

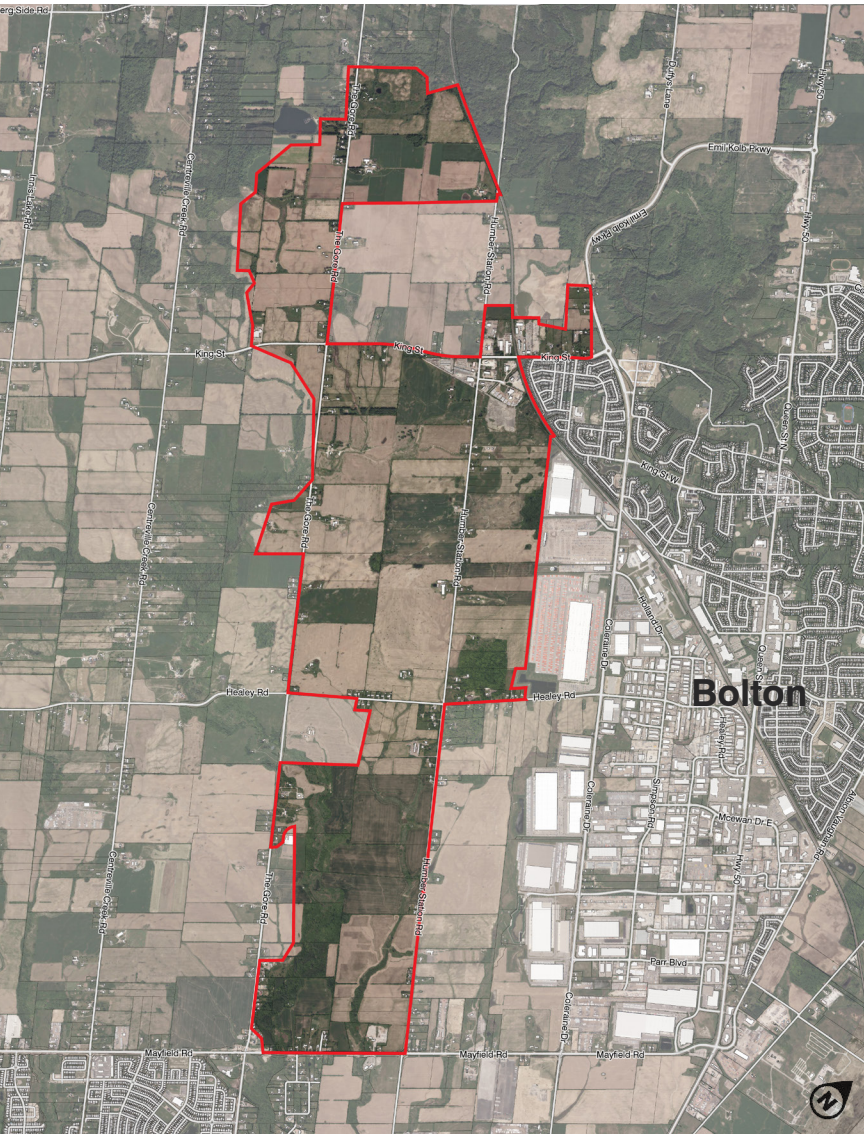
# Bolton West Secondary Plan



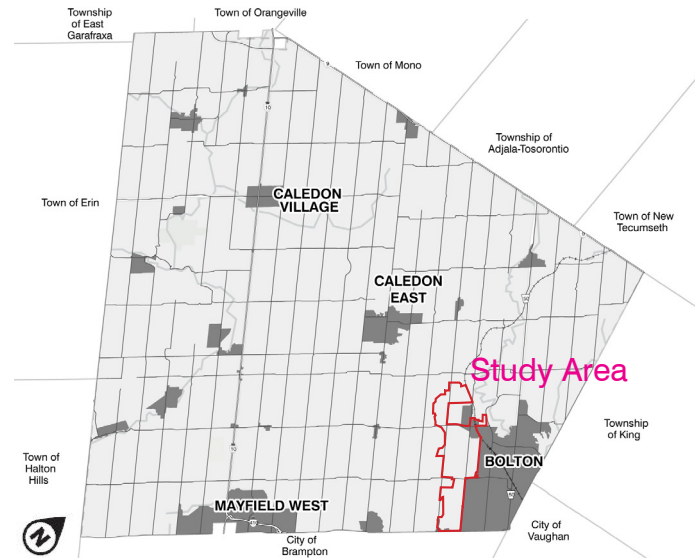
**Council Presentation**  
February 10, 2026



