residential
- Medium Density Residential;
- Special Study Area; and
- Neighbourhood Park.

4.1.1 Vision

The six existing Secondary Plans are all situated within the Bolton Rural Services Centre. Rural Service Centres are designated as primary growth areas and development within these areas are compact, fully serviced, and the focus for the majority of new residential and/or employment growth. Although a strong vision is set out for the Rural Service Centres, the remaining secondary plans have no clear vision and only include generic high-level goals.

4.1.2 Structure

All the existing Secondary Plans are structured based on general goals for the area, a structural concept, followed by land use policies and designations for the Secondary Plan area. Each Secondary Plan is characterized by its uses and compatibility with surrounding uses.

The Coleraine West Employment Area Secondary Plan and the South Simpson Industrial Secondary Plan only permit industrial land uses and further designate these areas into prestige or general industrial use. The Bolton Core Secondary Plan and the West Bolton Secondary Plan permit a mix of commercial and residential uses whereas the Bolton South Hill Secondary Plan and the North East Bolton Secondary Plan only permit a range of residential and recreational uses.

Although the West Bolton Secondary Plan permits a mix of commercial and residential land uses, the Secondary Plan area mainly consists of low to medium density residential uses with a small centralized local commercial area adjacent to the high density residential designation.

The Bolton Core Secondary Plan is unique given its strong historical character and commercial focus. The area has a traditional village character, distinct from the rest of Bolton's Settlement Areas.

4.2 Consolidating the Secondary Plans

The goal of consolidating the six existing Secondary Plans into one planning policy framework is to ensure a clear vision and consistent land use designations to guide development within these areas. It will be important as part of the consolidation to ensure the existing and future character of these areas is maintained and enhanced. This may be done through the continuation of existing land use designations, different land use designations or exploration of area focused policies for different precincts. The structure and land use designations will be explored further as part of the background studies in phase 1B.

5 Relevant Documents and Studies



The purpose of this chapter is to outline and summarize other relevant studies and documents that will inform the development of the Bolton Secondary Plan.

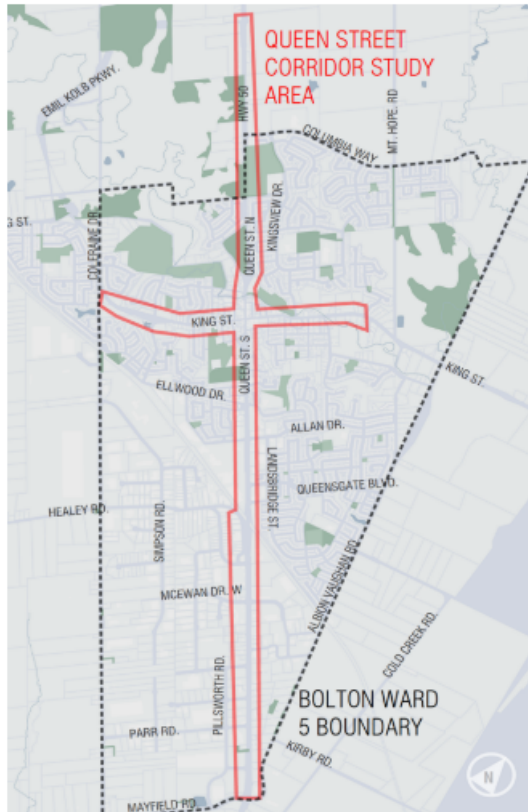
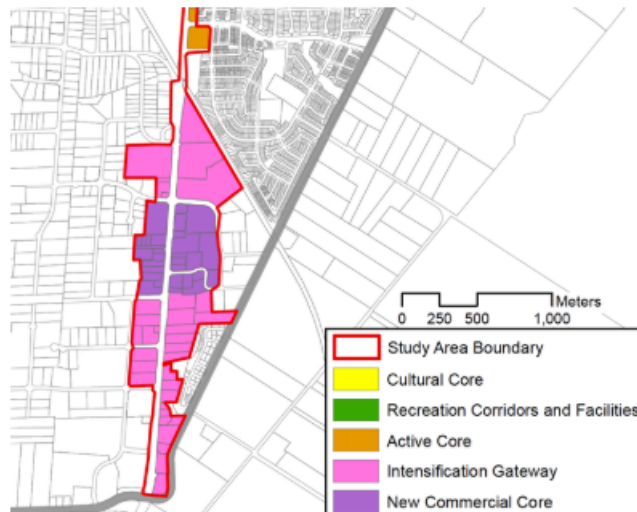


Figure 8. Queen Street Corridor Focus Area

5.1 Queen Street Corridor Study, 2019

The Queen Street Corridor Study, prepared by Dillon Consulting, was conducted to determine how Queen Street and a portion of King Street in Bolton should develop over time. The Focus Area as illustrated in **Figure 8** includes an area of approximately 10km along Regional Road 50/Queen Street (between Emil Kolb Parkway to Mayfield Road), Regional Road 9/King Street (between Coleraine Drive to the Humber Valley Trail). The Queen Street Corridor is the main arterial road where future growth is slated to occur will accommodate a majority of forecasted residential and employment growth over the long term.

The Study found two concepts for the development of the Queen Street and King Street Corridors: an Active Transportation Scenario and a Public Realm Scenario. As well, a Corridor Plan was created to identify locations for gateway treatments, areas for infill development and schematic building footprints, reorganization of parking, parkland and proposed new open spaces, introduction of active transportation along Queen Street / Highway 50 as well as new linkages.



The Study also determined conceptual land use distribution along the corridors, as illustrated in **Figure 9**. As part of the Bolton Secondary Plan development, consideration should be given to the land use distribution outlined in **Figure 9**. The focus of intensification, for example, is identified for lands south of the railway. These lands also identify a New Commercial Core, located near where the 2nd potential GO Station may be developed.

Figure 9. Conceptual Land Use Designations along the Queen Street Corridor

5.2 Future Caledon Intensification Strategy, 2022

The Caledon Intensification Strategy (CIS) is a component of the Town’s broader Growth Management Strategy (GMS) that informed the preparation of the Caledon Official Plan August 2023 Draft. The CIS provides general analysis and recommendations on intensification at a Town-wide level and more detailed analysis and recommendations on intensification within Caledon’s Delineated Built-up Areas (DBUAs). Overall, it identifies six specific areas that may be able to accommodate enough growth to meet Town and Region-wide density targets.

The CIS has identified that Caledon may have a shortage of intensification potential necessary to meet its 5% minimum intensification target solely through existing Official Plan direction. The Bolton MTSA area may provide opportunity for general intensification, however only a small portion of the Bolton MTSA overlaps the DBUA where land use designations permit, or could permit, substantial residential development. This area has already been built out primarily as lower density residential subdivision. Higher density, compact built form should be directed in the greenfield area to help achieve targeted densities.

The areas identified as Recommended Focus Areas are illustrated in **Figure 10** and include: the Queen Street Commercial Area (along Highway 50 south of the railway), South Hill Commercial Area (along Highway 50 north of the highway), Core Area, Village Core Area (along Airport Road), Airport Road Commercial Area, and Village Core Area (along Hurontario Street).

Corridors are also identified as Options in **Figure 10**. Generally these areas may provide some intensification and/or infill opportunities, but shall not be the focus of intensification that will help achieve density targets.

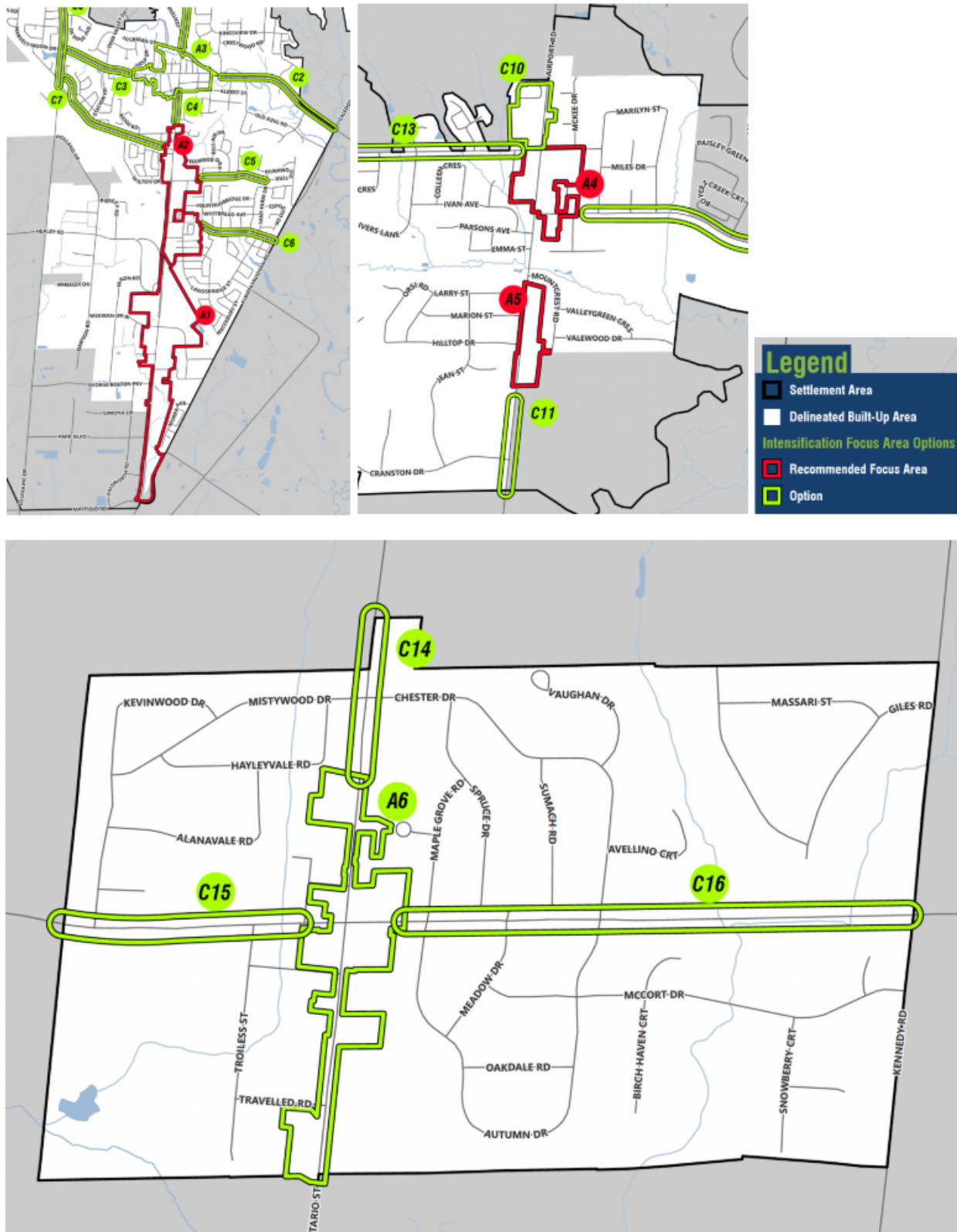


Figure 10. Recommended Focus Areas for Intensification in Bolton

This Strategy provides a number of policy recommendations to revise the Town's Official Plan to achieve the 5% intensification target, primarily by concentrating the majority of higher density mixed use development in the six Intensification Focus Areas. Further, there may be more opportunity to achieve this target if mixed use and a variety of dwelling types were permitted through Official Plan and new Secondary Plans in the form of infill development, redevelopment in built-up areas, adaptive re-use, and / or inclusion of accessory secondary dwellings.

5.3 Bolton Downtown Revitalization Plan, 2021

The Town of Caledon prepared a Downtown Revitalization Plan for the Bolton core area. The Core Area is located around the intersection of Highway 50 and King Street.

The purpose of the Downtown Revitalization Plan was to spur Strategies identified in the Town's Economic Development Strategy adopted in 2020, which identified the following priorities:

1. Support an Entrepreneurial and Small Business Economy
2. Focus on Business Retention and Growth,
3. Improve Quality of Place, and
4. Enhance Investment Readiness.

Overall, the Board of Management of the Town of Caledon's Business Improvement Area (BIA) found that the Town lacked a clear vision for the development of Downtown Bolton, and found the need for more interaction and engagement between activities in the BIA and municipal representatives.

The Revitalization Plan was written based on the following pillars of development:

Organization

Downtown revitalization can only successfully occur if there is adequate collaboration between various levels of government and the BIA. Policies must be updated in the Town's Official Plan to allow necessary updates to the Community Improvement Plan (CIP) to direct budgets to Downtown revitalization improvement projects. A Bolton Heritage Conservation Plan should be put in place to preserve the heritage character of the Downtown and establish Heritage Design Guidelines to ensure new development keeps with the existing heritage character. The Town of Caledon and Toronto Region Conservation Authority should continue to advocate for infill housing in the Bolton Special Policy Area in the Downtown.

Design

The "Design" pillar of Downtown revitalization supports a community's transformation by enhancing the physical and visual assets that set the commercial district apart. All-day on-street parking should be implemented in the Downtown. A parking study in 2012

indicated that there is no need for increased parking supply or any changes in the core area of the Downtown.

The Town of Caledon owns ten properties in downtown Bolton, including five at the river's edge, three used for parking, the old fire hall, and a small parcel on Dalton Street. Peel Region owns two properties: one at the river's edge and a vacant lot on Mill St. The Toronto Region Conservation Authority owns Bolton Mill Park and Dick's Dam Park along the river. The Revitalization Plan found the need for more or improved public gathering spaces. New or improved trails including enhanced cycling routes should be provided, with river overlook / outlook areas should be designed that connect the Downtown with the Humber River. At the same time, the streetscape should be designed to protect pedestrians from traffic, include traffic calming methods such as bulbouts, include more street furniture, and improve connections and levels of service to public transit.

Economic Vitality

The "Economic Vitality" pillar of downtown revitalization focuses on capital, incentives, and other economic and financial tools to assist new and existing businesses, catalyze property development, and create a supportive environment for entrepreneurs and innovators that drive local economies. Empty storefronts in the downtown should be occupied with businesses. Landlords should be enticed to lower rents to encourage business. The Downtown should include more cafes and restaurants and encourage more of a nightlife atmosphere.

Promotion

Downtown Bolton should be promoted through increased advertisement as well as festivals, events and walking tours.

Key recommendations for the Downtown Revitalization Plan include the following:

- Implement a vacant commercial property registry and protocol to encourage business owners to sell or lease empty storefronts.
- Create the Downtown Bolton Revitalization Task Force, populated with elected representatives, community representatives, and the Chief Administrative Officer, with a three-year mandate to activate and monitor improvements to the core.
- Identify and remedy any internal procedural obstacles that may be perceived as stalling development in downtown Bolton, with the assistance of an internal Downtown Bolton Action Team, led by empowered municipal management and administrators.
- Actively seek solutions for allowing development compatible with the cultural heritage value of the Bolton Heritage Conservation District in flood-prone communities, based on flood-mitigation practices in other parts of the Province and elsewhere.

-
- Leverage current retail and hospitality assets, such as Canada’s Boss Leather Furniture, Cheeks, the Royal Courtyards, and others.
 - Reopen the Fire Hall as a testbed for downtown rejuvenation projects, with a significant range of complementary activities happening concurrently, including sales of local food and artisanal products, neighbourhood resource centre, events, makers’ space, coworking space, youth centre, and public washrooms. Start planning now so the proposed “FireHub” can become a popular community focus when pandemic restrictions are lifted.
 - Activate and aggressively promote an ongoing, regular schedule of pop-up events featuring local buskers and entertainers in public spaces or on porches of neighbouring homes.

5.4 Bolton Transportation Master Plan Study, 2015

The Bolton Transportation Master Plan (TMP) Study was specifically prepared for the community of Bolton and the study area is bounded by Old Church Road to the north, Caledon King Town Line/Albion Vaughan Road to the east, Mayfield Road to the south, and The Gore Road to the west.

The Bolton TMP looked at opportunities and constraints as a result of population and employment growth, existing and future developments, provincial transportation corridor plans, land-use planning objectives, multimodal transportation options and road character, truck traffic into and through Bolton, and Downtown heritage preservation. The TMP also looked at implications of the planned Highway 427 extension on transportation facilities and how the development of transportation infrastructure and programs could support Bolton’s short, medium, and long term planning goals while maintaining a high quality of life in downtown Bolton and its surrounding areas.

The goals of the TMP include:

- Optimizing transportation capacities to accommodate current and future planned growth while mitigating negative impacts on transportation, environment , health, and economy;
- Improving transit connections for rail and bus to connect Bolton to the surrounding areas;
- Identifying and assessing current and future transportation needs and developing solutions and recommendations to facilitate a Bolton core transportation vision;
- Reducing through truck traffic on the downtown core;
- Enhancing pedestrian, parking and cycling infrastructure to shift the focus from cars and trucks in the downtown core to bringing people to the core; and
- Engaging with stakeholders to identify transportation solutions resulting in a better quality of life.

Through the preferred alternative, an implementation strategy was developed to achieve the goals of the Bolton TMP. The following recommendations were made in the TMP:

-
- Restrict truck movement on several downtown core streets;
 - Road improvements including new road constructions and widenings;
 - Enhanced bike routes with better signage, dedicated bike lanes, and new routes;
 - Advocate for GO Train Station within Bolton Residential Expansion area;
 - Expanding neighbouring transit services to Bolton;
 - Expand carpooling opportunities and support/promote existing and planned transportation demand management measures; and
 - Support complete streets initiative for downtown Bolton.

5.5 Resilient Caledon Community Climate Change Action Plan

A climate emergency in Caledon was unanimously passed by Council in January 2020. Since then, the Town of Caledon has worked with various levels of government and stakeholder groups to develop a community-wide action plan to reduce greenhouse gas emissions and help the community prepare for increasing climate impacts by identifying mitigation and adaptation measures. These adaptation measures recognize the changing climate and provides actions to prepare and respond to climate change impacts (e.g. flooding and extreme heat) using flood protection, disaster management, and infrastructure and building design strategies. This community-wide action plan is called the Resilient Caledon Community Climate Change Action Plan (Resilient Caledon Plan).

The vision for the Resilient Caledon Plan is to achieve a thriving, low carbon community that uses energy and resources sustainably, protects the natural environment, and is prepared to face climate disruptions. The goals of the Resilient Caledon Plan are to reach net-zero greenhouse gas emissions by the year 2050, achieve a 36% reduction of emissions by 2030, and increase resiliency of the Town, residents, economy, and the natural environment to current and future climate impacts. To achieve these goals, the Resilient Caledon Plan sets targets for various sectors including but not limited to electric vehicles (EV), buildings, waste diversion and reduction, and solar energy. Each of these sectors contain targets based on best practice research to attain a net-zero trajectory by the year 2050. Targets include 100% of vehicles are EV or zero emissions by 2050, 100% of new buildings are net zero by 2030, 80% of waste generated is diverted by 2050, and more.

To further achieve the Resilient Caledon Plan's vision and goals, five overarching categories for climate action are recommended with over 60 sub-actions and supporting tasks associated with them. The timing for these tasks range anywhere from within the year to the next 10 years. The five action areas call for:

- Smart Growth;
- Sustainable Communities;
- Agriculture and Natural Systems;
- Low-Carbon Transportation; and
- Resilient Infrastructure and Energy.

5.6 Future Caledon Multi-Modal Transportation Master Plan (MMTMP)

The Town of Caledon Multi-Modal Transportation Master Plan (MMTMP) is an update to the Town's 2017 Transportation Master Plan, and it assesses future transportation mobility needs required to support and achieve long-term transportation related goals to 2051. The Draft Report recommended solutions based on the preliminary vision and goals of the MMTMP, while incorporating policy objectives such as those found within the Town's new Official Plan.

The MMTMP envisions "by 2051, the Town will have a transportation system that provides accessible, affordable, safe, and sustainable travel choices for all, and is well-integrated effective to use, promotes healthy lifestyles, and supports economic prosperity, livable communities and climate commitments".

The Town's transportation needs and opportunities were developed based on capacity, equity, and sustainable transportation system target policies. They include: the need to address additional capacity and goods movement needs on collector and arterial roads, intermunicipal transit opportunities, an updated active transportation master plan, traffic and travel demand management initiatives, and a future parking strategy study to support intensification.

Based on the Town's transportation needs and opportunities, several recommendations were identified:

- Road network improvements to increase capacity, accommodate alternative modes of travel, and improve circulation and connectivity for increase efficiency;
- Regularly updating the Town's Active Transportation Plan including establishing a well-connected comprehensive trail network system safe for all users;
- Town to initiate Transit Strategy Study after secondary plans within settlement area boundary expansion areas are completed.

Specifically, recommendations within the Study Area include:

- 2 and 4 through lanes upgrades along George Bolton Parkway, Albion Vaughan Road, Caledon King Townline, Columbia Way, and Queensgate Boulevard;
- Physically separated, visually separated, and shared active transportation facilities along various street networks;
- Bolton GO Rail connecting to the planned Caledon GO Station; and,
- Transit Corridors along King Street, Albion Vaughan Road, Queensgate Boulevard, and McEwan Drive.

5.7 Active Transportation Master Plan

The Town's Active Transportation Master Plan (ATMP) is currently ongoing and focuses on promoting active transportation, trail development, and utilization to create a livable and sustainable community. The ATMP reviews the Town's pedestrian, cycling and trail-

related policies and plans and identifies opportunities and constraints for improving active transportation.

The objectives of the ATMP include:

- Capture a vision for the future of accessible, safe, and connected active transportation throughout the Town of Caledon.
- Identify system and connection gaps in the existing active transportation network.
- Identify and prioritize the implementation of a trails system, routes and facilities to support a network of active transportation opportunities for people of all ages and abilities.
- Build on the Multi-Modal Transportation Master Plan by using the latest approaches to active transportation planning.
- Reflect the unique character and values of the Town of Caledon through engagement and outreach with the community.

Active transportation network opportunities within the Study Area span along Queensgate Boulevard and Healey Road. Additional opportunities also include improving active transportation network connectivity with neighbouring municipalities and the overall regional trail network.

5.8 Metrolinx 2041 Regional Transportation Plan

The 2041 Regional Transportation Plan (RTP) envisions an integrated, multi-modal regional transportation system providing safe, convenient, and reliable transit for residents, businesses and institutions. The 2041 RTP builds on the initial 2008 “The Big Move” Regional Transportation Plan which accomplished several major transit projects such as the UP Express and the Highway 7 bus rapid transit.

The goals of the 2041 RTP are to create strong connections, complete travel experiences, and create sustainable and healthy communities. These goals are complemented with the following strategies:

1. Complete the delivery of current regional transit projects;
2. Connect more of the region with frequent rapid transit;
3. Optimize the transportation system;
4. Integrate transportation and land use; and,
5. Prepare for an uncertain future.

Strategy 1 emphasizes the work that has been done to date to expand the GO Regional Express Rail. Strategy 2 highlights the need to connect more of the Greater Golden Horseshoe Area to the Frequent Rapid Transit Network and the need to continue to expand the GO Regional Express Rail system to meet ridership needs and demands.

There is one Primary MTSA identified in Bolton located at the intersection of Humber Station Road and King Street and a second GO Train Station being contemplated for the Caledon-Vaughan GO rail line. The second GO Train Station is proposed at the

north extent of the Focus Area as shown on **Figure 4**. This proposed GO Station will also have the potential to become a future MTSA which will have to be assessed based on its compatibility with surrounding land uses as outlined in Strategy 4.

5.9 Employment Strategy Report

As part of the Region of Peel Municipal Comprehensive Review (MCR), Caledon is forecasted to reach a population of 300,000 people and an employment base of 125,000 by 2051. As part of the MCR process, it was determined that 4,400 hectares of additional urban land would be required to accommodate the forecasted population and employment growth to 2051. Of this 4,400 hectares, 1,530 hectares would be required for Employment Areas. The Employment Strategy Report provides planning and economic development policy direction to effectively manage growth within the Town's employment, commercial, mixed use, and rural areas.

The Town currently has a limited supply of Employment Area lands available for development (e.g., available for sale/lease) that are fully municipally serviced so more land is required to be added to the Town's Employment Area land supply.

The Town's Employment Areas appeal to various employment sectors due to its proximity to major transportation infrastructure, distance to major employment markets, access to labour, and its ability to accommodate urban growth. The Goods Movement sector has dominated the Town's employment base for several years but traditional industrial processes are shifting towards capital/technology intensive and automated processes.

Recognizing the evolving needs of the industry requires the Town's Employment Areas to provide for a wider range of amenities and employment-supportive use that complement traditional and non-traditional industrial sectors while striking a balance between mixed use and non-residential developments.

The Town's Planned MTSA as well as a second MTSA provide an opportunity to anchor major office uses and provide connectivity to the Town's existing and new Employment Areas and Community Areas. The Bolton Employment Area is expected to become the primary location for office uses given its proximity to Bolton and other transit opportunities.

6 Opportunities and Constraints



The opportunities and constraints maps illustrated in this chapter visually summarize and maps, through blocks of colours, symbols, and graphic lines, areas that may be intensified, re-developed, programmed, redesigned, and more.

6.1 What Challenges or Constraints Exist?

Focus Area constraints are illustrated in **Figure 11**. The Focus Area is currently characterized by large parking lots, big-box retail stores set back from Queen Street, and industrial and dry industrial land uses either within the Focus Area or bordering the Focus Area boundary. The Focus Area contains a TRCA floodplain, although no open spaces / woodlots with creeks were observed during the site visit. The mapped floodplain may indicate low-lying areas, areas with channelized creeks, or areas to be preserved/protected from any future development.

The railway is a built constraint to the north of the Focus Area that acts as a barrier to low density residential communities to the north. The typical suburban street layout of winding roads in the northern community also prevents any potential connections under or over the railway. This built constraint also prevents access to two parks in the northern community from the Focus Area.

Another low density residential community borders the Focus Area to the east at the intersection of Albion Vaughan Road and Kirby Road. This community rear lots the Focus Area, but contains a trail connection from Bolton Gateway Park to Queen Street.

Queen Street bridges over the railway to the north of the Focus Area, which presents constraints to pedestrians and cyclists as only one sidewalk is provided on the west side of Queen Street. No separated or painted bike lanes are provided along the entirety of Queen Street.

There is a general lack of reliable active transportation and transit facilities. There are no bike lanes in the Focus Area. Continuous sidewalks are not provided on both sides of Queen Street. The Town of Caledon provides a private bus service along Queen Street, but the bus service is only operational between rush hours (Monday to Friday, 6 a.m. – 9:30 a.m. and 3 p.m. – 6:30 p.m.).

Block sizes along Queen Street are large and range in length between approximately 280 metres – 480 metres. Walkable street and block lengths are generally between 100m – 200m in length. Truck and vehicular traffic along Queen Street also generates a large amount of noise which makes the street uninviting for pedestrians.

