TOWN OF CALEDON

TOWN OF CALEDON
Bolton Secondary Plan Review

Vision and Planning Alternatives Report

April 2024

SGL
Planning & Design Inc.

SGL PLANNING & DESIGN INC.

Table of Contents

1 Introduction

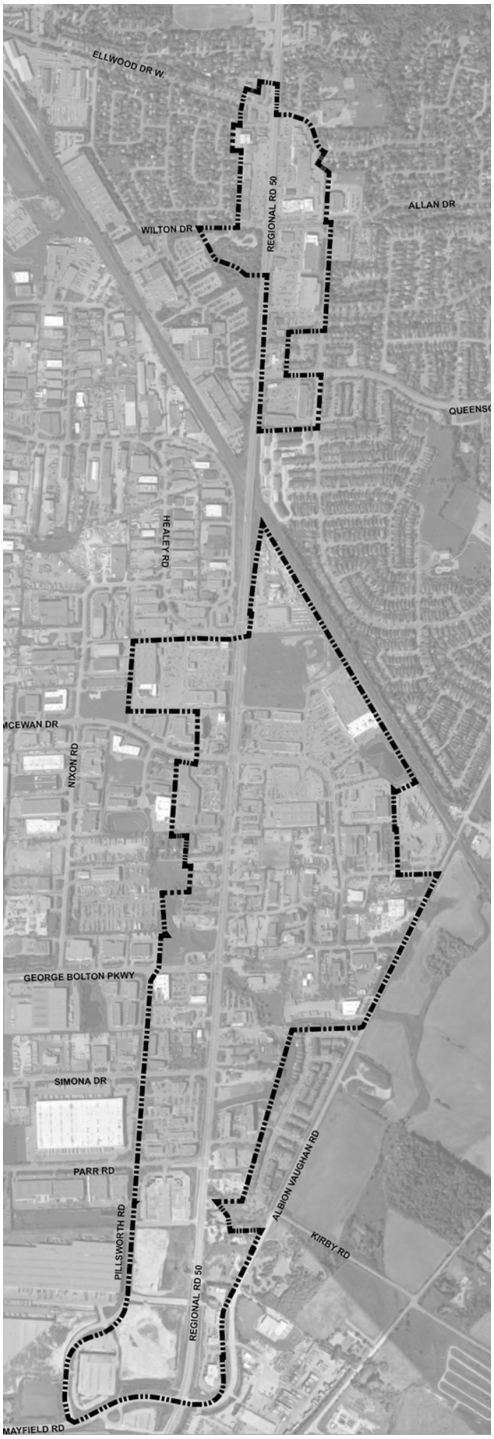


Figure 1: Focused Study Area

1.1 Purpose of This Study

The Town of Caledon (Town) 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 is preparing a modernized secondary plan for Bolton based on new land use policy in the adopted Future Caledon Official Plan (2024) and some existing policies where relevant. Specific guidance will also be provided for the Focused Study Area along the Queen Street Corridor, as shown in **Figure 1.** Two Planning Alternatives have been developed to consider and guide redevelopment of the Focused Study Area, which consists of two development boundaries:

1. Urban Corridor extending along Queen Street South / Regional Road 50, 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.
2. A new Neighbourhood Centre, north of the railway along Queen Street South / Regional Road 50, as identified in the Town's draft Official Plan.

The consolidated Bolton Secondary Plan will draw on the existing secondary plans within the Town's current Official Plan (OP), as well as add direction for the Focused Study Area. This new policy framework is focused on intensification and transit oriented, mixed use development along Regional Road 50.

The Bolton Secondary Plan Review Study (Study) also analyzes the potential for a second GO Train Station within the Focused Study Area on the Caledon-Vaughan GO rail line to determine if it is appropriate as a future Major Transit Station Area (MTSA). It is important to note that Metrolinx has not yet committed to a second GO Train Station in Caledon. The purpose of this Study and the Planning Alternatives is to consider the feasibility of a GO Train Station in Bolton and how this could impact future growth, development and land use patterns.

1.2 Purpose of this Report

This Vision and Planning Alternatives Report (Report) prepared by SGL is part of the second phase of work for the Bolton Secondary Plan. This Report finalizes the vision and guiding principles for the Bolton Secondary Plan and introduces two Planning Alternatives for the Focused Study Area. The two Planning Alternatives will later be evaluated to result in a final Preferred Planning Alternative.

This Report introduces the baseline assumptions/common elements for the two Planning Alternatives and describes in detail the components of each. This Report also presents a set of evaluation criteria and measures for evaluating the two Planning Alternatives and summarize the results from our engagement to date.

1.3 What Has Been Done to Date?

In Phase 1A of the Study, a comprehensive background review and analysis of Provincial, Regional and local policies, as well as relevant land use policy and transportation documents and studies, was completed. This review is contained within a Background Report and informed the development of opportunities and constraints for the Focused Study Area, as well as a draft vision and set of guiding principles for the entire Bolton Secondary Plan.

Section 4 of the Background Report provided an overview of Bolton's existing secondary plans with the goal of preparing a modernized Secondary Plan based on new land use designations from the adopted Future Caledon Official Plan and any existing relevant policies to ensure a clear vision and consistent land use designations will 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.

A presentation to the Technical Advisory Committee (TAC) took place in November 2023 to present our preliminary findings and gather feedback on the draft vision and guiding principles. An online survey was also posted on the Town's project website (Have Your Say Caledon) from December 2023 to January 2024 to allow residents to participate in the study process and provide their feedback on the background report and draft vision and guiding principles. An in-person Open House was also conducted in February 2024 to present the two

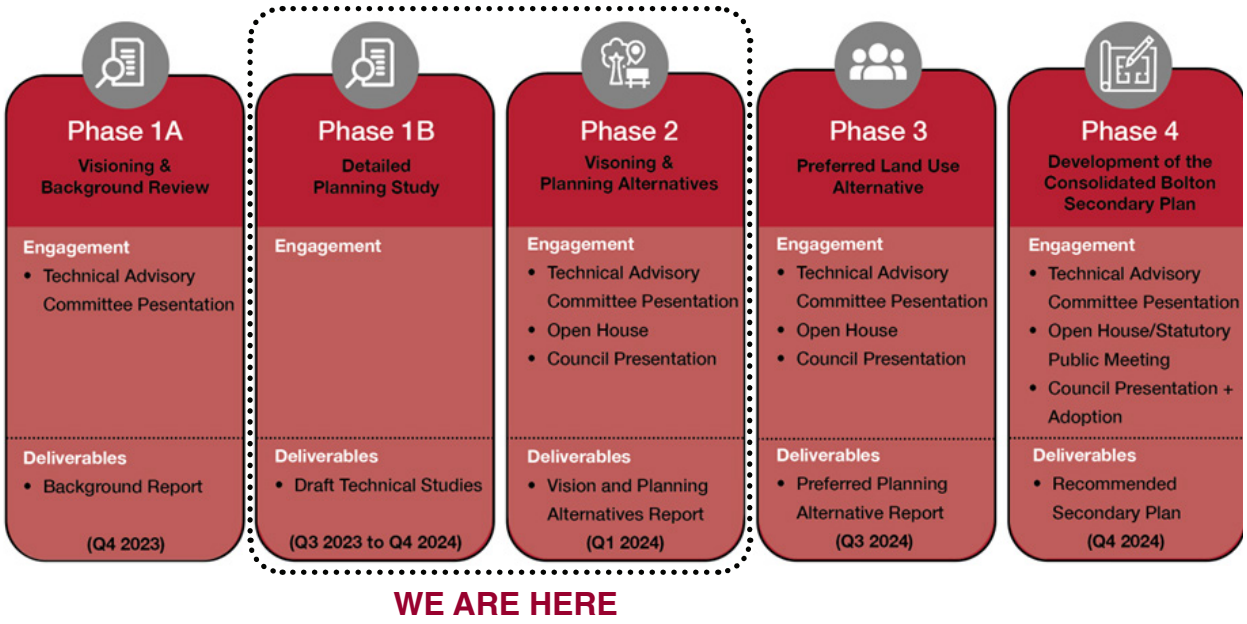
Planning Alternatives and work completed to date to member of the public. As part of Phase 1B of the Study, a series of background technical studies have been completed or are still underway to help inform the development of the two Planning Alternatives and the Preferred Planning Alternative. To date the following studies have been prepared:

- Urban Design Study; and
- Land Use Compatibility Study

The following remaining studies are either underway or will be completed once the Preferred Land Use Planning Alternative is prepared:

- Consolidated Bolton Master Environmental & Servicing Plan;
- Residential/Commercial Demand Study;
- Transportation Study;
- Bolton South Hill GO Train Station Feasibility Study and Initial Business Case;
- Community Services and Facilities Study;
- Fiscal Impact Analysis; and
- Energy Conservation and Sustainability Study.

This Vision and Land Use Planning Alternatives Report was developed as part of Phase 2 of the Study.



WE ARE HERE

The contents of this Report are outlined below:

Section 1: Introduction

Section 2: Visioning and Guiding Principles

Presents the vision and guiding principles for the Bolton Secondary Plan.

Section 3: Planning Alternatives

Presents the two Planning Alternatives including the baseline assumptions used to develop the Plans and detailed descriptions of each land use.

Section 4: Evaluation Criteria and Measures

Presents the draft evaluation criteria and measures that will be used to evaluate each Planning Alternative.

Section 5: Summary of Engagement

Summarizes feedback and responses received from our online engagement survey.

Section 6: Next Steps

Describes the next steps in the Study.

Appendix

2 Vision and Principles

2.1 The Vision

The Bolton Secondary Plan establishes a healthy and sustainable vision for the Bolton community as a whole, including the creation of a new transit-oriented community through appropriate intensification 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 all ages, abilities and incomes.

2.2 The 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 all ages, abilities, and income** 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**.

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.

3 The Planning Alternatives

Two Planning Alternatives illustrated below on **Figures 2 and 3** for the Focused Study Area have been developed based on work conducted in Phase 1 of the Study. Development of the Planning Alternatives was based on input from staff, public and stakeholder engagement, opportunities and constraints identified in the Study's Background Report, and consideration of Provincial, Regional and local policy documents.

The Planning Alternatives have been prepared for discussion purposes and their evaluation against one another will help inform the development of the Preferred Planning Alternative. **Section 4** of this Report details how the two Planning Alternatives will be evaluated based on land use mix and compatibility, transportation, parks and open space, the natural environment and sustainable development considerations.

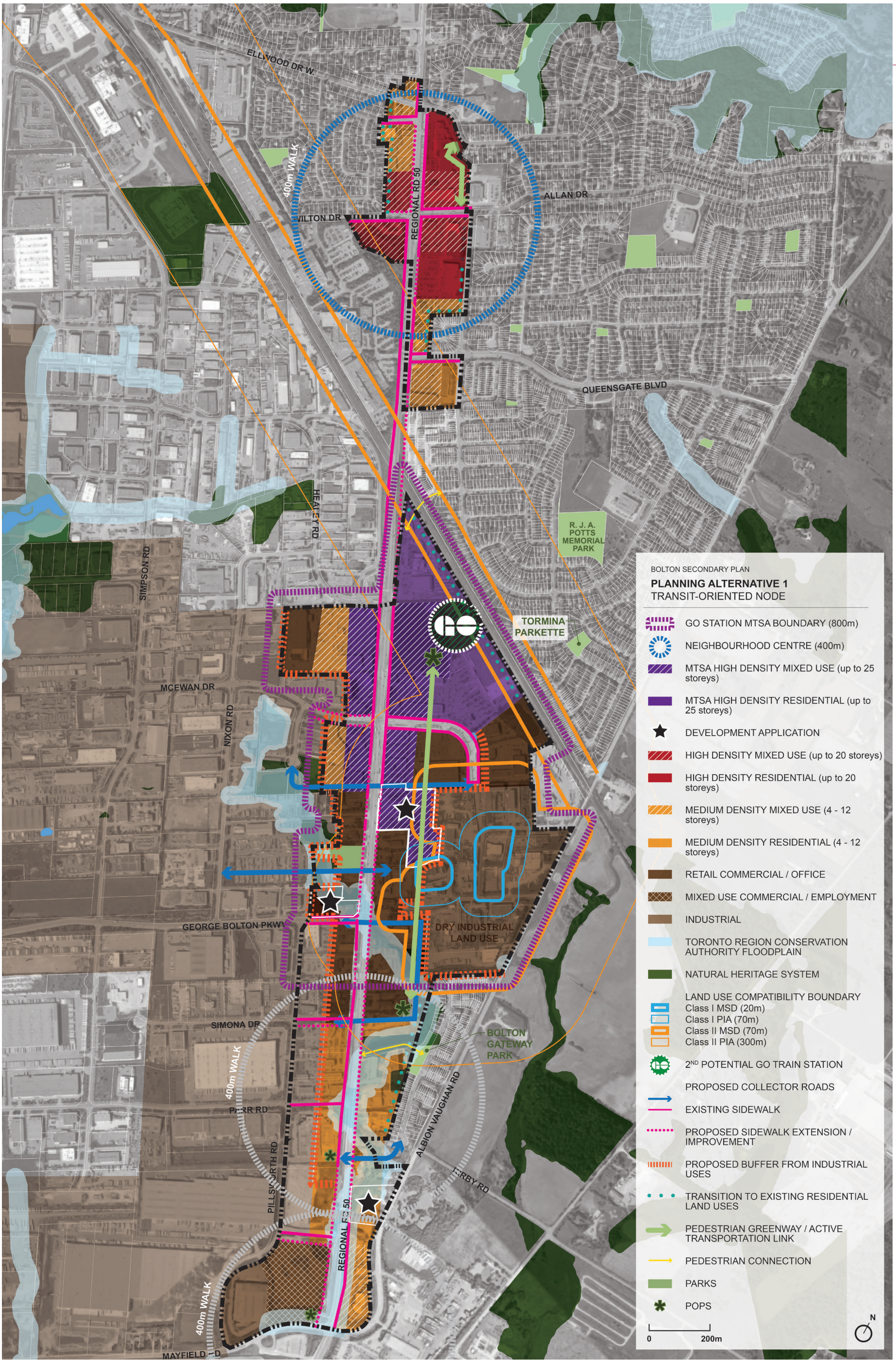


Figure 2: Planning Alternative 1

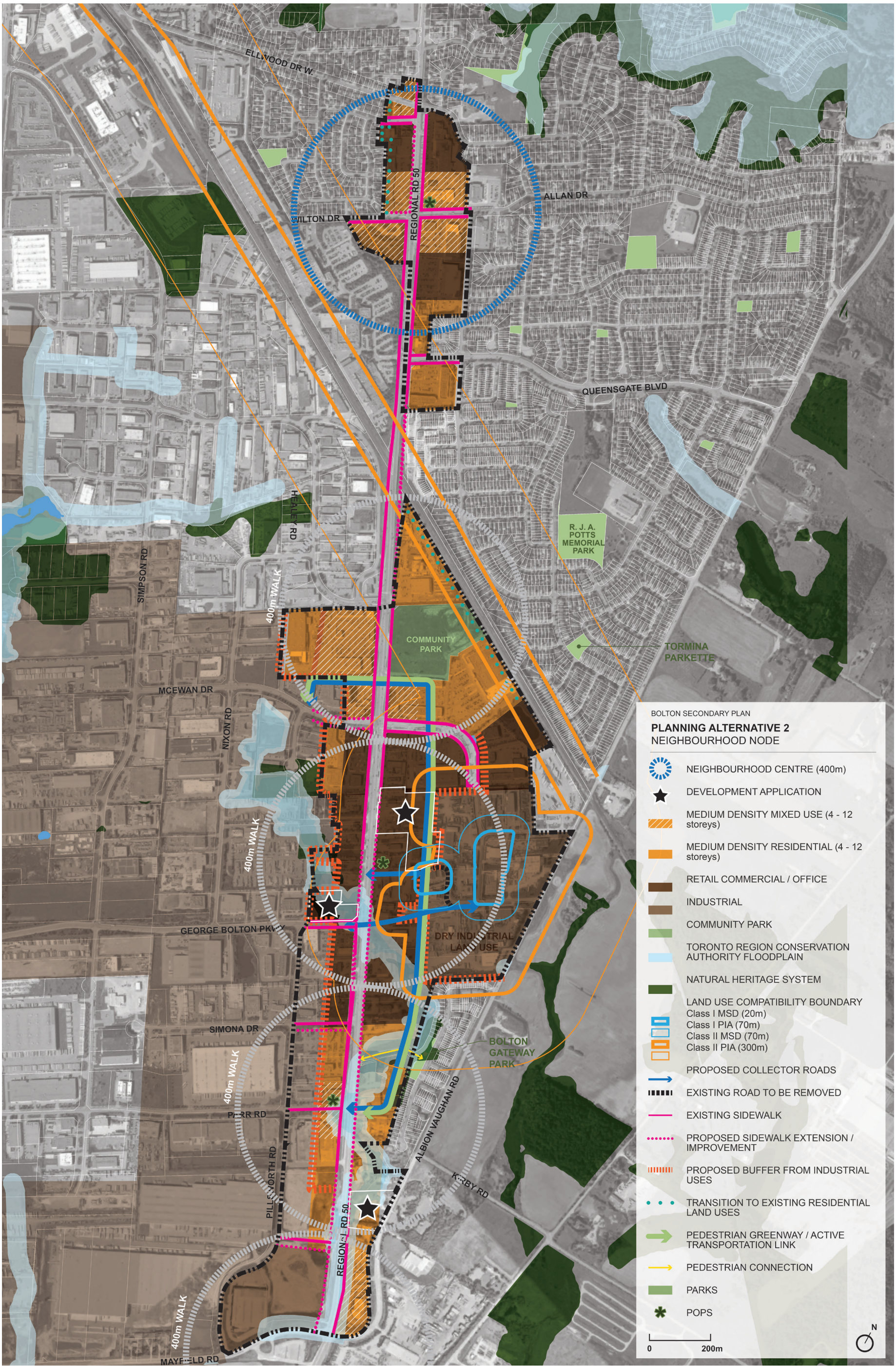


Figure 3: Planning Alternative 2

3.1 Baseline Assumptions / Common Elements

There are several baseline assumptions and common elements present and illustrated in both Planning Alternatives. The following outlines how both Planning Alternatives address: the secondary plan consolidation, the existing Toronto Region Conservation Authority (TRCA) floodplain, existing industrial areas and minimum distance separation requirements, the creation of finer streets and blocks, and streetscape improvement through a complete streets approach.

3.1.1 Secondary Plan Consolidation

The Focused Study Area **(Figure 4)** is situated within the larger Bolton Secondary Plan Review Study Area which is bounded 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. The Bolton Secondary Plan

Figure 4: Bolton Secondary Plan Review Focused Study Area

Review Study will provide a modernized secondary plan for Bolton based on new land use policy in the adopted Future Caledon Official Plan (2024) and some existing secondary plan policies where relevant..

While the existing secondary plans help to inform the Preferred Planning Alternative, prepared in subsequent phases of this Study. The plan will also be informed by the Town's Future Caledon Official Plan, the evaluation of the two Planning Alternatives, background studies and feedback received from engagement.

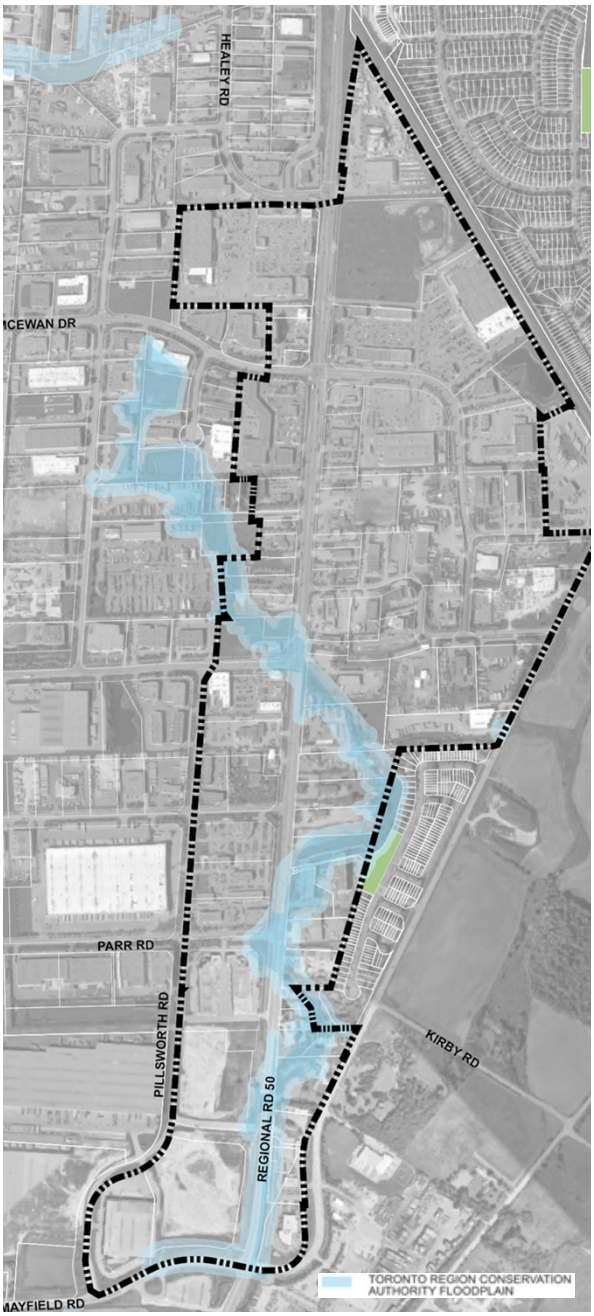


Figure 5: Toronto Region Conservation Authority (TRCA) Floodplain

3.1.2 TRCA Floodplain

A desktop review of background information has been completed for the Master Environmental Servicing Plan (MESP) to identify any potential constraints to the redevelopment within the Focused Study Area. The results of this review have identified a Regulated Area corresponding to the Regulatory Flood Hazard and associated Regulatory Allowance from TRCA for the open drainage feature located predominantly on the east side of Regional Road 50 illustrated on **Figure 5.**

The Regulated Area encompasses open drainage features through the landscape (i.e. channels and roadside ditches) as well as online stormwater management facilities.

TRCA has also indicated that spills have been identified for the drainage feature extending through the study area and terminating on the east side of Regional Road 50. Further analysis is required to determine appropriate mitigation strategies. The requirements to addresses these features in an urban context will require additional investigations.

3.1.3 Dry Industrial and Employment Lands

The Focused Study Area is situated within a key local and provincial industrial employment area. Industrial uses west of Regional Road 50 are identified as a Provincially Significant Employment Zone. Lands east of Regional Road 50 are designated as Dry Industrial use. The existing dry industrial lands located on the east side of the Focus Study Area has the potential to present land use compatibility issues with future land uses proposed in the Planning Alternative Plans.

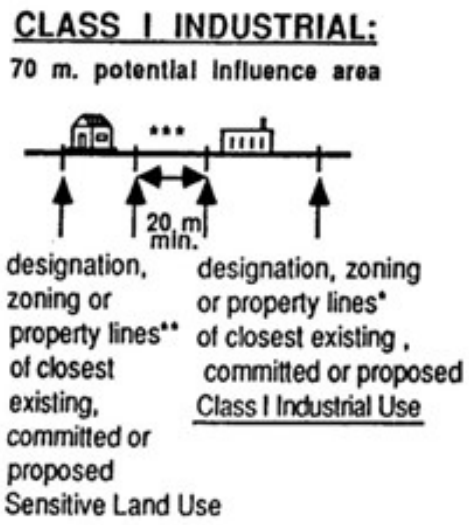


Figure 6: Class I Industrial

A Guideline D-6 Compatibility Study was undertaken to assess any potential impacts the existing industrial land uses may have on future developments and the surrounding area within the Focused Area. Each class (Class I, II, or III) of industrial use has a defined minimum separation distance (MSD) between a sensitive land use and an industrial use, and a potential influence area (PIA).

MSD is defined as a formula and set of guidelines developed by the province to separate land uses to reduce incompatibility concerns about industrial land uses. Separation is determined by potential influence area, and a minimum buffer where incompatible development should not take place. For example, Class I industrial uses have a 70m potential influence area around an industrial use, and a 20m buffer where incompatible uses such as residential land use should not be placed.

Figure 7: Potential Land Use Compatibility Issues Around Dry Industrial Area

If a sensitive land use is found within the MSD, a detailed assessment of the impacts will be required and if it is within a PIA, a qualitative assessment is required to determine the need for a detailed assessment.

Based on the D-6 Study the following findings were presented as part of the D-6 Compatibility Study:

- Facilities/uses were identified within the Dry Industrial area for having the potential for emissions shown on **Figure 7**;
  - 14 facilities/uses with stationary noise sources
  - 2 facilities/uses with odour sources
  - 4 businesses with dust sources
  - Noise and vibration sources from the rail line to the north

As a result of these limitations, further study is required to determine if residential land uses can be accommodated within the PIA. If buildings greater than 3 storeys are proposed, air emission testing must also be completed to ensure no adverse effects.

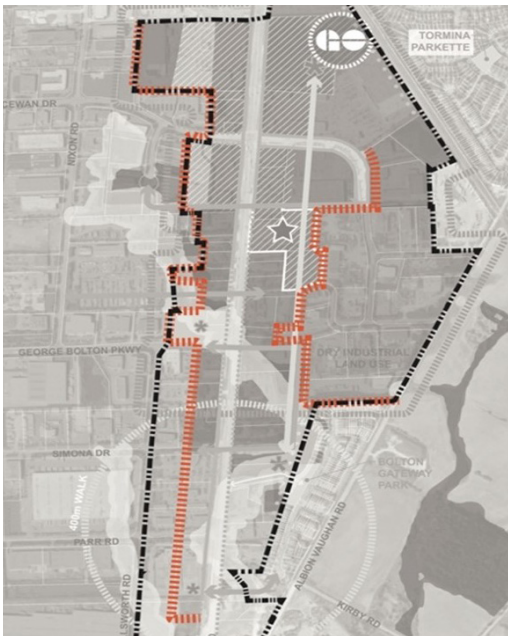


Figure 8: Buffer from Industrial Land Uses

A buffer from industrial uses, as illustrated on **Figure 8** is shown on both Planning Alternative Plans. The buffer suggests locations where wider landscaping and/or collector roads could be placed, or where no residential uses would be permitted.

3.1.4 Current Development Applications

There are three current development applications that aim to infill / intensify the Focused Study Area as illustrated in **Figure 9**: a 5-storey hotel (12476 Highway 50), a 25 – 29 storey mixed use condominium (12599 and 12563 Regional Road 50), and a 6 and 7 storey apartment building (12148 Albion Vaughan Road).

The development for 12599 and 12563 Regional Road 50 and 2 Industrial Road proposes five mixed use residential and commercial buildings ranging in height of 23 – 29 storeys. This application has the most potential to impact the development of the Preferred Planning Alternative and is indicated in Planning Alternative 1 as MTSA High Density Mixed Use and

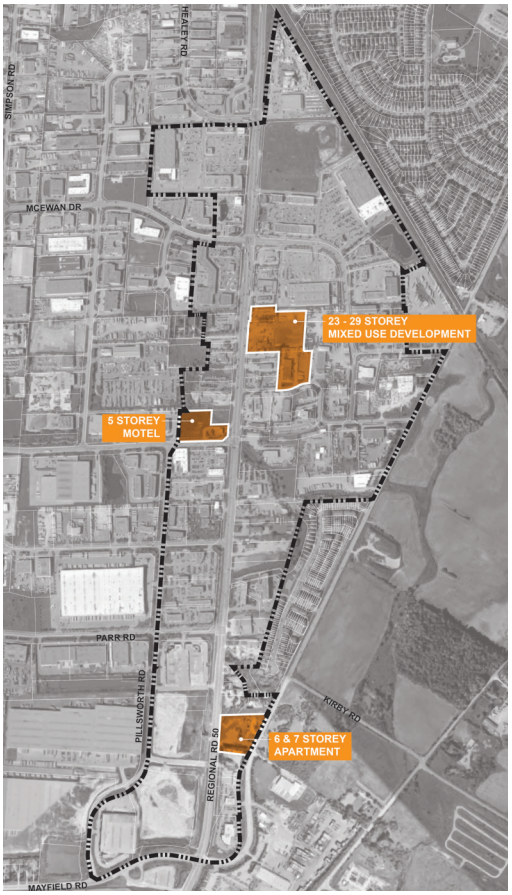


Figure 9: Current Development Applications

Planning Alternative 2 as Retail Commercial / Office. These applications are indicated on both Planning Alternatives on **Figure 9**.

3.1.5 Existing Streets and Blocks

The existing street network includes wide rights-of-way with multiple lanes of traffic and large intersection spacing. Large surface parking lots line Regional Road 50. Both Plans will prioritize the Queen Street Corridor (Regional Road 50) arterial to accommodate the future growth of medium to high density residential and employment uses. Each Alternative will provide an improved street network with new collector roads to reduce street and block length along Regional Road 50.

Further, both Alternatives will facilitate an active transportation network with sidewalk extensions along Regional Road 50 to reduce disconnected sidewalks on both sides of the street. As well an appropriate cycling network will also be identified **(Figure 10)**.

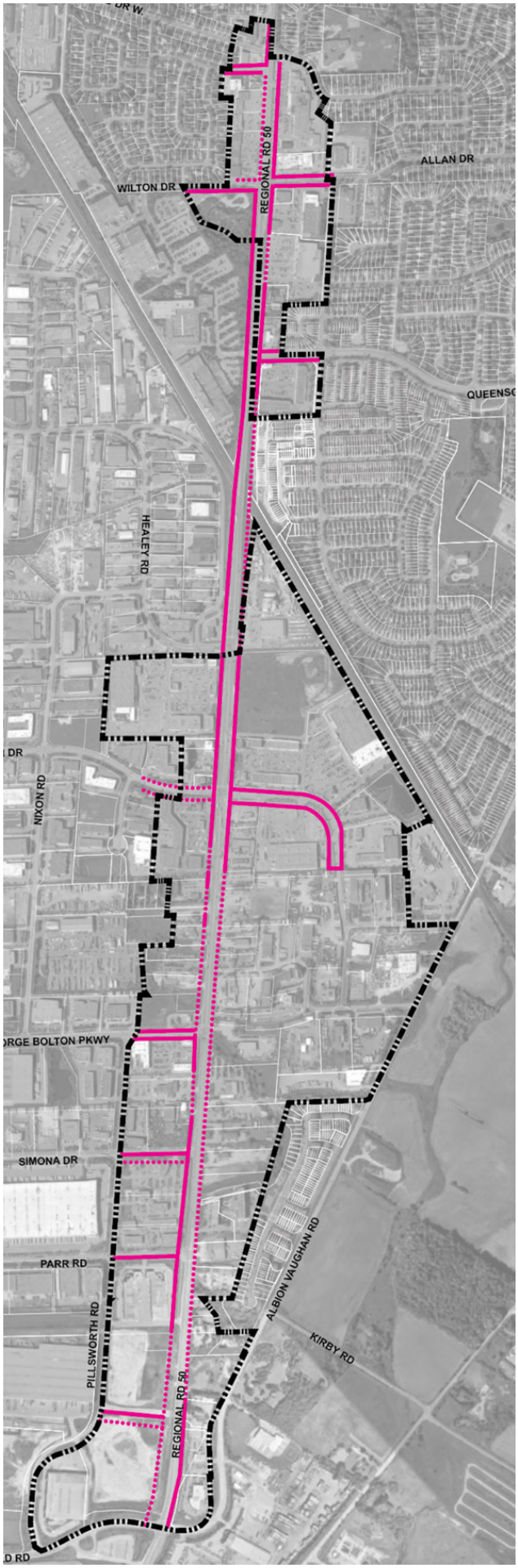


Figure 10: Proposed Sidewalk Extensions

3.2 The Alternatives

The following describes key land use categories and design elements for Planning Alternatives 1 and 2. **Section 3.3** provides detailed descriptions for land use categories for both Planning Alternatives.

3.2.1 Planning Alternative 1 – Higher Order Transit

Alternative 1 is centred around the vision of a 2nd GO Train Station located along Regional Road 50, south of the rail line as illustrated in Planning Alternative 1 **(Figure 11)**.