## Study Area: 1,300 hectares (3,200 ac)



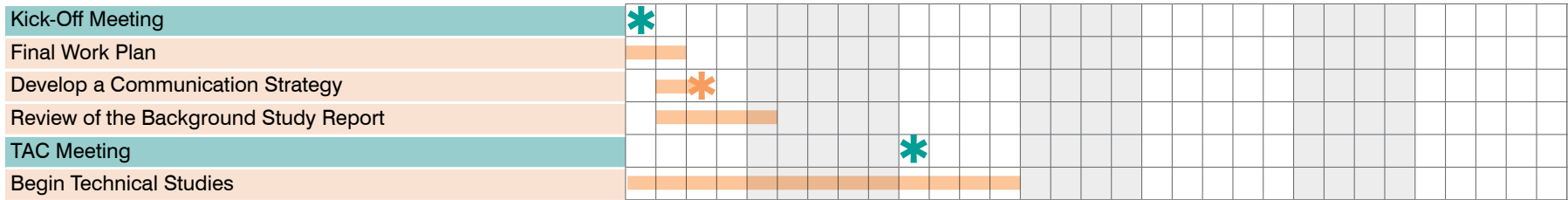
- Official Plan Amendment (OPA) to establish a secondary plan for the new urban area along the west side of Bolton. The Secondary Plan will:
  - Provide mapping and policies to guide development in conformity with relevant local, regional and provincial plans and policies.
  - Address land use, urban form and design, intensification, alternative housing, multi-modal transportation, including transit, the natural environment system, parks and open space, functional servicing, and stormwater management.



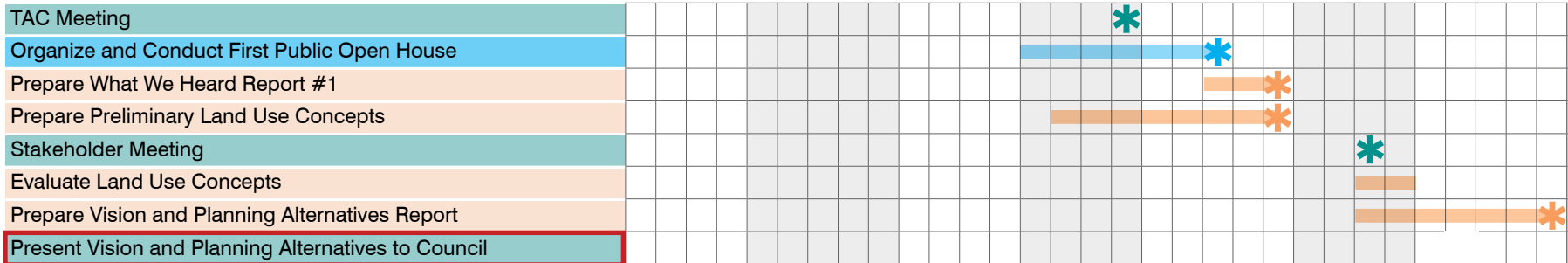
# Schedule



## Phase 1 Background



## Phase 2 Community Vision & Policy Options



## Phase 3 Policy Formulation



## Phase 4 Final Policy Formulation & Recommendation



- Agricultural Impact Assessment
- Guideline D-6 Compatibility Study
- Stage 1 Archaeological Assessment
- Cultural Heritage Report
- Commercial Impact Study
- Community Services and Facilities Study
- Housing Assessment
- Community Energy & Emissions Reduction Plan (CEERP)
- Functional Servicing Study
- Transportation and Mobility Study

- **Public Open House**  
October 29, 2025
- **Developer/Land Owner Meeting**  
October 29, 2025



Table discussions during the Public Open House



Presentation during the Public Open House



Presentation during the Developer/Land Owner Meeting

## Vision

The Bolton West Secondary Plan Area will be an **innovative, connected, and inclusive mixed-use community**. By enhancing green spaces, building community parks, facilities and trails, and ensuring environmental protection, we will create a more compact, people-centred community that encourages walkability.

We will ensure the **sustainable growth** of the community, with well-managed traffic and enhanced connectivity to neighbouring areas. Bolton West will be a hub for diverse businesses, while supporting a mix of housing options that meet the needs of all residents.

The community will be well-served by a **balanced and efficient transit system**, designed to reduce reliance on cars and improve mobility for all.

