



PEEL REGION

**Bolton Residential Expansion
Regional Official Plan Amendment**

RECOMMENDATIONS REPORT



The Planning Partnership
June 16, 2016

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1.0 Introduction

The purpose of the Recommendations Report is to assist the Region of Peel in their consideration of the Town of Caledon's application to amend the Region of Peel Official Plan, received on October 14, 2014, to expand the current Bolton Settlement Area Boundary. The Regional Council planning process, endorsed on November 12, 2015, is to consider the Town of Caledon's Regional Official Plan Amendment application in an open, fair, and transparent public process that provides all stakeholders, agencies, and members of the public with an opportunity to provide their input.

The application is being reviewed in accordance with the *Planning Act*, the Provincial Policy Statement, Places to Grow, the Region of Peel Official Plan, the ROPA 28 facilitated settlement, and all other applicable Provincial laws, plans, and policies.

2.0 ROPA Planning Process

The endorsed planning process includes a number of tasks that involve the evaluation of the six potential Expansion Options, the three Rounding Out Areas identified in the Town's Bolton Residential Expansion Study (BRES), as well as the triangle-shaped lands (the Triangle) between the South Albion-Bolton Employment Lands and Mayfield Road.

2.1 Region's Request for Comments

The Region's request for comments was released on December 18, 2015 and circulated to interested stakeholders including area/adjacent municipalities, utility providers, aboriginal communities, landowners within 150 metres of the potential expansion areas, local community groups, and any persons who requested notification through the Town's BRES process.

The request for comments included the following questions:

- What evaluation criteria and/or process should be utilized by Regional Council to identify appropriate lands for completing the 2031A Growth Plan targets in Caledon?
- What are the locational or other attributes of any of the various land areas under consideration in the process that either make them more suitable or less suitable to be selected by the Region for the inclusion in the Bolton settlement area boundary to complete the 2031A Growth Plan targets in Caledon?
- Which lands should be included in the 2031 Bolton Settlement Area Boundary as a result of this planning process? Why should this conclusion be considered to be appropriate by Regional Council?

Over 70 comments were received as of March 28, 2016 and reviewed in consideration of completing this report. In addition, meetings with stakeholders were held at their request with Regional staff. The majority of the submissions are from landowners, developers, or others with an interest, advocating on behalf of their lands for inclusion or selection in the expansion area. **Land use, transportation, and servicing costs** are the common themes in the submissions. The summary of comments and submissions was provided in the Discussion Paper.

2.2 Discussion Paper

As a component of the Region's review process, the *Bolton Residential Expansion Regional Official Plan Amendment Discussion Paper*, dated April 15, 2016, was released by the Region for comments. The Discussion Paper included:

- An overview and analysis of the **stakeholder consultation** (events and correspondence) and a summary of common issues;
- The establishment of **6 evaluation themes and 18 criteria** that are policy based and focus on issues of interest to the Region while having regard to the criteria used by the Town of Caledon; and,
- **Recommendations** with respect to the themes and evaluation criterion that would be used to undertake an **integrated evaluation** of the six Expansion Options and rounding-out areas identified by the Town of Caledon, and the triangle-shaped lands between the South Albion-Bolton Employment Lands and Mayfield Road.

2.3 Regional Staff Reports

In tandem to the development of the Discussion Paper, Regional staff prepared a number of reports/memos that provided a review and analysis of the Expansion Options using the suggested evaluation criteria developed in the Discussion Paper, and include the following:

- Water and Wastewater Infrastructure Analysis;
- Natural Heritage Evaluation;
- Assessment of Agricultural Policy Requirements;
- Fiscal Impact Analysis for BRES ROPA
- Transportation Assessment for the BRES ROPA; and,
- Health Assessment of Proposed Expansion Options for Bolton.

2.4 Stakeholder and Public Comments

Stakeholder and public comments received in response to the request for comments on the Discussion Paper as of May 24, 2016, have been reviewed and summarized. The majority of the comments pertain to the 18 evaluation criteria and suggested rewording or clarification on how some of the criteria will be applied in the evaluation of the Expansion Options.

2.5 Municipal Comprehensive Review

The following 23 evaluation criteria were developed for the Region of Peel by Malone Given Parsons Ltd. (2013) and form the basis for evaluating whether individual settlement area boundary expansions meet the requirements of a Municipal Comprehensive review (MCR).

EVALUATION CRITERIA	
1. Is the proposed settlement area boundary expansion being done at the time of a MCR?	Yes, ROPA 24 concluded there is a need for settlement area boundary expansions in Caledon to meet population and employment growth in Caledon to 2031. Subsequently the Town of Caledon OPA 226 formed the basis for settlement area boundary expansions in Mayfield West, South-Albion Bolton, and Alton. The Bolton Residential Expansion completes the 2031 population and employment growth targets in Caledon from ROPA 24. ROPA 28 (Bolton Employment Land and North Hill Supermarket) and ROPA 29 (Mayfield West Phase 2) preceded the Bolton Residential Expansion.
2. Is the proposed settlement area boundary expansion based on the population, household, and employment growth forecasts contained in Table 3 of ROPA 24?	<p>Yes. The Town of Caledon adopted OPA 226 on June 8, 2010 to bring the Town's Official Plan into conformity with the Provincial Growth Plan and ROPA 24, and to update the Town's population and employment forecasts and land area allocation for the 2031 planning horizon. OPA 226 established the 2031 population forecasts for the Bolton Rural Service Centre and other communities in Caledon.</p> <p>The ROPA 24 Land Budget determined the Designated Greenfield Area (DGA) density target of 42 residents and jobs per hectare and that a maximum 21,500 residents and 11,000 jobs could be located in future settlement expansions in Caledon. The area of such expansion in Caledon would total 609 hectares and a minimum density of the settlement expansions would be 53 residents and jobs per hectare.</p>

	To meet the Town-wide DGA density target of 42 persons and jobs per hectare, Caledon Council Report titled “OPA 226 Modifications” identified 10,348 persons and 2,520 jobs, 185 hectares of developable lands, and a DGA density target of approximately 69 residents and jobs per hectare to be accommodated within the Bolton Residential Expansion.
3. Is there insufficient opportunity to accommodate forecasted growth through: i. intensification? ii. redevelopment? iii. in Designated Growth Plan Policy Areas?	No. The Regional Land Budget (ROPA 24) and the Caledon Land Budget (OPA 226) identified that growth could not be accommodated elsewhere and had established population and employment numbers for settlement area boundary expansions in Caledon. There is a need to accommodate some growth through greenfield development, as directed through ROPA 24.
4. Does the expansion make available sufficient lands for a time horizon not exceeding 2031?	Yes. The Regional Land Budget (ROPA 24) and the Caledon Land Budget (OPA 226) identified a sufficient amount of land area up to the 2031 planning horizon.
5. Will the timing of the settlement area boundary expansion and the phasing of development within the designated greenfield areas adversely affect the achievement of the intensification and density targets of ROPA 24?	No. ROPA 24 and Caledon OPA 226 established the population and employment forecasts for settlement area boundary expansions in Caledon, and an area of 609 hectares that resulted in a minimum Designated Greenfield Density (DGA) target of 53 residents and jobs per hectare.
6. If applicable, does the settlement area boundary expansion meet the requirements of the Greenbelt Plan; Niagara Escarpment Plan; Oak Ridges Moraine Conservation Plan; and Lake Simcoe Protection Plan?	Expansion Options adjacent to the Greenbelt Plan were reviewed in the Natural Heritage Evaluation, June 2016.
7. Is the necessary infrastructure being provided in a financially and environmentally sustainable manner?	Refer to Region of Peel Reports: Water and Wastewater Infrastructure Analysis, June 2016 and Transportation Assessment for the BRES ROPA, June 2016.

<p>8. Regarding expansions into Prime Agricultural Areas:</p> <ul style="list-style-type: none"> i. Do the lands comprise specialty crop areas? ii. Are there reasonable alternative locations which avoid the Prime Agricultural Area? iii. Within the Prime Agricultural Area, are there reasonable alternative locations on lower priority lands? iv. Have impacts from the proposed settlement area boundary expansion on agricultural operations been mitigated to the greatest extent feasible? 	<p>No, (i) to (iii).</p> <p>Yes, (iv) - Refer to the Region of Peel Assessment of Agricultural Policy Requirements Report, June 2016.</p>
<p>9. Have the policies within Section 2 and 3 of the PPS been applied in determining the most appropriate location for the settlement area boundary expansion?</p>	<p>Yes. The Evaluation Themes, Criteria, and analysis in this Recommendations Report for the Bolton Residential Expansion ROPA are based on technical submissions and background information that responds to the PPS.</p>
<p>10. Will the settlement area boundary expansion contribute to the overall achievement of the Regional minimum Greenfield density target of 50 people and jobs combined per hectare by 2031?</p>	<p>Yes, the Residential Expansion Area will contribute the Regional OP's overall minimum Greenfield density target as described in Caledon OPA 226; ROPA 24 Land Budget; and population, household, and employment growth forecasts contained in Table 3 of the Regional OP.</p>
<p>11. Is the settlement area boundary expansion in conformity to the Regional Official Plan?</p>	<p>Yes, the appropriate process and review of the Regional OP was undertaken. To facilitate the expansion, a Regional Official Plan Amendment is required.</p>
<p>12. Have other relevant Regional interests been confirmed through pre-consultation?</p>	<p>Yes, Town consulted with the Region during the BRES process. The Region's consideration of the BRES application from the Town involved the development of Evaluation Themes and Criteria which also considered Regional interests, the Regional OP, the PPS, the Growth Plan, and stakeholder input.</p>

13. Does the settlement area boundary expansion protect and enhance the environment and resources, including the identification of a natural heritage system (through an environmental study), in accordance with the policies of ROPA 24?	The Town undertook a screening summary of natural heritage factors of all the expansion option areas in 2013. The evaluation of the expansion option areas in the Region's consideration of the BRES application has considered all available information about natural heritage features and functions. Once an expansion option has been selected through the ROPA process, the identification and protection of the comprehensive Natural Heritage System will be appropriately carried out during the preparation of the Secondary Plan.
14. Is the settlement area boundary expansion in compliance with the minimum distance separation formula?	Yes, review of Town's Agricultural Impact Assessment provided in Region of Peel Report: Assessment of Agricultural Policy Requirements Report, June 2016.
15. Has a fiscal impact analysis been completed?	Yes, Refer to Region of Peel Report: Fiscal Impact Analysis for BRES ROPA, June 2016.
16. Is the settlement area boundary expansion outside of the Greenbelt Plan area?	Yes.
17. In permitting expansions into rural areas within the Protected Countryside, have the settlement area policies of the Greenbelt Plan and ROPA 24 been applied?	Not applicable, lands are not within the Greenbelt Plan.
18. Does the settlement area boundary expansion encompass areas within the Protected Countryside (as identified in the Greenbelt Plan)? Have the policies within section 2.2.10.5 of ROPA 24, including the requirements regarding EA's, been fulfilled?	Not applicable, lands are not within the Greenbelt Plan.
19. Is the settlement area boundary expansion occurring within a Hamlet in the Protected Countryside (as identified in the Greenbelt Plan)? If so, does it fulfill the relevant requirements of ROPA 24?	Not applicable, lands are not within the Greenbelt Plan.

20. Does the settlement area boundary expansion require the extension of municipal or private communal sewage or water services outside of a settlement area boundary only in the case of health issues or to service existing uses and the expansion thereof adjacent to the settlement?	Not applicable.
21. Have the sustainable development imperatives in ROPA 20 been considered where appropriate?	Yes. The Evaluation Themes, Criteria and analysis in this Recommendations Report for the Bolton Residential Expansion ROPA are based on a comprehensive review of the PPS, Regional OP sustainability policies, and technical submissions and background information.
22. Is the settlement area boundary expansion a logical and contiguous addition to the existing settlement?	Yes. This criterion is dealt with under Theme 4 of this report.
23. Is the settlement area boundary expansion within the Special Policy Area (the SISA and the North-South Transportation Corridor)? If so, does the proposal predetermine or preclude the outcome of the GTA West Corridor Environmental Assessment?	No, the lands are not within the North-South Transportation Corridor, but a portion of Expansion Option 6 is within the Strategic Infrastructure Study Area (SISA) from Regional OP Schedule D and the Conceptual GTA West Corridor from Regional OP Schedule E. Five of the Bolton Expansion Options are outside of the GTA West Corridor Focused Analysis Area (FAA). Half of the proposed Option 6 and the Triangle lands are within the FAA. Refer to Region of Peel Report: Transportation Assessment for the BRES ROPA, June 2016.

2.6 Recommendations Report

This Recommendations Report considers all of the prior work, and the recent submissions and technical analysis submitted by stakeholders, members of the public, and Regional staff, to provide supportable recommendations on boundary expansion to the Region of Peel.

The Recommendations Report includes:

- A review of comments received to date on the Discussion Paper;
- An update to the evaluation criteria based on comments received from the public, stakeholders, and the Region of Peel Inter-Departmental Staff Team;
- Evaluation of the six potential Expansion Options, the three Rounding Out Areas identified in the Town's BRES, as well as the Triangle lands between the South Albion-Bolton Employment Lands and Mayfield Road, based on the findings of the staff reports, consultant analysis, and stakeholder and public comments; and,
- Recommendations for the Region to consider for the preparation of the Draft Regional Official Plan policies for the Bolton Residential Expansion.

3.0 Evaluation Themes and Criteria

3.1 Summary of Comments on the Proposed Peel Criteria.

The following is a review of the comments received from stakeholders and the public on the Discussion Paper, as of May 24, 2016, that are specifically related to the proposed Peel Criteria. The comments have been organized under the proposed **6 Themes and 18 Criteria**.

PEEL PROPOSED CRITERIA COMMENTS
THEME ONE – Protect Natural Heritage features and their associated functions.
<p>Criterion 1 Are there significant natural heritage features/functions within the expansion area that have an adverse impact on the development potential of the lands and/or on the design and layout of the new community?</p> <ul style="list-style-type: none"> Why “adverse impacts” are included as a test and why terminology has changed from Caledon Criteria 5. (Meridian) Consider rewording “<i>To what extent does protection of significant natural heritage features and functions within the expansion area constrain the ability to design a new community and its associated infrastructure?</i>” (GSA)
<p>Criterion 2 How well can the development of transportation, water, and wastewater infrastructure in the expansion area minimize impacts on the environment?</p> <ul style="list-style-type: none"> Question the use of the word “well”, and the testing process (Meridian) Typically considered part of an environmental assessment process, not clear how this will be considered at this scale (Meridian) and (GSA)
THEME TWO – Promote coordinated, efficient, and cost effective infrastructure.
<p>Criterion 3 How well can development in the expansion area make the most efficient use of existing Regional transportation, water, and wastewater infrastructure?</p> <ul style="list-style-type: none"> Question the use of the word “well”, and the testing process (Meridian) Criteria 3, 4, 5 are measuring the same thing, optimization and/or cost of infrastructure. More information required on how criteria will be measured. Emil Kolb Parkway should be a consideration. (GSA) Criterion 3 should include “planned” infrastructure (SGL)
<p>Criterion 4 Is a significant amount of new transportation, water, and wastewater infrastructure required to provide servicing in the expansion area?</p> <ul style="list-style-type: none"> Caledon Criterion 8 is similar to Criterion 4, acknowledge that 2021 is referenced. (Meridian) Appears that “significant” is the test, not clear (Meridian)

<ul style="list-style-type: none"> • Emil Kolb Parkway should be a consideration. (GSA) • Clarification required on the evaluation of Criterion 4 – is it based on cost? And how will it be measured differently than Criterion 7? (SGL)
<p>Criterion 5 Can Regional transportation, water, and wastewater infrastructure be provided in a cost effective manner to properly service development in the expansion area and potential future expansion areas?</p> <ul style="list-style-type: none"> • Emil Kolb Parkway should be a consideration. (GSA)
<p>Criterion 6 How well can development in the expansion area support the establishment of a full range of transportation mobility options, including public transit, active transportation, and carpooling?</p> <ul style="list-style-type: none"> • Question the use of the word “well”, and the testing process (Meridian) • Importance of this criterion and specifics of how it will be evaluated. (GSA) • Include new criterion “Does development in the expansion area support and promote the establishment of GO Rail services to Bolton?” (GSA) • Criterion 6 should use measurable measures, including distance and ability to accommodate local daily trips (SGL) • Consider the GO Rail Station under Criterion 6
<p>THEME THREE – Promote fiscal responsibility.</p>
<p>Criterion 7 Does the development of the expansion area have any substantial negative financial risk to the Region of Peel?</p> <ul style="list-style-type: none"> • Not clear on the difference between 7 and 8 (Meridian) • Not clear what the “substantial” threshold is, how ‘substantial negative financial risk’ is defined. (Meridian) and (GSA) • Criterion 7 should not be limited to the Region’s financial risk (SGL)
<p>Criterion 8 Will the development of the expansion area and resultant Regional infrastructure be cost effective, including operational and maintenance costs?</p> <ul style="list-style-type: none"> • Closely related to 3, 4, 5 and 7. Should not be limited to only Regional infrastructure. (GSA) • The meaning of “cost effective” should be clarified. It is not clear whether the most cost-effective option will always be the least-cost option. It does not consider costs to Provincial or Local infrastructure. Finally, the same possibility of front-ending exists, where costs are still passed onto the end user. (SGL)
<p>THEME FOUR – Ensure compact, complete, and healthy communities.</p>
<p>Criterion 9 Is the expansion area a logical and contiguous extension to the current built-up area that can be well integrated into the fabric of the existing residential community, and will it have any impacts on future planned residential areas?</p> <ul style="list-style-type: none"> • Include Option’s ability to establish a contiguous link between existing uses and the future GO rail station and related transit linkages. (GSA)

<ul style="list-style-type: none"> • Recognize unique position of triangle lands, include reference to employment lands/uses (BoltCol) • Criteria 9 and 14 suggest a bias towards separating residential and employment uses. They should consider the need to integrate employment uses. (SGL) • Criterion 9 appears to be measuring two different matters. The latter part “impacts on future planned residential area” should be a separate criterion. (SGL)
<p><u>Criterion 10</u> Can the expansion area achieve planned urban density targets, and an appropriate range and mix of housing types, including housing that is considered more affordable?</p> <ul style="list-style-type: none"> • Need to understand the measures and factors used in the evaluation – all options are subject to the same density target. (GSA) • Recognize unique position of triangle lands, include reference to employment lands/uses (BoltCol) • Criterion 10 should consider adherence to the Peel Land Budget to determine the appropriate mix of housing. Further, it should consider appropriate employment mix. (SGL) • How will ROA’s be evaluated under Criterion 10 and the achievement of density targets? (GSA)
<p><u>Criterion 11</u> Can the expansion area develop in a form that enables healthy outcomes both within the expansion area, and in the built-up areas surrounding it?</p> <ul style="list-style-type: none"> • Not clear what “healthy outcomes” means. (Meridian) • Need to understand the measures and factors used to evaluate this criterion. (GSA) • It is unclear what a health assessment evaluates or assesses – commuting distance should be a factor. (SGL)
<p><u>Criterion 12</u> Will new development in the expansion area optimize the use of existing and already planned community infrastructure and services?</p> <ul style="list-style-type: none"> • Not clear why “services” is included, community infrastructure is a defined term in the Growth Plan (Meridian) and (GSA)
<p><u>Criterion 13</u> Does the location of the expansion area support the planned function of existing and already planned commercial areas in Bolton?</p> <ul style="list-style-type: none"> • No Regional retail facilities in Bolton, unclear how the Region has an interest distinct from the Town. (GSA)
<p><u>Criterion 14</u> Will the residential character of the expansion option have any detrimental impacts on the function of existing and planned employment areas, or their future expansion?</p> <ul style="list-style-type: none"> • Remove “character” and replace with “development”. (Meridian) • The consideration of the impacts of the expansion area on the future expansion of planned employment areas is supported. (Meridian) • Addresses two separate matters, consider dividing this criterion into two for a more traceable analysis. (SGL) • Recognize unique position of triangle lands, include reference to employment lands/uses (BoltCol)

THEME FIVE – Protect agricultural lands and aggregate resources.
<p>Criterion 15 Does the development of the expansion area minimize land use conflicts with existing farm operations in the adjacent agricultural area?</p> <ul style="list-style-type: none"> No relative differentiation between Options, previously deleted in Town evaluation. (GSA)
<p>Criterion 16 Does the expansion area represent an alternative that uses lower priority agricultural lands?</p> <ul style="list-style-type: none"> All lands are considered prime agricultural lands (Meridian) No relative differentiation between Options, previously deleted in Town evaluation. (GSA)
<p>Peel Criterion 17 Does the expansion area include any aggregate resources that require long-term protection?</p> <ul style="list-style-type: none"> There are no areas that include high potential mineral aggregate resources in any of the Option Areas. (GSA)
THEME SIX – Conformity with applicable policy frameworks.
<p>Criterion 18 Is the Regional Official Plan Amendment that implements the Bolton Residential Expansion Area consistent with the Provincial Policy Statement and does it conform with Places to Grow and the Regional Official Plan?</p> <ul style="list-style-type: none"> Not clear how the Region’s criteria actually meet the requirements of the Municipal Comprehensive Review (GSA) Already addressed through ROPA 24 and OPA 226. (SGL)

3.2 General Comments

The following is a summary list of general comments on the Discussion Paper that may not pertain to specific criteria, but provide both suggestions for additional criteria and commentary on the contents of the report. The complete Public Consultation Comment Matrix is available on the Region of Peel website.

