

#	Type	Summary of Comment
1	Public Comment	<p>Owner of a 58 acre parcel on the east side of Duffy's Lane, north of King Street . Prefers that expansion of the urban area be to the west of ROPA 28 and in particular in the area of the three blocks of land lying to the west of the Humber River watershed north of King Street.</p> <p>Reasons for the expansion to include this area include:</p> <ul style="list-style-type: none"> • The lands are tableland connected to the balance of the Bolton settlement by an established pattern of existing roads including Humber Station Road, The Gore Road, King Street and Castleberg Sideroad. • These lands are a logical extension of the existing subdivisions located on the south side of King Street. • They lie to the south of the Oak Ridges Moraine and represent one of the last appropriate westward expansion areas for the Bolton settlement.
2	Public Comment	<p>Suggests that options north of King are best viable options. In particular, options that border Columbia Way (options 1 & 2). A second option would be the GO Station option off of King Street West/Hwy 50 for the long term transit opportunities.</p> <p>The other options are in industrial zones and would not fit in with the current residential feel of the town.</p> <p>Does not agree with the expansion but advised that he understood that this was caused by Provincial policy direction.</p>
3	Public Comment	<p>Notes that the map on page 2 of the letter shows the proposed employment lands in addition to the possible sites for new housing as part of the Bolton Expansion Plan. He provided previous comments to the Town of Caledon outlining his opposition to the proposed boundary expansion.</p> <p>Notes that the CTC warehouse is outside the present Bolton boundary and wonders whether this is illegal.</p> <p>Asks about the value of public consultation when decisions appear to have already been made.</p>
4a	Public Comment	<p>Believes that the Town of Caledon did not take cost into account when making the decision regarding BRES and that only options 1, 2, and 3 were truly considered. Options 4, 5, and 6 were set aside as they were in the GTA West corridor study zone. Had there been a full 6 site study, a more cost responsible choice could have been put forward to Peel Region and a Provincial Facilitator would not have been needed.</p> <p><u>Response to three questions:</u></p> <ol style="list-style-type: none"> 1. Cost to service the appropriate lands is the first criteria that should be used to identify the best site and would mean that option 1, 2, and 3 is eliminated. He would like Peel Region to accept Town of Caledon's staff's analysis that option 5 (March 18, 2014). 2. Meridian Planning's report stated: "Options 4, 5, and 6 are not supportable at this time because of their location near existing, planned and potential employment areas and because of the need to carry out larger scale planning in this area in the future." <p>A complete evaluation was not completed for options 4, 5, and 6. He feels that, had this been done, Option 4 and 5 would have ranked higher than option 3.</p> <p>Notes that Option 6 is still within the GTA West Corridor Study zone. He advised that should the GTA West study continue, option 6 lands are best suited for employment uses and therefore, should be excluded from the residential process.</p> <ol style="list-style-type: none"> 3. Prefers Option 4 and 5 be given a full assessment for the Bolton Settlement Boundary. Understands that Caledon does not want to use existing infrastructure but hopes that Peel Region does not share this policy as they would be financially responsible.

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4b	Public Comment	<p>Advises that he is a property owner in Option 5.</p> <p>States that the Town of Caledon is acting under the assumption that both Option 1 and 3 infrastructure will be paid for by Peel Region.</p> <p><u>Attached draft CEAC Comments dated June 12, 2012</u></p> <ul style="list-style-type: none"> • Notes that the use of criteria appear to be in a preliminary state • In the past, technical studies were completed before a decision on a site was even considered. • The natural heritage criterion should be revised to speak clearly to preventing negative impacts. • Explanation on the weighting and criteria are required as the scores do not add up. <p><u>Newspaper Clipping: Caledon Enterprise – September 20, 2012</u></p> <ul style="list-style-type: none"> • Approval of modifications to OPA 226. • Lifting hard cap for growth to 2021.