# Vision & Principles

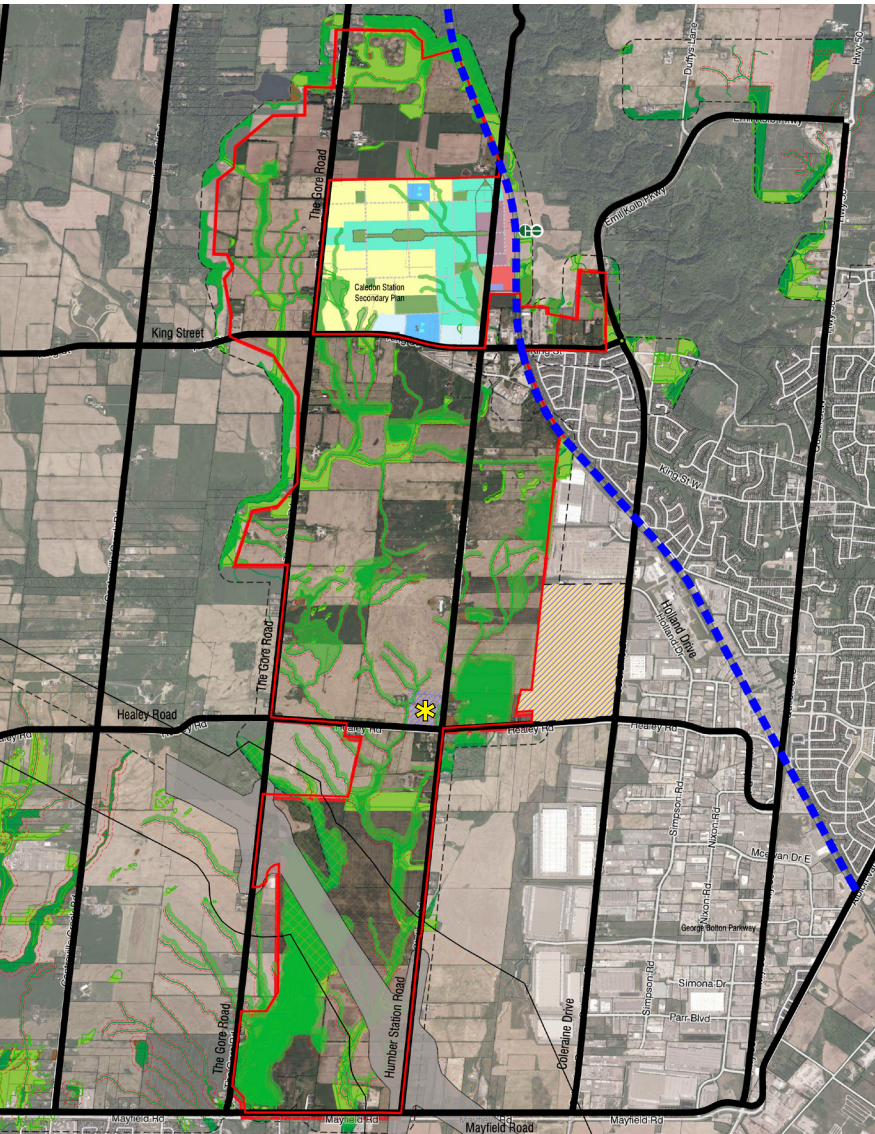
## Guiding Principles








1. Ensure that development is **balanced, environmentally responsible, and supports long-term resilience** for both the community and the ecosystem.
2. Enhance **connectivity** within Bolton West and neighbouring areas by implementing efficient, multi-modal transportation options that reduce car dependence and encourage walkability.
3. Preserve and protect **green spaces, trees, and natural heritage** by integrating sustainable environmental practices into all planning and development activities.
4. Support a range of **housing options** that cater to all income levels and life stages, with an emphasis on affordability and inclusivity for all community members.
5. Foster a diverse and thriving local **economy**, encouraging the growth of knowledge-based industries and attracting a variety of businesses to meet the needs of the community.
6. Respect and protect the area's **cultural heritage**, integrating historic structures into the design of the community.
7. Create a community that **prioritizes the needs of its residents** through walkable streets, accessible parks, and inclusive public spaces that promote social interaction and well-being.
8. Ensure that development is supported by **well-managed traffic flow**, balanced **transit** systems, and necessary **infrastructure** to support the growing needs of the community in a sustainable manner.
9. Develop a thriving **employment area** that provides job opportunities for residents while creating effective buffers and transitions to minimize conflicts with surrounding uses and enhance quality of life.

# Foundation of the Options

## All options are based on:

1. Natural Heritage System (from Official Plan)
2. Caledon Station Secondary Plan
3. Existing Arterial Roads
4. Planned Hwy 413 and NWGTA Transmission Corridor Protection Area
5. Planned Regional Health and Wellness Hub
6. Parks, schools, neighbourhood commercial, and places of worship located in the neighbourhoods



	Bolton West Secondary Plan Boundary
	GO Station
	Arterial Road
	CP Railway
	Planned Hwy 413 and NWGTA Transmission Corridor Protection Area
	Natural Heritage System (Core / Supporting Features, and Buffers)
	Planned Regional Health and Wellness Hub

## Options explore variations in:

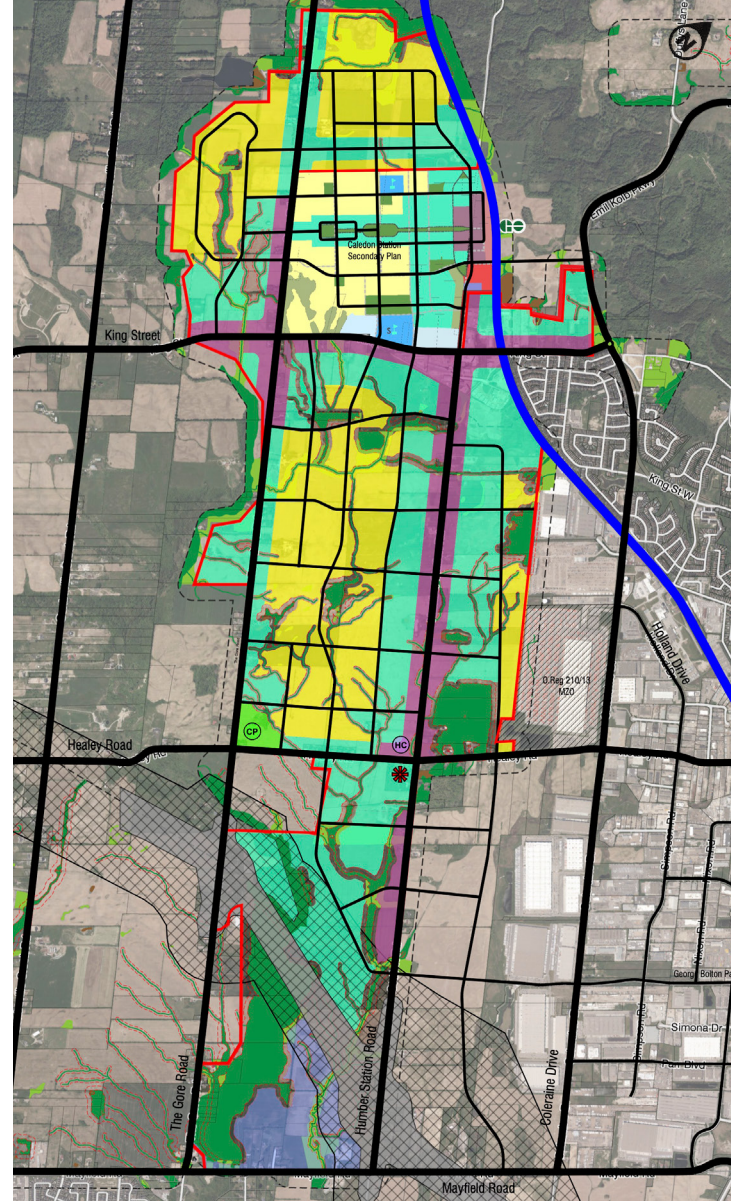
1. Transportation network
2. Mixed use/high density areas
3. Low / Medium density residential areas
4. Location for a major commercial node
5. Location for a recreation centre/community park

# Concepts - Option 1

## Working from the Official Plan and Caledon Station Secondary Plan

1. Transportation network - fine-grained grid - high connectivity
2. Mixed use/high density areas along King Street, Humber Station Road, and The Gore Road
3. Medium density behind mixed use/high density corridors
4. Major commercial @ Healey Road and Humber Station Road
5. Recreation centre/community park @ The Gore Road and Healey Road

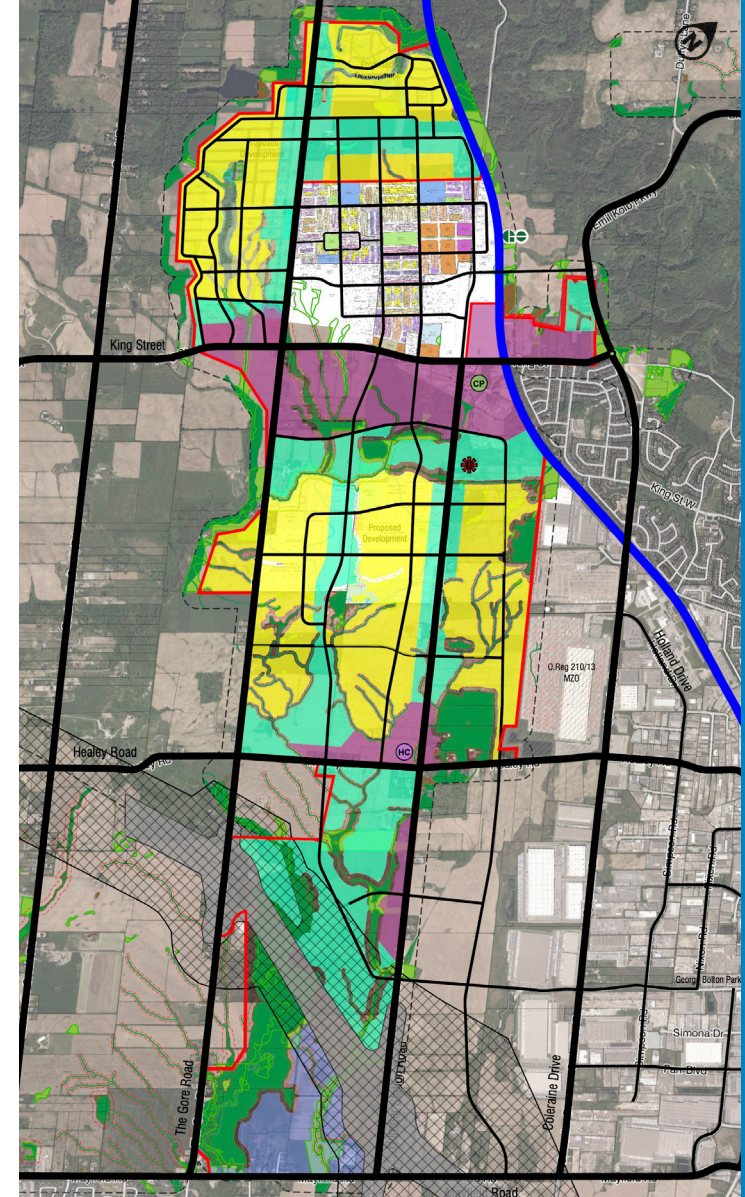
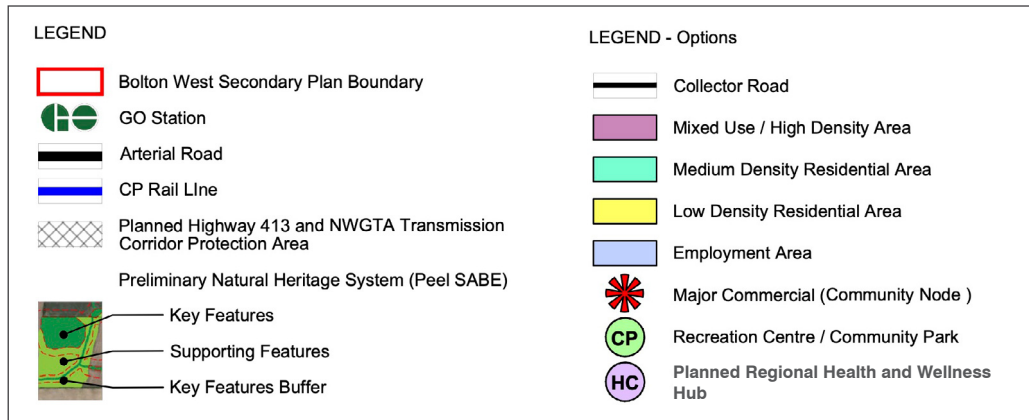
LEGEND		LEGEND - Options	
	Bolton West Secondary Plan Boundary		Collector Road
	GO Station		Mixed Use / High Density Area
	Arterial Road		Medium Density Residential Area
	CP Rail Line		Low Density Residential Area
	Planned Highway 413 and NWGTA Transmission Corridor Protection Area		Employment Area
Preliminary Natural Heritage System (Peel SABE)			Major Commercial (Community Node )
	Key Features		Recreation Centre / Community Park
	Supporting Features		Planned Regional Health and Wellness Hub
	Key Features Buffer		



# Concepts - Option 2

## Less Connectivity + Landowners Concepts

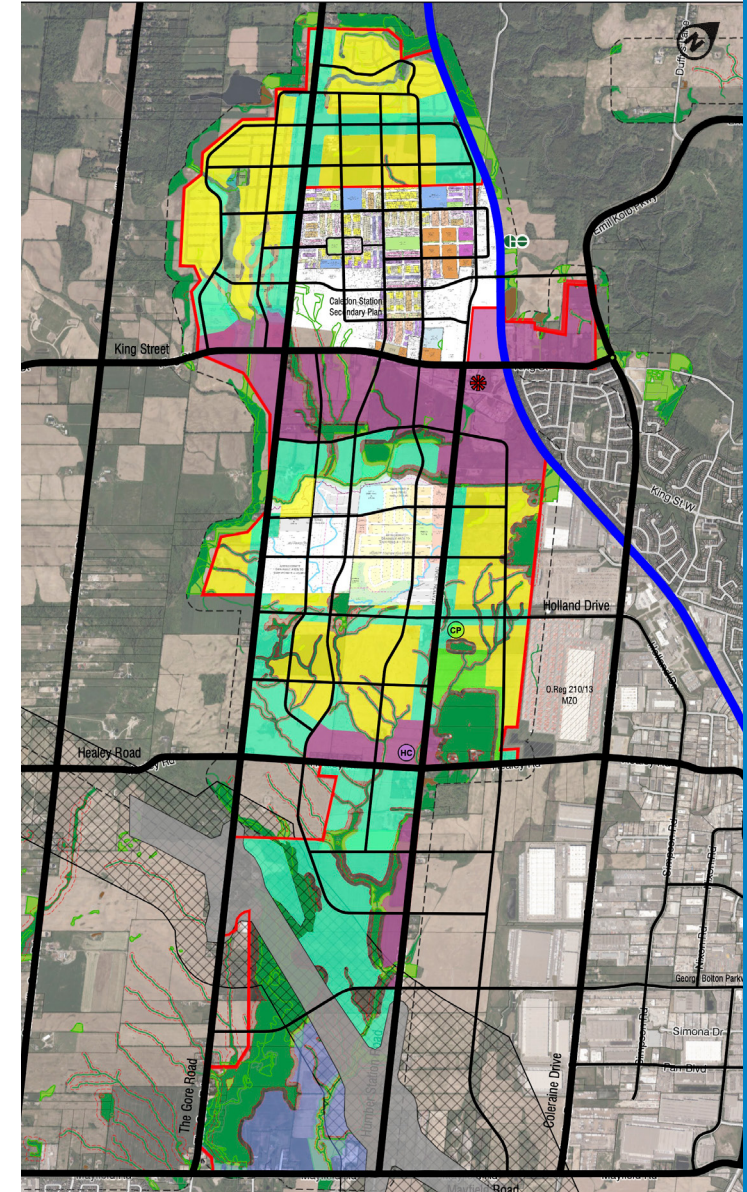
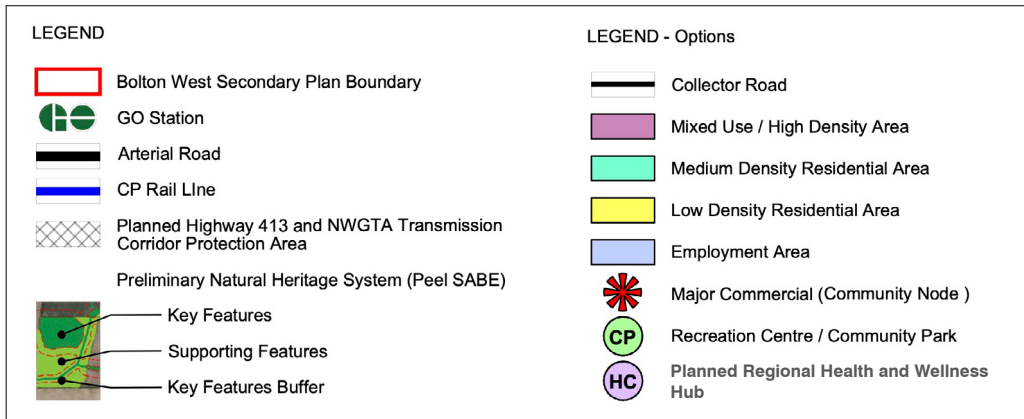
1. Transportation network - modified- grid - less connectivity
2. Mixed use/high density areas focused along King Street, and clustered around planned Health and Wellness Hub
3. Medium density along corridors, and adjacent to the future highway corridor
4. Major commercial on Humber Station Road, south of King Street
5. Recreation centre/community park on King Street, west of Humber Station Road