- One of the main and recurring comments from the stakeholders was a clarification of the evaluation process and methodology, including an understanding of the relative importance and weighting of each criterion and the measures/specifics of how each criterion is being evaluated. The methodology of evaluation is detailed in this report.
- The Discussion Paper did not state how the comments received will be considered in the evaluation process. (Town of Caledon)
- A thorough discussion is lacking in the Discussion Paper about how to deal with pre 2031 and post 2031 growth relative to the proposed new settlement area. (Town of Caledon)

- The Discussion Paper did not properly frame the criteria and state applicability of policies. (Town of Caledon)
- The Discussion Paper does not contain criteria related to the protection of the GTA West Transportation Corridor. (Town of Caledon) and (Meridian)
- An interim step is required where the methodology is established and circulated for public review before the actual Integrated Assessment is carried out. (Meridian)
- Include discussion of the 23 Regional evaluation criteria for a Municipal Comprehensive Review. (Meridian)
- Ensure that the Region's evaluation and selection of a BRES Option area is based on the principals of good planning, which includes a consideration of local policies and issues, as well as local community values and objectives, including those summarized in stakeholder comments. (GSA)
- Precise definitions are required for 'substantial negative financial risk', 'cost effective', 'adverse impact', 'most efficient', 'how well', 'significant'. (GSA)
- Elimination of subjective language, such as "how well" and definition of "significant", addition of objective measures to clarify subjective language. (GSA)
- The criteria amalgamate the evaluation of transportation, water, and wastewater servicing infrastructure into several criteria. There is concern that the weighting of importance for each type of servicing infrastructure is not well understood, transparent, or easily measured with this amalgamation of the criteria. (GSA)
- Duplication in the evaluation as 6 out of the 18 criteria speak to either the optimization of and/or cost of servicing infrastructure. (GSA)
- A criterion should be included in the Region's evaluation that takes into account a much longer term perspective than the 20-30 year planning horizon set out in the PPS and Growth Plan. (GSA)
- Rounding out areas require specific criteria to evaluate their suitability. Additional clarification required to identify how these criteria will be evaluated independently and applied to the ROA's. (GSA)

- Discussion Paper aligns with group's suggestions. Detailed understanding of evaluation is missing. (YVB)
- Population of MW2 should be 10,504 (census) versus 10,348. (SGL)
- Discussion of Theme 4 should include the relevant employment sections of the Provincial Policy Statement (s.1.3) and the Growth Plan (s.2.2.6). In addition:
 - Public transit, servicing, and GTA West be considered as criteria.
 - Public Transit – as transit will help alleviate traffic congestion and sustainable.
 - Financial Cost – cost of servicing be considered as Regional issue.
- GTA West –should the GTA West proceed; Option 6 lands should be mixed use/high end employment lands.
- *Whitebelt Visioning Exercise* by Caledon included a map indicating public preference for expansion. Option 5 was preferred based on the number of “dots” on the map in the area. Suggests an extended Option 5 that extends to The Gore Road. (public)

3.3 Updated Peel Themes and Criteria

Overview of Criteria

The following **6 themes and 18 criteria** were developed for the Region of Peel based on a review of Provincial and Regional policies, stakeholder and public comments, as well as the criteria developed for the Caledon BRES submission. To respond to comments received from the stakeholders and to address the long-term urban structure implications for Bolton, a new Theme 6 has been developed (Appendix A). Theme 6 has been modified from its original focus on conformity with applicable policy frameworks to more fully examine Bolton's long-term urban structure.

Further revisions include the removal of "cultural heritage" as it is not considered a Regional interest and the removal of "aggregate resources" because there are no aggregate resources in the vicinity of the Expansion Options. With the exception of the three new criteria included in Theme 6, a number of adjustments and/or revisions to the criteria wording were provided with the majority of the refinements considered to be editorial in nature.

The following are the updated **Peel Themes and Criteria** that were used to evaluate the Expansion Options:

THEME ONE – Protect Natural Heritage features and their associated functions.

Peel Criterion 1 - Are there significant natural heritage features/functions within the Expansion Options that have a moderate to high impact on the development potential of the lands and/or on the design and layout of the new community?

Peel Criterion 2 - Can the development of transportation, water, and wastewater infrastructure in the Expansion Option minimize impacts on the environment?

THEME TWO – Promote coordinated, efficient, and cost effective infrastructure.

Peel Criterion 3 - Will development in the Expansion Option make the most efficient use of existing Regional transportation, water, and wastewater infrastructure?

Peel Criterion 4 - Is a substantial amount of new transportation, water, and wastewater infrastructure required to provide servicing in the Expansion Option?

Peel Criterion 5 - Can Regional transportation, water, and wastewater infrastructure be provided in a cost effective manner to properly service development in the Expansion Option and potential future Expansion Options?

Peel Criterion 6 - Can development in the Expansion Option support the establishment of a full range of transportation mobility options, including public transit, active transportation, and carpooling?

THEME THREE – Promote fiscal responsibility.

Peel Criterion 7 - Does the development of the Expansion Option have any negative financial risk to the Region of Peel?

Peel Criterion 8 - Will the development of the Expansion Option and resultant Regional infrastructure be cost effective, including operational and maintenance costs?

THEME FOUR – Ensure compact, complete, and healthy communities.

Peel Criterion 9 - Is the Expansion Option a logical and contiguous extension to the current built-up area that can be well integrated into the fabric of the existing residential community?

Peel Criterion 10 – Are there constraints that may preclude the Expansion Option from achieving planned density targets, and an appropriate range and mix of housing types, including housing that is considered more affordable?

Peel Criterion 11 - Can the Expansion Option develop in a form that enables healthy outcomes, both within the expansion area and in the built-up areas surrounding it?

Peel Criterion 12 - Will new development in the Expansion Option optimize the use of existing and already planned community infrastructure?

Peel Criterion 13 - Does the location of the expansion area support the planned function of existing and already planned commercial areas in Bolton?

THEME FIVE – Protect agricultural lands.

Peel Criterion 14 - Does the development of the Expansion Option minimize land use conflicts with existing farm operations in the adjacent agricultural area?

Peel Criterion 15 - Does the Expansion Option represent an alternative that uses lower priority agricultural lands?

THEME SIX – Response to long-term urban structure implications.

Peel Criterion 16 - Will the residential development of the Expansion Option have any detrimental impacts on Bolton's long-term urban structure with respect to its ability to accommodate future expansions beyond the 2031 planning horizon?

Peel Criterion 17 - Will the residential development of the Expansion Option have any detrimental impacts on Bolton's ability to promote appropriate development in proximity to the potential high order transit stations on the rail line?

Criterion 18 – Will the residential development of the Expansion Option have any detrimental impacts on Bolton's long-term urban structure with respect to its ability to protect accessible Employment Areas in proximity to the Planned GTA West Transportation Corridor (Highway 413) and the Highway 427 Extension?

Phase 1: Creating the Themes and Criteria

The process of creating the criteria included a number of steps, as follows:

1. Review of the Town of Caledon's work in establishing Expansion Options, creating Evaluation Criteria, the weighting of those Criteria and evaluating the Expansion Options;
2. Review of public, stakeholder and agency submissions that commented on the Town of Caledon's work, and request for a Regional Official Plan Amendment;
3. Review of the Region of Peel Official Plan, the *Planning Act*, the Provincial Policy Statement and the Growth Plan;
4. Discussion 1 with Region of Peel Inter-Departmental Staff Team;
5. Preparation of DRAFT Evaluation Themes and Criteria;
6. Review of public, stakeholder and agency comments;
7. Discussion 2 with Region of Peel Inter-Departmental Staff Team; and,
8. Refinement and finalization of the Evaluation Themes and Criteria.

Overall, the Evaluation Themes and Criteria have been vetted by the public, stakeholders, and the Region's Inter-Departmental Staff Team. They are considered a reasonable reflection of the interests of the Region of Peel with respect to the Bolton Residential Expansion Study exercise. The criteria relate to the Provincial and Regional policy frameworks and include measures that allow for a suitable comparative evaluation of the six Expansion Options, the Rounding Out Areas, and the Triangle.

Phase 2: Evaluating the Expansion Options

The second phase of the project is the evaluation of the Expansion Options and is based on a number of key guiding principles:

1. The land areas that comprise the six Expansion Options are considered in their entirety, without regard to the phasing of development, or the creation of hybrid options that would combine Expansion Options, or subdivide them into smaller land areas;
2. The evaluation of the Expansion Options is a comparative evaluation, where the Expansion Options are assessed in relation to each other;

3. The evaluation as applied to each Expansion Option utilized a ranking of the options under each theme and criteria, as follows:
 - **Achieves most** - generally met the requirements of the Criteria
 - **Achieves some** - met the requirements of the Criteria in some measure or degree; or to some extent
 - **Achieves least** - did not fully meet the requirements of the Criteria
4. The Evaluation Themes and Criteria are policy based, and, like Provincial and Regional policy frameworks, no priority or weighting is assigned to differentiate the importance of one Theme over another, regardless of the number of criteria or measures. All Themes are considered equally; and,
5. Notwithstanding that some of the Criteria include quantitative measures, the evaluation is fundamentally qualitative, relying upon the professional opinions of the consultant team and input from members of the Region of Peel's Inter-Departmental Staff Team.

With respect to the evaluation process, the following provides a brief summary:

1. The consultant team and the Region of Peel's Inter-Departmental Staff Team began the Expansion Option evaluation process after the DRAFT Themes and Criteria were prepared. The consultant team and each of the participating Regional Departments established their own measures and carried out their initial evaluation independently from each other.
2. Following the initial evaluation, the consultant team and the Region of Peel's Inter-Departmental Staff Team met on several occasions to review the work in progress and to discuss and refine their individual analyses. The consultant team, in addition to focusing on Themes Four and Six, assisted in coalescing the findings of the individual Regional Departments into a cohesive evaluation process, leading to coherent conclusions/recommendations.

4.2 Evaluation of the Expansion Options

The following charts include the evaluation of the six Expansion Options under the **6 themes and 18 evaluation criteria** based on the findings of the Regional staff technical reports and evaluation and analysis of the lands from a qualitative perspective with the understanding that the Expansion Options are undeveloped parcels of land.

4.2.1 Theme 1: Protect Natural Heritage features and their associated functions.

THEME ONE	OPTION 1	OPTION 2	OPTION 3	OPTION 4	OPTION 5	OPTION 6
<p>Criterion 1 Are there significant natural heritage features/functions within the expansion area that have a moderate to high impact on the development potential of the lands and/or on the design and layout of the new community?</p> <p><i>*Please refer to Appendix C Natural Heritage Evaluation</i></p>	Significant woodland, TRCA regulated area, headwater drainage feature, drain to Redside Dace habitat	Water body present, significant woodland present, TRCA regulated area, headwater drainage feature, drain to Redside Dace habitat	Water body present, TRCA regulated area, headwater drainage feature, drain to Redside Dace habitat	Woodland area present, unevaluated wetlands present, TRCA regulated area, headwater drainage feature, drain to Redside Dace habitat	Significant woodland present, unevaluated wetlands present, TRCA regulated area, headwater drainage feature, drain to Redside Dace habitat	Unevaluated wetland present, TRCA regulated area, headwater drainage feature
	Most	Some	Most	Least	Some	Most
<p>Criterion 2 Can the development of transportation, water, and wastewater infrastructure in the expansion area minimize impacts on the environment?</p> <p><i>*Please refer to Appendix C Natural Heritage Evaluation</i></p>	<p><u>Water</u> Extension requires crossing of Humber River, Greenbelt and TRCA lands</p> <p><u>Wastewater</u> Collection and system upgrades requires minor crossing of Humber River, major</p>	<p><u>Water</u> Extension requires crossing of Humber River, Greenbelt and TRCA lands</p> <p><u>Wastewater</u> Collection and system upgrades requires minor crossing of Humber River, major expansion of Bolton</p>	<p><u>Water</u> Extension does not require crossing of Humber River, Greenbelt or other natural areas</p> <p><u>Wastewater</u> Collection and system upgrades does not require crossing of Humber River, no pumping station</p>	<p><u>Water</u> Extension does not require crossing of Humber River, Greenbelt or other natural areas</p> <p><u>Wastewater</u> Collection and system upgrades does not require crossing of Humber River, no</p>	<p><u>Water</u> Extension does not require crossing of Humber River, Greenbelt or other natural areas</p> <p><u>Wastewater</u> Collection and system upgrades do not require crossing of Humber River,</p>	<p><u>Water</u> Extension may require crossing of Humber River, Greenbelt or other natural areas</p> <p><u>Wastewater</u> Collection and system upgrades do not require crossing of</p>

<p><i>and</i> <i>Appendix F Transportation Assessment for the BRES ROPA</i></p>	<p>expansion of Bolton SPS and new pumping station, increased pumping <u>Transportation</u> Transit and active trans. opportunities</p>	<p>SPS and new pumping station, increased pumping <u>Transportation</u> Car oriented, medium amount of intersection improvements required</p>	<p>upgrades, serviced locally <u>Transportation</u> Car oriented, rail grade separation</p>	<p>pumping station upgrades, serviced locally <u>Transportation</u> Car oriented, rail grade separation</p>	<p>no pumping station upgrades, serviced locally <u>Transportation</u> Least amount of infrastructure improvements</p>	<p>Humber River, no pumping station upgrades, serviced locally <u>Transportation</u> Least amount of infrastructure improvements, sustainable trans. opp.</p>
	Least	Least	Most	Most	Most	Some

Overall Evaluation	SOME	LEAST	MOST	SOME	SOME	SOME
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4.2.2 Theme 2: Promote coordinated, efficient, and cost effective infrastructure.

THEME TWO	OPTION 1	OPTION 2	OPTION 3	OPTION 4	OPTION 5	OPTION 6
<p>Criterion 3 Will development in the expansion area make the most efficient use of existing Regional transportation, water, and wastewater infrastructure?</p> <p><i>*Please refer to Appendix B Water and Wastewater Evaluation and Appendix F Transportation Assessment for the BRES ROPA</i></p>	<p><u>Water</u> Existing Zone 6 will be underutilized, potential to service Rounding Out Areas with proposed infrastructure</p> <p><u>Wastewater</u> Require upgrades to existing, potential to service Rounding Out Areas with existing and proposed infra.</p> <p><u>Transportation</u> Access to Emil Kolb Parkway and Hwy 50, contributes to congestion on King Street and Queen Street</p>	<p><u>Water</u> Existing Zone 6 will be underutilized, potential to service Rounding Out Areas with proposed infrastructure</p> <p><u>Wastewater</u> Require upgrades to existing, potential to service Rounding Out Areas with existing and proposed infra.</p> <p><u>Transportation</u> Contributes to congestion on King Street, Queen Street, and Albion Vaughan Townline</p>	<p><u>Water</u> Existing Zone 6 will be underutilized, potential to service Rounding Out Areas with proposed infra.</p> <p><u>Wastewater</u> Utilize existing capacity of Coleraine Trunk Sewer, potential to service Rounding Out Areas with existing and proposed infra., new service area does not require connection to existing urban core system</p> <p><u>Transportation</u> Contributes to congestion on King and Queen Streets. May require grade separation at King St.</p>	<p><u>Water</u> Existing Zone 6 and booster station for some areas, potential to service Rounding Out Areas with proposed infrastructure</p> <p><u>Wastewater</u> Utilize existing capacity of Coleraine Trunk Sewer, new service area does not require connection to existing urban core system</p> <p><u>Transportation</u> Contributes to congestion on King and Queen Streets. May require grade separation at King St.</p>	<p><u>Water</u> Existing Zone 6</p> <p><u>Wastewater</u> Can be services through extension of existing</p> <p><u>Transportation</u> Newly widened Coleraine Dr.</p>	<p><u>Water</u> Existing Zone 6</p> <p><u>Wastewater</u> Can be services from existing Zones 5 and 6</p> <p><u>Transportation</u> Newly widened Coleraine Dr. Access to planned widening of Mayfield Road.</p>
	Least	Least	Least	Some	Most	Most

<p>Criterion 4 Is a substantial amount of new transportation, water, and wastewater infrastructure required to provide servicing in the expansion area? <i>*Please refer to Appendix B Water and Wastewater Evaluation and Appendix F Transportation Assessment for the BRES ROPA</i></p>	<p><u>Water</u> Requires new Zone 7, with elevated tank and pumping station, site acquisition for elevated tank and booster, long section of new water main <u>Wastewater</u> Upgrades to existing will present higher potential for conflict with existing utilities, requires site acquisition for local sewage pump station and long section of new sewer <u>Transportation</u> Highest estimated cost for intersection improvements.</p>	<p><u>Water</u> Requires new Zone 7, with elevated tank and pumping station, site acquisition for elevated tank and booster, very long section of new water main <u>Wastewater</u> Upgrades to ext. will present higher potential for conflict with existing utilities, requires site acquisition for local sewage pump station and long section of new sewer <u>Transportation</u> Medium cost for intersection improvements</p>	<p><u>Water</u> Requires new Zone 7, with elevated tank and pumping station, site acquisition for elevated tank and booster, relatively long section of new water main <u>Wastewater</u> Requires relatively long section of new sewer <u>Transportation</u> Rail grade separation at King Street. Medium cost for intersection improvements</p>	<p><u>Water</u> Requires new smaller Zone 7, booster station, site acquisition for booster station, relatively short section of new water main, natural extension of existing and ability to provide infra. base for future growth <u>Wastewater</u> Requires relatively long section of new sewer, natural extension of existing system and ability to provide infra. base for future growth <u>Transportation</u> Rail grade separated at King Street. Medium cost for intersection improvements</p>	<p><u>Water</u> Requires minimal section of new water main, natural extension of existing and ability to provide infra. base for future growth <u>Wastewater</u> Requires minimal section of new sewer, natural extension of existing system and ability to provide infra. base for future growth <u>Transportation</u> Minimum cost for intersection improvements</p>	<p><u>Water</u> Requires relatively short section of new water main, natural extension of existing system <u>Wastewater</u> Requires minimal section of new sewer, natural extension of existing system <u>Transportation</u> Existing and planned Mayfield widening, no additional improvements</p>
	Least	Least	Least	Some	Most	Most

<p>Criterion 5 Can Regional transportation, water, and wastewater infrastructure be provided in a cost effective manner to properly service development in the expansion area and potential future expansion areas? <i>*Please refer to Appendix B Water and Wastewater Evaluation and Appendix F Transportation Assessment for the BRES ROPA</i></p>	<p><u>Water</u> Storage facility and pumping station require significant capital investment, higher operational and maintenance costs <u>Wastewater</u> Sewage pump station expansion requires significant capital investment, long section of new sewer requires high capital investment <u>Transportation</u> Highest estimated cost for intersection improvements.</p>	<p><u>Water</u> Storage facility and pumping station require significant capital investment, higher operational and maintenance costs, longest water main section requires highest capital investment <u>Wastewater</u> Sewage pump station expansion requires significant capital investment, longest section of new sewer requires highest capital investment <u>Transportation</u> Medium cost for intersection improvements</p>	<p><u>Water</u> Storage facility and pumping station require significant capital investment, higher operational and maintenance costs <u>Wastewater</u> Long and deep sewer requires high capital investment, can be serviced by gravity (reduces maintenance cost compared to a pumped alternative) <u>Transportation</u> Rail grade separation at King Street. Medium cost for intersection improvements)</p>	<p><u>Water</u> Storage facility and pumping station require significant capital investment, higher operational and maintenance costs <u>Wastewater</u> Long and deep sewer requires high capital investment, can be serviced by gravity (reduces maintenance cost compared to a pumped alternative) <u>Transportation</u> Rail grade separation at King Street. Medium cost for intersection improvements</p>	<p><u>Water</u> Require investment in water mains, with potential for long-term servicing, minimal operational and maintenance costs <u>Wastewater</u> Long section of deep sewer requires a high capital investment, can be serviced by gravity (reduces maintenance cost compared to a pumped alternative) <u>Transportation</u> Minimum cost for intersection improvements</p>	<p><u>Water</u> Require investment in water mains, with potential for long-term servicing, minimal operational and maintenance costs <u>Wastewater</u> Shortest section of sewer requires low capital investment, can be serviced by gravity (reduces maintenance cost compared to a pumped alternative) <u>Transportation</u> Existing and planned Mayfield widening, no additional improvements</p>
	Least	Least	Least	Some	Most	Most

<p>Criterion 6 Can development in the expansion area support the establishment of a full range of transportation mobility options, including public transit, active transportation, and carpooling? <i>*Please refer to Appendix F Transportation Assessment for the BRES ROPA</i></p>	<p>Close to existing GO Bus routes, multiple options for walking/cycling (trail/sidewalk)</p>	<p>Close to existing GO Bus routes, some options for walking/cycling (sidewalk)</p>	<p>Close to future potential train station (not guaranteed), some options for walking/cycling (sidewalk/multi-use trail)</p>	<p>Close to future potential train station (not guaranteed), some options for walking/cycling (sidewalk/multi-use trail)</p>	<p>Not serviced by transit, limited options for walking/cycling (paved shoulder), least disruption to truck traffic</p>	<p>Close to existing carpool lot, future HOV lanes, future Brampton Transit, walking/cycling along Mayfield</p>
	<p>Most</p>	<p>Some</p>	<p>Least</p>	<p>Least</p>	<p>Some</p>	<p>Most</p>

<p>Overall Evaluation</p>	<p>SOME</p>	<p>LEAST</p>	<p>LEAST</p>	<p>SOME</p>	<p>MOST</p>	<p>MOST</p>
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4.2.3 Theme 3: Promote fiscal responsibility.