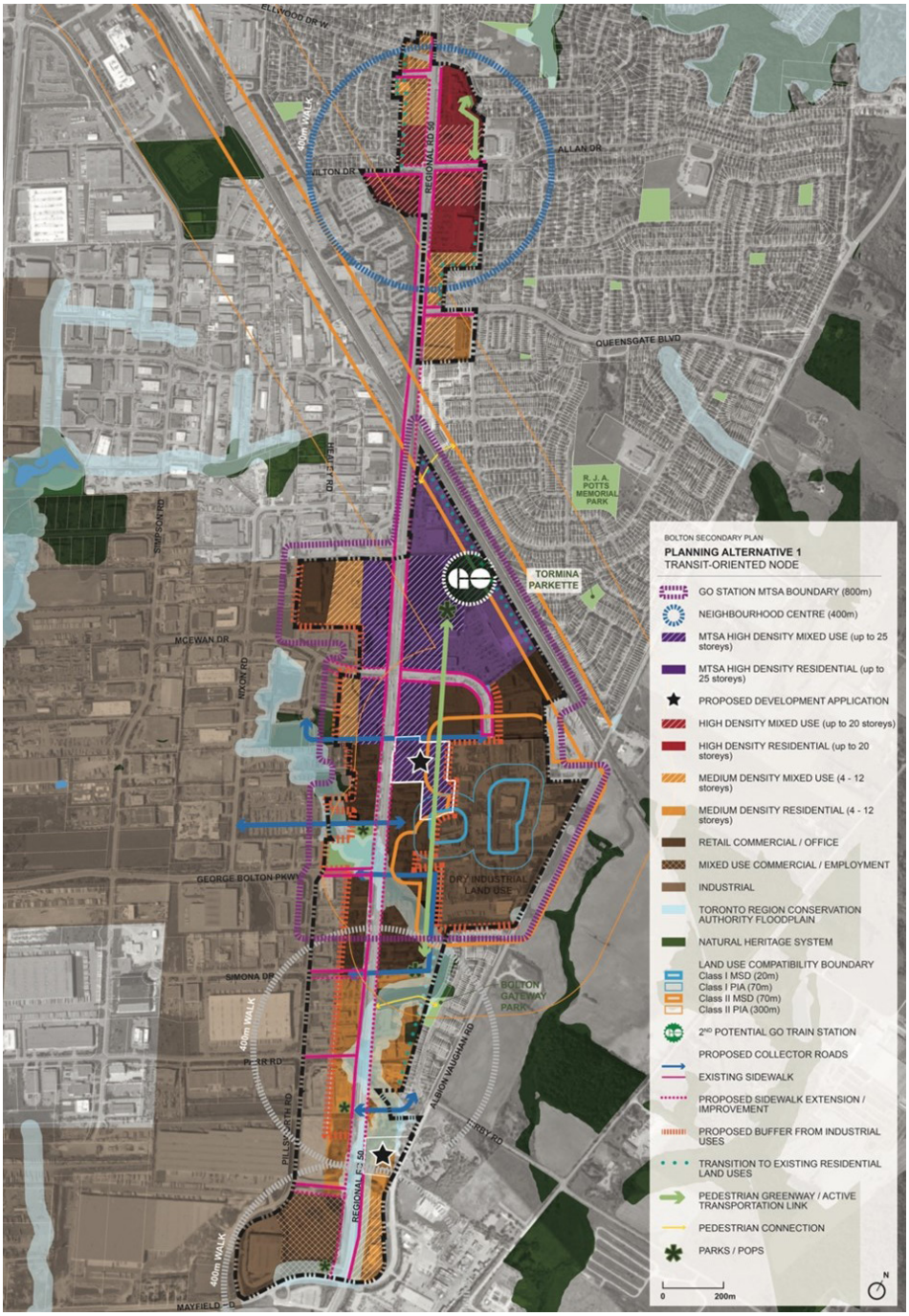


Figure 11: Planning Alternative 1 - Higher Order Transit

The following summarizes Planning Alternative 1 key features

- The GO Train Station Urban Centre is proposed as a high-density mixed-use and residential area in closest proximity to the Station;
- A new Urban Square will be developed central to the GO Train Station Urban Centre, providing placemaking opportunities for public events, public art and passive recreation;
- A new north-south pedestrian greenway provides safe active transportation connections from an expanded Bolton Gateway Park and its surrounding residential area to the GO Train Station Urban Centre;
- A pedestrian bridge has been identified to connect through the southerly edge of the townhouse development north of the railway to the GO Train Station;
- High-density residential and mixed-uses are focused within the northern Neighbourhood Centre. A transition in height to the existing low-rise neighbourhoods is illustrated with a blue dotted line on the Alternative Plan and will be created through appropriate setbacks, built form and possible landscape buffers;
- A small pedestrian greenway connection will connect existing schools in the Neighbourhood Node and park / POPS (Privately Owned Public Space);
- Bolton's Gateway at Regional Road 50 and Mayfield Road is proposed with a mix of low to medium-density mixed use commercial and office uses with a focus on high-quality built form and design of the public realm;
- Commercial and office uses are located central to the Urban Corridor, where new east-west road extensions have been introduced to create more compact block sizes and provide additional connections across Regional Road 50 for both pedestrians and vehicles;
- Landscape and pedestrian greenway / active transportation buffers have been introduced to provide a transition from the existing dry industrial uses to commercial/ office and mixed use areas;
- Medium density residential development is directed to the edges of the Urban Corridor, transitioning down to the low-rise industrial development to the west and residential areas to the east.

3.2.2 Planning Alternative 2 – Neighbourhood Nodes

Planning Alternative 2 focuses on a neighbourhood node approach where neighbourhoods are centred around parks and open spaces **(Figure 12)**.

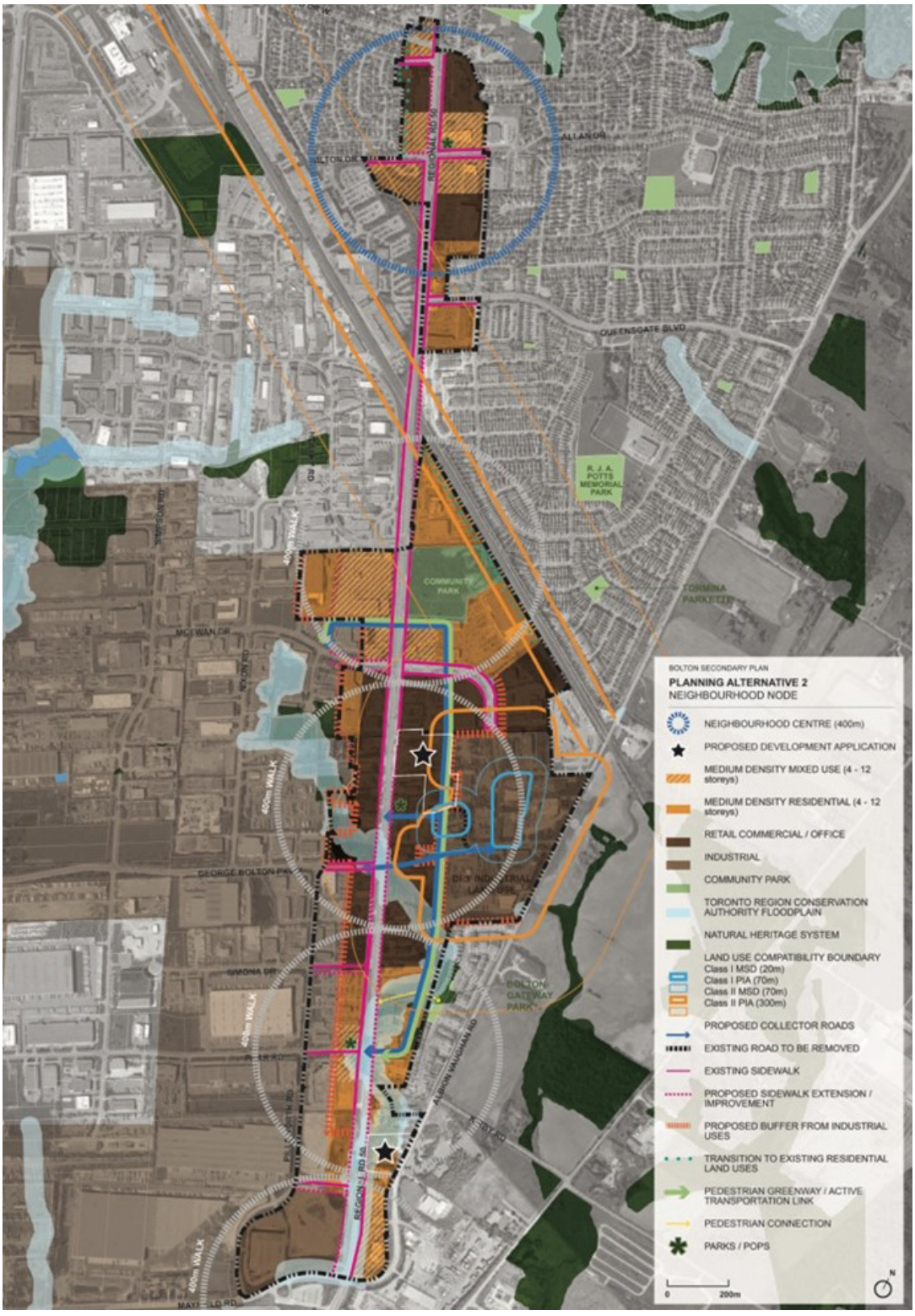


Figure 12: Planning Alternative 2 - Neighbourhood Nodes

The following summarizes Planning Alternative 2 key features:

- Four walkable medium-density, mixed-use neighbourhoods have been created, centred around new parks space located approximately 400 metres apart.
- A commercial and office neighbourhood is located central along the Urban Corridor, where at the centre will be a centralized park space.
- A new Community Park is proposed at the northern portion of the Urban Corridor, south of the railway, providing placemaking opportunities for larger public events, public art and both active and passive recreation for the surrounding medium-density residential area and beyond.
- Bolton's Gateway at Regional Road 50 and Mayfield Road will be developed with a mix of low to medium-density commercial and office uses up to 12 storeys, with a focus on high-quality built form and design of the public realm and each site.
- An extensive new north-south looped road on the east side of Regional Road 50, behind commercial and office development, will provide additional pedestrian and vehicular connections through the Urban Corridor while also buffering future residential lands from the existing dry industrial uses.
- Buffers in the form of a pedestrian greenway / active transportation link and north-south collector road has been introduced to provide a transition from the existing dry industrial uses to commercial/office and mixed use areas.
- Medium density residential development, permitted up to 12 storeys, is directed to the ends of the Urban Corridor, transitioning down to the low-rise industrial development to the west and residential areas to the east.

3.3 Description of the Land Use Categories

The following provides an overview of the land use categories for Planning Alternatives 1 and 2, including the envisioned design, height, density, and permitted uses for:

- The GO Train Station and MTSA;
- The Bolton Gateway Precinct,
- MTSA High Density Mixed Use;
- MTSA High Density Residential;
- Neighbourhood Centre – High Density Mixed Use;
- Transportation and Active Transportation.
- Neighbourhood Centre - High Density Residential,
- Medium Density Mixed Use;
- Medium Density Residential;
- Retail Commercial / Office;
- Parks and POPS; and

3.3.1 GO Train Station and MTSA

A 2nd GO Train Station is contemplated along Regional Road 50, south of the railway in Alternative 1 **(Figure 13)**. Areas within approximately 800 metres of the GO Train Station will be part of a proposed GO Train Station MTSA boundary. These areas can include high-density mixed uses to support higher order transit. The MTSA will create a vibrant urban environment with space for entertainment, leisure and civic activities where a variety of experiences, retail, arts, entertainment and restaurant uses would be located.

3.3.2 MTSA High Density Mixed Use

The tallest and densest built form is envisioned in the proposed GO Train Station MTSA to support higher order transit. MTSA High-Density Mixed-Use Areas surround the proposed GO Train Station and the intersection of Regional Road 50 and McEwan Drive with heights up to 25 storeys. The Official Plan permits a minimum of 150 people and jobs for an MTSA. In order to understand better what is appropriate given the permitted heights some preliminary modelling was done. It is important to note that while modelling helps to understand better an area to be developed it is only a demonstration of how an area could build out. The modelling took into account appropriate transitions and built form best practices to determine a density of approximately 275 units per hectare and 640 people and jobs per hectare **(Figure 14).**

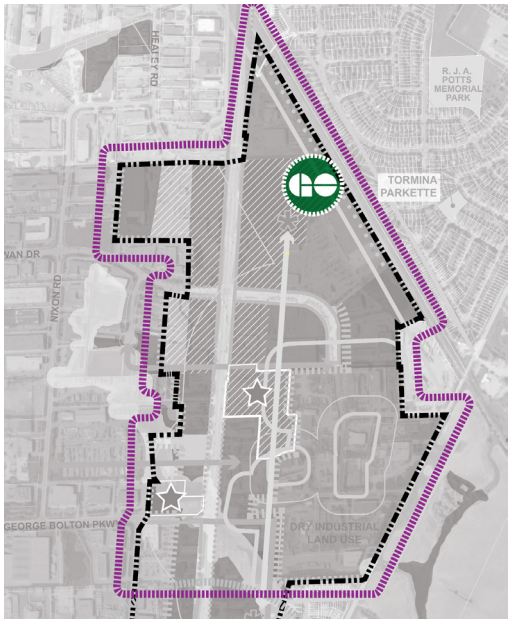


Figure 13: 2nd GO Train Station and MTSA boundary

Mixed use buildings could include retail and / or office, community facilities and services at grade of high-rise mixed-use residential buildings. Buildings are oriented to the main streets (Regional Road 50 and / or McEwan Drive) to aid in establishing an attractive public realm and streetscape.

Figure 14: Conceptual Model of the GO Train Station

3.3.3 MTSA High Density Residential

Similar to the MTSA High Density Mixed Use designation, the MTSA High Density Residential land uses are situated surrounding the planned GO Train Station south of the railway and north of McEwan Drive **(Figure 15)**. Residential buildings would be permitted up to 25 storeys tall with a transition of lower heights or residential housing types such as stacked townhouses, townhouses, and multiplexes along the railway to ensure compatibility and reduce shadow impacts to existing low density residential uses north of the railway **(Figure 16)**. Buildings are oriented to the main streets (Regional Road 50 and / or McEwan Drive) to aid in establishing an attractive public realm and streetscape.

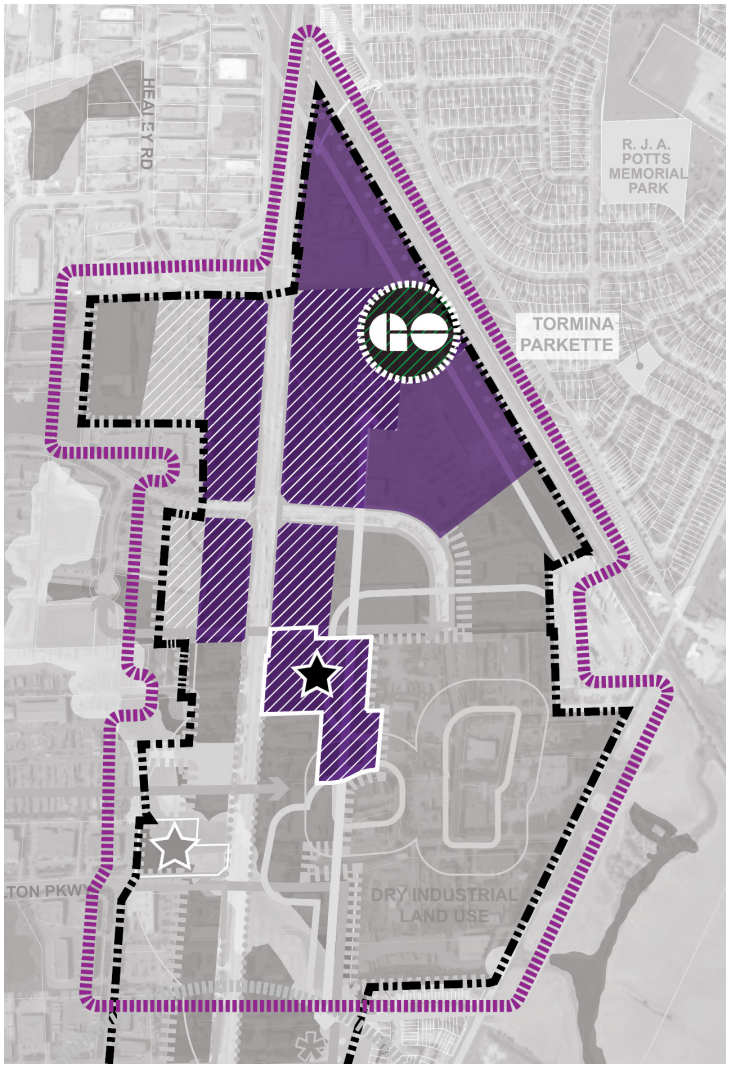


Figure 15: MTSA High Density Mixed Use and MTSA High Density

Figure 16: Examples of MTSA supportive housing types and built form

3.3.4 Bolton Gateway Precinct

The entrance to the Bolton community at the intersection of Mayfield Road and Regional Road 50 will be emphasized through taller built form and/or a distinctive gateway feature such as form at the intersection of Mayfield Road and Regional Road 50.

Alternative 1: The southern entrance to Bolton in Alternative 1 is proposed to be a mixed use employment / commercial area with taller built form as well as gateway features such as public art, an urban square and/or a POPS **(Figure 17).** This area will include multi-storey commercial and office buildings with main entrances oriented to the intersection of Regional Road 50 and Mayfield Road.

Alternative 2: Bolton's Gateway at Regional Road 50 and Mayfield Road is designated as Industrial in Alternative 2 **(Figure 18)**. This area may include industrial related office buildings as an extension of the existing industrial uses west of the Focused Study Area, or smaller scale industrial uses oriented to the main intersection at Regional Road 50 and Mayfield Road.

Figure 17: Mixed Use Commercial / Employment at the Bolton gateway emphasized with parks / POPS at the main intersection

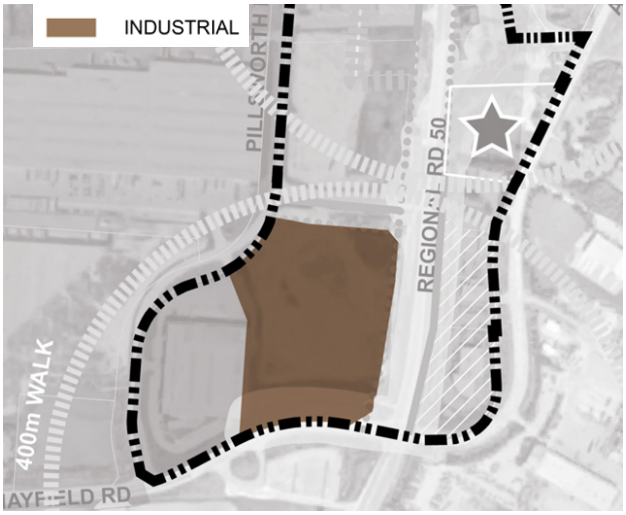


Figure 18: Bolton Gateway Precinct with industrial land uses

3.3.5 Neighbourhood Centre - High Density Mixed Use

The draft Future Caldeon Official Plan identifies the intersection of Regional Road 50 and Wilton Drive / Allan Drive as a Neighbourhood Centre. Neighbourhood Centres are to be planned as vibrant focal points for the surrounding neighbourhood offering a range of goods and services to the neighbourhood for residents and worker daily needs that are within easy walking or cycling distance.

The Official Plan permits a minimum of 50 people and jobs in the Neighbourhood Centre. Similar to modelling completed for the MTSA, preliminary modelling was completed for the Neighbourhood Centres in Planning Alternatives 1 and 2.

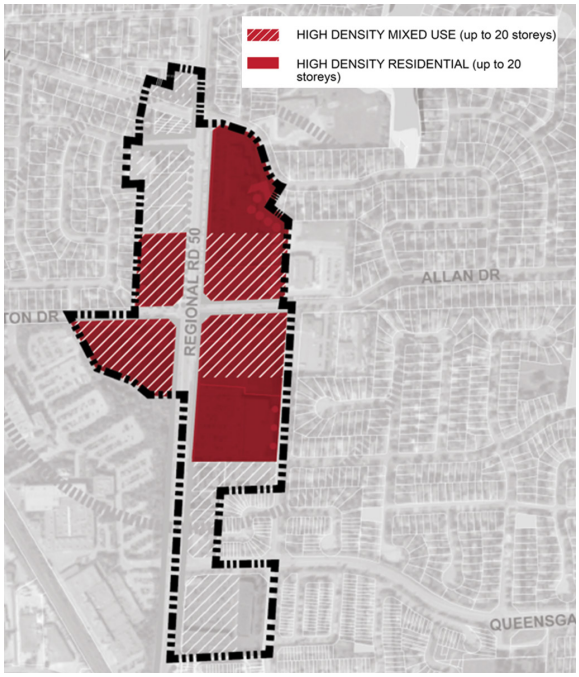


Figure 19: High Density Mixed Use and High Density Residential land uses

The intersection of Regional Road 50 and Wilton Drive / Allan Drive is proposed for High Density Mixed Use in Alternative 1 with buildings proposed to be a maximum of 20 storeys tall with a transition of lower heights or intervening built form such as stacked townhouses, townhouses, and multiplexes to give a density of approximately 198 units per hectare and 544 people and jobs per hectare as illustrated in **Figure 19** and modelled in **Figure 20**.

Figure 20: Conceptual Model for Neighbourhood Centre in Alternative 1

The model for both Alternatives illustrate buildings oriented towards major street frontages (Regional Road 50 and Wilton Drive / Allan Drive) to aid in establishing an attractive public realm and streetscape.

Mixed use buildings in this designation include a mix of retail and residential buildings, as well as retail and / or office at grade of mixed-use buildings. Upper floors or podiums of multi-storey mixed use residential buildings may also include retail or office uses.

3.3.6 Neighbourhood Centre - High Density Residential

High Density Residential Area is located on the east side of Regional Road 50 bookending the High-Density Mixed-Use areas. Residential buildings may range in height to 20 storeys where block depth and transitions to adjacent residential built form permits. Transition to lower heights along Landsbridge Street bordering existing lower density residential areas are needed to ensure compatibility and reduce shadow impacts. Buildings should orient their main entrances and windows facing Regional Road 50.

3.3.7 Medium Density Mixed Use

Figure 21: 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

Alternative 1: Alternative 1 shows Medium Density Mixed Uses are located in the Neighbourhood Centre along Regional Road 50 corridor, along the edges of MTSA High Density Mixed Use areas west of Regional Road 50, and at the intersection of Mayfield Road east of Regional Road 50 **(Figure 24)**.

Alternative 2: Alternative 2 shows Medium Density Mixed Use built form is proposed in the Neighbourhood Centre at the intersection of Regional Road 50 and Wilton Drive / Allan Drive, at the intersection of Regional Road 50 and McEwan Drive, at the western intersection of Regional Road 50 and Parr Road, and at the eastern intersection of Regional Road 50 and Mayfield Road **(Figure 25)**. The model for Alternative 2, illustrated in **Figure 22**, shows a density of approximately 149 units per hectare and 385 people and jobs per hectare.

Buildings range in height between 4 – 12 storeys and transition to lower heights when bordering existing lower density residential areas **(Figure 21).** Buildings are orientated towards major street frontages (Regional Road 50) to aid in establishing an attractive public realm and streetscape. Mixed use buildings, or areas with a mix of uses are permitted. Permitted uses could include retail, mixed use, service, office, cultural, institutional, educational, hospitality,

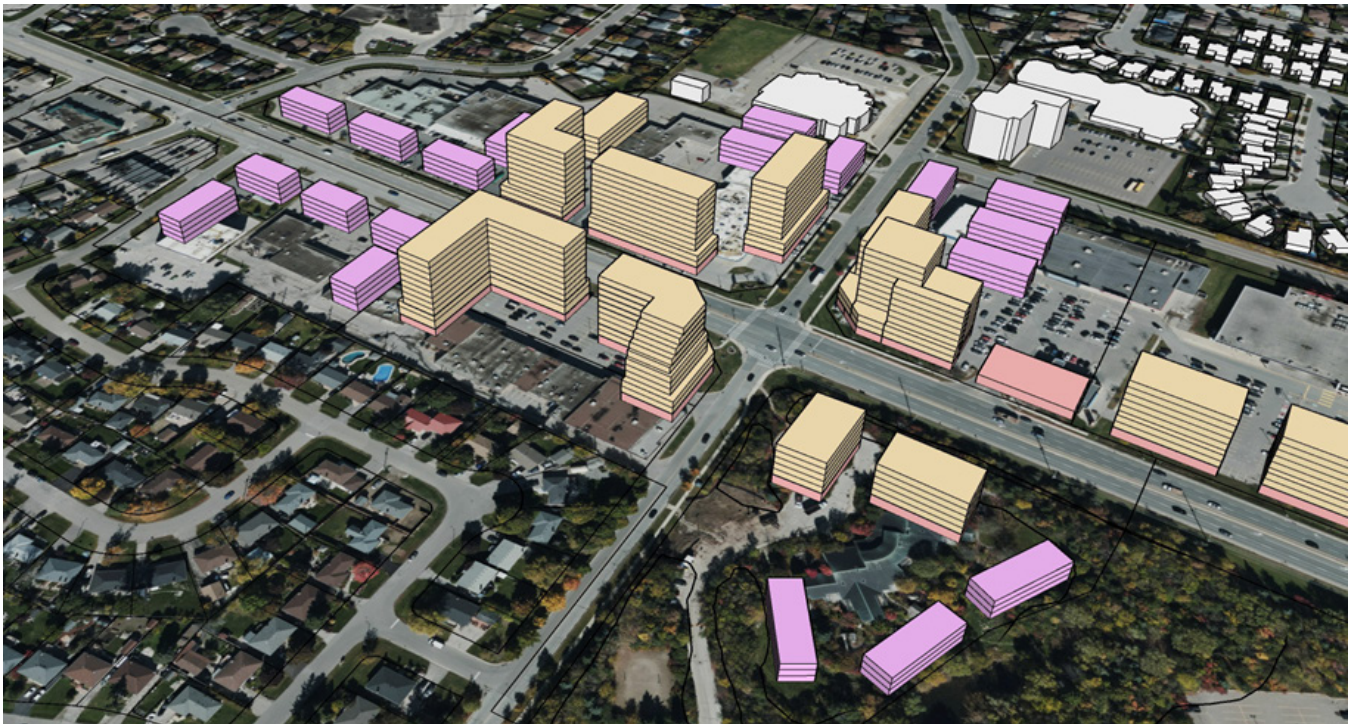


Figure 22: Conceptual Model for Neighbourhood Centre in Alternative 2

entertainment, recreational and other related uses **(Figure 23)**. Residential uses include ground-oriented units such as townhouses, stacked townhouses, multiplexes, and mixed-use apartment **(Figure 23)**.

Medium Density Mixed use areas bordering existing industrial lands include appropriate landscape buffers to reduce adverse impacts from surrounding uses.

3.3.8 Medium Density Residential

Alternative 1: Medium Density Residential uses in Alternative 1 are located east of Regional Road 50, south of Queensgate Boulevard bordering Medium Density Mixed Uses and along Regional Road 50 between Simona Drive and Agrocrop Road **(Figure 24).**

Alternative 2: Medium Density Residential uses in Alternative 2 are proposed east of Regional Road 50, on the north and south side of Queensgate Boulevard, surrounding the Community Park south of the railway, along the edges of Medium Density Mixed Use and Retail Commercial / Office areas, and along Regional Road 50 between Agrocrop Road and Simona Drive **(Figure 25).**

Figure 23: Example of Medium Density and mid-rise built form

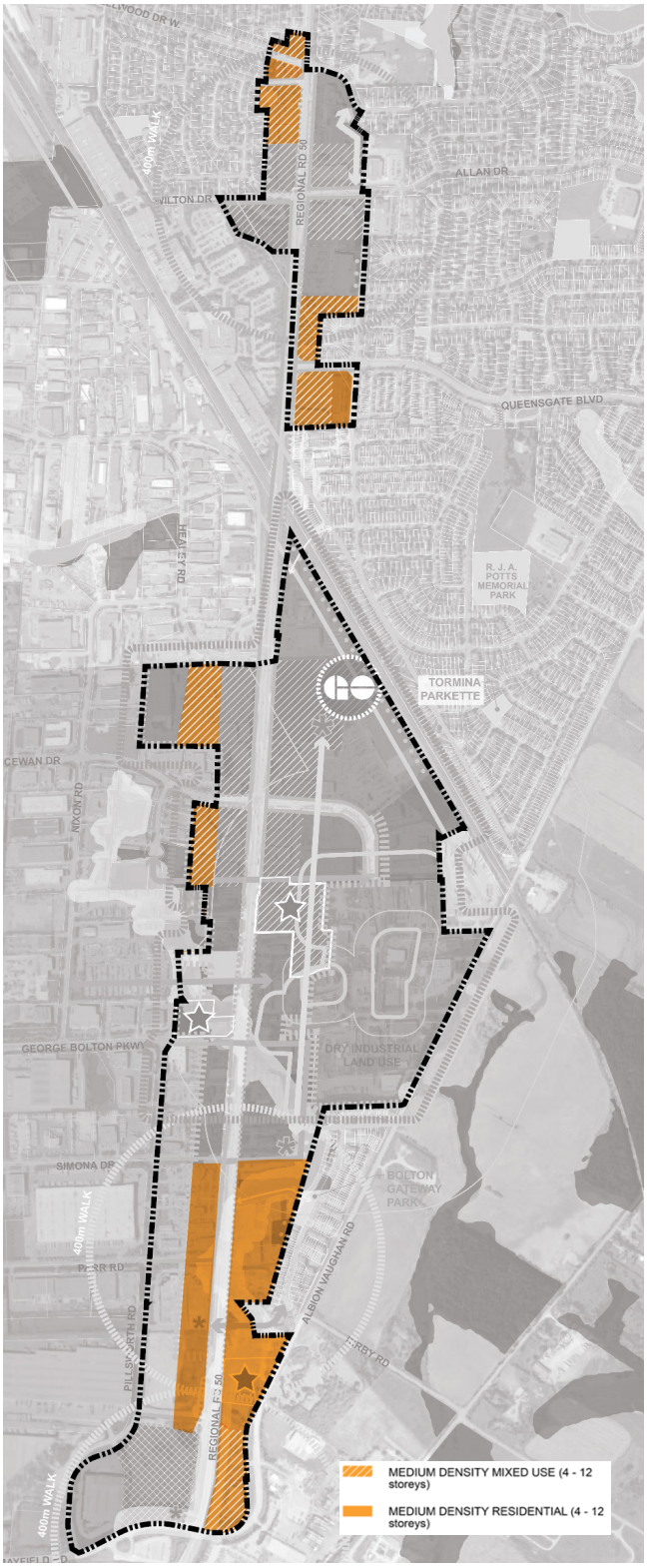


Figure 24: Medium Density Mixed Use and Medium Density Residential land uses for Alternative 1

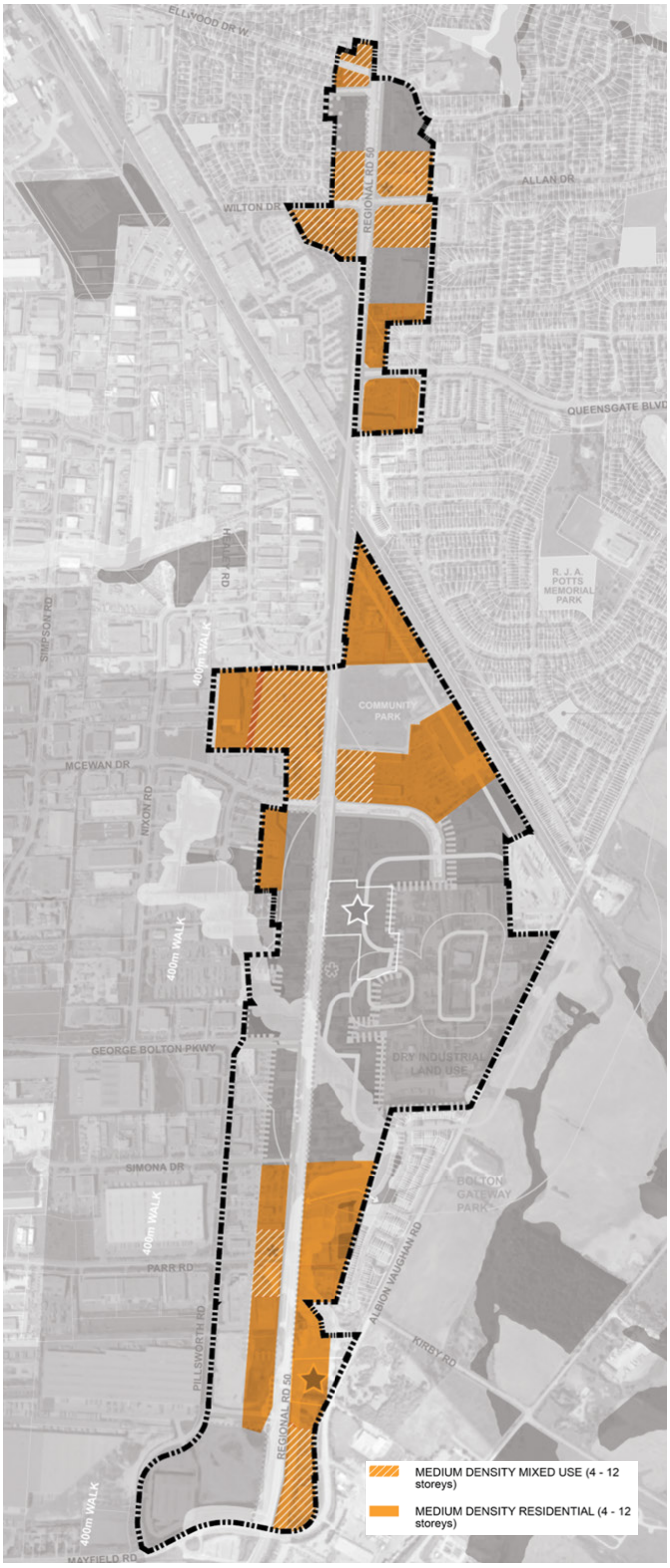


Figure 25: Medium Density Mixed Use and Medium Density Residential land uses for Alternative 2

Built form can range in height between 4 – 12 storeys with transition to lower building or built form types when bordering existing lower density residential areas. Residential uses include ground-oriented units such as townhouses, stacked townhouses, multiplexes, and apartments.

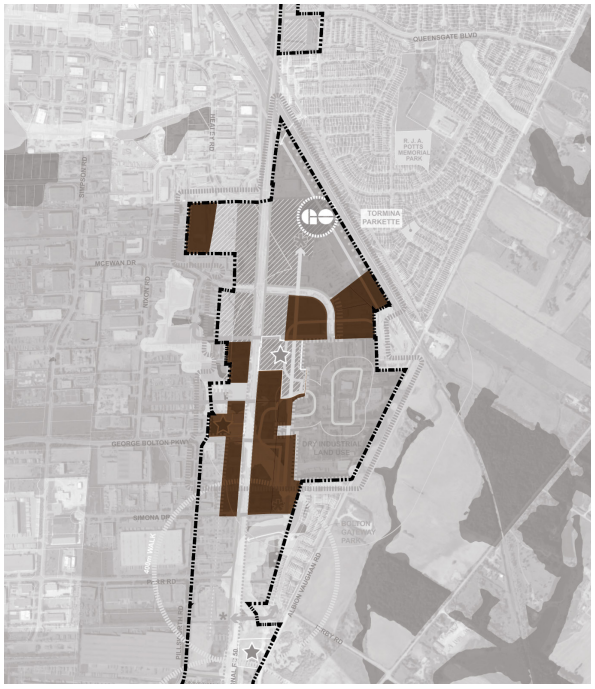


Figure 26: Medium Density Mixed Use and Medium Density Residential land uses for Alternative 1

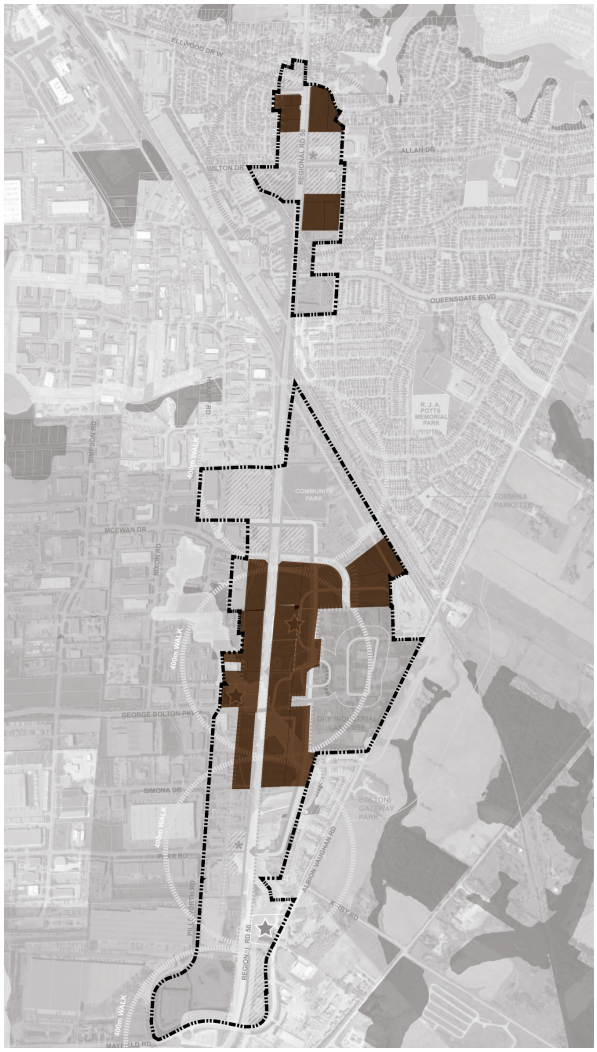


Figure 27: Medium Density Mixed Use and Medium Density Residential land uses for Alternative 2

3.3.9 Retail Commercial / Office

Alternative 1: Retail commercial / office uses surround the Dry Industrial area east of Regional Road 50 at the terminus of McEwan Drive. These land uses are also located along Regional Road 50 between the new east-west collector road located 200 metres south of McEwan Drive and Simona Drive **(Figure 26)**.

Alternative 2: Retail commercial / office uses surround the Dry Industrial area east of Regional Road 50 at the terminus of McEwan Drive, and along Regional Road 50 between McEwan Drive and Simona Drive. In the Neighbourhood Centre, retail commercial / office uses bookend the Medium Density Mixed Uses at the intersection of Regional Road 50 and Wilton Drive / Allan Drive **(Figure 27)**.

Buildings may be a mix of retail commercial / office uses in one building or may be standalone retail commercial / office buildings. Buildings are minimum 2 storeys in height, with taller building heights oriented to Regional Road 50.

Retail commercial uses include retail and service commercial uses, restaurants with street-oriented patios, grocery stores, small scale office buildings, clinics, hotels or daycare centres.

Figure 28: Example of a Retail / Office building

3.3.10 Parks and Open Space

Alternative 1: Most park spaces envisioned are in the form of urban squares or parkettes integrated with surrounding buildings as demonstrated by **Figure 29.**

Parks / POPS (Privately Owned Publicly Accessible Spaces) of a size ranging between 0.5 and 1 hectares are proposed at the Regional Road 50 / Mayfield Road gateway, at the terminus of a collector road extension from Morra Avenue to Regional Road 50, and at the GO Train Station. A park / POPS is also located west of the existing George Bolton Gateway Park. This park / POPS will offer additional park space within the Focused Study Area as an extension of the existing park. A larger 2 hectare park is proposed on the northwest quadrant of George Bolton Parkway and Regional Road 50 outside a TRCA floodplain. Generally, parks are located on a 400 metre service radius.

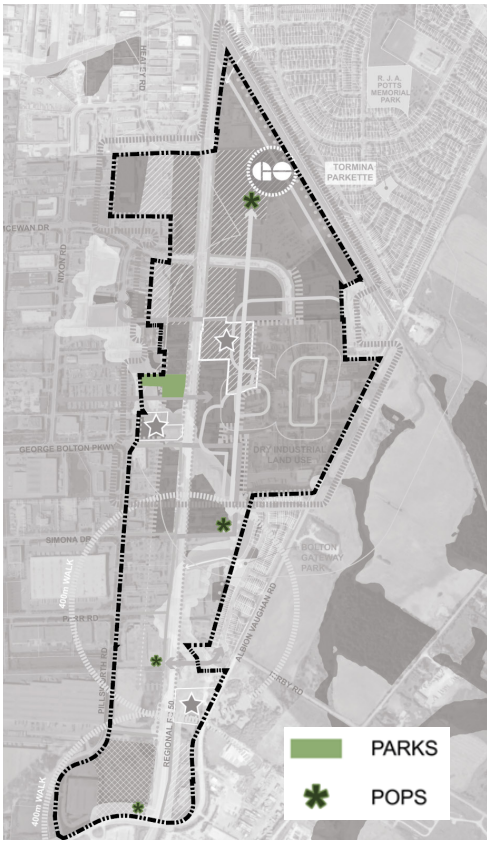


Figure 29: Alternative 1 Parks / POPS

Alternative 2: Provides a 7 hectare community park on the east side of Regional Road 50 south of the railway. The Community Park is in a highly visible and accessible space surrounded by medium density land uses. Supplementary to the Community Park, smaller park / POPS spaces are located at the southern terminus of the north-south collector road north of Parr Road, at the northeast quadrant of Regional Road 50 and Industrial Road, and at the northeast corner of the Regional Road 50 and Wilton Drive / Allan Drive intersection **(Figure 30)**.

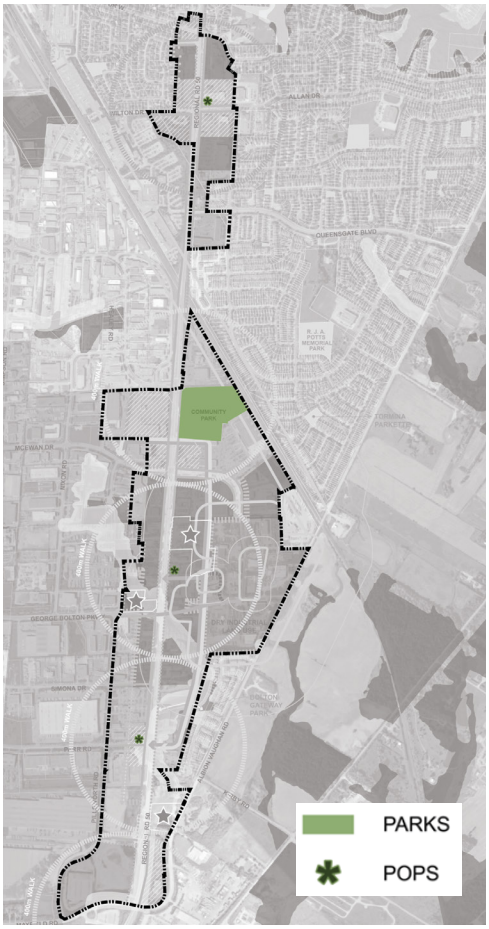


Figure 30: Alternative 2 Parks / POPS

Figure 31: Millennium Park in Markham is an example of an urbanized community park

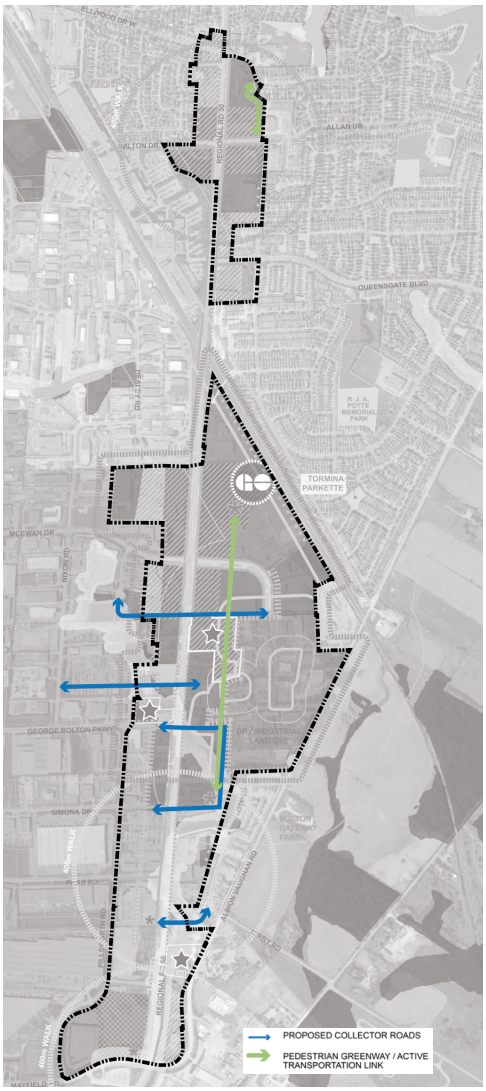


Figure 32: East-west collector roads and pedestrian greenway / active transportation connections for Alternative 1

3.3.11 Transportation and Active Transportation

Alternative 1: Proposes five new east-west collector roads as illustrated in **Figure 32**. Proposed roads connect existing cul-du-sac, dead end roads, or extend roads to create a finer grid street network. Proposed roads reduce block sizes from the existing 400 x block sizes to a maximum block length of 250 metres. Collector roads can accommodate sidewalks on both sides of the street, separated bike lanes, and on-street parking.

A north-south pedestrian greenway / active transportation link with a minimum width of 10 metres is proposed along the edge of the dry industrial land use area, extending from the proposed parks / POPS east of Bolton Gateway Park to the proposed GO Train Station parks/ POPS.

Another north-south pedestrian greenway / active transportation link is proposed from Allan Drive to Ellwood Drive East. This north-south connection will create a pedestrian-friendly connection between Holy Family Elementary School and Ellwood Memorial Public School.

The pedestrian greenway / active transportation link will include a minimum 4 metres wide path to provide space for pedestrians and cyclists and trees on both sides of the path **(Figure 33)**.

Figure 33: Example of a pedestrian greenway / active transportation linkage

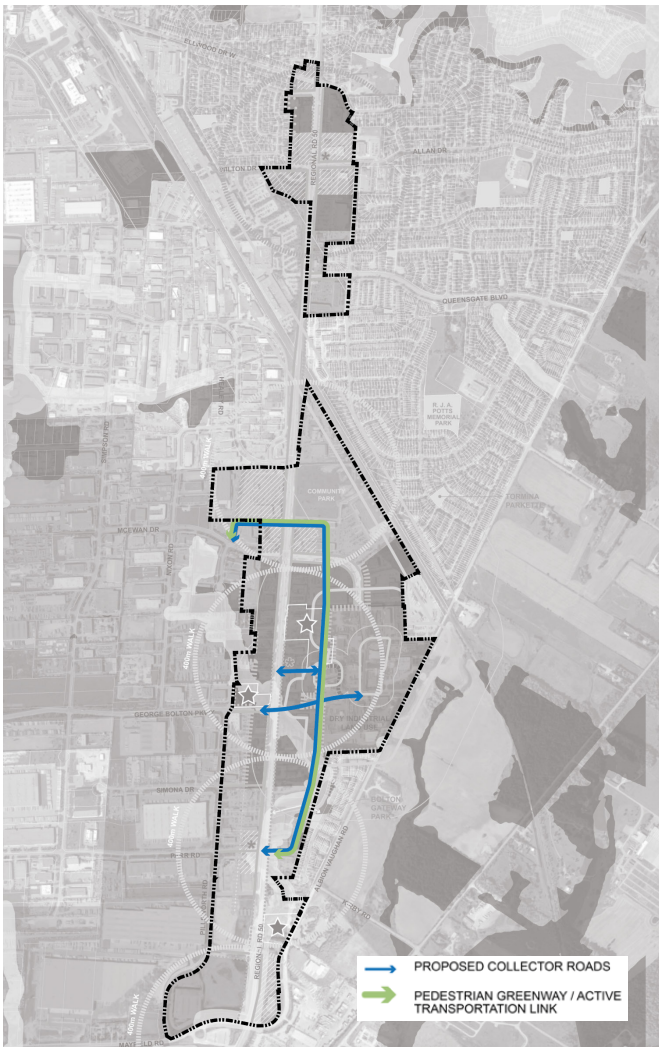


Figure 34: New collector roads and pedestrian greenway / active transportation connections for Alternative 2

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. In addition, one east-west collector road will extend George Bolton Parkway and allow the bend in Industrial Drive to be removed. Industrial Drive is to extend from the new north-south collector to Regional Road 50.

The east-west roads help with the awkward geometry of Industrial Road and assist with connectivity **(Figure 34)**. The Multi Use Pathway is proposed to be 3 metres wide with street trees.

Figure 35: Example of complete streets approach for new collector roads

4 Evaluation Criteria and Measures

The purpose of the Evaluation Criteria (Criteria) is to guide the evaluation of the two Planning Alternatives for the Bolton Secondary Plan Area. The Criteria will be used to determine what elements of each Planning Alternative are preferred and should be included in the Preferred Planning Alternative.

Organized under the eleven Guiding Principles of the Bolton Secondary Plan, the Criteria are action-oriented directions that will be used to guide the development of the Preferred Plan and draft policies and ultimately implement change in the Secondary Plan Area:

4.1 Bolton Secondary Plan Guiding Principles

Community Design		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.
		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.
		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.

Land Use Mix		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.
		Enhance employment lands and help create development that supports a range of jobs.
Mobility		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.
		Protect and integrate a connected natural heritage system including natural hazards into the design of the community.
Environment & Sustainability		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.

An Evaluation Matrix will be prepared that summarizes the evaluation of the Planning Alternatives against the Evaluation Criteria. It will describe the detailed analysis and the rationale for which elements to include in the Preferred Planning Alternative. The matrix will communicate which Planning Alternatives best achieves each criterion through the following symbology:

Least Preferred
Moderately Preferred

Most Preferred
The Preferred Planning Alternative will not necessarily be one of the Planning Alternatives, but rather a combination of the most preferred elements of each of the two alternatives and could also include additional elements considered through public and stakeholder input.

The draft Evaluation Criteria and Measures are contained within **Appendix A.**

5 Summary of Engagement

Engagement is an important component of this Study. Public engagement has and will include several opportunities for people's voices to be heard. The goal of the engagement is to lead to more informed and, therefore, better decision-making. Below summarizes the public and stakeholder engagement that has occurred as part of Phase 1 of the study. This included an online survey and a Technical Advisory Meeting (TAC).

5.1 Stakeholder Engagement

SGL and the subconsultant team, as well as Town Staff hosted a virtual meeting with the TAC on November 16th, 2023. The purpose of the TAC meeting was to introduce the project team to the Study and present findings from the Background Review Report, opportunities and C\ constraints mapping, and the draft vision and guiding principles.

TAC members were in agreement with findings in the Background Review report, the opportunities and constraints mapping, and the draft vision and guiding principles.

5.2 Online Survey Results

During Phase 1, the Town of Caledon posted an online survey to members of the public. The purpose of the survey was to inform members of the public about the Bolton Secondary Plan Study and gain initial input on how respondents envision Bolton changing over time. One hundred fourteen (114) people responded to the survey between December 10th, 2023, to January 15th, 2024. A detailed summary of the results can be found on **Appendix B.** The following provides a summary of results from the survey:

- A majority of participants live in Bolton;
- Over 50% of participants visit the Focused Study Area one or more times a week;
- The most desired changes to the Focused Study Area include improving walkability, increasing access to retail and shopping, and increasing the range of businesses;
- Participants identified the lack of public transit, attracting a variety of businesses and increasing housing options as the main challenges facing Bolton's growth;
- Mixed use buildings with a mid- to low-rise built form were most preferred in the Focus Area, as well as a mix of stand alone commercial and residential apartments;
- Participants highly desired more parks, and more variety of parks; and
- Participants desired a complete streets approach to street improvements, including dedicated bike lanes, street trees, on-street parking, and wider sidewalks.

5.3 In-Person Open House

On February 22nd, 2024, SGL and HDR attended and conducted an in-person open house. The purpose of the open house was to introduce the project team to members of the public, present findings from the background review, and present the two Planning Alternatives to the public for feedback.

The following summarizes comments from the Open House:

- Public was generally supportive of the Bolton GO Train Station and understanding of density requirements to support it;
- Concerns that the tall buildings will take away from Bolton's historic context;
- Public inquired about opportunities to encourage non-auto access to future GO Train Station;
- Interest in areas outside of the Focused Study Area and how these are going to be incorporated into the Secondary Plan. Questions of the timing for this consolidation and when landowners should become involved for properties outside of the Focused Study Area;
- General interest and opposition for intensification and more mixed uses within the Focused Study Area;
- Skepticism of the practicality proposed Community Park (support for the idea, however many concerns for how the Town could acquire these expensive lands and impacts on taxpayers);
- General lack of support for 23 – 29 storey mixed use development at 12599 Highway 50, 12563 Highway 50, And 2 Industrial Road;
- Support for higher density mixed use in the Neighbourhood Centre; and
- Support for complete streets approach along Regional Road 50, but concern that surrounding streets do not have capacity for traffic that may occur with higher density land use.

In addition to these comments, members of the public were able to mark elements of both Planning Alternatives to show which built form, densities, parks, and streetscapes they most and least preferred. This was illustrated in a "dotmocracy" exercise, with two sets of boards placed on opposite sides of the venue. Results were as follows:

Figure 36: Dotmocracy for Alternative 1, Board 1

Figure 37: Dotmocracy for Alternative 2, Board 1

Figure 38: Dotmocracy for Alternative 1, Board 2

Figure 39: Dotmocracy for Alternative 2, Board 2

6 Next Steps

Based on the feedback received from Council, the Technical Advisory Committee meeting and Open House, both Planning Alternatives will be evaluated to prepare a Preferred Planning Alternative.

The evaluation of the Preferred Planning Alternative will be informed further by the Draft Community Services and Facilities Study, Draft GO Station Feasibility Study and Initial Business Case, Energy Conservation and Sustainability Study, Draft Residential and Commercial and Market Study, Draft Consolidated Bolton Master Environmental and Servicing Plan, Draft Fiscal Impact Analysis, and analysis obtained from 3D modelling of the Preferred Planning Alternative.

A Appendix

A.1 Community Design

Criteria:	Provide Vibrant Public Spaces
Measure:	Ability of Planning Alternative to create a central community focal point(s).
Measure:	Extent to which the Planning Alternative creates community gateways.
Measure:	Extent to which the location of parks and POPS considers viewpoints and act as gateways or neighbourhood focus.
Criteria:	Provide Connections to Parks and Open Space
Measure:	Proportion of Medium and High Density Mixed Use and Residential areas within 800 metres of a community park without crossing major barriers, including Regional Road 50 and the rail line.
Measure:	Proportion of Medium and High Density Mixed Use and Residential areas within 400 metres of a park or POPS without crossing major barriers, including Regional Road 50 and the rail line.
Measure:	Number of parks and POPS located within Mixed Use areas to integrate and connect with the broader public realm.
Measure:	Number of parks or POPS located with minimum 50% street frontage.
Measure:	Proportion of parks or POPS located at an intersection of public streets.
Measure:	Extent that parks or POPS are located adjacent to an existing or proposed trail to maximize linkages.

A.2 Land Use Mix

Criteria:	Support Diversification of Land Uses
Measure:	Proportion of Medium Density Residential and Medium Density Mixed Use Areas.
Measure:	Proportion of High Density Residential and High Density Mixed Use Areas.
Measure:	Proportion of Commercial/Office Area.
Criteria:	Plan for Higher Density Economic Opportunities
Measure:	Estimated number of new jobs to occur in Urban Centres/MTSAs, Neighbourhoods Centres and Urban Corridors.
Criteria:	Support Urban Centre/MTSA Development
Measure:	Proportion of new residential units within 800 metres walking distance of a new GO Station.
Measure:	Proportion of existing residential low-rise neighbourhood areas within 800 metres walking distance of a new GO Station, accessible by walking or active transportation
Criteria:	Support Neighbourhood Centre Development
Measure:	Proportion of Mixed Use Area within the Neighbourhood Centre.
Measure:	Proportion of Commercial/Office Area within the Neighbourhood Centre.
Measure:	Proportion of existing residential low-rise neighbourhood areas within 400 metres of Mixed Use Areas and Commercial/Office Area in the Neighbourhood Centre without crossing the rail corridor.
Measure:	Extent that parks or POPS and trails connect with schools, other institutional uses and community facilities.
Measure:	Opportunities provided to connect the Neighbourhood Centre south across the rail line to the remainder of the Urban Corridor along Regional Road 50.
Criteria:	Support Urban Corridor Development
Measure:	Proportion of Mixed Use Area along the Urban Corridor
Measure:	Proportion of Commercial/Office Area along the Urban Corridor.
Criteria:	Ensure Land Use Compatibility and Transition
Measure:	Efficiency of the proposed land use distribution and transportation network in minimizing conflicts with surrounding industrial areas.
Measure:	Efficiency of the proposed land use distribution to allow for a transition in height to surrounding low-rise neighbourhoods.

A.3 Mobility

Criteria:	Facilitate Walkability and Pedestrian-Scaled Development Blocks
Measure:	Efficiency of new roads in creating an enhanced grid pattern and pedestrian-scaled development blocks.
	(Proportion of blocks not exceeding 80x180 metres, unless separated by pedestrian connections or trails).
Measure:	Efficiency of the road network and active transportation network to minimize potential conflicts by direction and separating vehicle traffic from active transportation users and other measures.
Criteria:	Develop a Comfortable and Safe Active Transportation System
Measure:	Ability to provide multi-use paths, trails and dedicated cycle facilities.
Measure:	Ability for the proposed active transportation network to provide continual network access through the community.
Measure:	Extent of the proposed pedestrian greenway/active transportation link and its efficiency in directing users to parks, mixed use areas and transit.
Measure:	Extent of sidewalk extensions/improvements proposed.
Criteria:	Prioritize Transit Viability
Measure:	Ability of the proposed land use distribution and road network to support future transit along Regional Road 50.
Measure:	Proportion of residential units within 400 metres of a new GO Station.
Measure:	Portion of residential units within 400 metres of the intensification corridor

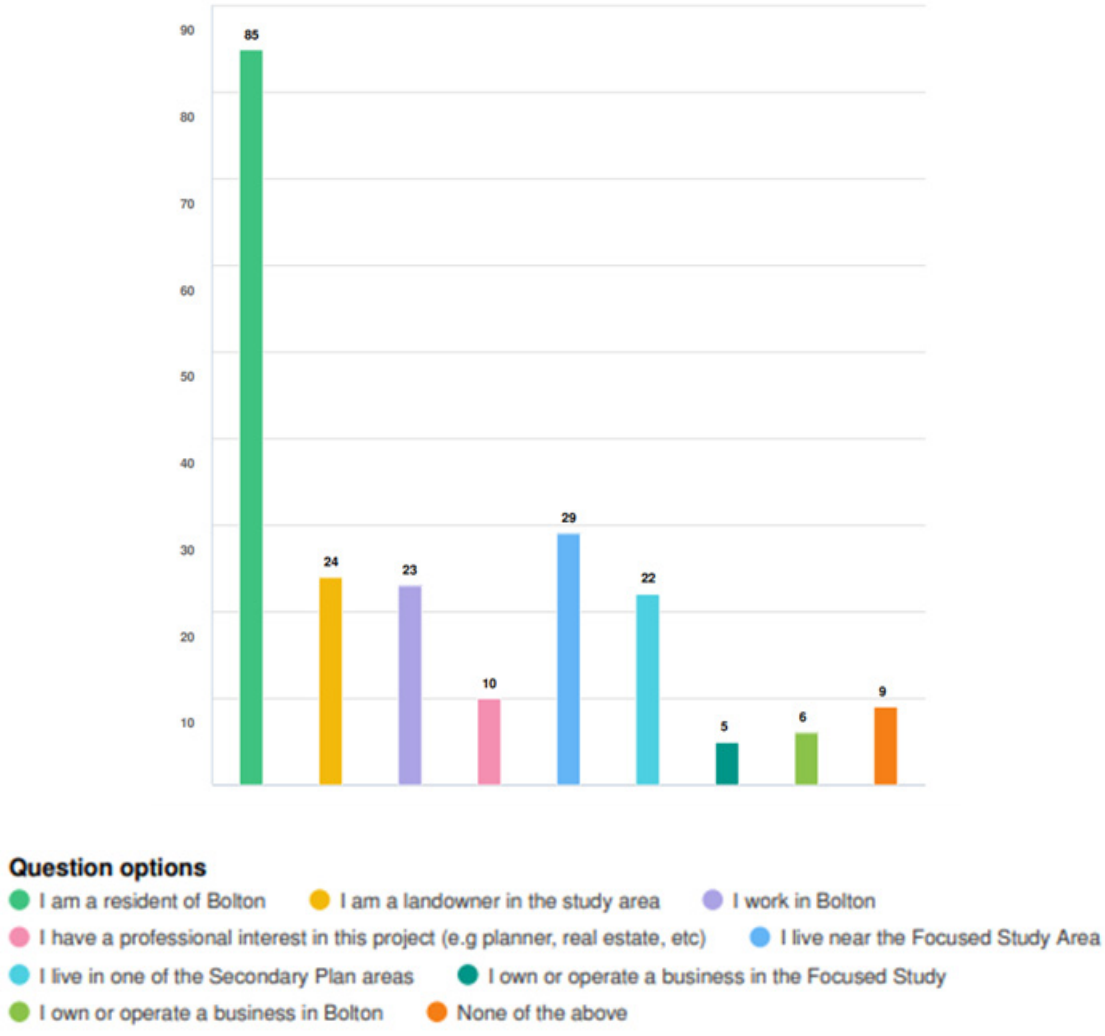
A.4 Environment and Sustainability

Criteria:	Protect Natural Heritage Features and Provide Continuous Connections
Measure:	Number of crossings and total length of new roads that cross the Natural Heritage System.
Measure:	Number of crossings that cross natural heritage system at ecologically sensitive locations.
Measure:	Extent that the active transportation network avoids or has minimal potential impact on the natural heritage system.
Measure:	Extent of potential restoration areas (if any).
Criteria:	Integrate the Natural Heritage System with Parks and Green Space
Measure:	Number of locations where parks and POPS abut or are integrated with the Natural Heritage System.
Measure:	Extent of the pedestrian greenway/active transportation link along the Natural Heritage System.
Criteria:	Incorporate Resilient, Sustainable Design.
Measure:	Ability for the Planning Alternative to provide opportunities to facilitate Low Impact Development techniques for stormwater management and energy infrastructure

B Online Survey Results Summary

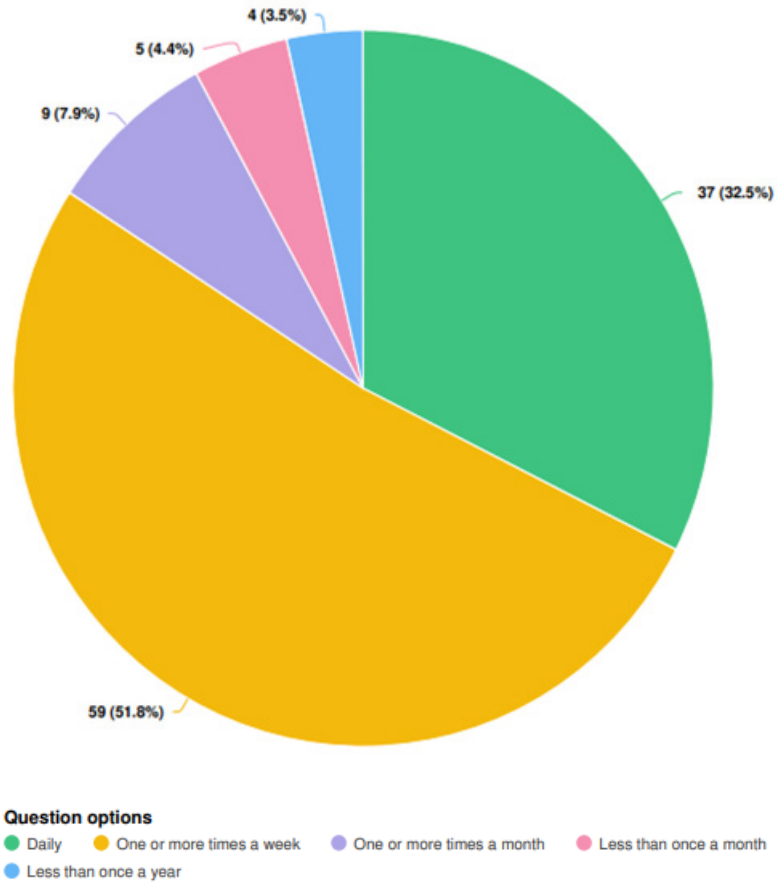
Question 1: We would like to know more about you – please select any statements that apply:

Approximately 75% of respondents were residents of Bolton, approximately 20% of respondents worked in Bolton, approximately 9% of respondents had professional interest in the project (e.g., planner, real estate). Others either lived nearby or owned or operated a business in Bolton. It is worth noting that respondents could select multiple options that applied to them, meaning the choices were not mutually exclusive, and respondents could identify with multiple categories.



Question 2: How often do you visit businesses or services in the Focused Study Area?

Over half (51.8%) of respondents indicated they visited businesses or services in the Focused Study Area at a frequency of one or more times a week, nearly one third (32.5%) of respondents indicated to visit businesses or services in the Focused Study Area daily. With the remaining respondents indicating to visit at less often intervals.



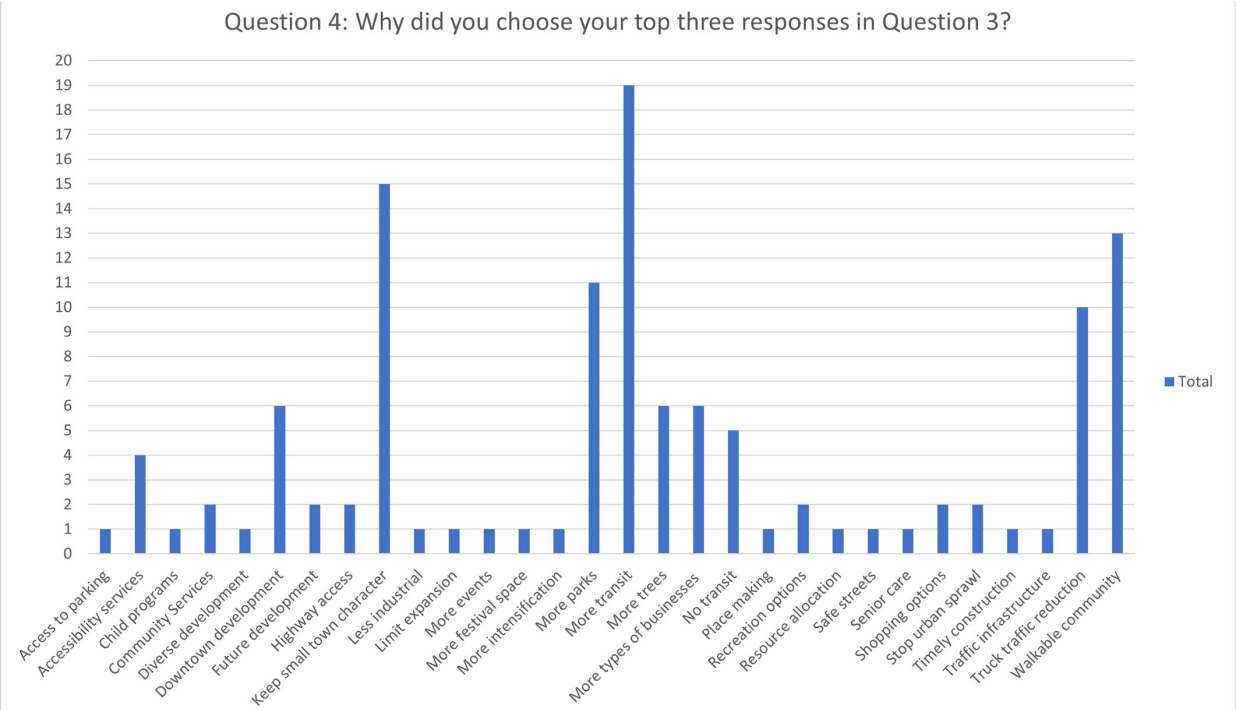
Question 3: Please rank from most to least, what is important to you about how Bolton should grow?

When ranking the most important aspects to how Bolton should grow respondents ranked walkable environment as the most important, access to shopping was ranked on average as second most important, third most important was the range of businesses. The three choices that were ranked as least important on average was the scale and height of buildings, festivals and events and access to parking.

Question 4: Please tell us why you chose your top three responses in Question 3.

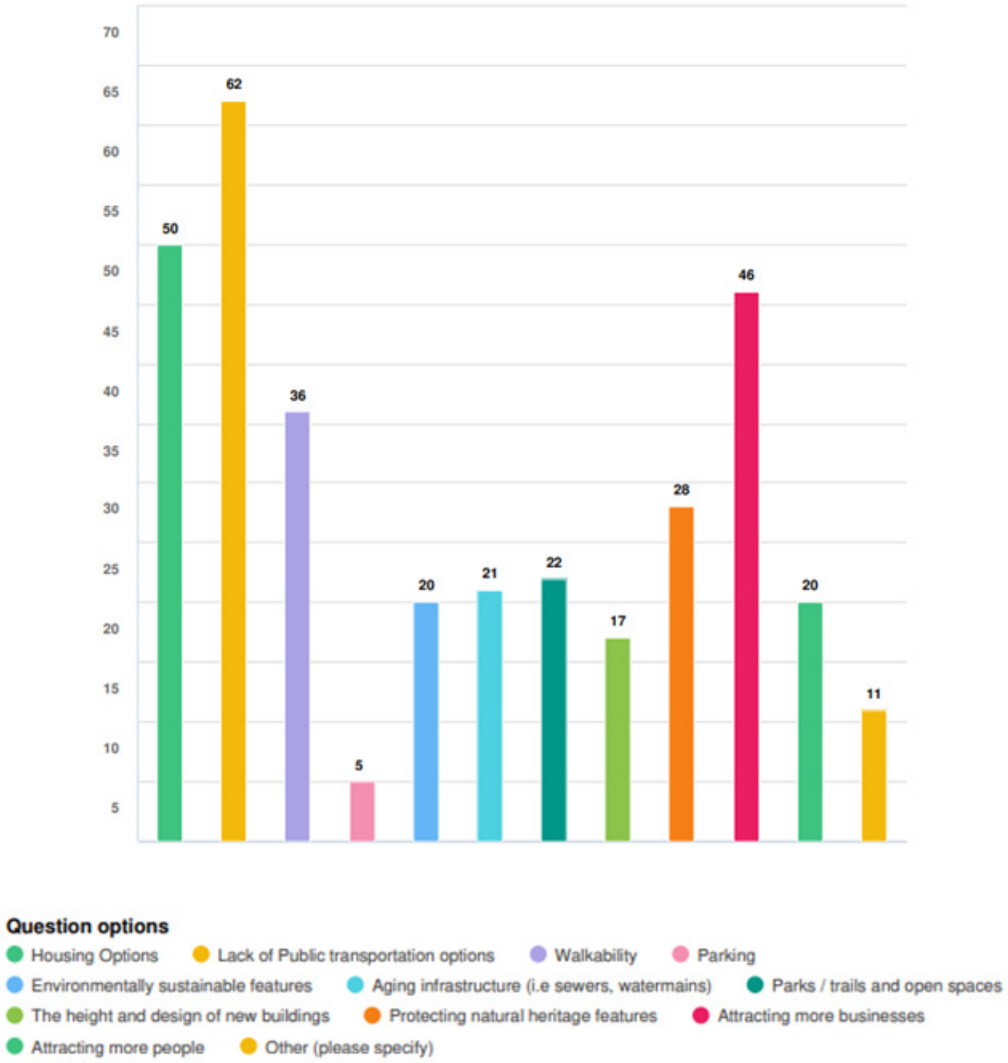
This question allowed respondents to provide further reasoning for the choices in free form comments, summarized below:

- Advocated for enhanced transit systems and improved regional connectivity;
- Highlighted the imperative for fostering walkability across the Town;
- Voiced concerns regarding truck traffic congestion;
- Emphasized importance of having parks and greenspace; and
- A minority expressed interest in valuing heritage and keep the Town's character.



Question 5: Check off what you think are three key challenges facing the growth of Bolton, and Caledon as a whole?

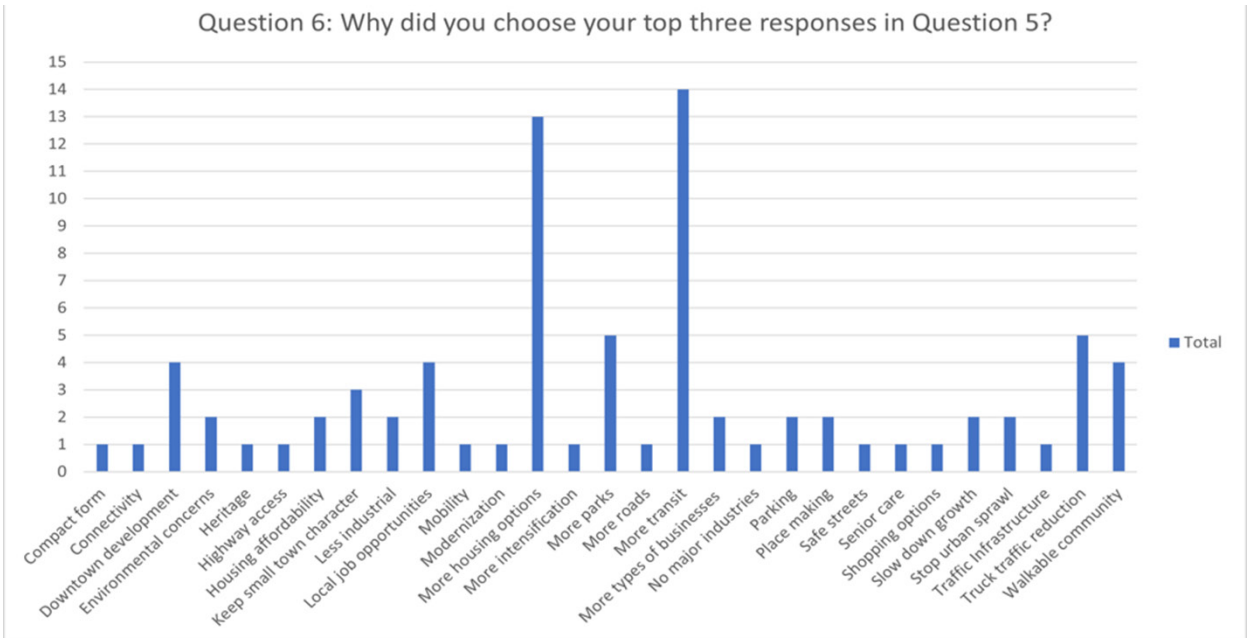
The most commonly selected challenge to the growth of Bolton was the lack of public transportation options, with fifty-four percent (54%) indicating it as a key challenge. Housing options followed as the second most selected challenge, with forty-four percent (44%) of respondents choosing it. The third most chosen challenge was attracting more businesses, with forty percent (40%) of respondents checking it off. It is noteworthy that respondents were allowed to select up to three options for this question.



Question 6: Please tell us why you chose your top three choices in Question 5.

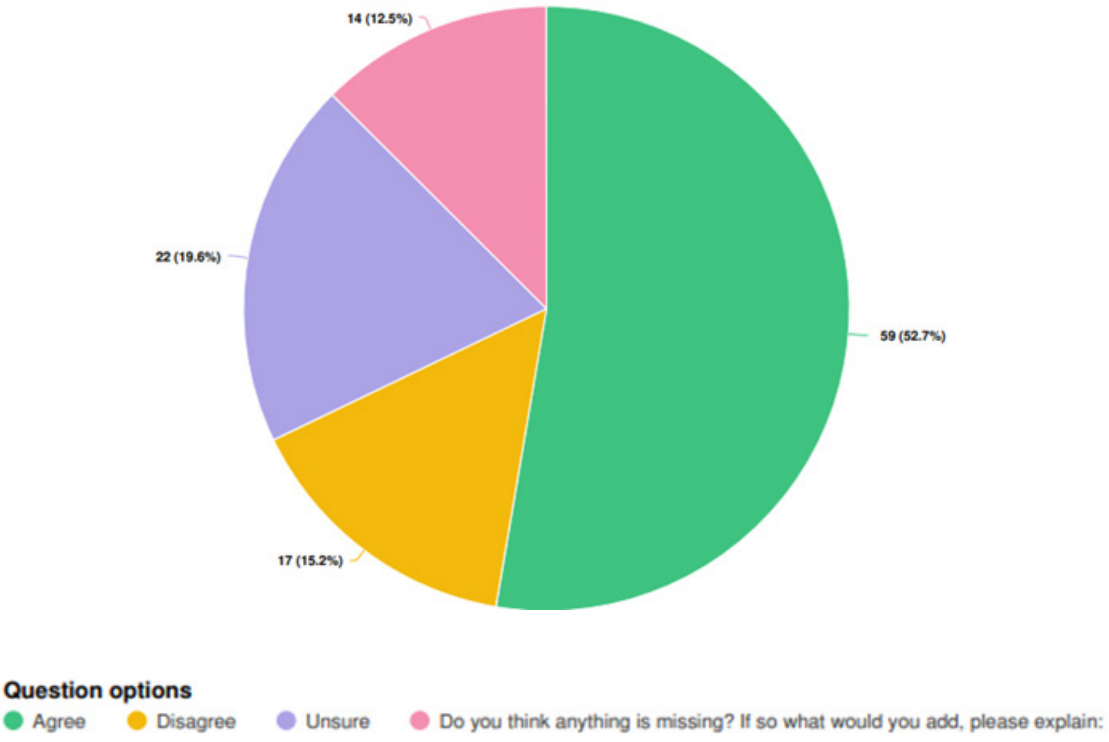
This question had respondents provide further reasoning for their choices in free form comments, summarized below:

- Stressed the necessity for public transportation to reduce reliance on cars and improve connectivity with neighbouring areas;
- Highlighted the demand for a broader range of affordable housing options, particularly appealing to younger residents; and
- Advocated for increased downtown development to diversify the range of businesses and services available.



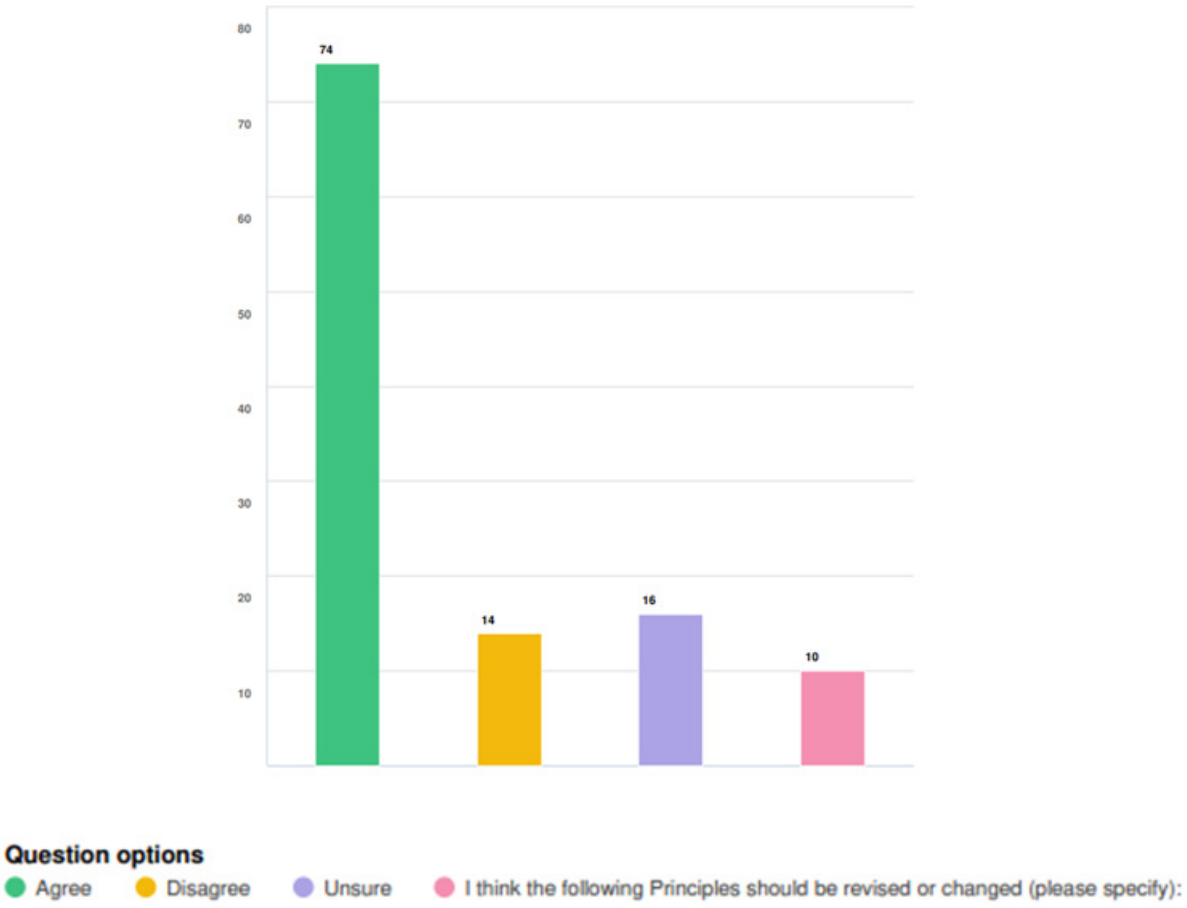
Question 7: In order for intensification and development to be successful, a strong vision that reflects policy, urban design and best practices is needed. The vision will help guide the direction of the secondary plan and inform decisions that need to be made throughout the process of preparing the Planning Alternatives, urban design guidelines and the secondary plan policies. The draft vision statement will be tested as part of this 1st virtual 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 majority of respondents agreed with the statement, while approximately one fifth expressed uncertainty. About 15% disagreed with the statement, and 12% believed that certain aspects were missing from it.



Question 8: Guiding principles are action-oriented directions that will be used to guide change in the Secondary Plan Area. These principles help implement the vision further by guiding the development of two Planning Alternatives, evaluating the alternatives to prepare a prefer land use plan and inform the preparation of the secondary policies.

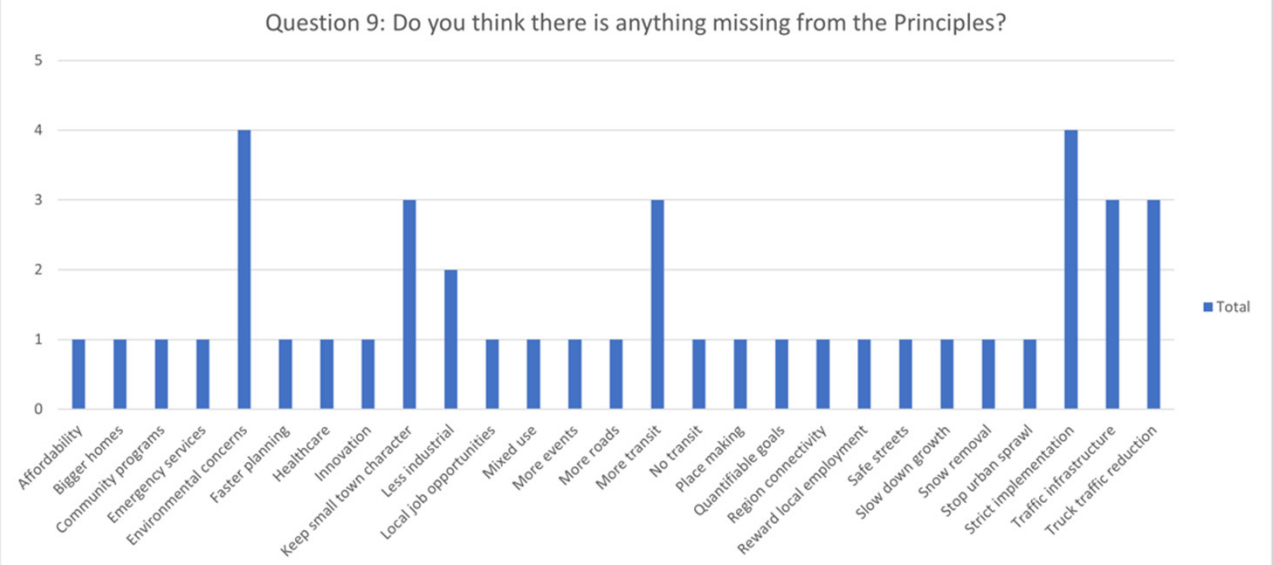
Sixty-five percent (65%) of respondents agreed with the statement, fourteen percent (14%) responded they were unsure, twelve percent (12%) disagreed and nine (9%) thought the principles should be revised.