5	Public Comment	<p>Two reports were provided that should have been given more weight during the BRES presentation.</p> <p>Advises that the Town of Caledon chose option 3 in part for the GO Station focus. She believes that the GO Station may never happen with a subway in Vaughan, the 427 extension, the expansion of Mayfield Road to 4 – 6 lanes and the proposed East-West corridor which may have a passenger rail line as well.</p> <p><u>Enclosed Report #1: Letter from Phil Stewart to Town of Caledon dated July 9, 2013</u></p> <ul style="list-style-type: none"> • Represent majority of the landowners in Option 5 area • Opposes the refined study area (Option 1 & 3) • Prefers the detailed studies be completed for all six options for better economies of scale <p><u>Enclosed Report #2: Letter from Caledon Environmental Advisory Committee (June 26, 2013)</u></p> <ul style="list-style-type: none"> • Recommends incorporation of stronger emphasis on environment, natural heritage protection in the decision making process
6	First Nations	Requested the GIS shape files to determine if First Nations archaeological sites exist in the area.
7	Public Comment	Asked about the impacts to his property.
8	Public Comment	Interested in pursuing commercial/retail land use permissions. He inquired about the effect of the application and whether he could pursue the land use changes. Asked whether rounding out areas get preferential treatment and whether any determination had been made for these areas.
9	Public Comment	<p>Advises that they own land in option 3.</p> <p>Supports the Town's BRES process and the Town's selection of Option 3 and the three rounding out areas because:</p> <ul style="list-style-type: none"> • Opportunity for transit-oriented development • Option 3 expansion will support establishment of GO services which will in turn help to create an innovative, pedestrian friendly community with mixed uses and a variety of housing types and densities • Potential for strategic over-sizing of service infrastructure and opportunity to benefit/enhance existing areas • Opportunity to support more development in future growth areas over long term • Expansion will not prejudice preparation of comprehensive planning studies in future as it is a logical/contiguous option and linkage opportunities to open spaces • Minimal impacts on existing/planned employment lands • No significant environmental constraints • Unique opportunity to develop a gateway feature/civic square to Bolton
10	Public Comment	Advises that they currently live near King Street and Duffy's Lane. Believes that their property has evolved from a rural setting to an urban setting with the construction of a subdivision and increased traffic volumes. Intend to develop their property for a commercial plaza, gas bar, etc. and request commercial zoning for their property to create revenue for the town and create employment.

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11	Public Comment	<p>Advises that they acquired land in option 3.</p> <p>Indicates that the Town's BRES process was fair, open and transparent and support the option because:</p> <ul style="list-style-type: none"> • Opportunity for transit-oriented development • Option 3 expansion will support establishment of GO services which will in turn help to create an innovative, pedestrian friendly community with mixed uses and a variety of housing types and densities • Expansion will not prejudice preparation of comprehensive planning studies in future as it is a logical/contiguous option and linkage opportunities to open spaces • No significant environmental constraints and linkage opportunities to existing/future open spaces. • Minimal impacts on existing/planned employment lands • Unique opportunity to develop a gateway feature/civic square to Bolton
12	Dufferin-Peel Catholic District School Board	<p>Advises that the School Board will be taking a more active role in review of secondary plan.</p> <p>Requests to remain on the notification list for this application.</p>
13	Public Comment	<p>Advise that they own 4 hectares of land in Option 3. They support the Town's BRES process and believe it was a fair, open, and transparent process.</p> <p>Option 3 expansion will:</p> <ul style="list-style-type: none"> • Support establishment of GO rail services in Bolton which was announced in "The Big Move" • The community can be developed as a pedestrian-friendly community with mixed uses and a variety of housing types and densities that is beneficial to all of Bolton and Caledon • Provide a logical growth area to Bolton • Many trails and linkage opportunities between Option 3 and existing Bolton community. • No significant environmental features and a good candidate for growth.
14	Public Comment	<p><u>Answers to questions:</u></p> <ol style="list-style-type: none"> 1. Indicates that the Region should factor the cost of infrastructure in the criteria. She believes that growth should be kept within existing growth area, close to employment and highways. 2. Prefers Option 5 because it is close to the employment area, commercial and medical facilities and because the infrastructure cost is less since it would continue from the existing built-up area. <p>Option 3/4 is less suitable as they would have high traffic volume from rural area heading into Brampton. The cost of infrastructure would also be high and costly to maintain over the long-term.</p> <ol style="list-style-type: none"> 3. Prefers option 5 due to its proximity to Bolton.
15	Public Comment	<p>States that Bolton should grow from inside out, not outside in. He prefers Option 5 as it is the most economical option.</p>
16	Public Comment	<p>Advised that he owns 135 acres in Option 3 since 1967. He is supportive of the Town's BRES process and believes that it was fair, open, and transparent. He supports the Region in moving forward with a ROPA to establish an urban designation on these lands.</p>
17	Public Comment	<p>Asked whether municipal water and sanitary sewers are available along Coleraine Drive from north of Mayfield Road to Healey Road? When were they installed? If so, is there sufficient capacity to service future employment sites west of Coleraine Drive?</p> <p>What is status of ROPA 28?</p>

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22	Public Comment	<p>Prefers Option #5 because:</p> <ul style="list-style-type: none"> • Underground servicing • Close to GTA • Close to Brampton • Close to GO Bus at Mayfield Road and to proposed GO station • Water services are already up to 1km north of Healey Road

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23	Zelinka Priamo on behalf of BoltCol Holdings	<p>See full letter: http://peelregion.ca/planning/officialplan/proposed-amendmts.htm</p> <p>BoltCol owns approximately 77 hectares of land on Coleraine Drive within the Town of Caledon's original ROPA 28 application. Approximately 8 hectares of these lands were removed from ROPA 28 due to presence of the GTA West Corridor Study Area.</p> <ul style="list-style-type: none"> • These lands are well situated in proximity to planned future extension of Hwy 427, 27, arterial roads and the possible GTA West Corridor, as well as with access on Coleraine Road, which is part of the Bolton Arterial Road bypass. • The lands are a logical extension of the Bolton Rural Service Centre for employment uses and their inclusion will increase the overall efficiency of development of the BoltCol lands. • The lands provide an opportunity for employment growth in order to meet 2031A forecast since the combination of ROPA 28 and ROPA 29 are not sufficient to accommodate all employment land employment. • Through this inclusion, the density for residential lands will increase modestly from 71.5 to 73.2 person and jobs per hectare. The impact of including these lands is negligible from a land budget perspective. • These lands could be added to the Bolton Rural Service Centre through ROPA 28 rather than through the current process. Their early inclusion into the Bolton settlement boundary would facilitate consideration in the OPA and zoning by-law process. • A policy mechanism similar to one used for Mayfield West can be used in order to phase the release of certain lands so long as such a release does not predetermine the planning of the GTA West corridor.
24	Public Comment	<p>Prefers Option #5 as it is the cheapest option for servicing. It is close to Brampton and servicing will pass through Humber Station Road. City water is already up to 500 metres north of Healey Road. It is close to the existing GO bus stop at Hwy 50/Mayfield and very close to the proposed GO station.</p> <p>Believes Option 6 is not possible due to GTA West Corridor.</p> <p>Believes that Option 3 / 4 is more expensive to service and that it would spread the town.</p> <p>Believes that Options 1 / 2 are even more expensive to service and that they are not feasible.</p>
25	Larkin & Associates on behalf of Bellport Homes	<p>See full letter: http://peelregion.ca/planning/officialplan/proposed-amendmts.htm</p> <p>Notes that Town of Caledon staff considered 6 potential expansion areas and 3 rounding-out area. He advises that staff's recommendation report states that all 3 rounding out areas should be selected, no matter which expansion area is selected. He agrees with this opinion and believes that Rounding-out Area B is a suitable, available and viable site for residential development.</p> <p>Believes that the following evaluation criteria should be used:</p> <ul style="list-style-type: none"> • Site suitability – suitable for residential development, including topography, surrounding uses, landscape impact, access, distance to services and on-site constraints. • Site availability – whether land owners are willing to develop the site • Site achievability – development of housing on the site within the planning horizon should be achievable and viable. <p>Additional criteria could include:</p> <ul style="list-style-type: none"> • Not discounting sites within Prime Agricultural Land • Priority given to the logical rounding out area <p>He provides further discussion to describe how the Rounding-out area B is a suitable option when considering the three primary criteria.</p>

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26	Argo Development Corporation	<p>See full letter: http://peelregion.ca/planning/officialplan/proposed-amendmts.htm</p> <p>Advises that Argo Development owns land in Option 3.</p> <p>Believes that Option 3 is the only option that supports transit-oriented development and would encourage extension of GO service to Bolton.</p> <p>Advises that recently released report “Planning for Health, Prosperity, and Growth” places emphasis on the need for transit-oriented development and healthy communities.</p> <p>Believes that the Option 3 lands are a logical and contiguous growth area to Bolton, would maximize existing community infrastructure and services, are easily serviceable and have little impact/conflict to future/existing employment lands.</p>
27	Glen Schnarr on behalf of Option 3 Landowners Group	<p>The Region received a letter and a supporting technical report on behalf of the Option 3 Landowners Group. See full submission: http://peelregion.ca/planning/officialplan/proposed-amendmts.htm</p> <ul style="list-style-type: none"> • Letter from Glen Schnarr and Associates, dated February 1, 2016 • BRES Report and associated appendices prepared by Glen Schnarr & Associates, dated February 1, 2016
28	Your Voice for Bolton	<p>See full letter: http://peelregion.ca/planning/officialplan/proposed-amendmts.htm</p> <p><u>Evaluation Criteria and/or Process:</u> Advise that they do not support the Town of Caledon’s evaluation criteria and ranking system due to concerns over infrastructure costs, inconsistency with Provincial Policy, and the uncertainty of the GO transit extension. Also believe that all settlement boundary expansions should be comprehensive and studied together. State that the Town’s Official Plan directs growth to the south, away from sensitive features such as the Oak Ridges Moraine. It also requires compact communities with a full range of land uses which cannot be achieved through two independent Regional Official Plan Amendments.</p> <p>Recommends eight evaluation criteria be used in the processing of the application.</p> <p><u>Locational Attributes</u></p> <ul style="list-style-type: none"> • Options to the north do not have adequate servicing/infrastructure. Areas where existing services and infrastructure exist should be considered first. Options to the north are constrained by the Oak Ridges Moraine. Opportunities for linkages do not exist without crossing the Oak Ridges Moraine. They are also fragmented which leads to inefficient road and housing layouts. • Option 6 is adjacent to a newly expanded employment area and can contribute towards complete community. Best from traffic perspective. • Options south of King Street and north of Healy Road are adjacent to the new Canadian Tire Distribution Centre making mitigation difficult. • Option 3 is in proximity to a future GO Station which is not proceeding whereas Option 6 is in proximity to the existing GO Kiss and Ride Lot and associated transit service. • Options with a flattened topography will ensure better stormwater management and accessibility. <p><u>Preferred option</u> Advise they prefer Option 6 because of complete community concept, servicing/infrastructure, environmental, and locational attributes.</p>