THEME THREE	OPTION 1	OPTION 2	OPTION 3	OPTION 4	OPTION 5	OPTION 6
<p>Criterion 7 Does the development of the expansion area have any negative financial risk to the Region of Peel? <i>*Please refer to Appendix E Fiscal Impact Analysis</i></p>	Requires a relatively high investment in water and wastewater infrastructure for a new pressure zone	Requires a relatively high investment in water and wastewater infrastructure for a new pressure zone	Requires a relatively high investment in water and wastewater infrastructure for a new pressure zone and grade separation	Requires a moderate investment in water and wastewater infrastructure for a new booster station and a grade separation	Requires a relatively low investment in water and wastewater infrastructure	Requires a relatively low investment in water and wastewater infrastructure
	Least	Least	Least	Some	Most	Most
<p>Criterion 8 Will the development of the expansion area and resultant Regional infrastructure be cost effective, including operational and maintenance costs? <i>*Please refer to Appendix E Fiscal Impact Analysis</i></p>	Relatively high expected incremental operating and maintenance cost to support new pressure zone, new collection area, intersection improvements	Relatively high expected incremental operating and maintenance cost to support new pressure zone, new collection area, intersection improvements	Relatively high incremental operating and maintenance costs to support new pressure zone, new collection area, grade separation, intersection improvements	Moderate expected incremental operating and maintenance costs to support new booster station, new collection area, grade separation, intersection improvements	Relatively low expected incremental operating and maintenance costs to support additional feeder main, new collection area, intersection improvements	Relatively low expected incremental operating and maintenance costs to support additional feeder main, new collection area, intersection improvements
	Least	Least	Least	Some	Most	Most

Overall Evaluation	LEAST	LEAST	LEAST	SOME	MOST	MOST
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4.2.4 Theme 4: Ensure compact, complete, and healthy communities.

THEME FOUR	OPTION 1	OPTION 2	OPTION 3	OPTION 4	OPTION 5	OPTION 6
<p>Criterion 9 Is the Expansion Option a logical and contiguous extension to the current built-up area that can be well integrated into the fabric of the existing residential community?</p>	Located along Hwy 50, north of existing residential and existing and future public and retail services, no potential for future expansion of the community beyond the option area	Located north of existing residential and east of existing and future public and retail services, no potential for future expansion of the community beyond the option area	Existing residential to the east, separated by rail line, adjacent Employment Lands, potential for future residential community expansion beyond 2031	Existing residential to the northeast, separated by rail line, adjacent Employment Lands, potential for future further residential community expansion beyond 2031	Separated by rail line, employment lands, no existing contiguous residential within walking distance	Separated by rail line, employment lands, no existing contiguous residential within walking distance
	Some	Some	Most	Most	Least	Least
<p>Criterion 10 Are there constraints that may preclude the expansion area from achieving planned density targets, and an appropriate range and mix of housing types, including housing that is considered more affordable?</p>	Irregular and fragmented shape due to the surrounding Greenbelt, Hwy 50 and Emil Kolb Parkway bisect the option area. Can support density target and housing mix.	Results in 2 fragmented settlement areas separated by the Greenbelt. Can support density target and housing mix.	Regular shape, limited environmental features, appropriate developable area. Can support density target and housing mix.	Numerous environmental features creating irregular and fragmented shape, limited crossings of environmental lands further reducing developable area. Can support density target and housing mix.	Large woodlot, regular shape, appropriate, developable area, adjacency to large employment area may be a factor particularly for southern portion Minimum Distance Separation setback. Can support density target and housing mix.	Long narrow shape, adjacency to large employment area may be a factor Minimum Distance Separation setback. Can support density target and housing mix.
	Some	Least	Most	Some	Some	Some

<p>Criterion 11 Can the expansion area develop in a form that enables healthy outcomes, both within the expansion area and in the built-up areas surrounding it?</p>	<p>Evaluation based on 17 Health Assessment Criteria established under four core elements of the Healthy Development Assessment (HDA) – Density, Service Proximity, Land Use, and Connectivity.</p> <p><i>*Please refer to Appendix G Health Assessment of Proposed Expansion Options for the more detailed analysis and evaluation of the Expansion Options based on the 17 Health Assessment Criteria.</i></p>					
	MOST	LEAST	MOST	SOME	SOME	LEAST
<p>Criterion 12 Will new development in the expansion area optimize the use of existing and already planned community infrastructure? <i>*Please refer to Appendix F Transportation Assessment for the BRES ROPA</i></p>	<p>Located along Hwy 50, GO Bus stop, closest to existing schools, com. centre, parks, close to downtown, car oriented access to other existing services</p>	<p>Located east of existing schools and community centre, GO Bus stop, parks, car oriented access to other existing services</p>	<p>Proximity to one public school, proximity to parks, car oriented access to other existing services</p>	<p>Proximity to one public school, proximity to parks, car oriented to other existing services</p>	<p>Land locked, separated by employment, no proximity to schools, car oriented access to other existing services</p>	<p>Closest to Hwy 50 and Mayfield, GO Park and Ride, but separated by employment, no proximity to schools, car oriented access to other existing services</p>
	Most	Most	Some	Some	Least	Least

<p>Criterion 13 Does the location of the expansion area support the planned function of existing and already planned commercial areas in Bolton?</p>	<p>Located along Hwy 50, north of existing and planned commercial services (North hill Commercial), downtown access</p>	<p>Located north and east of existing and planned commercial services (North Hill Commercial)</p>	<p>West of planned commercial services (North Hill Commercial) and downtown, access along King</p>	<p>Southwest of planned commercial services (North Hill Commercial) and downtown, access along King</p>	<p>Limited access to Retail Corridor along Hwy 50, access through Employment Lands</p>	<p>Access to Retail Corridor along Hwy 50, through Employment Lands, access to Mayfield road</p>
	<p>Most</p>	<p>Most</p>	<p>Most</p>	<p>Some</p>	<p>Least</p>	<p>Some</p>

<p>Overall Evaluation</p>	<p>MOST</p>	<p>SOME</p>	<p>MOST</p>	<p>SOME</p>	<p>LEAST</p>	<p>LEAST</p>
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4.2.5 Theme 5: Protect agricultural lands.

THEME FIVE	OPTION 1	OPTION 2	OPTION 3	OPTION 4	OPTION 5	OPTION 6
Criterion 14 Does the development of the expansion area minimize land use conflicts with existing farm operations in the adjacent agricultural area?	One MDS setback, 10 ha restricted by MDS, 5 active and retired farms, most interface with agricultural areas	One MDS setback, >10 ha restricted by MDS, 5 active and retired farms, most interface with agricultural areas	Two MDS setbacks, 10 ha restricted by MDS, 12 active and retired farms, less interface with agric. areas than Options 1 and 2	One minor setback, 8 active and retired farms, less interface with agricultural areas than Options 1 and 2	No MDS setbacks, 10 active and retired farms (excluding farms within ROPA 28 lands), less interface with agricultural areas than Options 1 and 2	One minor setback, 5 active and retired farms (excluding farms within ROPA 28 lands), less interface with agricultural areas than Options 1 and 2
	Least	Least	Some	Most	Most	Most
Criterion 15 Does the expansion area represent an alternative that uses lower priority agriculture lands? <i>*Please refer to Appendix D Assessment of Agricultural Policy Requirements</i>	59 ha Prime Agric. Land - 39% of Option 1, 0.71 Hoffman Productivity Index Score - CLI Soil Class 3, one active livestock farm will be retired, two retired farms - infra. removed	206 of Prime Agric. Land - 84% of Option 2, 0.90 Hoffman Productivity Index Score CLI Soil Class 1, no active farms will be retired, one retired farm will be removed (infra. removal unsure)	165 ha Prime Agric. Land - 100% of Option 3, 0.94 Hoffman Productivity Index Score - CLI Soil Class 1, one hobby farm will be retired, one retired farm will have infra. removed	200 ha Prime Agric. Land - 89% of Option 4, 0.93 Hoffman Productivity Index Score - CLI Soil Class 1, two active livestock and 1 hobby farm will be retired, one retired farm will be removed	271 ha Prime Agric. Land - 99% of Option 5, 0.96 Hoffman Productivity Index Score - CLI Soil Class 1, two former livestock op. will be retired, one retired farm will be removed (infra. unsure)	206 ha Prime Agric. Land - 87% of Option 6, 0.90 Hoffman Productivity Index Score - CLI Soil Class 1, one hobby farm will be retired, one retired farm will be removed (infra. unsure)
	Some	Least	Least	Least	Least	Least

Overall Evaluation	SOME	LEAST	SOME	SOME	SOME	SOME
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* While there are definable differences among the various Expansion Options, the overall evaluation ranks them all very evenly, with the exception of Expansion Option 2. This even ranking is based on the comparative consistency of the impacts among the Expansion Options and the ability of each option to ultimately conform with Provincial and Regional policy frameworks.

4.2.6 Theme 6: Response to long-term Urban Structure Implications.

THEME SIX	OPTION 1	OPTION 2	OPTION 3	OPTION 4	OPTION 5	OPTION 6
<p>Criterion 16 – Will the residential development of the expansion area have any detrimental impacts on Bolton’s long-term urban structure with respect to its ability to accommodate future expansions beyond the 2031 planning horizon?</p> <p><i>*Please refer to Appendix A Theme 6</i></p>	Minimal impacts, no potential for future expansion of the community beyond the option area, beyond 2031	Minimal impacts, no potential for future expansion of the community beyond the option area, beyond 2031	No detrimental impacts, opportunity for potential expansion of the community beyond 2031	No detrimental impacts, opportunity for potential expansion of the community beyond 2031	No concern with opportunity for future expansion of the community beyond 2031 except for land use compatibility issues with respect to the potential Employment Areas	No concern with opportunity for future expansion of the community beyond 2031 except for land use compatibility issues with respect to the potential Employment Areas
	Least	Least	Most	Most	Most	Most
<p>Criterion 17 – Will the residential development of the expansion area have any detrimental impacts on Bolton’s ability to promote appropriate development in proximity to the potential high order transit stations on the rail line?</p> <p><i>*Please refer to Appendix A Theme 6</i></p>	No detrimental impacts. Some difficulty accessing potential rail based transit.	No detrimental impacts. Some difficulty accessing potential rail based transit.	No detrimental impacts. Located in proximity to a potential high order transit station.	No detrimental impacts. Located in proximity to a potential high order transit station.	Does not abut the existing rail line and would not contribute positively to the ability of the Town to promote appropriate development in proximity to the potential high order transit station on the rail line.	Does not abut the existing rail line and would not contribute positively to the ability of the Town to promote appropriate development in proximity to the potential high order transit station on the rail line.
	Some	Some	Most	Most	Least	Least

<p>Criterion 18 – Will the residential development of the expansion area have any detrimental impacts on Bolton’s long-term urban structure with respect to its ability to protect accessible Employment Areas in proximity to the Planned GTA West Transportation Corridor (Highway 413) and the Highway 427 Extension?</p> <p><i>*Please refer to Appendix A Theme 6</i></p>	<p>No detrimental impacts due to northern most location in Bolton, adjacent to existing built up residential community.</p>	<p>No detrimental impacts due to northern most location in Bolton, adjacent to existing built up residential community.</p>	<p>No detrimental impacts. Located well north of Planned GTA West Corridor.</p>	<p>No detrimental impacts. Located well north of Planned GTA West Corridor.</p>	<p>Well located for consideration of a long-term Employment Area expansion. In proximity to the Planned GTA West Corridor and is a logical expansion westward of an existing Employment Area. The Highway 427 Extension further enhances the accessibility and goods movement attributes of this Option.</p>	<p>Well located for consideration of a long-term Employment Area expansion. In proximity to the Planned GTA West Corridor and is a logical expansion westward of an existing Employment Area. The Highway 427 Extension further enhances the accessibility and goods movement attributes of this Option.</p>
	<p>Some</p>	<p>Some</p>	<p>Most</p>	<p>Most</p>	<p>Least</p>	<p>Least</p>

<p>Overall Evaluation</p>	<p>SOME</p>	<p>SOME</p>	<p>MOST</p>	<p>MOST</p>	<p>LEAST</p>	<p>LEAST</p>
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4.3 Rounding Out Areas and the Triangle

With respect to the **Rounding Out Areas** (Areas A, B, and C), with a combined total of 31 hectares of land, they may be considered integrated elements of adjacent Expansion Options, given their similarities in locational and land use contexts and servicing requirements. As a result:

- Areas A and B may be considered as contiguous elements of Expansion Options 3 and 4; and,
- Area C may be considered as a contiguous element of Expansion Options 1 and 2.

Therefore, for the purposes of this exercise, Areas A and B may be considered for future urban development if either Evaluation Option 3 or 4 are preferred. Similarly, Area C may be considered for future urban development if either Expansion Option 1 or 2 are preferred. No specific land use mix or density of development are assigned to these Areas that would predetermine the outcome of any future, more detailed planning process.

The Rounding Out Areas are logical expansions of the Bolton Settlement Areas but there are engineering/servicing issues for each area:

Area A (Expansion Option 3 or 4) - Rounding Out Area A should only proceed if Option 3 or 4 are selected and should only proceed if there is a decision to establish appropriate servicing in Water Pressure Zone 7 (refer to Appendix B);

Area B (Expansion Option 3 or 4) - Landowners may be able to service Rounding Out Area B off Water Pressure Zone 6, but this may impact existing residents to the south. The Rounding Out Area B should only proceed if Option 3 or 4 are preferred and there is a decision to establish appropriate servicing in Water Pressure Zone 7 (refer to Appendix B); and,

Area C (Expansion Option 1 or 2) - Water Pressure Zone 6 was used to service the school and will also be used for the North Hill Commercial Area. The Rounding Out Area C may be included in Water Pressure Zone 6, but would require on site adjustments (refer to Appendix B).

With respect to the **Triangle**, it is contiguous to Expansion Option 6 and shares its locational and land use contextual attributes. It has been considered in the evaluation as both part of Expansion Option 6 and, where necessary, on its own. It is important to note that the Triangle itself is identified as within the Planned GTA West Transportation Corridor Focused Analysis Area (FAA).

5.0 Evaluation Summary

The following Summary Table provides an overview of the evaluation, and the opportunity for some interesting observations:

1. There is no one Expansion Option that achieves a MOST score for all of the Themes, nor is there an Expansion Option that achieves a LEAST score for all of the Themes. As a result of the evaluation, the scoring between Expansion Options is often close. It is important to note that the Expansion Options have positive and negative attributes to consider in this evaluation;
2. Theme 1 Natural Heritage, and Theme 5 Agriculture yield very consistent scores among all of the Expansion Options. The differences among all of the Expansion Options are considered very minimal;
3. Theme 2 Coordinated Infrastructure and Theme 3 Fiscal Responsibility are very consistent with each other – Expansion Options 5 and 6 score MOST, while Expansion Options 2 and 3 score LEAST. Expansion Options 1 and 4 achieve a score of SOME;
4. Theme 4 Complete and Healthy Communities and Theme 6 Urban Structure Implications are also very consistent with each other – Expansion Options 1 and 3 score MOST, while Expansion Options 5 and 6 score LEAST. Expansion Options 2 and 4 score SOME;
5. There is an important division between the engineering/cost factors and fiscal issues (Themes 2 and 3) that favour Expansion Options 5 and 6, and the planning/urban structure factors (Themes 4 and 6) that favours Expansion Option 3;
6. Overall, Expansion Options 3 and 4 are the MOST preferred through this evaluation. Expansion Options 1, 5, and 6 all score SOME, but have very different attributes/issues. Expansion Option 2 scores LEAST;
7. With respect to the attributes of Expansion Options 3 and 4, Option 3 scores MOST under Themes 1, 4, and 6, while Option 4 scores a MOST only in Theme 6. Further, Expansion Option 3 scores a LEAST in Themes 2 and 3. Expansion Option 4 never scores a LEAST under any theme; and,
8. The key concerns with the preferred Expansion Options 3 and 4 are related to the provision of infrastructure and fiscal responsibility. Both Options 3 and 4 include the opportunity to also add Rounding Out Areas A and B, should there be a decision to establish appropriate servicing in Pressure Zone 7.

Evaluation Summary Table

THEME	OPTION 1	OPTION 1/2	OPTION 3	OPTION 4	OPTION 5	OPTION 6	Overall Preference
Theme 1 Natural heritage + associated functions Criteria 1 & 2	Some	Least	Most	Some	Some	Some	Option 3
Theme 2 Coordinated, efficient, cost-effective infrastructure Criteria 3, 4, 5 & 6	Some	Least	Least	Some	Most	Most	Options 5 & 6
Theme 3 Promote fiscal responsibility Criteria 7 & 8	Least	Least	Least	Some	Most	Most	Options 5 & 6
Theme 4 Compact, complete, healthy communities Criteria 9, 10, 11, 12 & 13	Most	Some	Most	Some	Least	Least	Options 1 & 3
Theme 5 Agricultural lands Criteria 14 & 15	Some	Least	Some	Some	Some	Some	No clear preference
Theme 6 Urban Structure Implications Criteria 16, 17 & 18	Some	Some	Most	Most	Least	Least	Options 3 & 4

OVERALL EVALUATION	SOME	LEAST	MOST	MOST	SOME	SOME	Options 3 & 4
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6.0 Recommendations

1. Both preferred Expansion Options 3 and 4 are considered to be appropriate and supportable Options for expanding the Bolton Settlement Area for residential and supporting land uses. Both Expansion Options 3 and 4 could also include Rounding Out Areas A and B given their similar locational and land use contexts and servicing requirements. As such, it is recommended that the Region of Peel support **Expansion Options 3 or 4** and also consider including **Rounding Out Areas A and B** as the basis for a Regional Official Plan Amendment that expands the Settlement Boundary of the community of Bolton in the Town of Caledon;
2. **Expansion Options 1, 2, 5 and 6** do have some attributes for consideration of future Settlement Area Expansion, as does **Rounding Out Area C**, based on its contiguity with Expansion Options 1 and 2. It is recommended that the Region of Peel consider Expansion Options 1, 2, 5 and 6 through future Settlement Area Expansion Studies for the community of Bolton, in accordance with a required Municipal Comprehensive Review; and,
3. The **Triangle** lands are currently within the Focused Analysis Area (FAA) related to the GTA West Transportation Corridor Environmental Assessment Process. It is recommended that the Region of Peel not consider the Triangle lands for a Settlement Boundary Expansion until such time as the Environmental Assessment process has been completed.

APPENDICES

- A. Theme 6: Response to Long-term Urban Structure Implications
- B. Water and Wastewater Infrastructure Analysis
- C. Natural Heritage Evaluation
- D. Assessment of Agricultural Policy Requirements
- E. Fiscal Impact Analysis for BRES ROPA
- F. Transportation Assessment for the BRES ROPA
- G. Health Assessment of Proposed Expansion Options for Bolton

APPENDIX A

Theme 6: Response to Long-Term Urban Structure Implications

A Theme 6: Response to Long-Term Urban Structure Implications

This Theme is an important element of the Option Evaluation because it provides an opportunity to discuss the structural land use elements of Bolton beyond the 20/30-year incremental planning horizon that is identified by Provincial policy. In the context of determining where and how to grow, the ongoing evolution of Bolton must be thought of from a much longer-term perspective. This longer-term perspective is useful to ensure that decisions about growth and investment today do not preclude logical growth and investment beyond typical land use planning horizons.

