



# B E E S



## BOLTON RESIDENTIAL EXPANSION STUDY

## Consultant Presentation on Option 1 and 3 lands: Final Recommendation

June 24, 2014



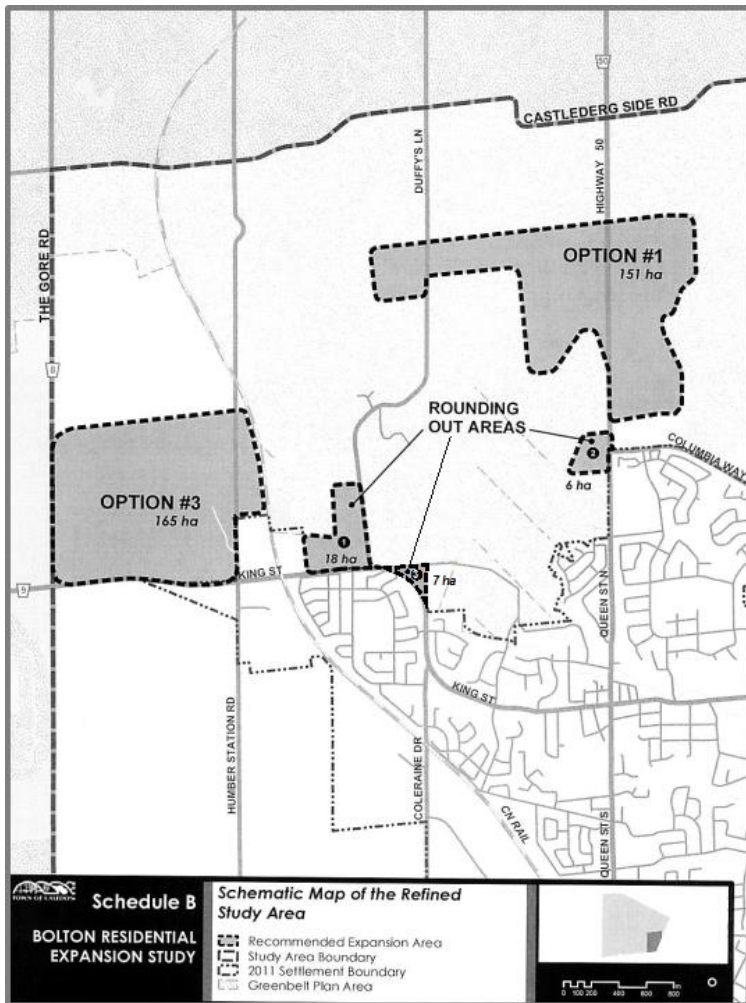
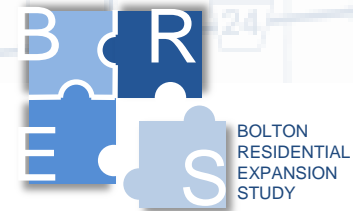
## Background

Bolton Residential Expansion Study (BRES) is a planning process to accommodate 10,348 people and 2,635 jobs on 190 hectares of Greenfield land, as established by the Town's Official Plan Amendment (OPA) 226. The study has held the following sessions with the public and Council:

- Nov 27, 2012- First Open House
- Feb 5, 2013 - First Council Workshop
- Feb 28, 2013 - Second Open House
- May 14, 2013 - Presentation to Council
- Jun 11, 2013 - Second Council Workshop
- Jun 12, 2013 - Third Open House
- Jul 9, 2013 - Presentation to Council
- Feb 11, 2014 - Third Council Workshop
- Mar 4, 2014 - Fourth Open House



# July 9, 2013 Council Directions



- Conduct Detailed Studies on Option 1, 3 and the Rounding-Out areas
- Expand Study Requirements & Retain additional Consultants
- Meet with Public, Agencies & Regional Staff

## 1. Planning Principles:

- Building a strong, healthy and complete community
- Promoting wise use of resources
- Protecting public health and safety

## 2. Evaluation Criteria (further synthesized from the ten criteria presented to Council on July 9, 2013)

- Promote connectivity but minimize impact on the existing community;
- Support the establishment of GO Rail services to Bolton;
- Minimize the cost and optimize the use of infrastructure;
- