



Bolton Secondary Plan Public Information Session

March 27, 2025



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Land acknowledgement

Indigenous Peoples have unique and enduring relationships with the land.

Indigenous Peoples have lived on and cared for this land throughout the ages. We acknowledge this and we recognize the significance of the land on which we gather and call home.

We acknowledge the traditional Territory of the Huron-Wendat and Haudenosaunee Peoples, and the Anishnabek of the Williams Treaties.

This land is part of the Treaty Lands and Territory of the Mississaugas of the Credit First Nation.

We honour and respect Indigenous heritage and the long-lasting history of the land and strive to protect the land, water, plants and animals that have inhabited this land for the generations yet to come.

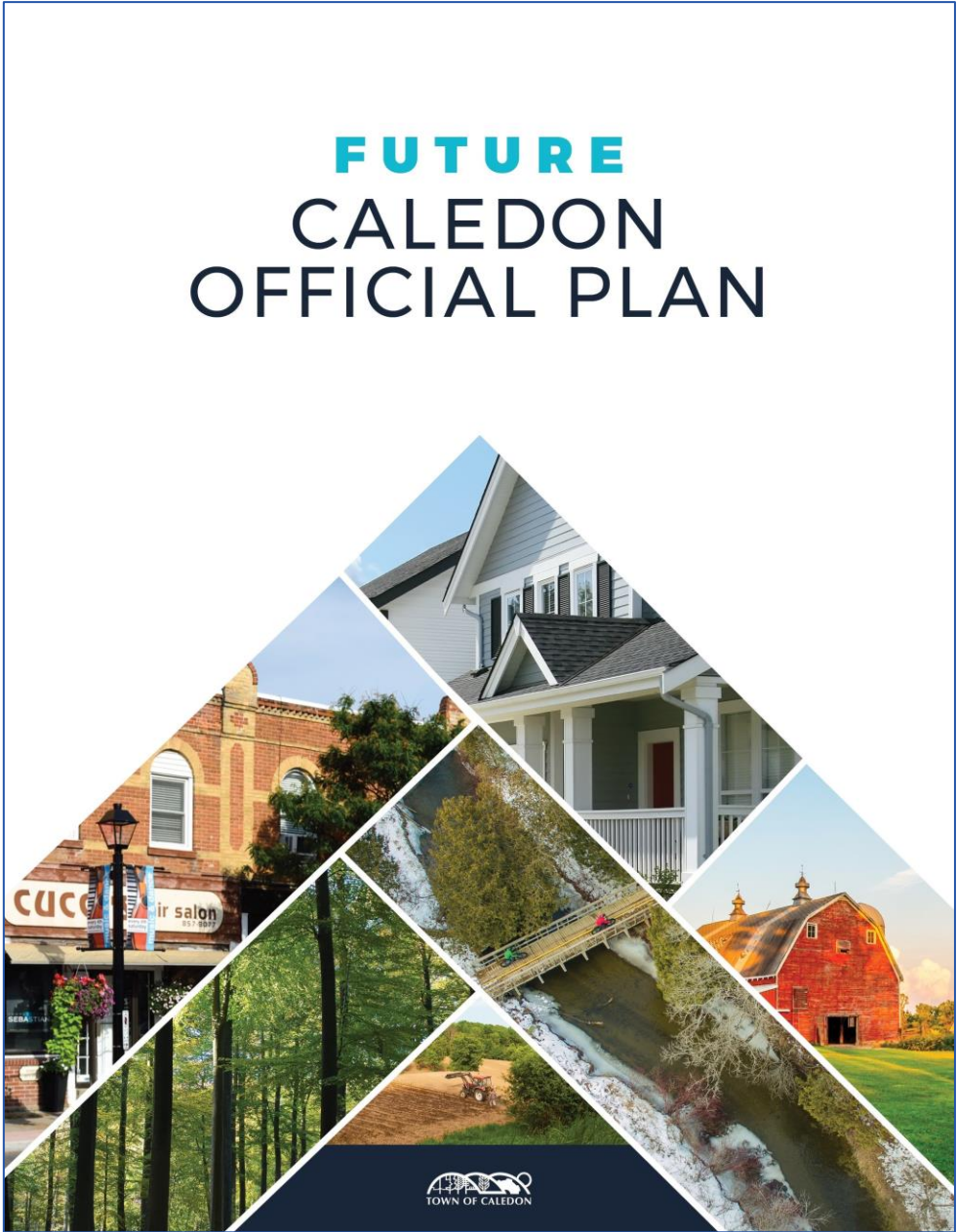
New Official Plan

- Guides growth and change to 2051
- Adopted by Council March 26, 2024
- Subject to approval by the Minister of Municipal Affairs and Housing

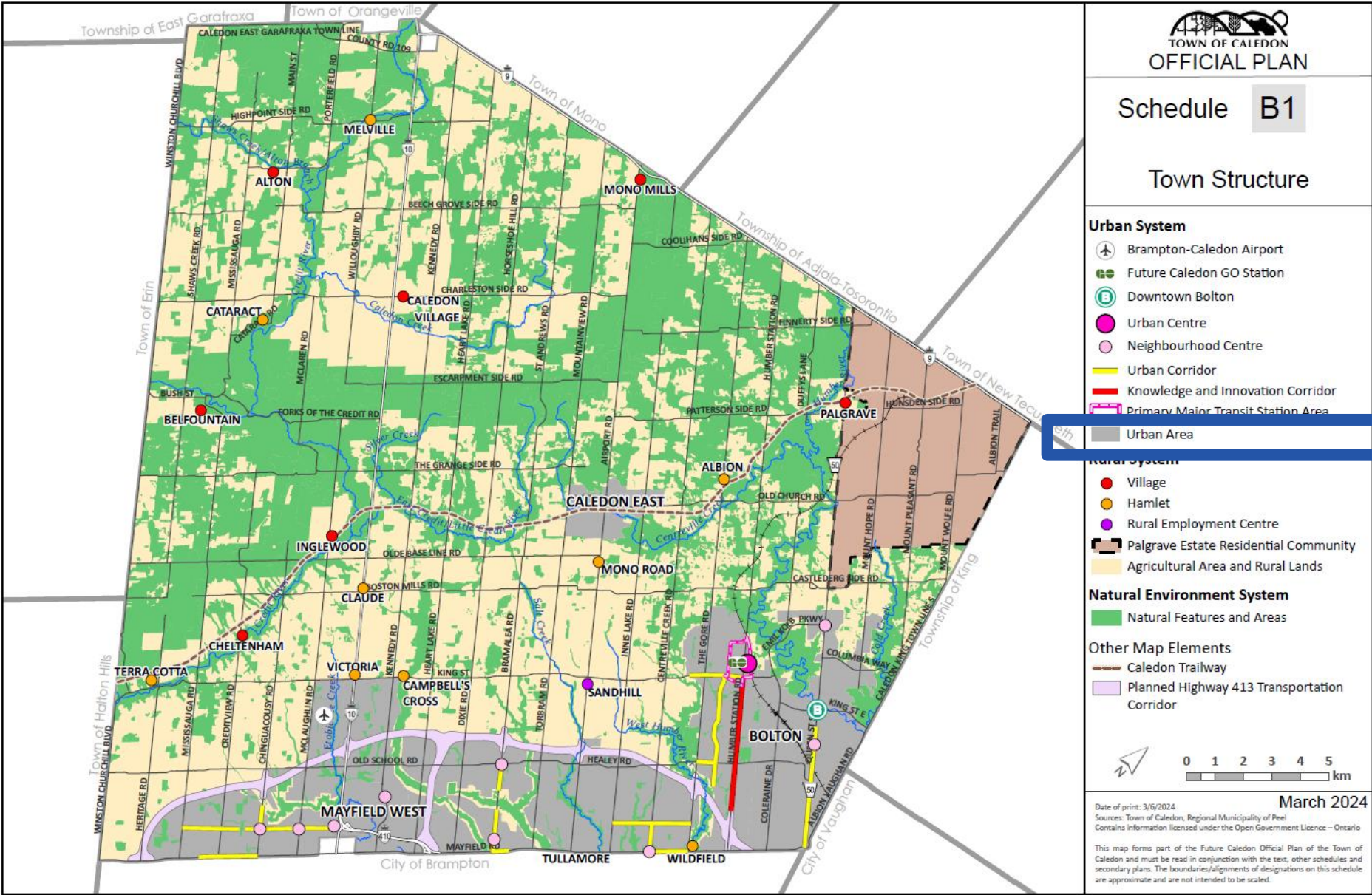
Table 4-1: Minimum Town of Caledon Population, Household Units, and Population Growth Forecasts

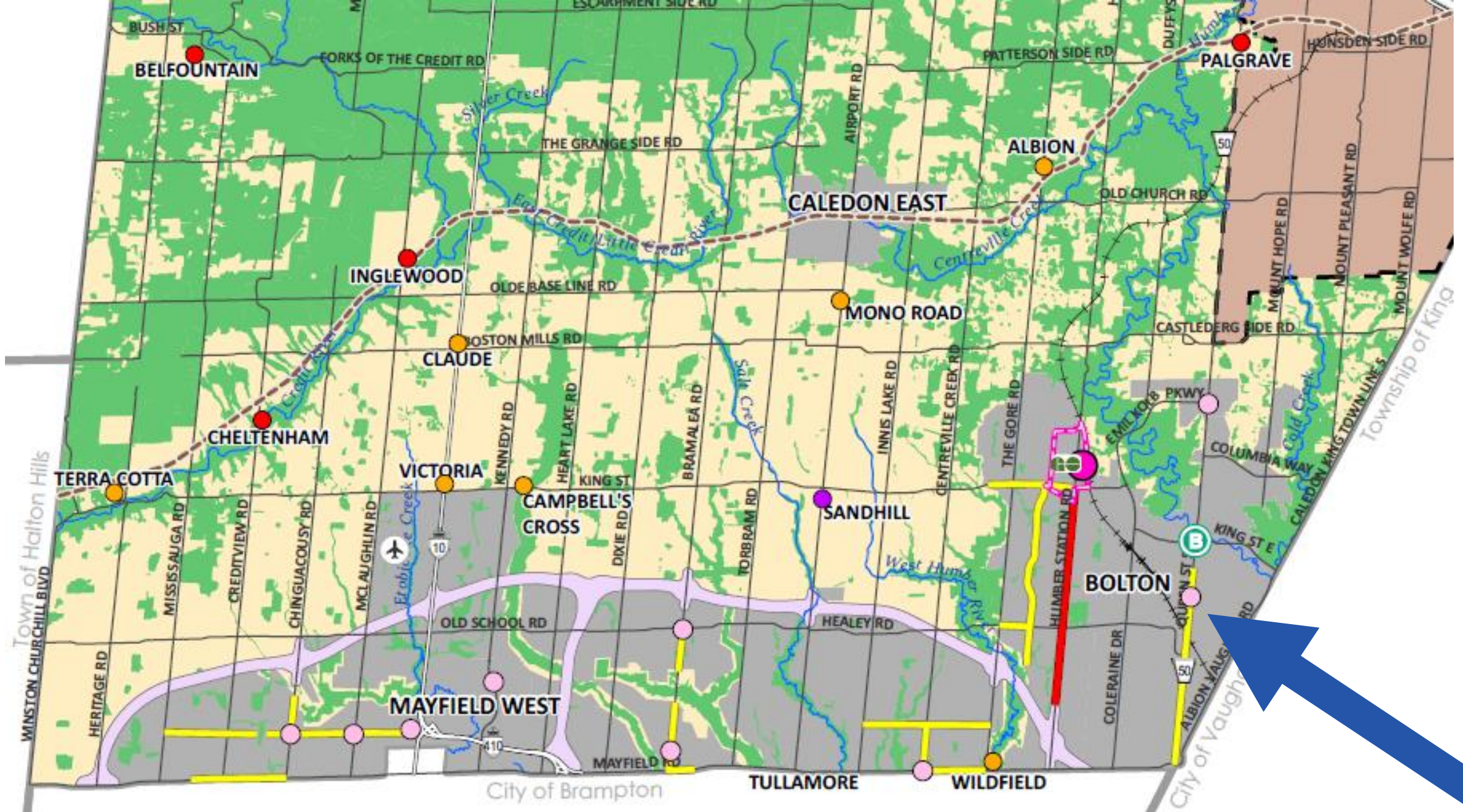
	2021	2041	2051
Population	81,000	200,000	300,000
Households	24,000	65,000	90,000
Employment	32,000	80,000	125,000