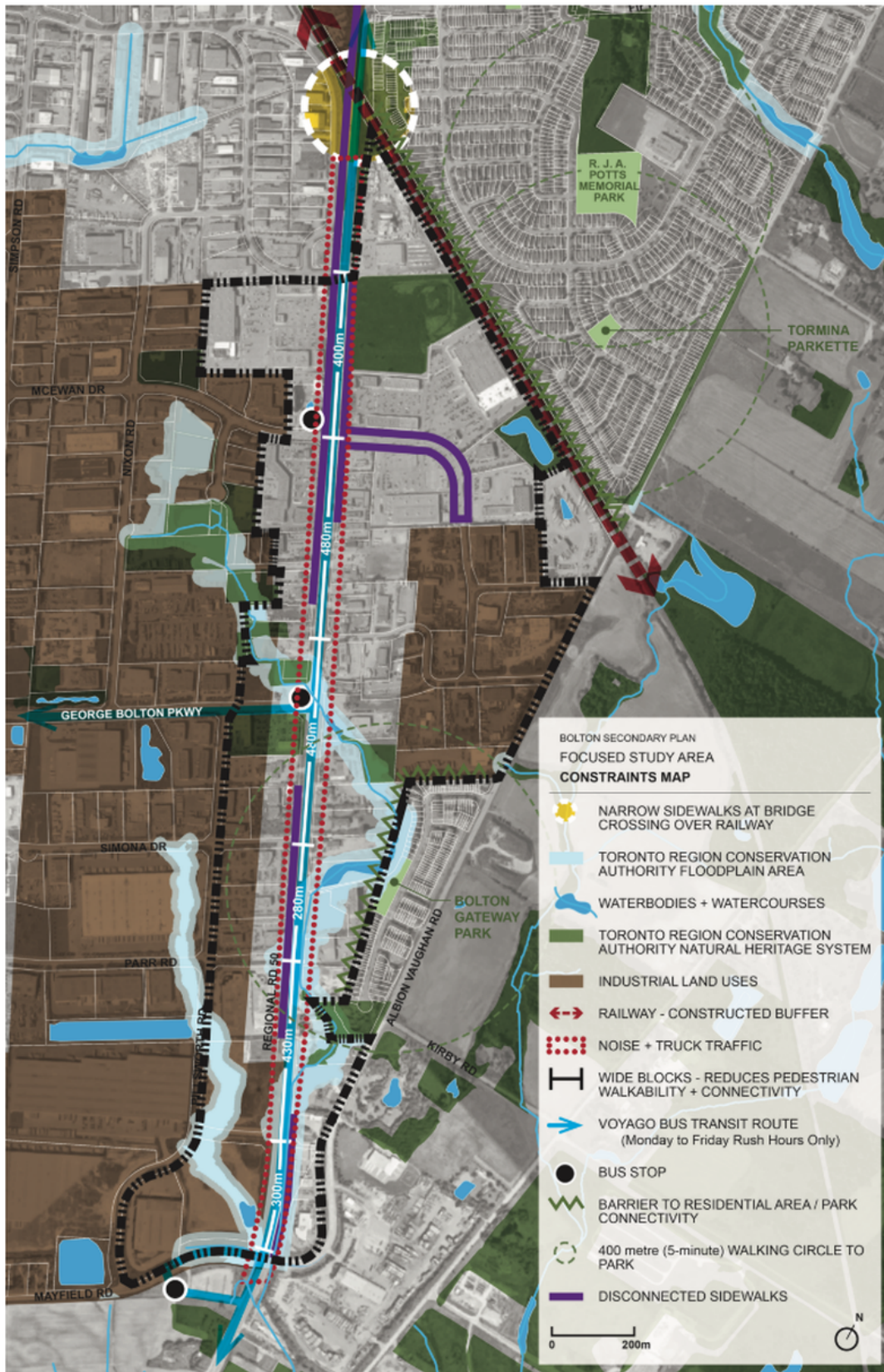


Figure 11. Focus Area Constraints

6.2 What Opportunities Exist?

Focus Area opportunities are illustrated in **Figure 12**. Opportunities were identified and mapped based on site observations conducted during the site visit, input from the Queen Street Corridor Study, current development applications, policy review, and urban design best practices.

As identified in this Report, there are opportunities to implement a second GO Station along Queen Street, potentially south of the railway. The GO Station would act as a secondary MTSA and act as a catalyst for higher density, mixed use development. Currently, three proposed development applications would aim to infill / intensify the Focus Area: a 5-storey hotel, a 25 – 29 storey mixed use condominium, and a 6 and 7 storey apartment building. Other areas for infill and intensification have been identified in the Opportunities map along the Queen Street corridor. It is recommended that buffers be applied for lands bordering existing employment / industrial uses. This will be determined through the land use compatibility study to be completed as part of phase 1B and may take the form of appropriate adjacent land uses and built form, streetscapes with expanded boulevards, linear parks, trails, landscape screening or fencing,

The northern and southern boundaries of the Focus Area can develop as gateways into the Bolton community and Caledon as a whole. 33 Pillsworth Road, identified as a special development area that can accommodate a mix of residential, commercial and office uses can be developed with taller built form that addresses the Queen Street and Mayfield Road intersection. This intersection can accommodate an urban square, Privately Owned Publicly Accessible Open Space (POPS), public art, or any other feature that would establish a sense of place for Bolton. The intersection of Queen Street and McEwan Drive can also develop as a prominent intersection with taller heights that complement developments with the potential second GO Station MTSA.

Figure 12 identifies potential road extensions to create shorter blocks. Road extensions are based on locations of existing intersections in the Focus Area. The cul-de-sac from the low density residential building to the east of the Focus Area at the intersection of Albion Vaughan Road and Kirby Road may also be extended to connect to Queen Street and bring the community into the larger Bolton community.