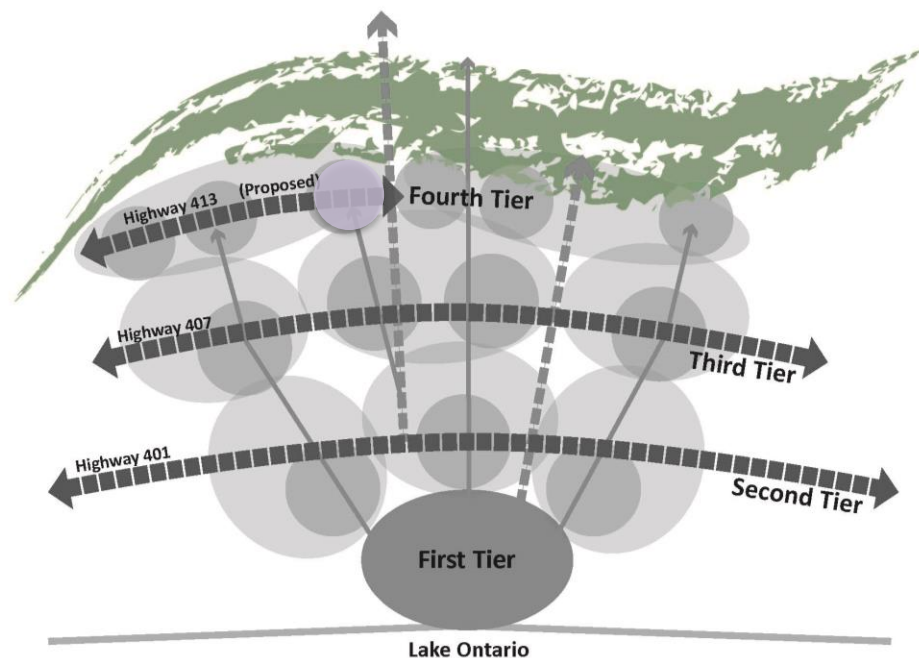
The Evolution of the GTA Urban Structure

At a broader scale, significant urban growth in the Greater Toronto Area has, over time, occurred outward from the Old City of Toronto, the pattern of growth can be described in terms of layers or tiers of growth for example: First Tier – Old City of Toronto; Second Tier – Mississauga, North York and Scarborough; Third Tier – Brampton, Vaughan, Richmond Hill and Markham; and Fourth Tier – Mayfield West, Bolton, Nobleton, King City, Aurora and Stouffville. The four tiers are conceptually shown as follows:

First tier:	Old City of Toronto
Second Tier:	Mississauga, North York, and Scarborough
Third Tier:	Brampton, Vaughan, Richmond Hill, and Markham
Fourth Tier:	Mayfield West, Bolton, Nobleton, King City, Aurora, and Stouffville

While the “Third Tier”, Brampton, Vaughan, Richmond Hill, and Markham are all approaching full build-out toward their municipal boundaries, the “Fourth Tier”, including Bolton, will have clearly defined limits to growth due to the Greenbelt and the Oak Ridges Moraine.

In addition, the “Fourth Tier” will be governed by new planning policy frameworks that focus on higher densities, access to transit and access to service and community infrastructure. While connected to the key regional anchors to the south, most “Fourth Tier” communities are more distant from the centre, which remains a significant draw for jobs,



services and cultural activities. Bolton is a “Fourth Tier” community that is closer to Toronto and is well placed for significant urban growth. In addition to the newly growing communities of the “Fourth Tier”, development in largely built-out areas of the “First”, “Second” and “Third Tiers” will continue to take place in the form of intensification and infill enabling the efficient use of infrastructure and support for transit investment.

Impact on Bolton

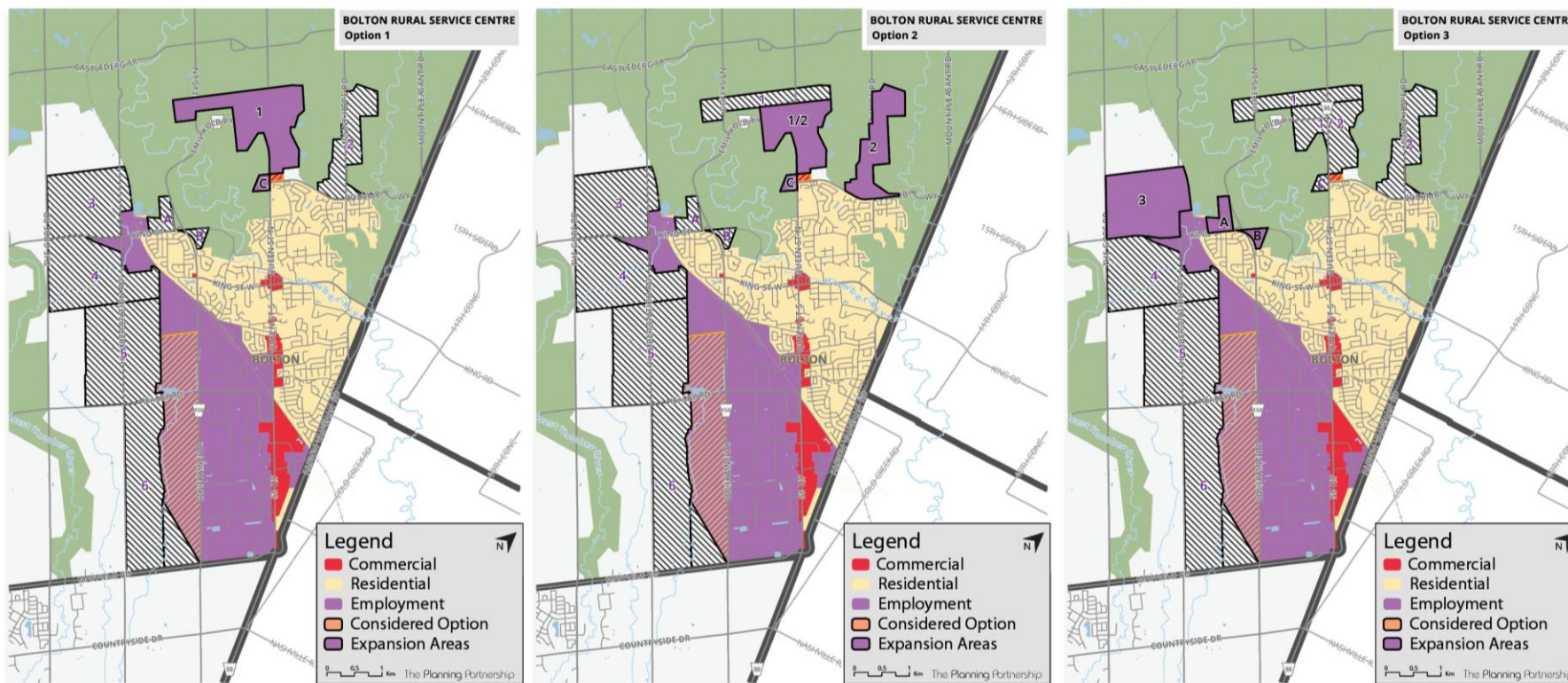
Based on the traditional growth pattern outward from the City of Toronto, Mississauga, and now Brampton, it would appear logical that Bolton will continue to attract significant growth over the long-term, well beyond the current 20-year planning horizon. Notwithstanding that the outward growth may be slowed through intensification, traffic congestion, and the desire to preserve farmland and the Natural Heritage System, it is anticipated that investments in transit and the desirability of living on the edge of the urban mega city, closer to the recreational attributes of districts further north, will continue this outward growth pattern.

Also of importance in the expanding Regional context is the role and function of the Planned GTA West Transportation Corridor (including Highway 413), which like Highways 401 and 407 before it, could serve to connect some of the “Fourth Tier” communities peripherally, while the north-south connectivity will be enhanced with higher order rail transit facilities and the Highway 427 Extension. The Planned GTA West Transportation Corridor is supported by the Region of Peel, and is seen as a major enhancement to the available mobility and goods movement options. Given the Corridor’s proximity to Bolton, the future development of Highway 413 would have a profound impact on the long-term development pattern within the community.

This discussion of outward growth assumes that in the long-term, it is conceivable that not only will all of the lands identified in the Bolton Residential Expansion Study exercise be needed for future urban growth, it is also possible that in the very long-term the rural/agricultural lands surrounding Bolton, which are defined by the Natural Heritage System (including the Humber River, the Greenbelt, and the Oak Ridges Moraine), the Albion/Vaughan Road, and the Planned GTA West Transportation Corridor, will create a clear and distinct area for long-term urban development.

It is also important to note that it may be conceivable that all of the identified Expansion Options could be required for future urban growth, in the interests of a complete community, not all of these Options will be, or should be, for residential development. Certainly some of the lands within the Expansion Options will need to be considered for Employment Areas, and the key issues at this point are to generally identify which Expansion Option/Options are the most likely to accommodate Employment Areas functions based on their locational and contextual attributes.

In reviewing the Expansion Options, in consideration of their long-term suitability for their use as Employment Areas, the following maps and commentary are provided:

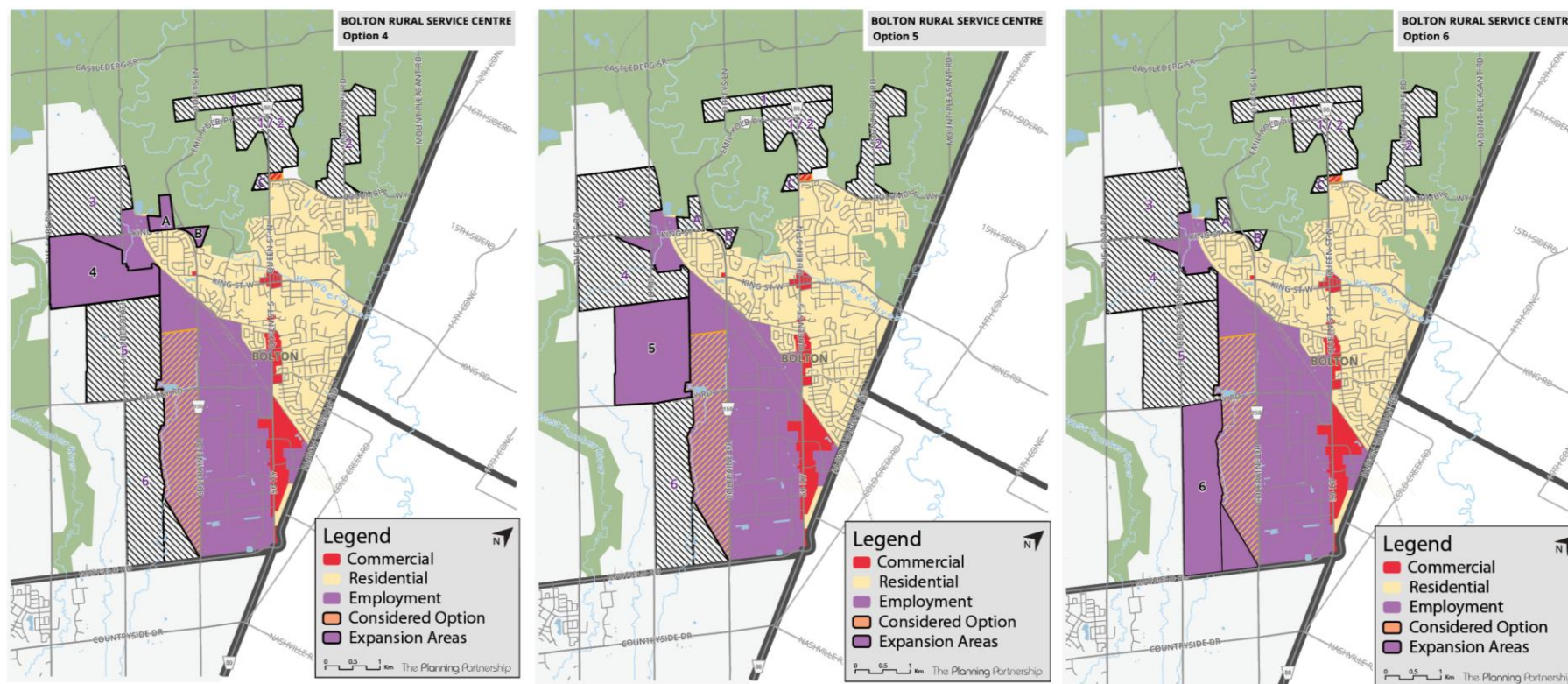


Option 1 - Option 1 is located in the northern most location in Bolton and is adjacent to the existing built up residential community with limited proximity to the GTA West Corridor. Some opportunity for smaller employment around the Emil Kolb Parkway. Option 1 is restricted for future growth by the Greenbelt.

Option 2 - Furthest Expansion Option from existing and future Employment Areas and is adjacent to the existing built up residential community with limited proximity to the GTA West Corridor and restricted for future growth by the Greenbelt. Some opportunity for smaller employment around the Emil Kolb Parkway.

Option 3 - Located north of the Planned GTA West Corridor, in proximity to residential development and a small employment area.

Bolton Residential Expansion Regional Official Plan Amendment



Option 4 - Located north of the Planned GTA West Corridor, in proximity to residential development and a small employment area.

Option 5 – Located in proximity to and west of existing and future employment areas and the Planned GTA West Corridor. Option 5 could take advantage of the accessibility and goods movement opportunities of the 413.

Option 6 – Option 6 is partially within the GTA West Focused Analysis Area and west of existing and future employment areas. Best suited to take advantage of the Planned GTA West Corridor and the accessibility and goods movement opportunities of the 413.

Provincial Policy Support for Long-Term Planning

In support of the discussion about the parameters for long-term and very long-term growth in Bolton, it is important to recognize that the Growth Plan provides direction on the land uses that should be planned in the vicinity of transportation corridors like the Planned GTA West Transportation Corridor. The Moving Goods policy 3.2.4.5 directs municipalities to plan for land uses adjacent to or in the vicinity of transportation facilities including major highway interchanges that are compatible with, and supportive of, the primary goods movement function of these facilities. The *Employment Lands* policy 2.2.6.9 encourages municipalities to designate and preserve lands within settlement areas in the vicinity of major highway interchanges for manufacturing, warehousing, and associated retail, office and ancillary facilities, where appropriate.

Further, *Employment Areas* policy 1.3.2.3 in the Provincial Policy Statement directs planning authorities to protect *Employment Areas* in proximity to major goods movement facilities and corridors for employment uses that require those locations. The Provincial Policy Statement also allows for the identification of *Employment Areas* to meet long-term needs. *Employment Areas* policy 1.3.2.4 states that planning authorities may plan beyond 20 years for the long-term protection of *Employment Areas* provided lands are not actually designated for development beyond the 20-year planning horizon identified in policy 1.1.2.

The policies of the Growth Plan and the Provincial Policy Statement recognize that *Employment Areas* are a key asset required for economic sustainability and the development of complete communities. Provincial policies:

- Recognize the importance of existing and future highways for employment generating land uses;
- Require that municipalities protect areas adjacent to highways for uses (including employment uses) that rely on highways; and
- Permit municipalities to identify beyond the 20-year planning horizon, Strategic Employment Areas so that they are not taken up prematurely by other uses – this “permission” does not extend to residential and commercial uses.

Peel’s New Approach to Managing Growth

By 2041, Peel is expected to grow to nearly 2 million people and 1 million jobs, in accordance with the 2013 Amendment # 2 to the Provincial Growth Plan. The Region and the local municipalities are in the process of implementing the growth forecasts included in the Amendment 2 to the Growth Plan that introduce a new planning horizon – 2041.

Region of Peel Council has directed a new approach to managing growth, that will involve more up front discussions with stakeholders and iterative collaboration regarding planning, infrastructure and finance issues, risks, and opportunities for managing growth in Peel. The goal of the new approach is to create integrated and comprehensive planning, servicing, and financing strategies that best meet the needs of the Region, local municipalities, and key stakeholders.

Caledon's Long-Term Planning Initiative

The Town of Caledon initiated the GTA West Land Use Study in July 2014 in response to the policy directions from the Province to determine desirable land uses in the vicinity of the Planned GTA West Transportation Corridor. The study was to provide a basis for the identification and protection of Strategic Employment Lands, including, potentially, some of the lands identified as options for residential development in the Bolton Residential Expansion Study exercise.

Subsequently, in late 2015, the Town initiated a related, but broader scale *Whitebelt Visioning Exercise* to address all the needs of a complete community. This includes planning for Employment Areas, but also residential, commercial, recreational, open space and institutional land uses. The *Whitebelt Visioning Exercise*, which is not yet complete, will address the interrelationship of new land uses with existing and planned communities and infrastructure, and examine the implications of the new land uses from a transportation and servicing perspective at a high level. Fundamental to the Town's *Whitebelt Visioning Exercise* will be the exploration of the mobility and goods movement attributes of the Planned GTA West Transportation Corridor (including Highway 413), and its impact on long-term land use planning decisions.

Option Evaluation Criteria

The three key Criteria that are important to consider in evaluating the various Expansion Options with respect to their implications on Bolton's long-term urban structure include the following:

Criterion 16 – Will the residential development of the Expansion Option have any detrimental impacts on Bolton's long-term urban structure with respect to its ability to accommodate future expansions beyond the 2031 planning horizon.

Criterion 17– Will the residential development of the Expansion Option have any detrimental impacts on Bolton's ability to promote appropriate development in proximity to the potential high order transit stations on the rail line.

Criterion 18 – Will the residential development of the Expansion Option have any detrimental impacts on Bolton’s long-term urban structure with respect to its ability to protect accessible Employment Areas in proximity to the Planned GTA West Transportation Corridor (Highway 413) and the Highway 427 Extension.

Theme 6: Response to long-term Urban Structure Implications.

THEME SIX	OPTION 1	OPTION 2	OPTION 3	OPTION 4	OPTION 5	OPTION 6
<p>Criterion 16 – Will the residential development of the expansion area have any detrimental impacts on Bolton’s long-term urban structure with respect to its ability to accommodate future expansions beyond the 2031 planning horizon?</p> <p><i>*Please refer to Appendix A Theme 6</i></p>	Minimal impacts, no potential for future expansion of the community beyond the option area, beyond 2031	Minimal impacts, no potential for future expansion of the community beyond the option area, beyond 2031	No detrimental impacts, opportunity for potential expansion of the community beyond 2031	No detrimental impacts, opportunity for potential expansion of the community beyond 2031	No concern with opportunity for future expansion of the community beyond 2031 except for land use compatibility issues with respect to the potential Employment Areas	No concern with opportunity for future expansion of the community beyond 2031 except for land use compatibility issues with respect to the potential Employment Areas
	Least	Least	Most	Most	Most	Most
<p>Criterion 17 – Will the residential development of the expansion area have any detrimental impacts on Bolton’s ability to promote appropriate development in proximity to the potential high order transit stations on the rail line?</p> <p><i>*Please refer to Appendix A Theme 6</i></p>	No detrimental impacts. Some difficulty accessing potential rail based transit.	No detrimental impacts. Some difficulty accessing potential rail based transit.	No detrimental impacts. Located in proximity to a potential high order transit station.	No detrimental impacts. Located in proximity to a potential high order transit station.	Does not abut the existing rail line and would not contribute positively to the ability of the Town to promote appropriate development in proximity to the potential high order transit station on the rail line.	Does not abut the existing rail line and would not contribute positively to the ability of the Town to promote appropriate development in proximity to the potential high order transit station on the rail line.
	Some	Some	Most	Most	Least	Least

<p>Criterion 18 – Will the residential development of the expansion area have any detrimental impacts on Bolton’s long-term urban structure with respect to its ability to protect accessible Employment Areas in proximity to the Planned GTA West Transportation Corridor (Highway 413) and the Highway 427 Extension?</p> <p><i>*Please refer to Appendix A Theme 6</i></p>	<p>No detrimental impacts due to northern most location in Bolton, adjacent to existing built up residential community.</p>	<p>No detrimental impacts due to northern most location in Bolton, adjacent to existing built up residential community.</p>	<p>No detrimental impacts. Located well north of Planned GTA West Corridor.</p>	<p>No detrimental impacts. Located well north of Planned GTA West Corridor.</p>	<p>Well located for consideration of a long-term Employment Area expansion. In proximity to the Planned GTA West Corridor and is a logical expansion westward of an existing Employment Area. The Highway 427 Extension further enhances the accessibility and goods movement attributes of this Option. .</p>	<p>Well located for consideration of a long-term Employment Area expansion. In proximity to the Planned GTA West Corridor and is a logical expansion westward of an existing Employment Area. The Highway 427 Extension further enhances the accessibility and goods movement attributes of this Option.</p>
	<p>Some</p>	<p>Some</p>	<p>Most</p>	<p>Most</p>	<p>Least</p>	<p>Least</p>

<p>Overall Evaluation</p>	<p>SOME</p>	<p>SOME</p>	<p>MOST</p>	<p>MOST</p>	<p>LEAST</p>	<p>LEAST</p>
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The following Appendices are attached under separate cover:

APPENDIX B

Water and Wastewater Infrastructure Analysis

APPENDIX C

Natural Heritage Evaluation

APPENDIX D

Assessment of Agricultural Policy Requirements

APPENDIX E

Fiscal Impact Analysis for BRES ROPA

APPENDIX F

Transportation Assessment for the BRES ROPA

APPENDIX G

Health Assessment of Proposed Expansion Options for Bolton