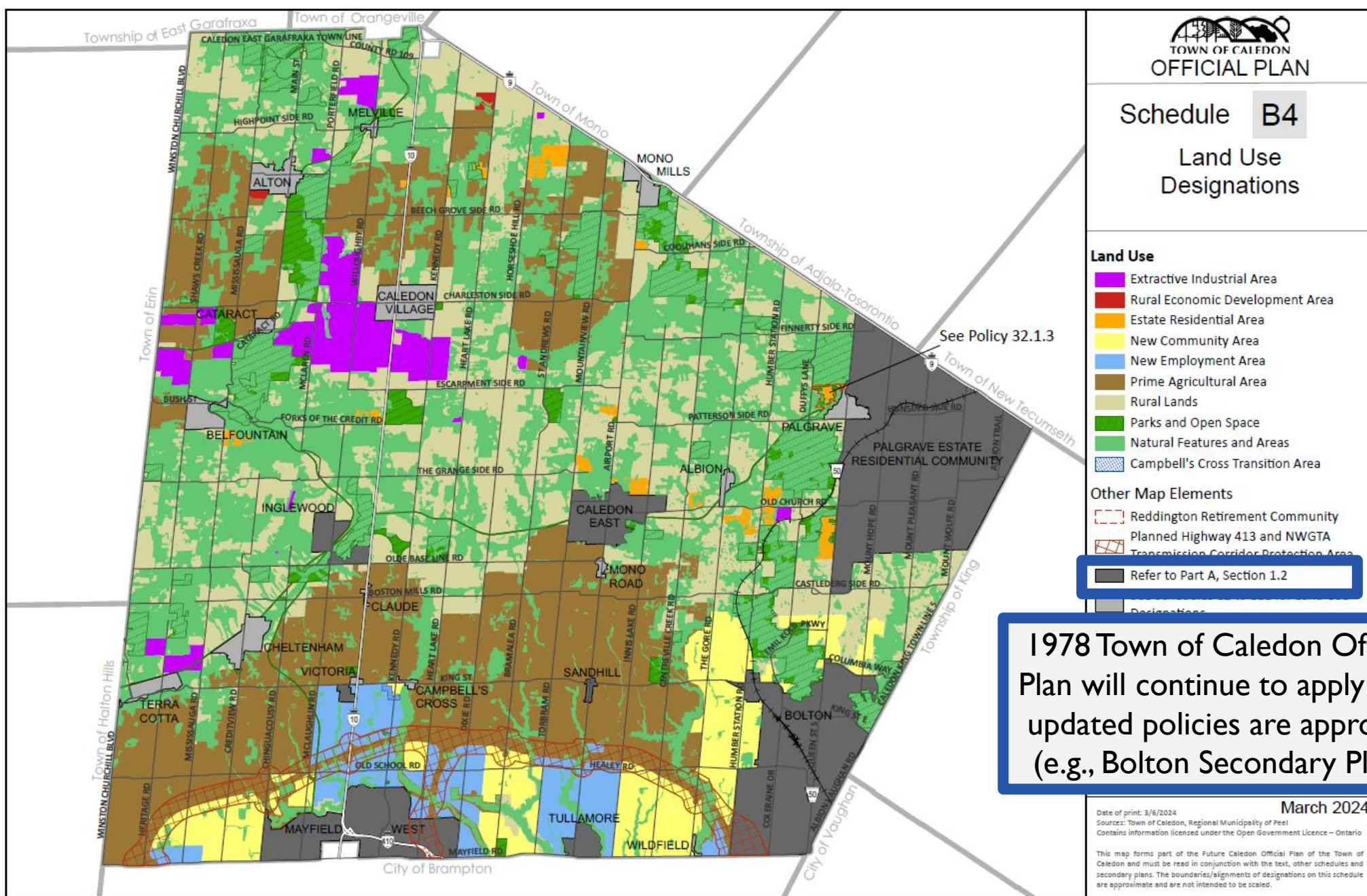
Note: Population figures include a census undercount of 3.3 percent. 2021 values are provided for reference and are not a forecast.

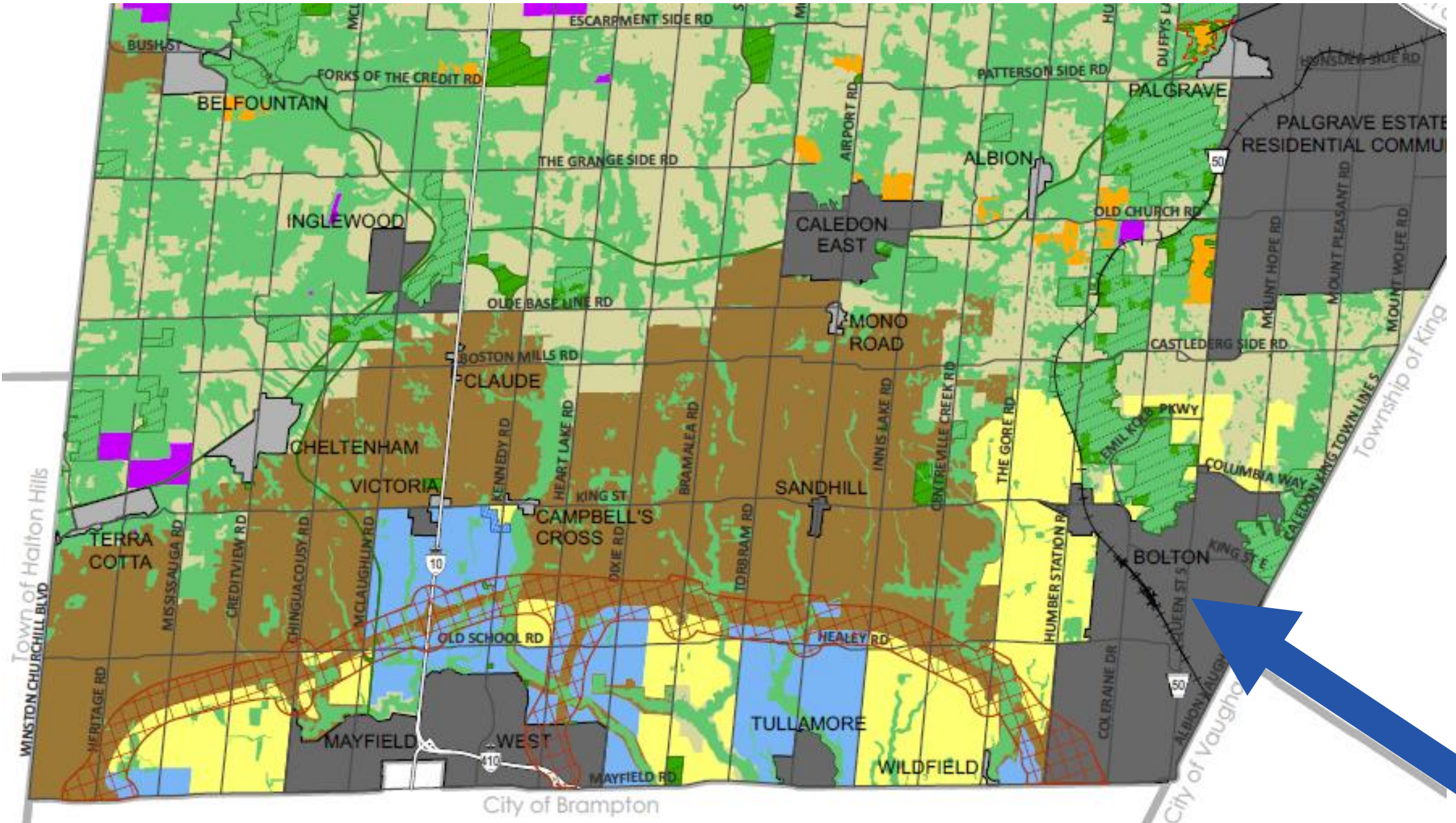


Future Caledon Town Structure



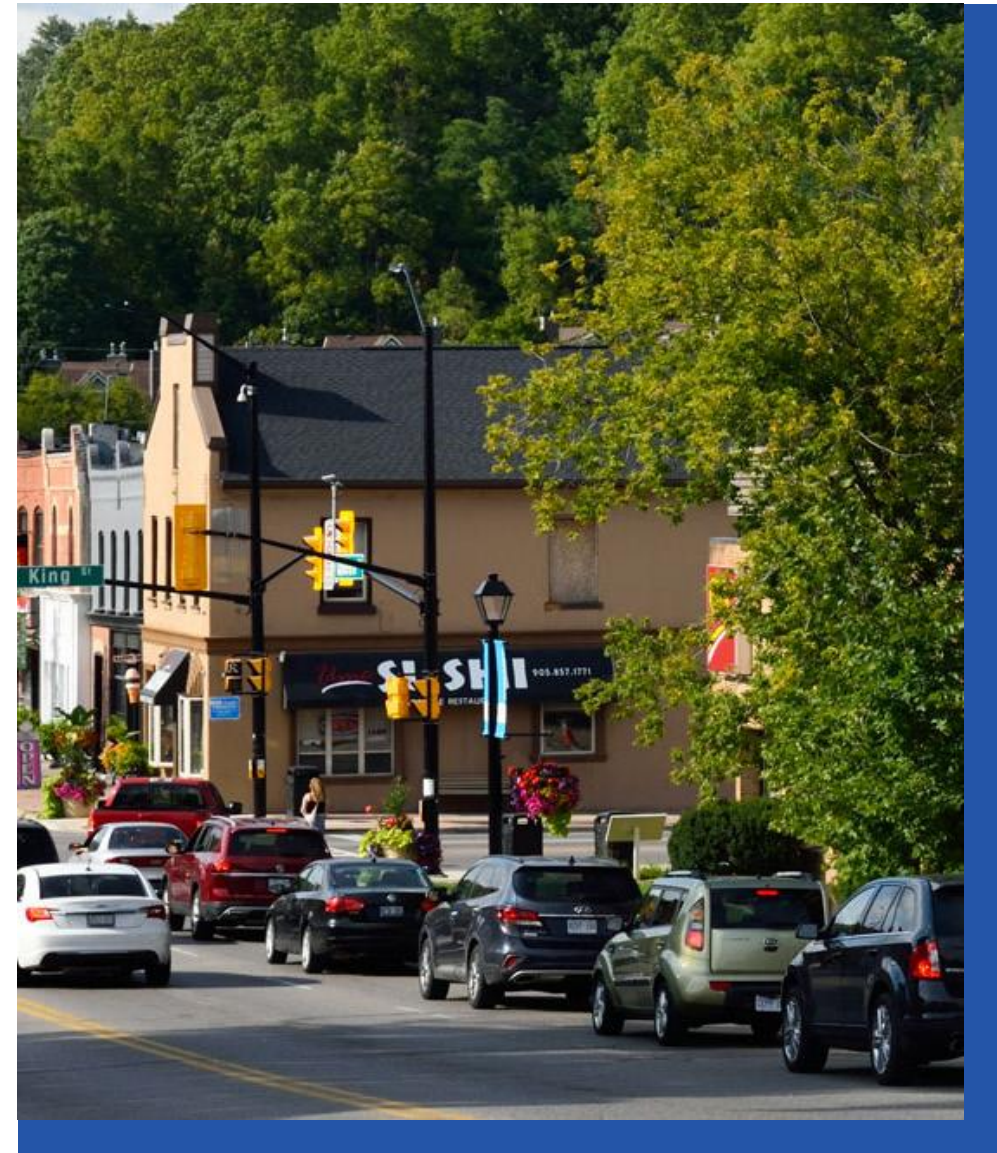




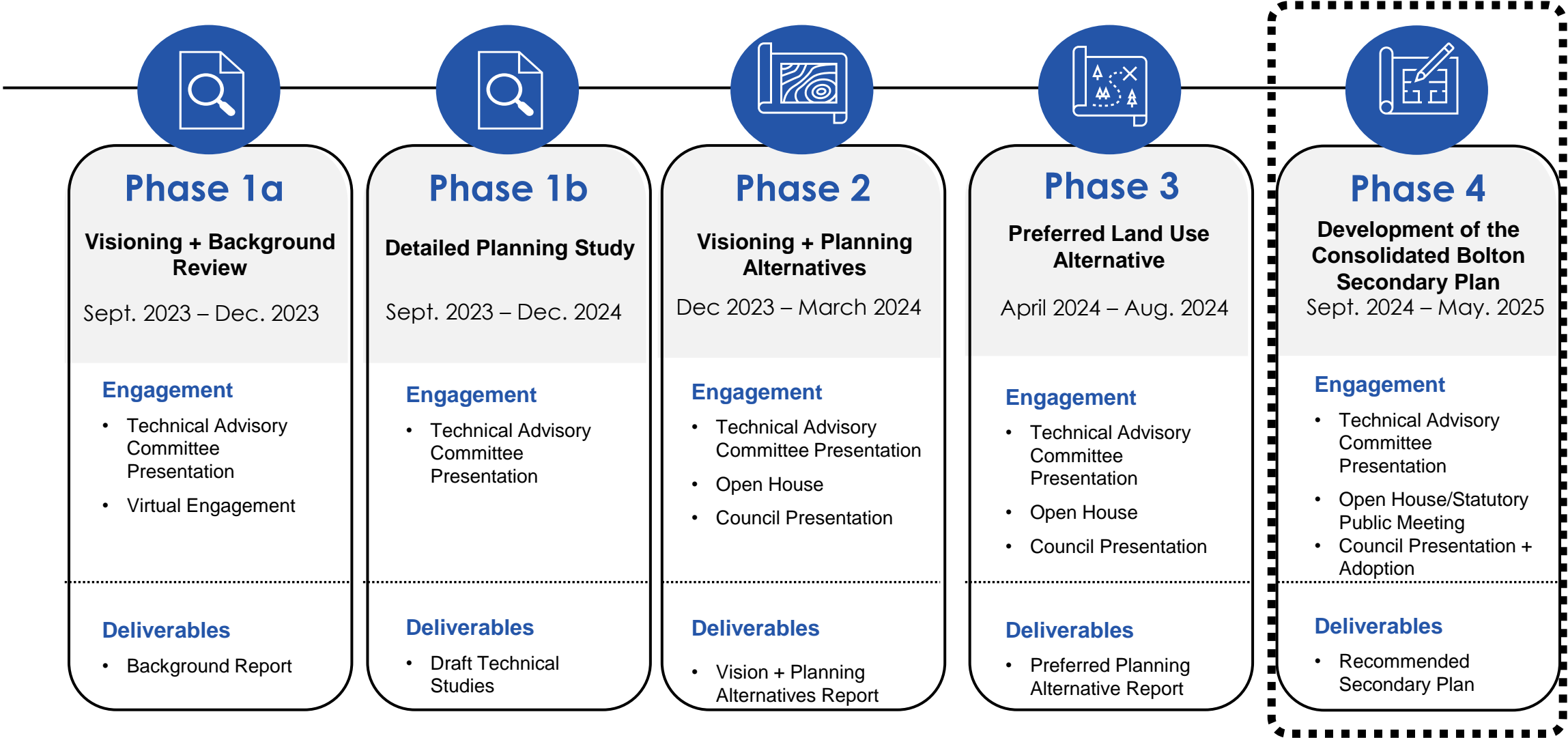


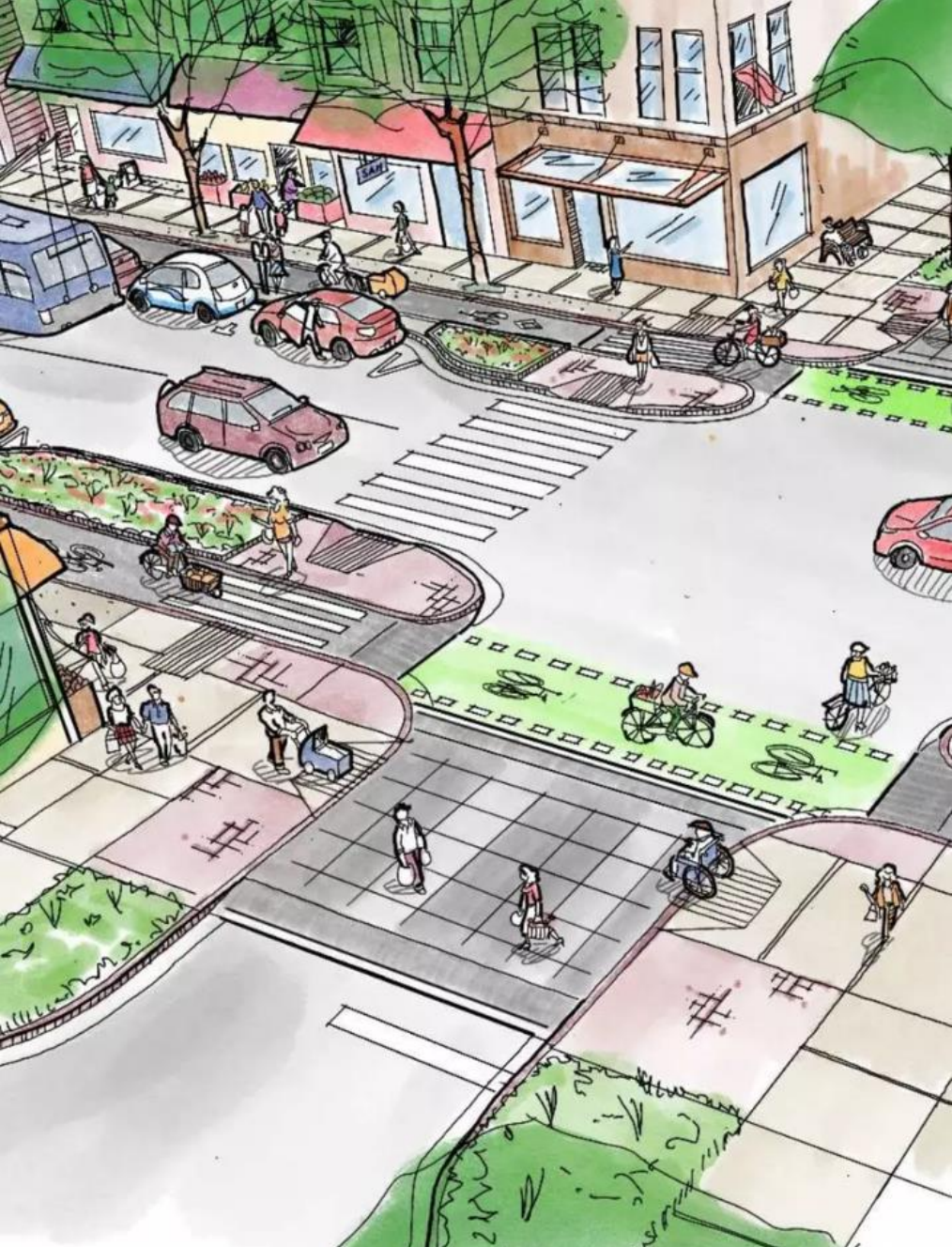
Presentation Outline

1. What has been done to date
2. Vision and Guiding Principles
3. Downtown Bolton Policies and Land use
4. Highway 50 Queen Street Corridor Policies and Land use
5. Consolidated Secondary Plan Policies
6. Technical Studies Update/ Draft Recommendations
7. Next Steps



What has been done to date?





Vision



The Bolton Secondary Plan establishes a healthy and sustainable vision for the Bolton Settlement Area as a whole, including the creation of a **new complete community** through appropriate intensification along the Highway 50 Queen Street Corridor. Balancing the needs for economic, environmental and social sustainability, the community will develop and re-develop to be **resilient, compact** and contribute to its **sense of place**. Bolton will be well-designed to be **transit-supportive**, integrate a **connected natural heritage system** and achieve climate change mitigation and adaption. The community will offer a range of transportation and employment choices supported by a diverse mix of land uses and housing options in a **compact built form** to accommodate people at all ages, abilities and incomes.

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 development and rights of way with a cohesive look and feel.



Guiding Principles



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 realms through walkable streets, parks and open spaces, pedestrian-scale buildings, landscape and urban design elements and other public amenities where appropriate.



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



Guiding Principles



Protect and integrate a connected natural heritage system including natural hazards into the design of the community to create local destinations and opportunities for compatible passive and active uses.



Incorporate low carbon technologies for buildings, supportive infrastructure for electric vehicles, sustainable and climate change resiliency plans, infrastructure, technologies, design approaches and green infrastructure to mitigate flood risk and the urban heat island effect to achieve the objectives of the Town's Resilient Caledon Climate Action Plan.



Achieve near net-zero greenhouse gas emissions within the community by 2050.



Guiding Principles



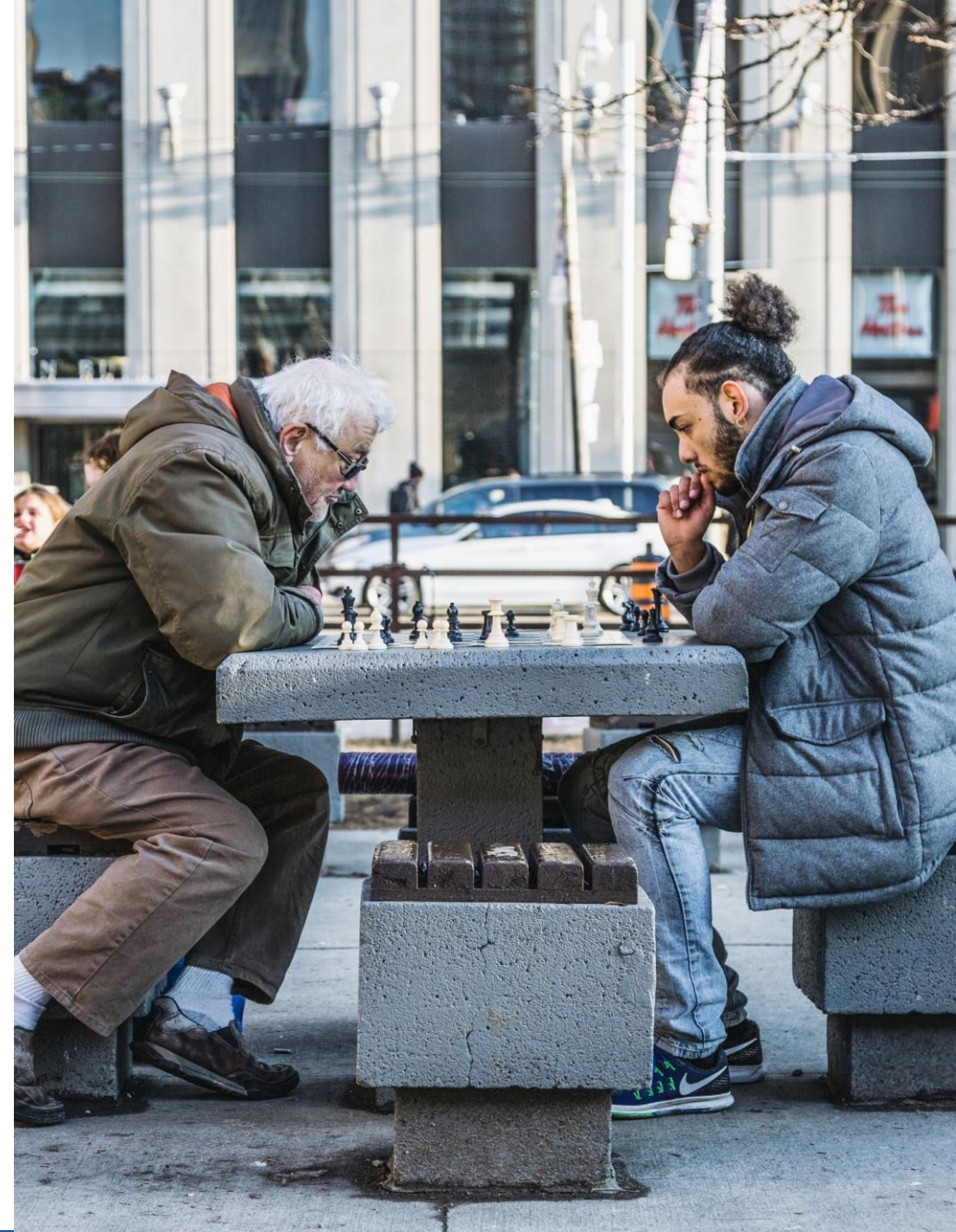
Provide appropriate buffers or land use separation to ensure compatibility between existing and future industry and redevelopment adjacent to these lands.



Transition to a compact walkable built form as part of mixed use developments while maintaining/replacing or incorporating new or replacing commercial/retail land uses.

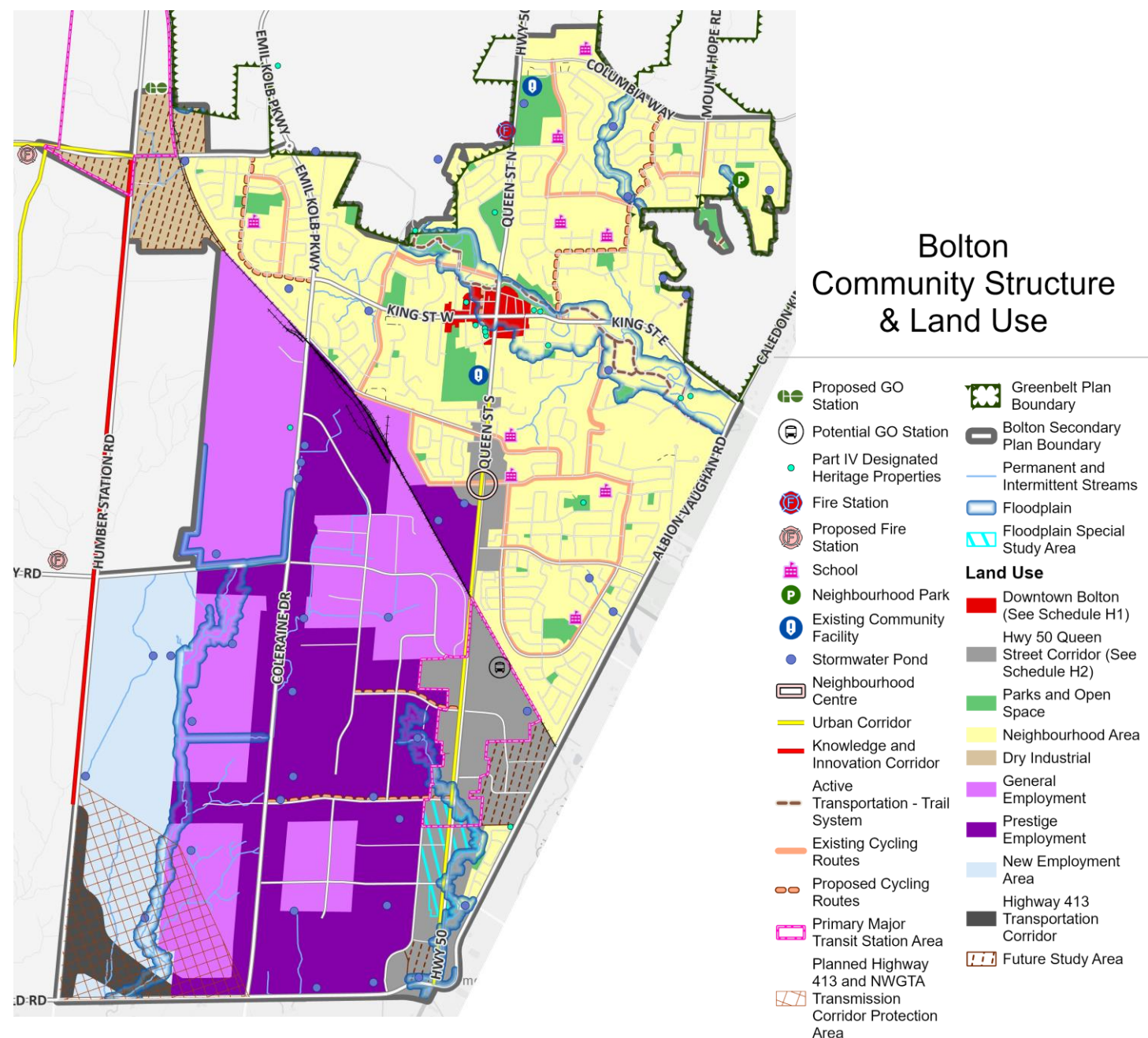


Enhance employment lands and help create development that supports a range of jobs.



Secondary Plan Structure

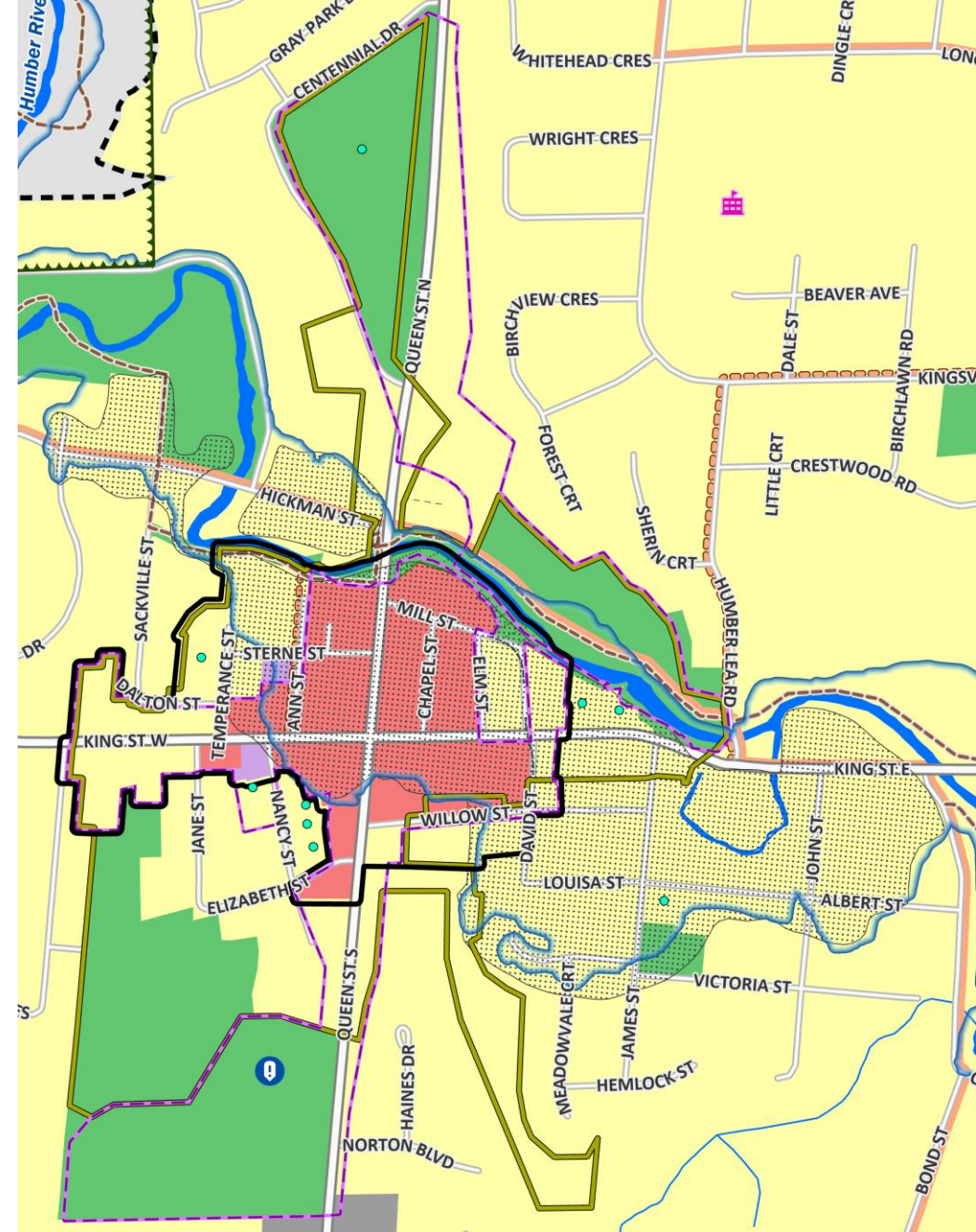
1. Downtown Bolton
2. Highway 50 Queen Street Corridor
3. Neighbourhood Area
4. Employment Area