Question 9: Do you think there is anything missing from the Principles? Please explain:

This question in the online survey allowed respondents to expand on the principles in free form comments, summarized below:

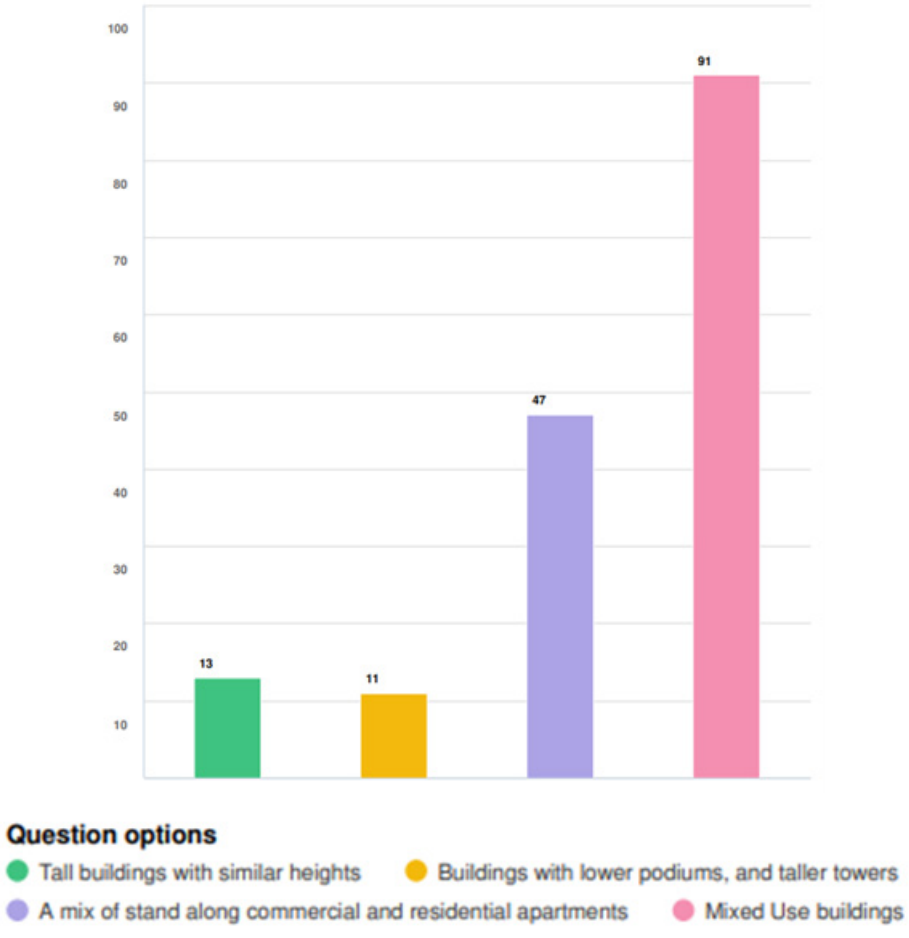
- Re-emphasized concerns over the environment;
- Re-emphasized concerns over town heritage; and
- Highlighted need for principles to be firmer and measurable.



Question 10: Bolton's growth over time, primarily in the Focused Study Area, will involve infill type of growth, which will allow new developments between existing land uses, and intensification, which will allow redevelopment of older buildings and /or uses to be denser and taller.

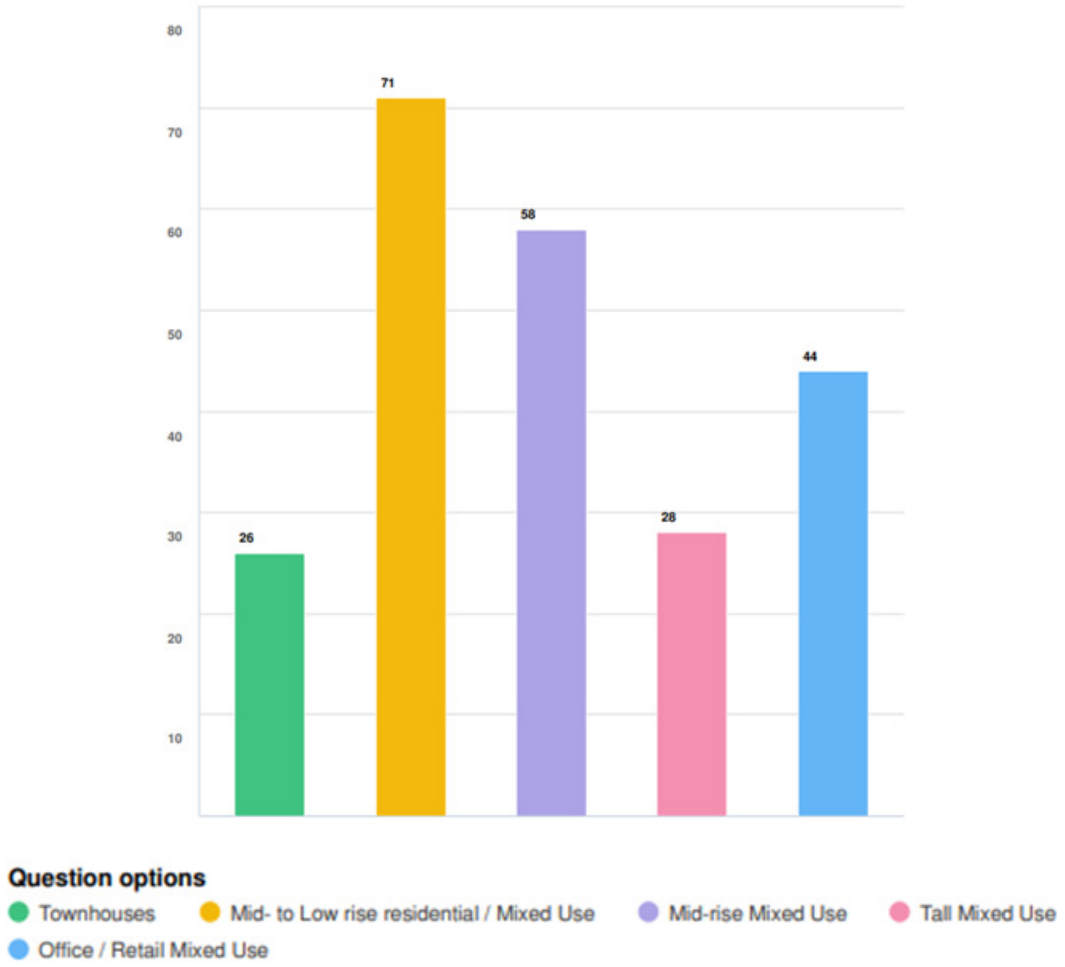
There are different ways an MTSA neighbourhood can be designed to accommodate density. There can be many buildings of similar heights e.g. 15 - 20 or fewer taller buildings in tower form e.g. heights up to 30 storeys. There can be mixed use buildings with commercial at grade and/or residential apartments with stand-alone commercial. What type(s) of built form and mix of uses would you like to see in an MTSA?

Eighty percent (80%) of respondents indicated they would like to see mixed use buildings, forty-one percent (41%) indicated they would like to see a mix of stand-alone commercial and residential apartments. Only a small minority indicated a desire for tall buildings with similar heights, or for buildings with lower podiums and taller towers. It is important to note that respondents were able to select multiple options according to their preferences.



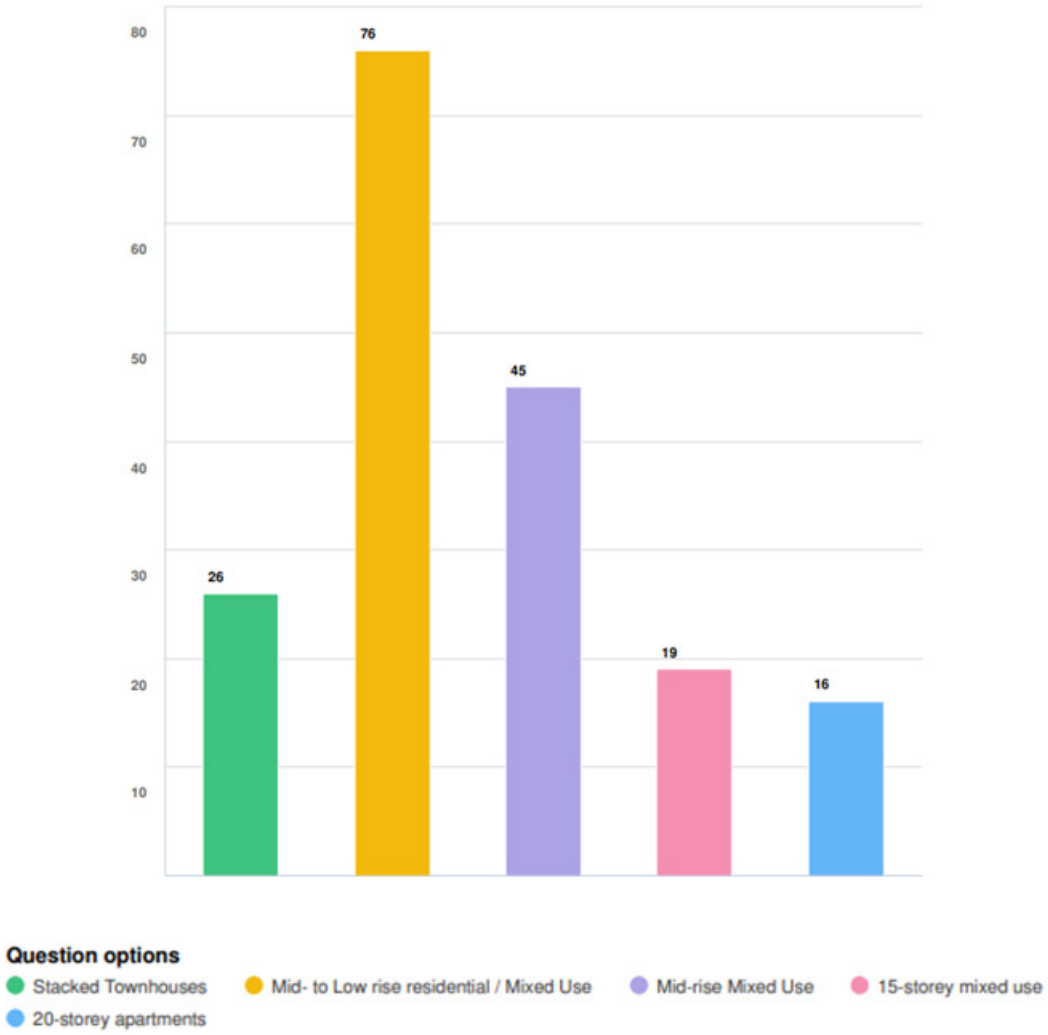
Question 11: Intensification along the corridors such as Hwy 50 will include a broad range of residential and commercial uses with mid-rise and tall built form up to 12 storeys as well as higher density employment uses to support transit and provide affordable housing. What type of building form would you like to see?

Sixty-two (62%) of respondents indicated they wanted to see mid to low rise residential / mixed use building forms, with fifty-one percent (51%) of respondents wanting to see mid-rise mixed use building forms, thirty-nine percent (39%) wanted to see office / retail mixed-use building forms and approximately twenty-five (25%) wanted to see townhouses and another twenty-five (25%) wanted to see tall mixed use building forms. It is important to note that respondents were able to select multiple options according to their preferences.



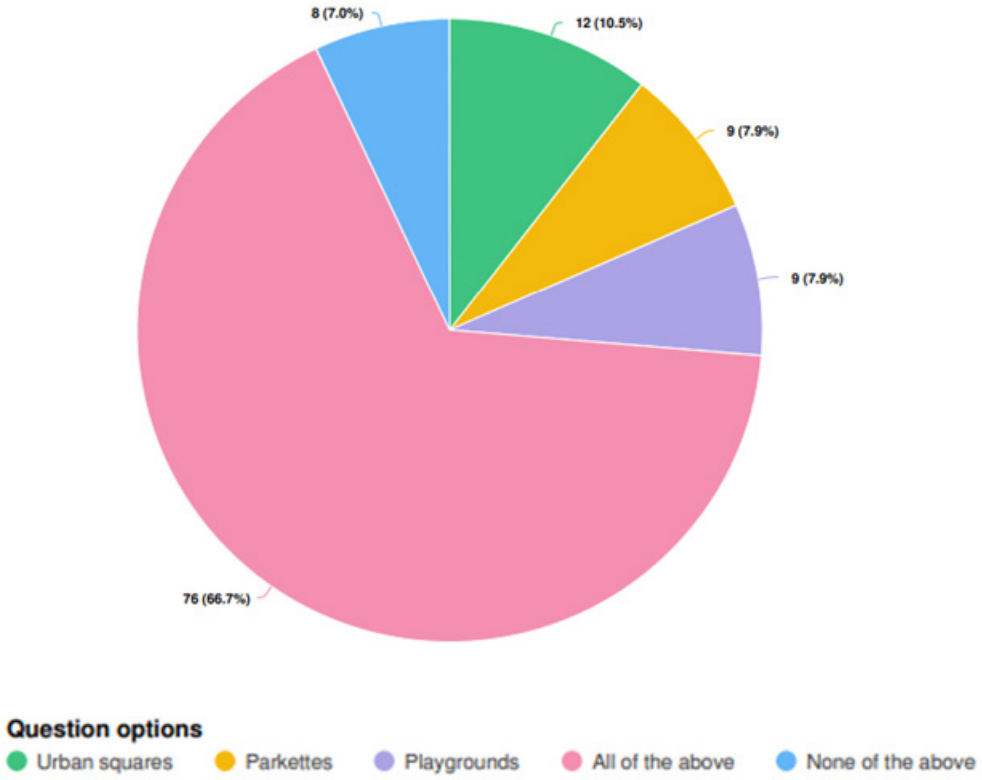
Question 12: There is a designated Neighbourhood Centre at the intersection of King Street and Queen Street / Highway 50. Neighbourhood Centres are defined as vibrant mixed use focal points between 15 – 20 storeys in height, offering a range of goods and services to the neighbourhood for resident and worker daily needs within easy walking or cycling distance. Which type of built form do you think is more appropriate in the Neighbourhood Centre?

Two-thirds of respondents indicated that they thought mid- to low rise residential / mixed use would be appropriate for the Neighbourhood Centre, thirty-nine (39%) indicated that mid-rise mixed use would be appropriate for the Neighbourhood Centre, with options for stacked townhouse, 15-storey mixed use and 20-storey apartments hardly being selected as appropriate in the Neighbourhood Centre.



Question 13: Urban squares, parkettes, POPS are unique spaces that are typically used as gathering spaces, unprogrammed play and areas for event. More urban in nature and typically smaller than neighourhood parks they include hardscape surfaces, unique play features, seating and areas for festivals, markets, and more. What type of public space would you like to see in areas of intensification:

Two-thirds of respondents indicated they wanted all of the above which would include urban squares, parkettes and playgrounds. The remaining respondents either indicated that they would like only one of the options or none of the listed options.



Question 14: Streets in Bolton will be redeveloped as a complete street over the long term. The Queen Street Corridor Study Report proposed how the streets could be redeveloped into complete streets. Complete streets are streets that are designed to balance the needs of pedestrians, cyclists, personal vehicles, and public transit.

One-third of respondents indicated they preferred the design of the image below which includes elements such as travel lanes, trees, parallel parking, bike lanes, crosswalks, trash cans and benches.

Twenty-seven percent (27%) of respondents indicated they preferred the design of the figure below, which includes trees, parallel parking, crosswalks and trash cans.