With the improvement of blocks and creation of new road connections, Queen Street can be revitalized with improved streetscapes that include street trees, urban squares or parkettes integrated with the design of new infill buildings, street furniture such as benches, continuous wider sidewalks on both sides of the street, and dedicated bike lanes. The addition of street trees and green space could also contribute to the reduction of urban heat island and improve resiliency to flooding. In the long term, we recommend the Town of Caledon establish a public transit system that runs throughout the week, and connects to the Bolton GO Station and the potential 2nd GO Station within the Focus Area.

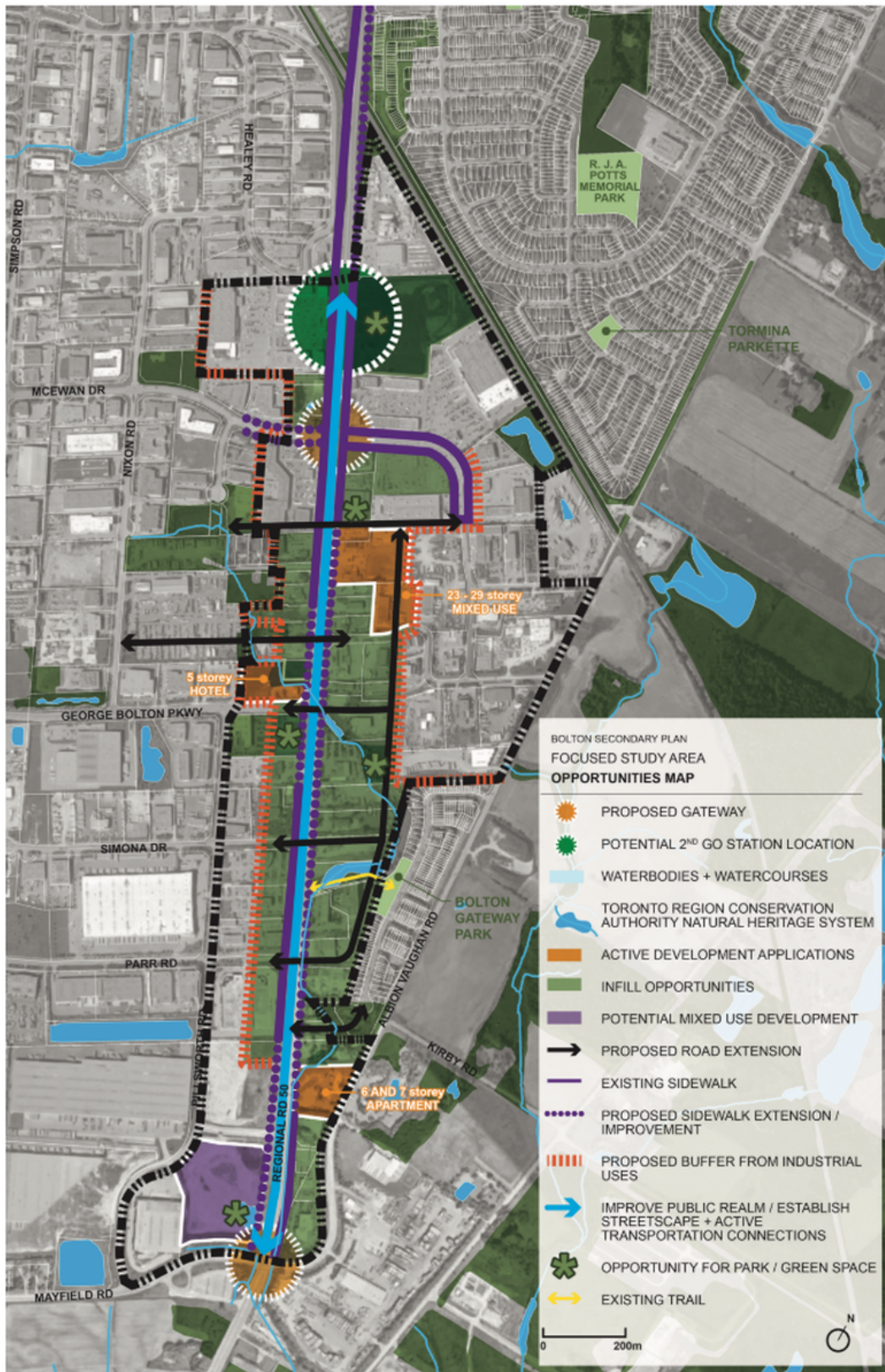


Figure 12. Focus Area Opportunities

7 Major Transit Station Area / GO Station



7.1 What is an MTSA

MTSAs are lands within an approximate 500-800 metre radius of a transit station or stop, primarily along existing or planned transit corridors. MTSAs are intended to be developed as high density, mixed-use, transit-supportive neighbourhoods that provide access to local amenities, jobs, housing, and recreation opportunities.

As outlined in Chapter 3 of this Report, there is one Primary MTSA identified in Bolton. This MTSA is located at the intersection of Humber Station Road and King Street with a second GO Train Station being contemplated for the Caledon-Vaughan GO rail line and proposed at the north extent of the Focus Area as shown on **Figure 12**. This proposed GO Station will also have the potential to become a future potential MTSA.