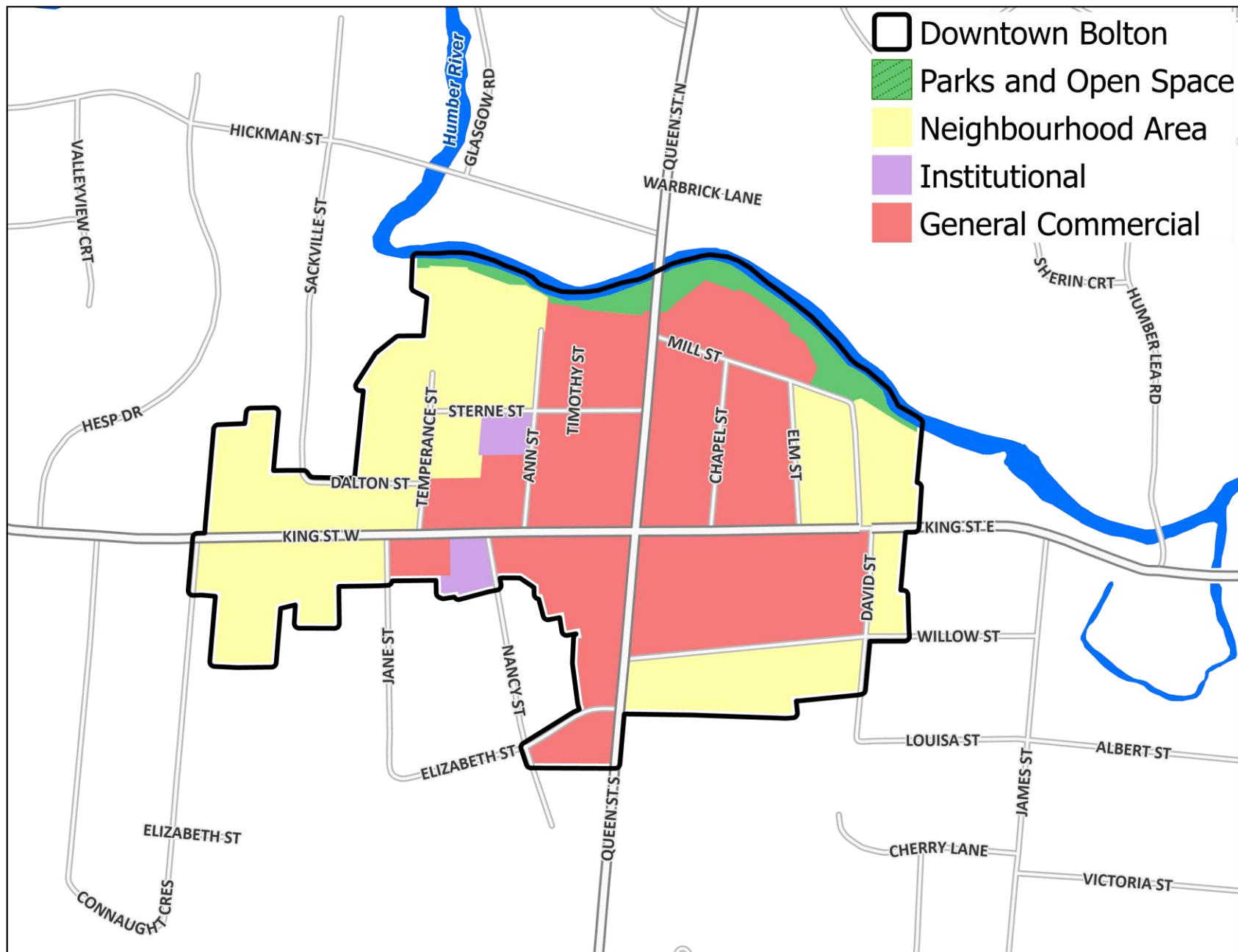


Downtown Land Use

- Neighbourhood Area
- General Commercial
- Institutional
- Parks and Open Space

Downtown Bolton Land Use

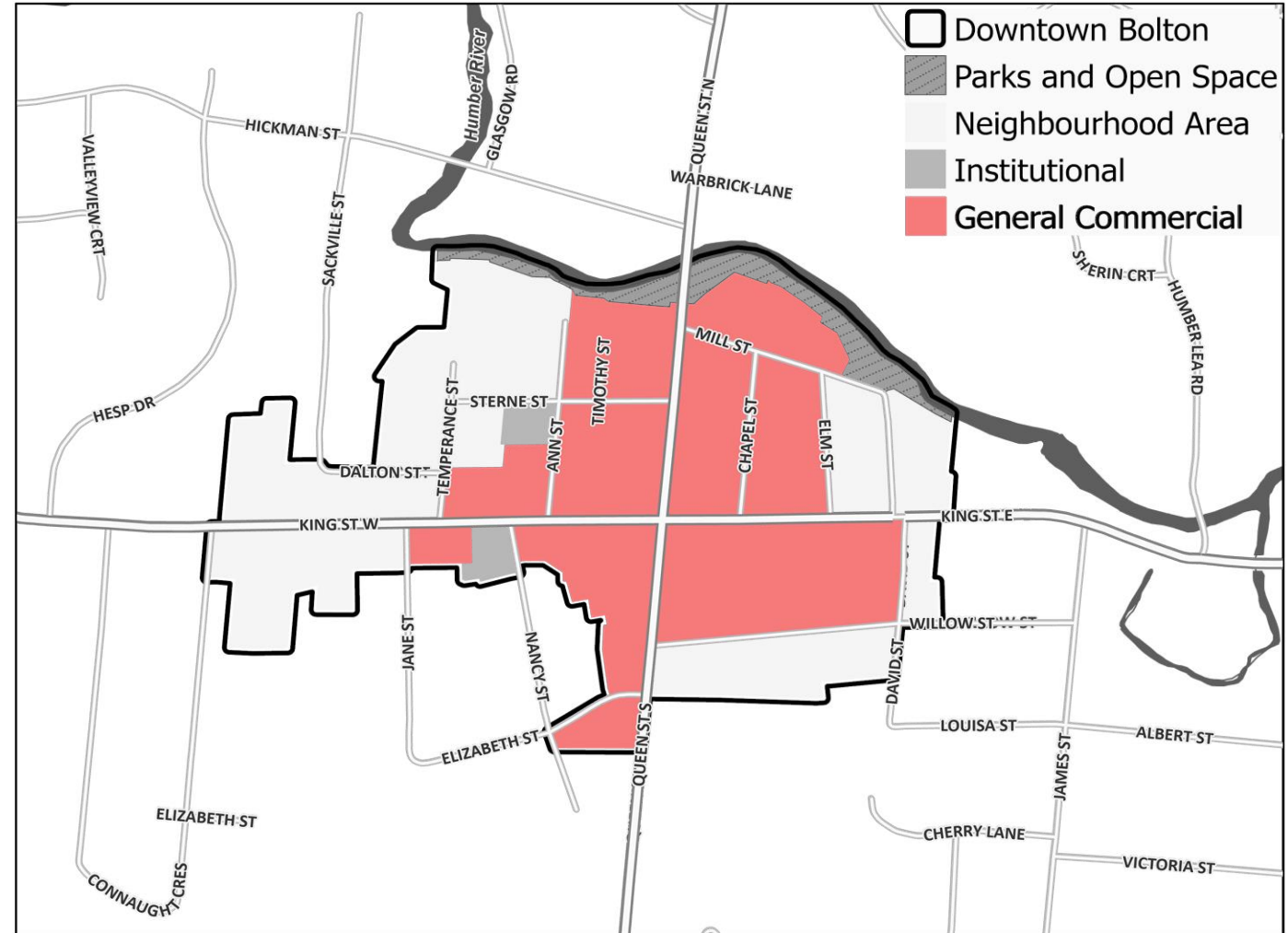




Downtown Land Use

General Commercial

- Intent to encourage a vibrant, mixed-use commercial area with historic character.
- Permits retail, service, restaurants, grocery and office (no automotive/drive-through).
- Residential permitted on upper floors only.
- **Max. Density:** 1.5 - 3.0 times lot area.
- Compatible with historic style; minimum 1.5m setback along key streets.
- Parking/loading at the rear or underground; no driveways facing Queen or King Street.



Downtown Land Use

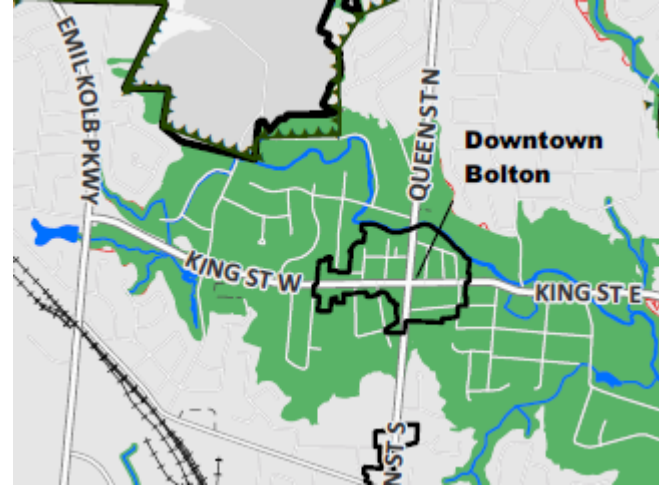
Natural Features and Areas

- Subject to Section 13 of the Future Caledon Official Plan.

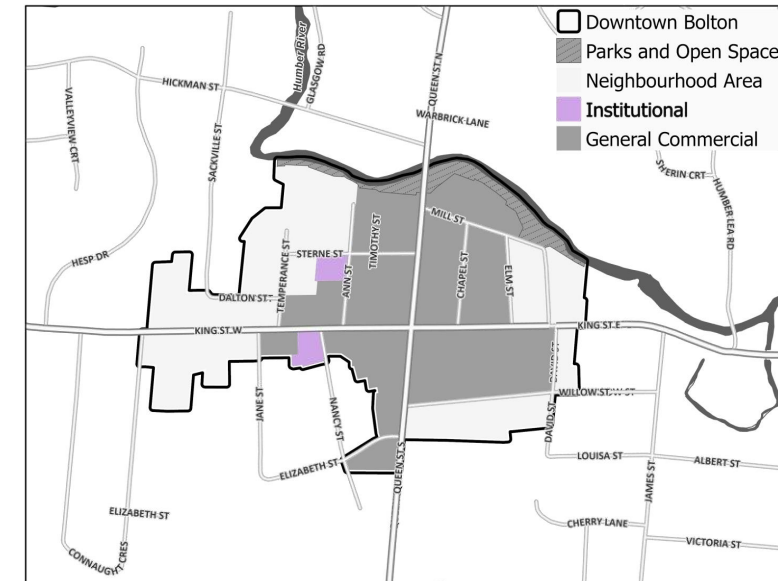
Institutional

- Subject to Section 5.6 of the Future Caledon Official Plan.

Natural Features and Areas



Institutional





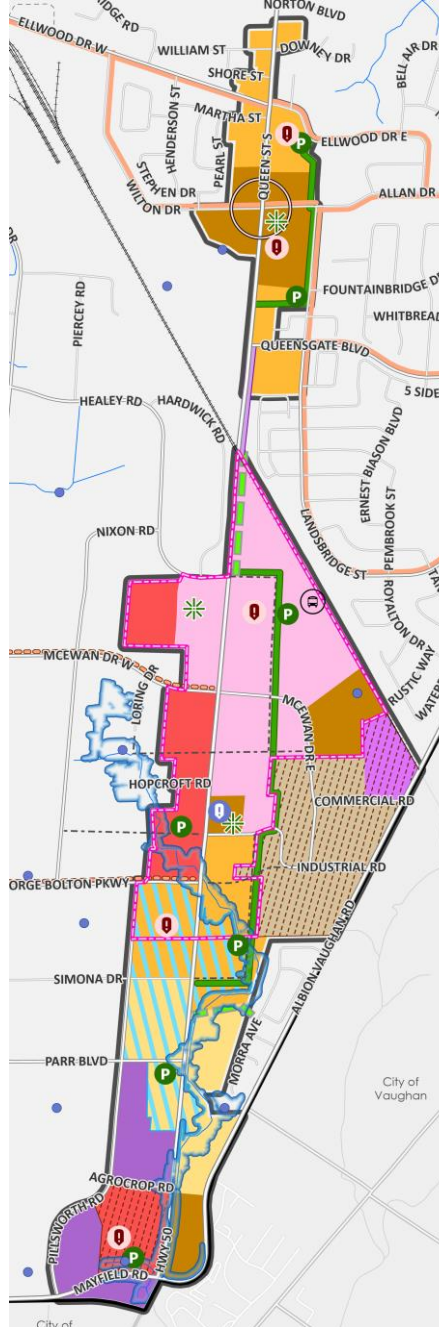
Downtown Bolton Development Policies



- Retail and commercial uses focused on Queen and King Streets
- High-quality landscaping and streetscapes will preserve the Downtown village character and historical buildings.
- The Humber River system will be enhanced for pedestrian/cycling use and recreation.
- Transportation network will support a high degree of pedestrian and cyclist accessibility and promote a pedestrian oriented street environment sources.
- Heritage will be protected and developed in accordance with the Village of Bolton Heritage Conservation District Plan.
- Development will adhere to the Community Improvement Plan and floodplain policies, as well as maintain setbacks and riparian habitats.
- Adequate parking will be provided and development will plan for future transit.

Highway 50 Land Use

- Major Transit Station Area High Density Mixed Use
- High Density Mixed Use
- Medium Density Mixed Use
- Low Density Mixed Use
- Commercial Mixed Use
- Dry Industrial
- Prestige Employment
- General Employment
- Future Study Area



Highway 50 Queen Street Corridor Land Use



Highway 50 Land Use

MTSA High Density Mixed Use

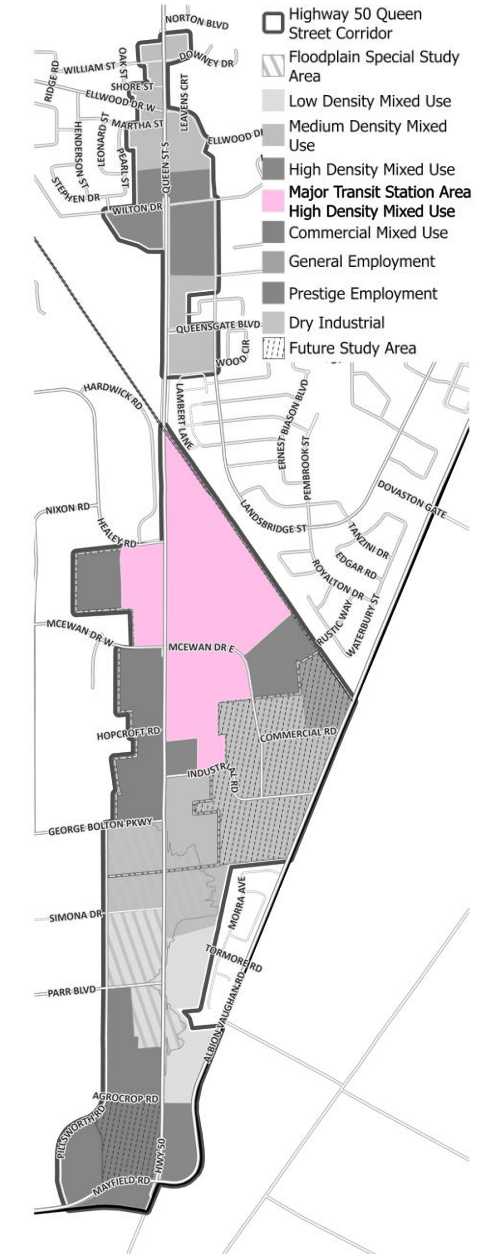
- Lands within a 800m radius from the proposed Bolton South Hill GO Train Station.
- Supports higher-order transit through concentrated tall and dense development.
- Permits mixed-use buildings with residential, retail, service, office, cultural, educational, hospitality, entertainment, recreational, and related uses at grade.
- A mix of uses shall be accommodated on individual sites, either within the same building or as separate buildings on the lot, providing flexibility for the evolution of the area.
- **Min. Density:** 150 people and jobs per hectare.
- **Height:** Min 4 storeys - Max 25 storeys.



Example of MTSA supportive housing types and built form



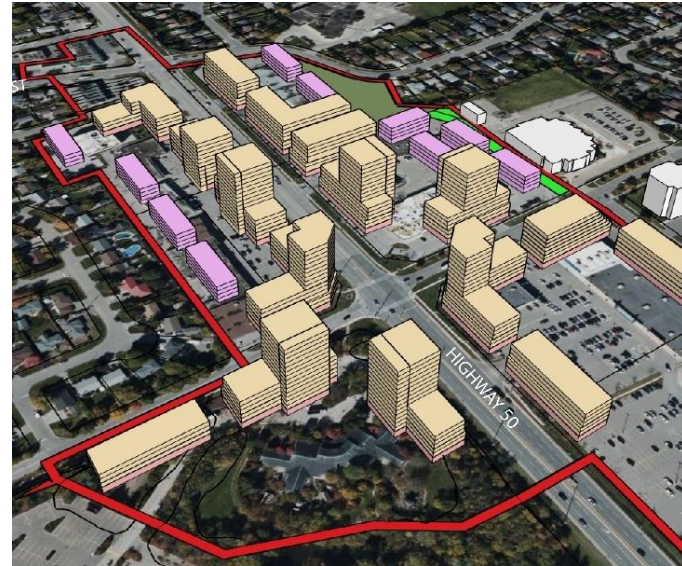
3D model of proposed built form



Highway 50 Land Use

High Density Mixed Use

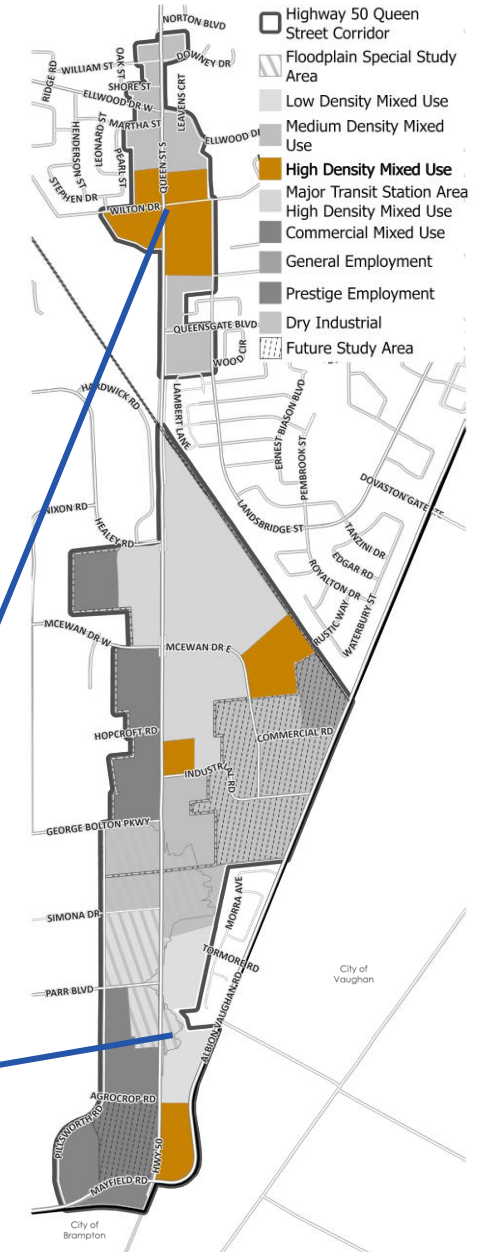
- Vibrant focal points offering goods and services within walking or cycling distance for surrounding residents.
- Permits mixed-use buildings with residential, retail, service, office, cultural, educational, hospitality, and recreational uses.
- A mix of uses shall be accommodated on individual sites, either within the same building or as separate buildings on the lot
- **Height:** 6 - 20 storeys.



3D model of proposed built form

Neighbourhood
Centre

Urban
Corridor



Highway 50 Land Use

Medium Density Mixed Use

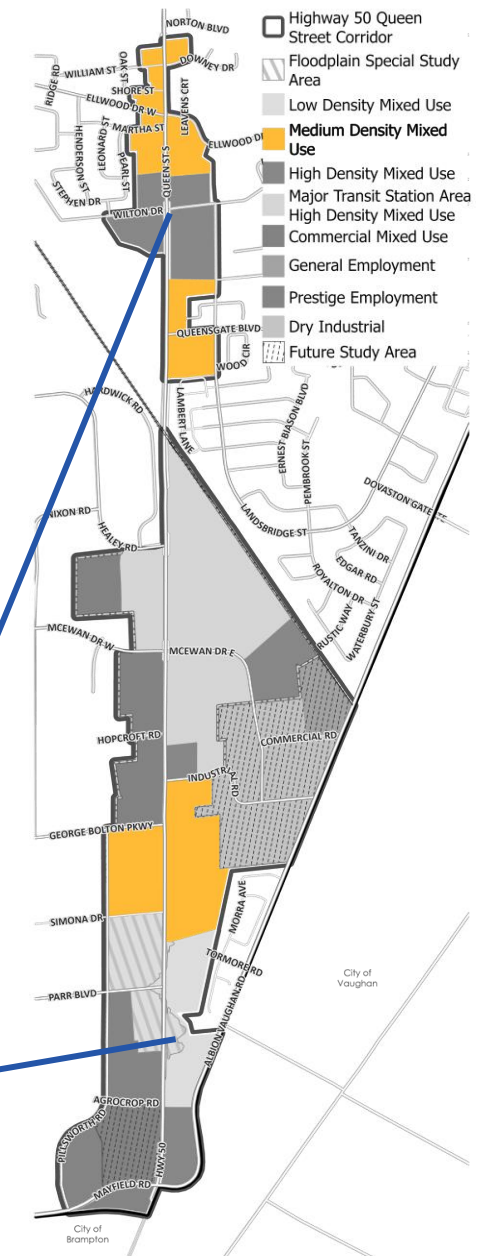
- Supports a mix of residential and commercial uses, fostering a pedestrian-friendly environment.
- Permits:
 - Mixed-use buildings with residential, retail, service, office, cultural, and recreational uses.
 - Single-purpose retail, service, or office buildings where integrated with a mix of uses on a site
 - Townhouses, multiplexes, and apartments.
- **Height:** 4 - 12 storeys.



Example Of Medium Density Mixed Use Built Form

**Neighbourhood
Centre**

**Urban
Corridor**



Highway 50 Land Use

Low Density Mixed Use

- Provides a transition zone with a blend of low-rise residential and commercial uses, fostering a community-oriented environment.
- **Permits:**
 - Mixed-use buildings with residential, retail, service, office, cultural, and recreational uses.
 - Single-purpose retail, service, or office buildings where integrated with a mix of uses on a site
 - Townhouses, multiplexes, and apartments.
- **Density:** 40 - 60 people and jobs per hectare.
- **Height:** 2 - 4 storeys.



Example Of Low Density Mixed Use Built Form



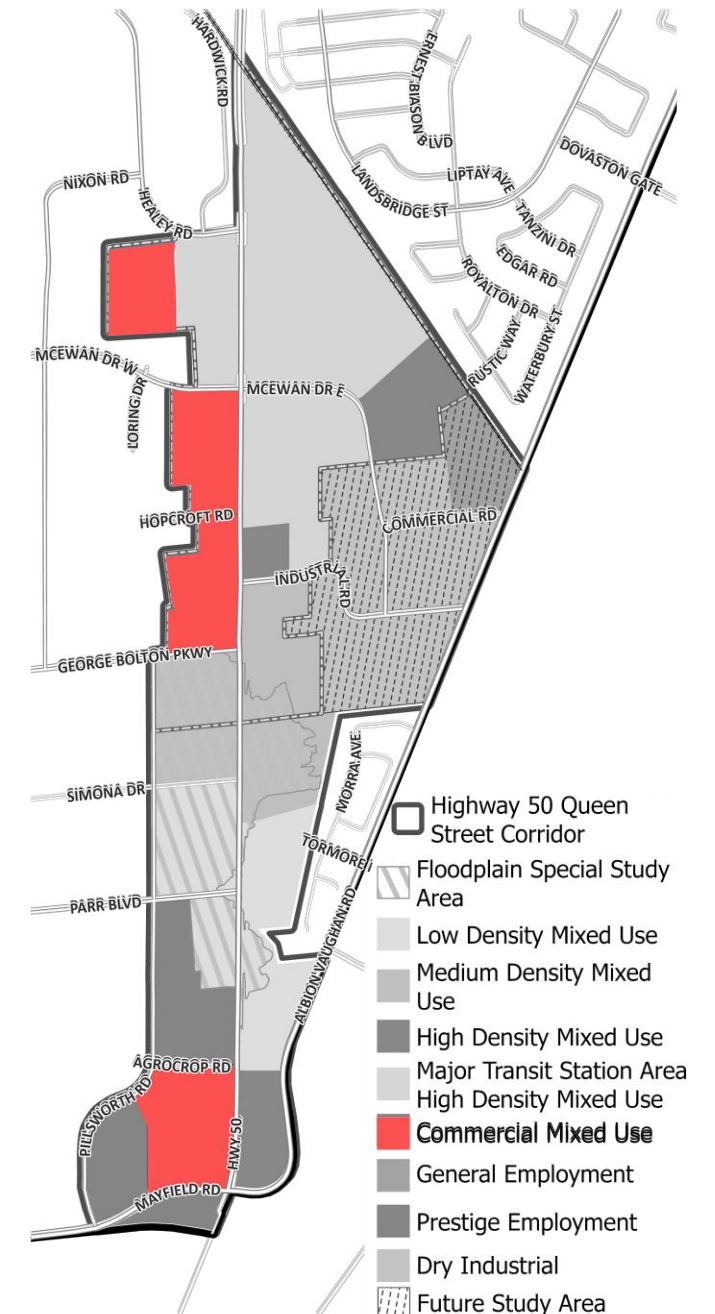
Highway 50 Land Use

Commercial Mixed Use

- Focuses on commercial uses without residential to serve surrounding employment zones.
- Permits mixed-use or stand-alone commercial buildings with retail, restaurants, grocery stores, small offices, clinics, hotels, and daycare centers.
- **Height:** 2 - 4 storeys



Example Retail/Office Buildings



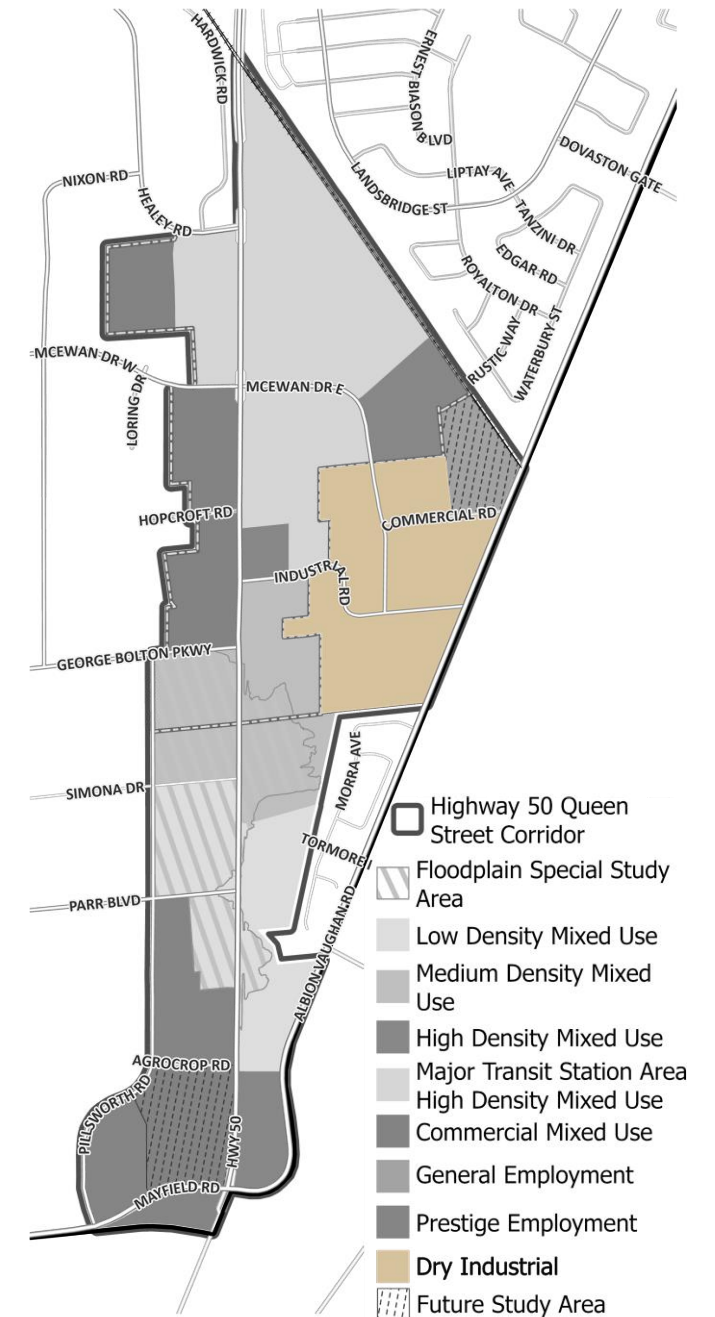
Highway 50 Land Use

Dry Industrial Future Study Area

- Dry industrial area is identified as a Future Study Area as the lands have the potential to present land use compatibility issues with future land uses proposed.
- The Study will address land use compatibility and the separation or mitigation of sensitive land uses
- The Study will look at opportunities for potential transition towards non-employment uses.
- The Study will include an assessment of the need for proposed sensitive land uses and alternative locations in Caledon.