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29	Caledon Chamber of Commerce	<p>See full letter: http://peelregion.ca/planning/officialplan/proposed-amendmts.htm</p> <p>Their report “Bolton Community: Business Attraction and Population Growth Study” supports residential growth as part of a business development strategy. Believe that residential growth is long overdue and should be expedited.</p> <p><u>Evaluation Process</u> Support a top-down approach to regional planning in order to ensure cohesive planning approaches across the regional area and that all business communities are properly supported with sound growth policies.</p> <p><u>Evaluation Criteria</u> Support criteria which:</p> <ul style="list-style-type: none"> • Requires new growth be serviced with existing infrastructure based on a net fiscal gain to Caledon and Peel. • Include proximity to new employment lands <p><u>Preferred Land Option:</u> Prefers the option with the least amount of public expenditure while supporting the new employment area. As well, they prefer the option which can proceed to develop the quickest.</p>
30	Public Comment	<p>Prefers Option #5 as it is the cheapest option for servicing. It is close to Brampton and servicing will pass through Humber Station Road. City water is already up to 500 metres north of Healey Road. It is close to the existing GO bus stop at Hwy 50/Mayfield and very close to the proposed GO station.</p> <p>Believes Option 6 is not possible due to GTA West Corridor.</p> <p>Believes that Option 3 / 4 is more expensive to service and that it would spread the town.</p> <p>Believes that Options 1 / 2 are even more expensive to service and that they are not feasible.</p>
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33	Davies Howe on behalf of Solmar Corporation	<p>The Region received a letter and a supporting technical report on behalf of Solmar Development Corporation. See full submission: http://peelregion.ca/planning/officialplan/proposed-amendmts.htm</p> <ul style="list-style-type: none"> • Letter from Michael Melling, Davies Howe LLP, dated February 1, 2016 • Bolton Residential Expansion Preferred Option Analysis Report, prepared by SGL Planning & Design, dated January 2016.
34	Public Comment	<p>Resides in rounding-out area “B” at Chickadee/Glasgow/King.</p> <p>Advises that the homes in this rounding-out area are mostly custom built and on large (1 – 2 acre) rural residential lots. He believes this area is not suited for higher density uses as contemplated on page 11 of the June 2013 Meridian report. In particular, it does not match the character of the existing neighbourhood and increases in traffic is not desirable due to the lack of pedestrian infrastructure.</p> <p>Advises that pedestrian traffic on Glasgow increases exponentially due to the Bolton Wanderers Soccer Club at Edelweiss and Jack Garrat parks.</p> <p>Advises that Town Council had debated the closing of Glasgow Road between Chickadee Lane and the single lane bridge adjacent to Edelweiss Park. The closing was recommended by staff but not endorsed by Council due to resident opposition.</p>
35	Public Comment	<p>Believes that the Region is taking over planning for the Town.</p> <p>Hopes that the Region will focus on information already created through the Town's BRES process. The scope of work for the consultant should emphasize the use of existing data.</p> <p><u>Evaluation Criteria</u></p> <ul style="list-style-type: none"> • Cohesive community: Believes that the Town's Criterion 1 should be given a “high” weighting. Believes that Options 1 and 2 are the only options that have the potential to become part of a cohesive community with Bolton. • GO Station: Does not believe that this should be given a “high” weighting because the expansion of GO service has not been confirmed and because of potential hazards of locating residential uses next to an active rail line that transports hazardous materials. • Servicing Costs: If developers are funding costs of infrastructure, servicing costs should not be a major factor in the evaluation. • Emergency Services: Option 3 would require grade separation of King Street or a second emergency service facility. This should be considered an important factor. • Agricultural Loss: Believes that criteria should consider the consumption of less fertile lands and that the Region should try to measure the productivity potential per hectare of Prime Agricultural Land. • Transportation: Has concerns that The Gore and Humber Station Roads were widened, which drives traffic away from and directly affects the viability of commercial businesses in the downtown core. Believes that the intent of Phase 2 Criterion 10 was to consider this matter.
36	Public Comment	<p>Prefers Option #5 as it is the more connected to the GTA and because it is close to existing transportation and servicing infrastructure.</p> <p>Believes the other options would not be cost-effective.</p>
37	Public Comment	<p>Believes that evaluation criteria should favour an option close to Bolton and believes that Option 5 fulfills this criterion. Option 3 is not favoured due to the distance from commercial services.</p>