7.2 Why a GO Station Here?

The Town of Caledon is envisioning significant future growth in the Bolton Secondary Plan Study Area, at densities that could support a new GO Rail Station. Preliminary estimates indicate that the area could support densities over 150 people and jobs (combined) per hectare, and that improvements in transportation connectivity would be a key catalyst to this intensification. This growth will introduce new pressures on the transportation network within and beyond the Study Area, and in order to accommodate the new transportation demand in a balanced and sustainable manner, a shift to modes other than the personal automobile are required. This modal shift objective is reflected in the overall guiding Provincial, Regional, and Municipal planning documents, including:

- Provincial Planning Context
 - The Provincial Policy Statement (2020)
 - The Growth Plan for the Greater Golden Horseshoe (2020)
 - Metrolinx 2041 Regional Transportation Plan (2018)
- Regional Planning Context
 - Let's Move Peel – Long Range Transportation Plan (2019)
 - Peel Sustainable Transportation Strategy (2018)
- Municipal Planning Context
 - Town of Caledon Official Plan (2023)
 - Future Caledon Official Plan Review
 - Future Caledon Intensification Strategy (2022)

Introduction of a GO Station in this area would provide residents with an effective, efficient, and attractive means of accessing the largest employment area in the GTHA – Downtown Toronto – as well as connections to key rapid transit facilities such as the proposed Queen Street – Highway 7 BRT, the proposed Highway 407 Transitway, the

Kitchener GO Rail Line, the Milton GO Rail Line, TTC Line 2 Subway, and the UP Express.

The specific location of the proposed station, while not yet confirmed, would likely fall near Queen Street on the proposed Caledon- Vaughan GO Line. Geometrically, there appears to be an opportunity to introduce a new GO Station here, in that the rail corridor appears to be generally flat and on a tangent section of track; conditions desirable for rail station. In addition, there appears to be sufficient property available to accommodate the supporting station infrastructure, including Park and Ride facilities, passenger pick-up/drop-off facilities, local transit facilities, active transport facilities, and station building. This location is situated approximately 5 kms from the previously-proposed Bolton GO Rail Station at Humber Station Road; and would therefore serve a separate catchment area and promote new growth not previously addressed.

A feasibility study, generally following the Metrolinx Initial Business Case process, will be undertaken to determine if a new GO Station is technically feasible at this location. The assessment will consist of establishing ridership and associated station infrastructure needs, development of design concepts for the purposes of establishing impacts and a high-level cost for the facility, and preparation of a business case for the station. Should the Station be recommended following the Business Case assessment, the Town of Caledon will work with Metrolinx, the Ministry of Transportation, and the Ministry of Municipal Affairs and Housing to progress the planning and implementation of the proposed GO Rail station.

8 Draft Vision and Guiding Principles



This chapter provides a draft vision and guiding principles to be presented as part of the study's initial public engagement.

8.1 Draft Vision Statement

In order for intensification and development to be successful, a strong vision that reflects policy, urban design and best practices is needed. The vision will help guide the direction of the secondary plan and inform decisions that need to be made throughout the process of preparing the land use alternatives, urban design guidelines and the secondary plan policies. The vision will also address how an existing dry industrial area which is a heavily used hub of commercial and industrial activity intensifies over time. The vision addresses accommodating growth and a mix of land uses to create a sense of place reflecting the Town's unique history, character, natural features, and other key placemaking elements.

The draft vision statement will be tested as part of the initial engagement and based on feedback received finalized to help facilitate the development of the Secondary Plan land use concepts and policies in later phases of this Study.

The Bolton Secondary Plan Area will promote a sense of small-town character through appropriate intensification and foster a healthy, sustainable community. 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 all stages of life.

8.2 Draft Guiding Principles

The principles are action-oriented directions that will be used to guide change in the Secondary Plan Area. These principles will be used to confirm the vision further in the study to develop the proposed land use alternatives. The principles will also be used to develop criteria to assist in the evaluation of land use alternatives. Additionally, the principles will be used as the basis for secondary plan policies.

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

2. 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
3. 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
4. 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
5. 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
6. Support a sustainable community with a diverse mix of land uses in a compact built form to accommodate people at all stages of life with appropriate mix of housing and services
7. Protect and integrate a connected natural heritage system including natural hazards into the design of the community
8. 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
9. Provide appropriate buffers or land use separation to ensure compatibility between existing and future industry and redevelopment adjacent to these lands
10. Transition, while maintaining and enhancing, the existing commercial/retail to a compact walkable built form as part of mixed use developments
11. Enhance employment lands and help create development that supports a good range on jobs

9 Engagement and Next Steps



9.1 Engagement

As identified in the graphic in section 2.2 of this report, engagement will occur as part of each phase of this study. Public engagement as part of this Study, will include a number of opportunities for people's voices to be heard. The goal of the engagement is to lead to more informed and, therefore, better decision-making.

Meaningful engagement clearly indicates the decisions to be made during the study. It provides as many people as possible the opportunity to participate in the decisions. The engagement will be meaningful if participants feel that their voices were heard, even if not all of their comments could be incorporated into the final outcome of the project. While not everyone will agree on every aspect of the results, everyone should feel the process produced valid results and that input received influenced the decisions made.

Meaningful engagement includes meaningful feedback. Meaningful feedback and input is a mutual understanding and exchange of ideas between the public and the staff and its' consultants. In order to provide meaningful feedback, you should be informed and have an understanding of the project givens, the decisions to be made and the process of getting to a conclusion for the study.

9.2 Next Steps

The next step is to proceed with the preparation of the phase 1B background technical studies as identified in section 2.2 of this report. Followed by a virtual engagement survey to seek feedback on the background report and draft vision and guiding principles.

Once the required studies are underway, a visioning exercise as part of phase 2 engagement will occur. This will give staff and the consulting team an opportunity to learn from the public what's important to the community about the Study Area. Based on feedback received, we will use confirm and finalize the vision and guiding principles to guide the creation of two land use alternatives. We will also use the principles developed with the public to create evaluation criteria, which will be used to evaluate the two concepts.