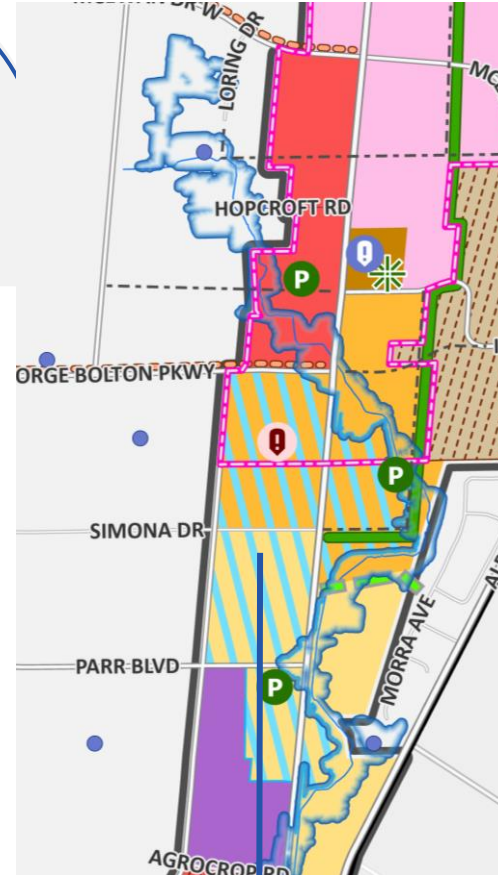
Example Retail/Office Buildings



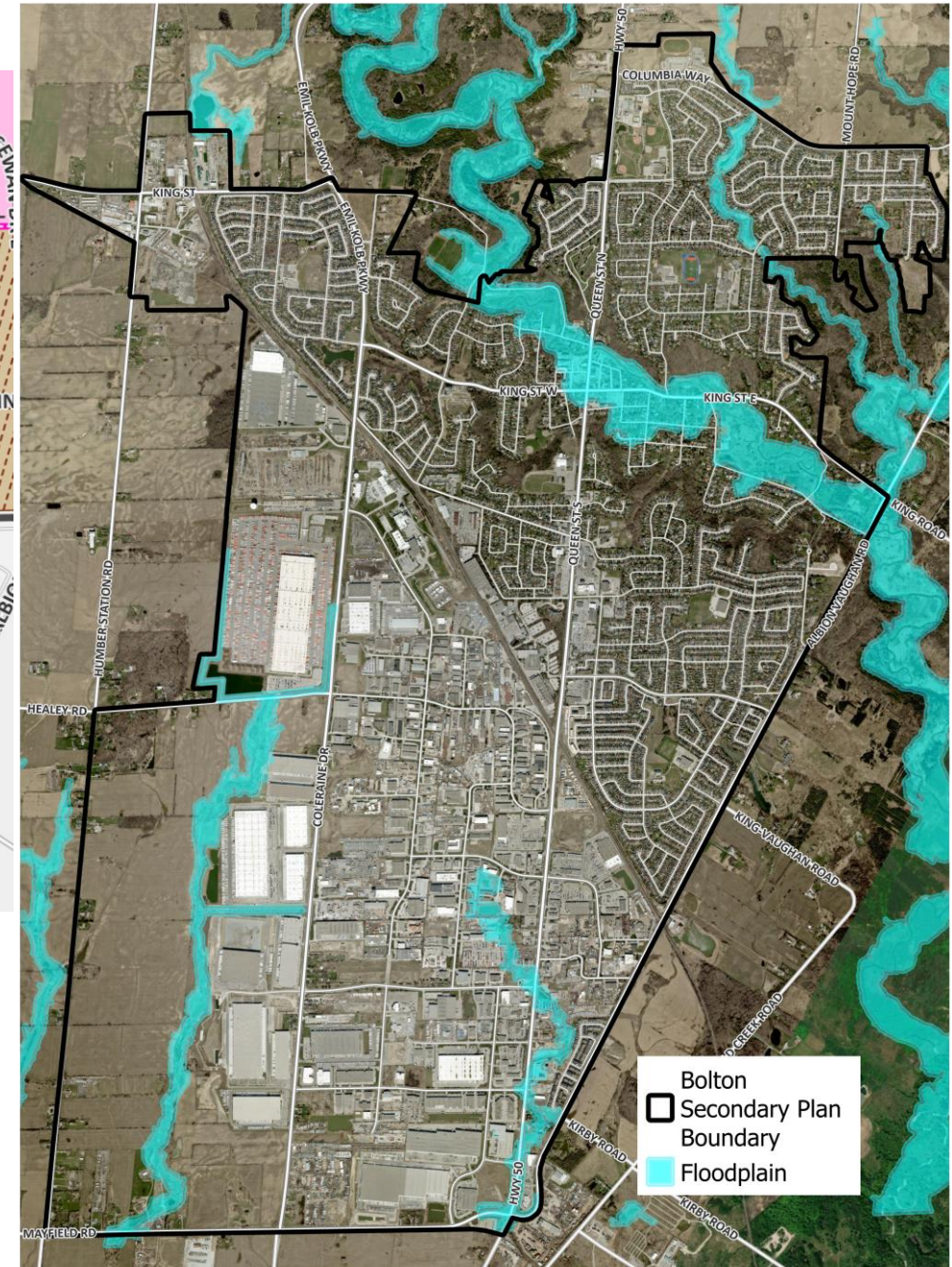
Highway 50 Land Use

TRCA Floodplain Study Area

- Lands within the TRCA Floodplain are subject to further study by the TRCA to confirm the extent and limit of the TRCA Floodplain spills.
- The implementing Zoning By-Law shall include holding provisions on those lands identified to be in areas of concern



**Floodplain
Special Study
Area**





Highway 50 Queen St Corridor Development Policies



- Position buildings near the street to create a strong street edge and align them for visibility and access to open spaces.
- Use setbacks, step-backs, and buffers to ease transitions near residential areas.
- Encourage varied designs for community identity.
- Create diverse, well-activated public spaces and develop centers with amenities, parks, and transit access.
- Develop urban squares and parks as focal points, encouraging active uses like cafes and retail along edges.
- Consider climate adaptation and emerging technologies in design, streetscape, and open spaces.
- Limit surface parking and prioritize underground or screened parking.
- Improve walkability with better street links and fewer intersections while developing continuous walking, cycling paths, and access to key areas.



Highway 50 Queen St Corridor

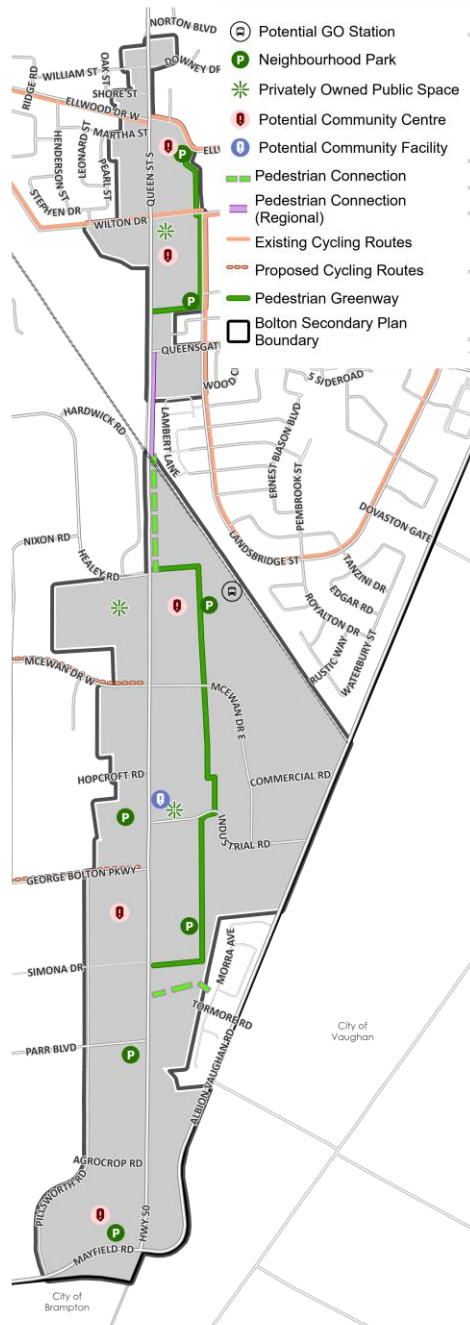
Roads and Transportation



- Develop Highway 50 as a complete street with improvements including sidewalks, multi-use paths, bike lanes and street trees.
- Focus on enhancing pedestrian comfort and street aesthetics with sidewalks, frequent intersections, and attractive streetscapes.
- Utilize rear laneways to provide vehicular access and screen parking areas to preserve pedestrian spaces.
- Town shall prioritize connectivity to the GO Station and shall explore near-term on-demand transit, transitioning to regular service over time.
- Include EV charging and bike parking in developments.

Proposed Roads:

- Five planned roads to create a finer grid network in the Highway 50 Queen Street Corridor
- Industrial Road to be realigned to connect with Regional Road 50 and George Bolton Parkway.



Highway 50 Queen St Corridor Parks and Pedestrian/Cycling Connections

Proposed Pedestrian and Cycling Greenways

- MUP/greenway planned in the Neighbourhood Centre between school and high-density areas
- North-south MUP/greenway (10m wide) planned from Simona Drive to Regional Road 50 for active transportation.

Sidewalks

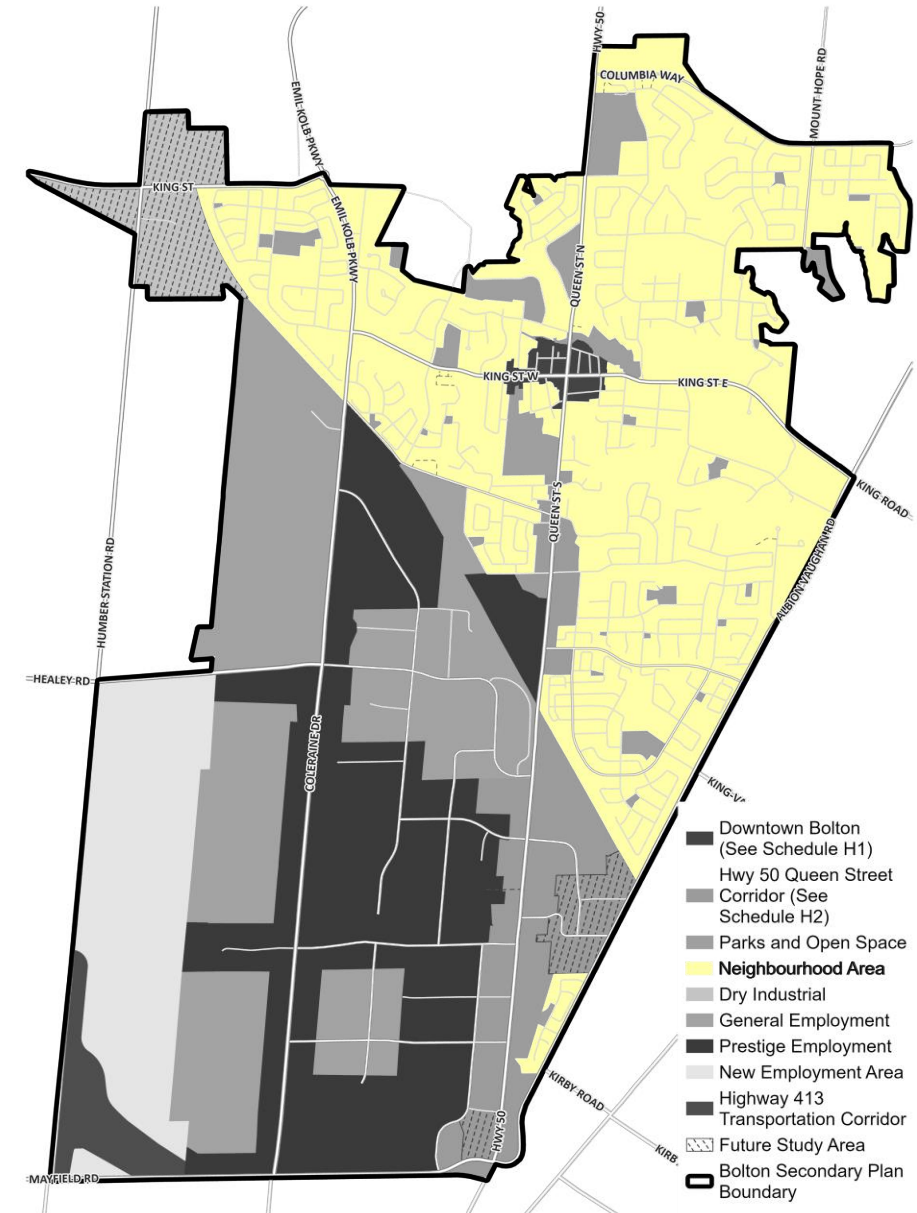
- Encourage additional pedestrian connections, including links from Stella Crescent to a park, Morra Avenue to Hwy 50, and a midblock connection along Hwy 50 north of McEwan Drive.

Parks

- New parks would be located within 400 meters of each other.
- Seven parks proposed, including five parkettes and one larger neighborhood park near the GO station.

Neighborhood Areas

- Applies to existing residential areas in Bolton and consolidates previous low, medium and high-density designations.
- Encourages gentle infill, intensification, and redevelopment over time, with the objective to provide diverse, affordable housing options.
- Permits existing residential uses; additional dwelling units; new single-detached, semi-detached and townhouse dwellings; long-term care/retirement homes, parks, public services, neighborhood-scale retail and commercial uses.
- Infill and intensification shall respect and reinforce the existing physical character and uses of the surrounding area to ensure context sensitivity and compatibility.
- **Max. Height:** 3 storeys (4 storeys permitted along Arterial/Collectors)



Employment Areas

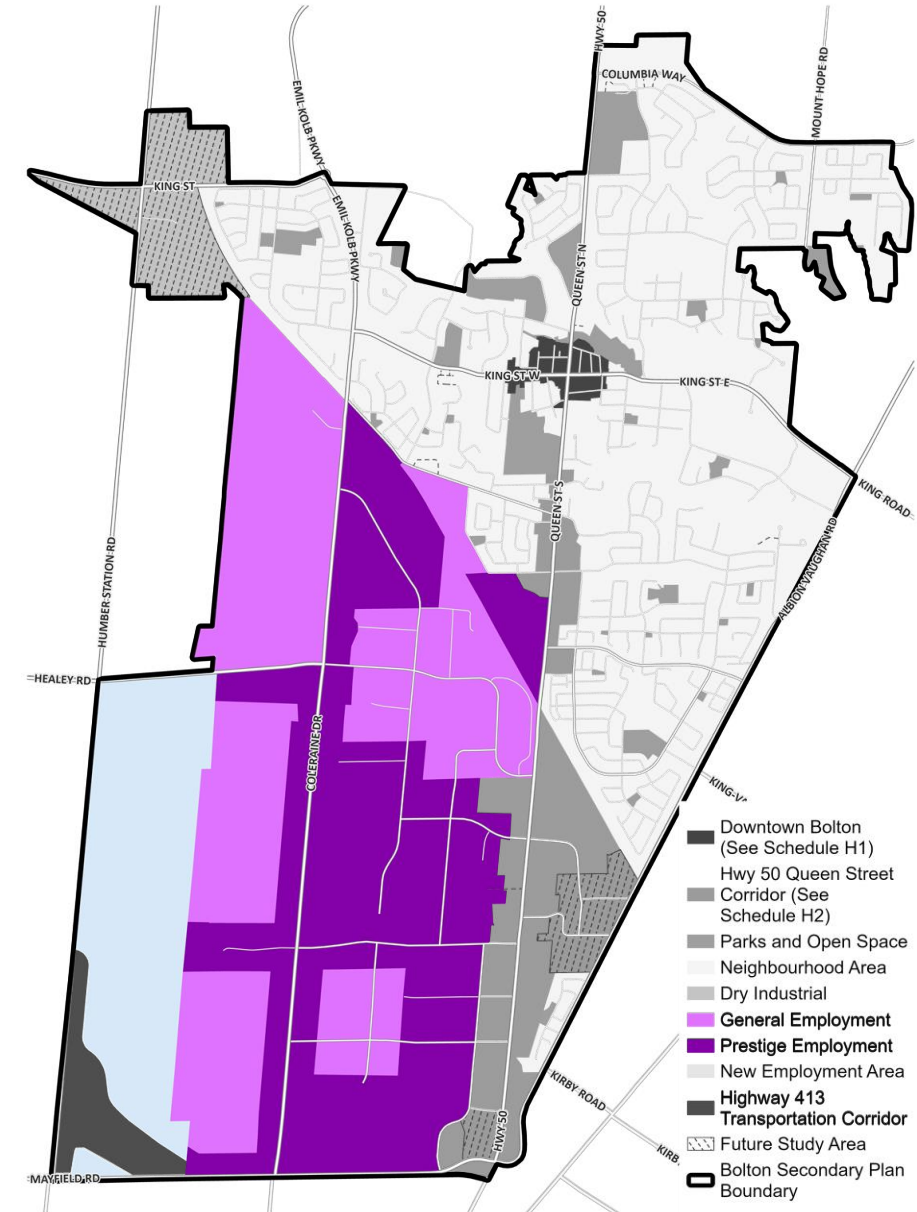
- Policies ensure compatible uses, high-quality development, orderly and fully serviced growth, natural area protection and sustainable design.
- Support for active transportation, shared parking, bicycle facilities, and transit accessibility.

Prestige Employment Area

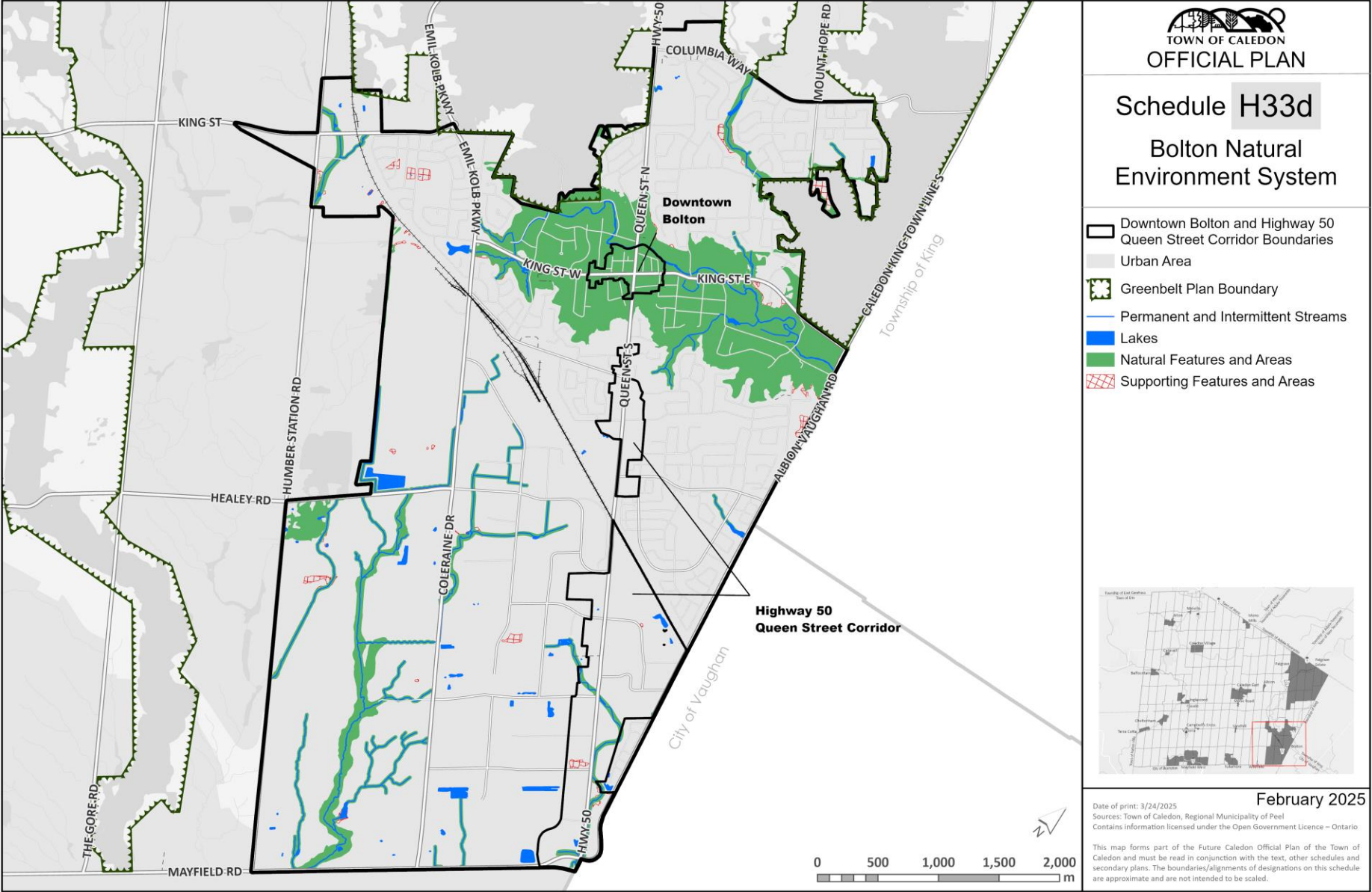
- Refer back to Future Caledon Official Plan
- Prime locations with high-quality design, particularly along arterial roads.
- Buildings face arterial roads with prominent entrances.

General Employment Area

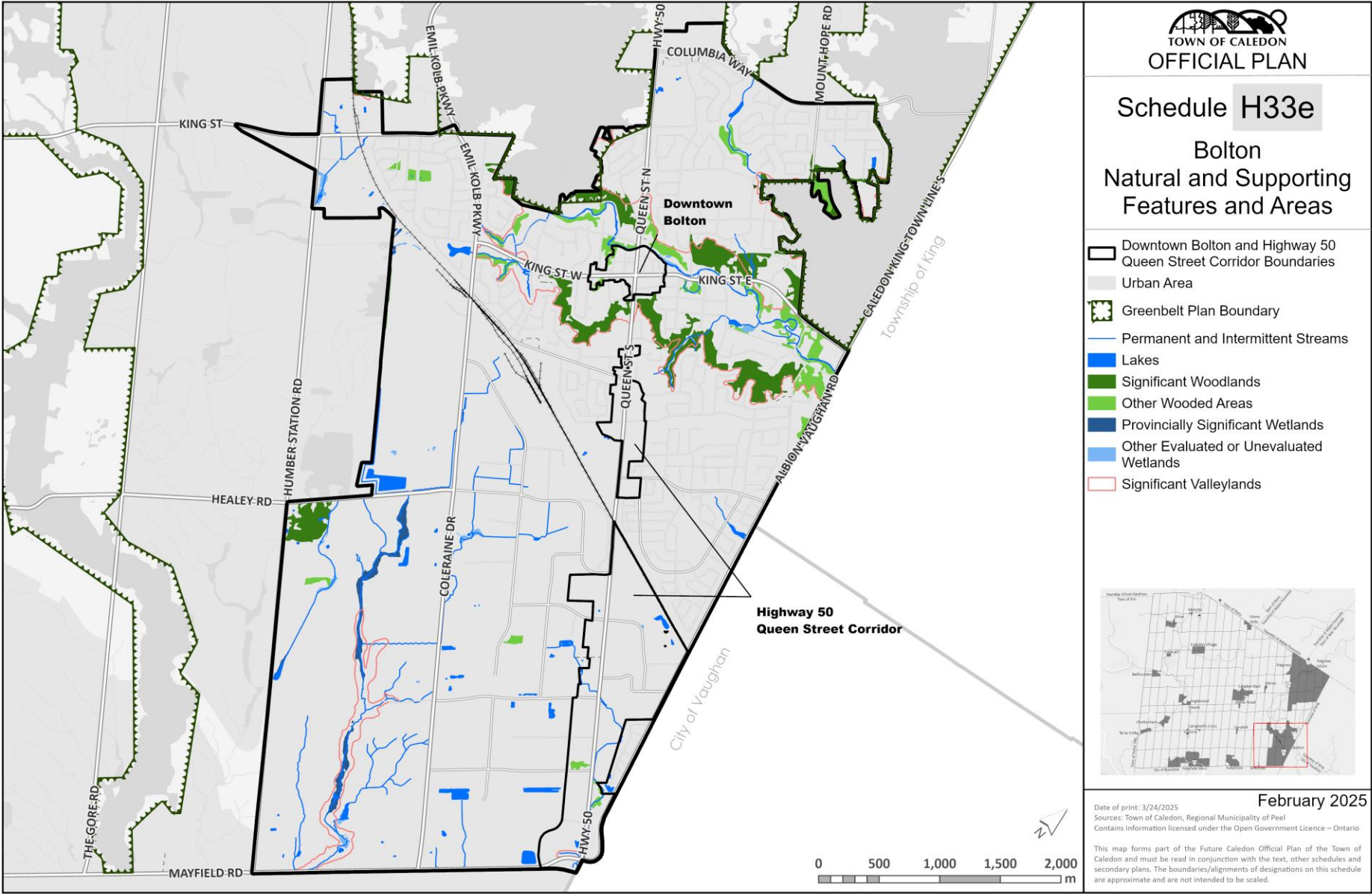
- Refer back to Future Caledon Official Plan
- Large sites for manufacturing, warehousing, and truck movements.



Bolton Natural Environment System



Bolton Natural and Supporting Features and Areas



Technical Studies Update/Draft Recommendations



- **Previously Completed**

- Urban Design Study
- Guideline D-6 Compatibility Study
- Go Station Feasibility Study
- Energy Conservation and Sustainability Study

- **Update**

- Master Environmental Servicing Plan
- Fiscal Impact Analysis
- Transportation and Mobility Report
- Climate Change Modelling
- Community Design Guidelines

Next Steps



Phase 4

- Finalize Technical Reports and confirm Secondary Plan policies are aligned
- Acceptance of Secondary Plan by staff and required agencies
- Statutory Public Meeting – May 27, 2025
- Council Adoption – TBD
- Provincial Approval



Thank You



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**[HTTPS://HAVEYOURSAYCALEDON.CA/BOLTON-SECONDARY-
PLAN-REVIEW](https://haveyoursaycaledon.ca/bolton-secondary-plan-review)**

TOWN OF CALEDON