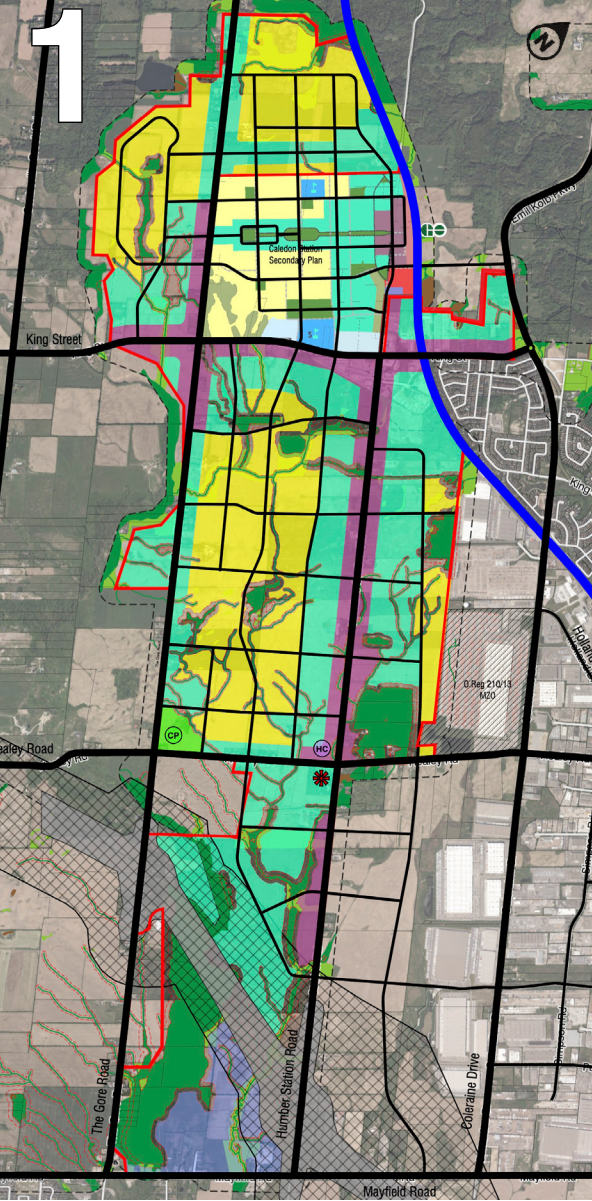
# Concepts - Option 3

## Additional Connections

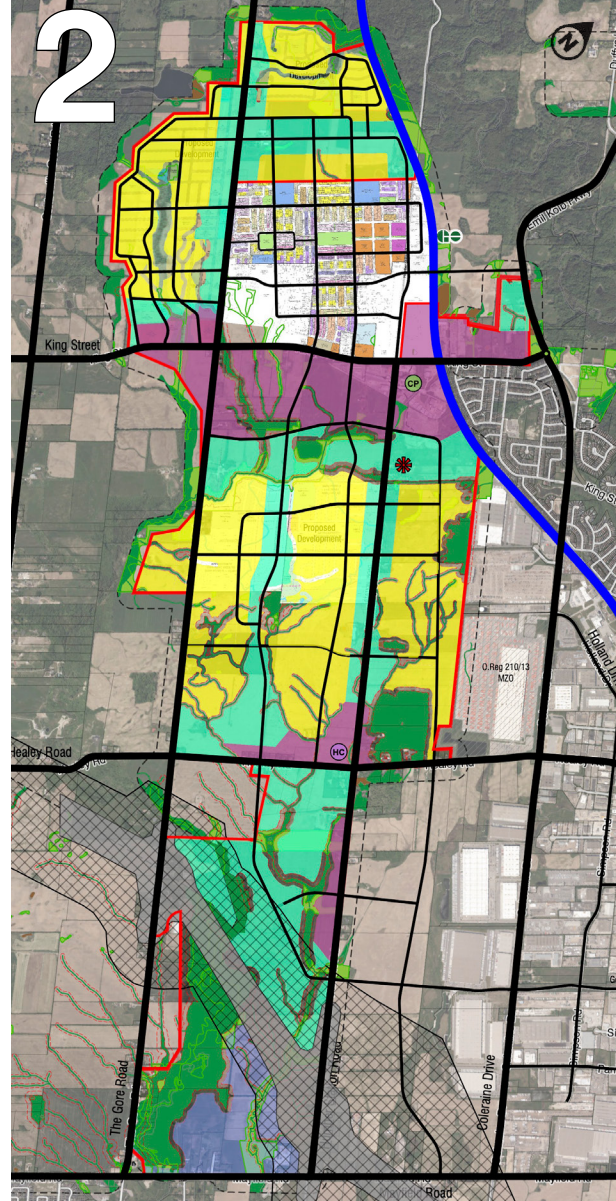
1. Transportation network - builds on Option 1, with additional connections:
  - across railway at station area
  - Holland Drive extension
  - across future highway
2. Mixed use/high density areas clustered at King Street and Humber Station Road, including dry industrial lands, and along Healey Road
3. Medium density north of station area, along Humber Station Road, and adjacent to the future highway corridor
4. Major commercial on dry industrial lands beside railway
5. Recreation centre/community park @ The Gore Road and King Street



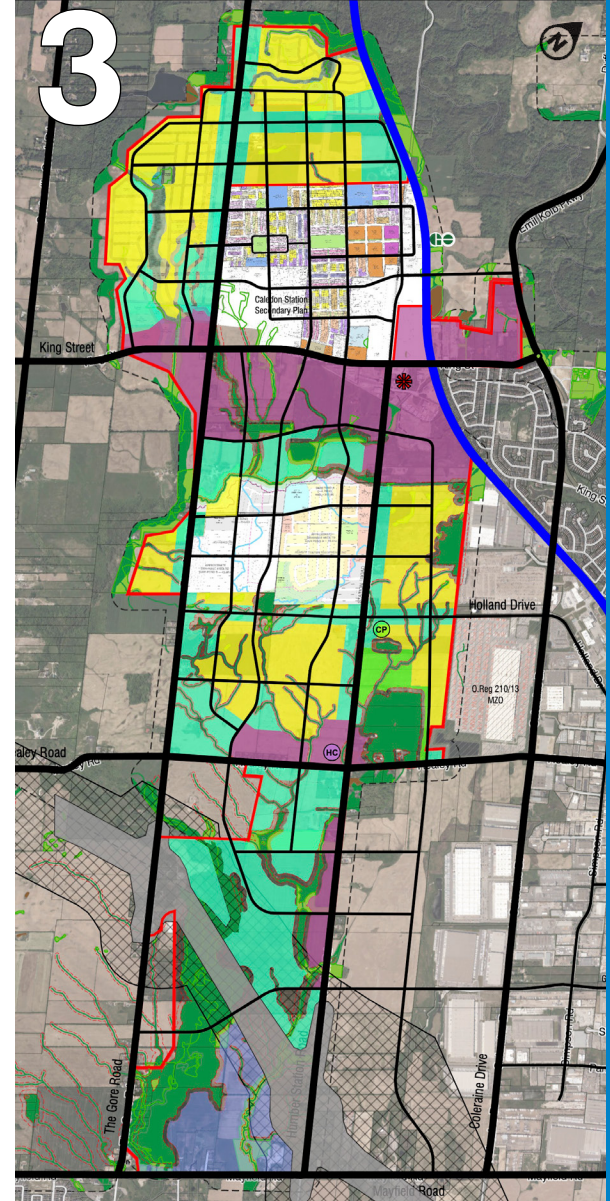
1



2



3



# Evaluation Matrix Summary - Theme One

<b>THEME ONE – Ensure a compact, complete, and healthy community.</b>		<b>OPTION ONE</b>	<b>OPTION TWO</b>	<b>OPTION THREE</b>
1	Is the Option designed as a diverse community with a mix and range of land uses to ensure a proper balance of community infrastructure?	Achieves Most	Achieves Some	Achieves Least
2	Does the Option provide for a range of housing types and choices?	Achieves Some	Achieves Most	Achieves Most
3	Does the Option provide appropriate transitions in housing forms of various heights and densities within the plan and to the surrounding community?	Achieves Some	Achieves Most	Achieves Some
4	Does the Option establish an appropriate interface with the surrounding uses?	Achieves Least	Achieves Most	Achieves Some
5	Does the Option provide a range of community facilities or amenities and are the locations accessible for most residents?	Achieves Least	Achieves Most	Achieves Some
6	Will the community facilities meet the needs of future residents?	Achieves Some	Achieves Least	Achieves Most
	<b>OVERALL EVALUATION</b>	<b>Achieves Least</b>	<b>Achieves Most</b>	<b>Achieves Some</b>

# Evaluation Matrix Summary - Theme Two

<b>THEME TWO – Establish a well-connected, multi-modal community that supports choice of movement for cars, pedestrians, cyclists, and transit users.</b>		<b>OPTION ONE</b>	<b>OPTION TWO</b>	<b>OPTION THREE</b>
7	Does the Option support a grid or modified grid street design?	Achieves Some	Achieves Least	Achieves Most
8	Can the transportation network within the Option be phased in a logical, efficient, and cost-effective manner?	Achieves Some	Achieves Some	Achieves Most
9	Can the Option support Active Transportation and provide a connected and integrated systems of streets?	Achieves Least	Achieves Some	Achieves Most
	<b>OVERALL EVALUATION</b>	<b>Achieves Some</b>	<b>Achieves Some</b>	<b>Achieves Most</b>

# Evaluation Matrix Summary - Theme Three

<b>THEME THREE – Promote a coordinated, efficient, and cost-effective water, wastewater and stormwater management systems.</b>		<b>OPTION ONE</b>	<b>OPTION TWO</b>	<b>OPTION THREE</b>
10	Can the municipal infrastructure systems within the Option be phased in a logical, efficient, and cost-effective manner?	Achieves Most	Achieves Some	Achieves Some
11	Do the available municipal infrastructure systems have adequate capacity to serve the Option?	Achieves Most	Achieves Some	Achieves Some
<b>OVERALL EVALUATION</b>		<b>Achieves Most</b>	<b>Achieves Some</b>	<b>Achieves Some</b>

# Evaluation Matrix Summary - Theme Four

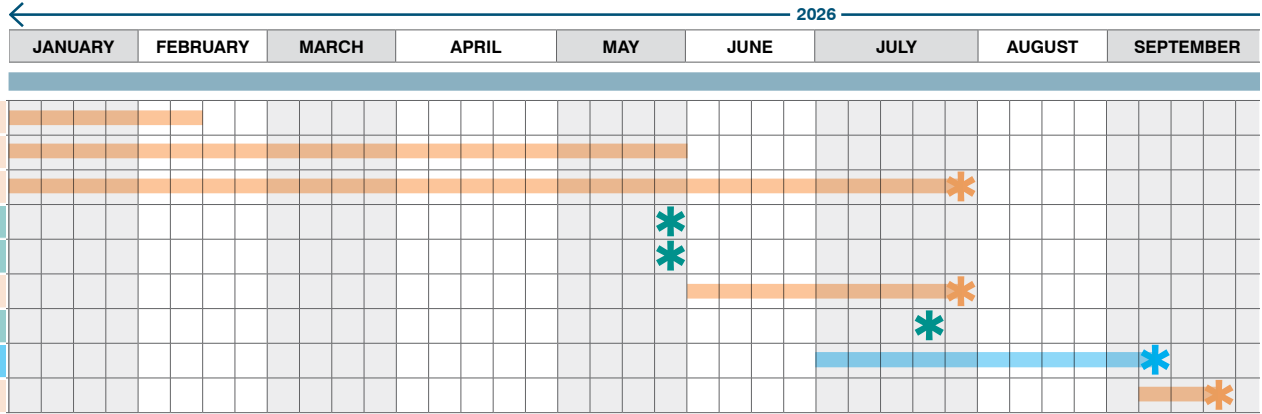
<b>THEME FOUR – Develop in an environmentally sustainable manner that protects, restores, and enhances the natural environment and its associated features and functions.</b>		<b>OPTION ONE</b>	<b>OPTION TWO</b>	<b>OPTION THREE</b>
12	Are the significant natural heritage features/ functions appropriately protected, enhanced, and where possible connected? <b>NOTE - NHS from Subwatershed Study required</b>	Achieves Least	Achieves Least	Achieves Least
13	Does the development of transportation, water, and wastewater infrastructure in the Option avoid or minimize impacts on the natural heritage system?	Achieves Most	Achieves Some	Achieves Least
	<b>OVERALL EVALUATION</b>	<b>Achieves Some</b>	<b>Achieves Some</b>	<b>Achieves Least</b>

# Evaluation Matrix Summary - Theme Five

<b>THEME FIVE– Respond appropriately to long-term urban structure and policy implications.</b>		<b>OPTION ONE</b>	<b>OPTION TWO</b>	<b>OPTION THREE</b>
14	Does the Option have any detrimental impacts on Bolton’s long-term urban structure with respect to its ability to accommodate growth both within and beyond the 2051 planning horizon?	Achieves Some	Achieves Some	Achieves Some
15	Does the Option conform to Provincial and Local policy and growth management objectives?	Achieves Some	Achieves Most	Achieves Some
16	Does the Option achieve the stated vision for Bolton West?	Achieves Some	Achieves Some	Achieves Some
	<b>OVERALL EVALUATION</b>	<b>Achieves Some</b>	<b>Achieves Some</b>	<b>Achieves Some</b>

	<b>TOTAL EVALUATION</b>	<b>Achieves Least</b>	<b>Achieves Most</b>	<b>Achieves Some</b>
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# Next steps



## Phase 4 Final Policy Formulation & Recommendation

SEPTEMBER 2026 to FEBRUARY 2027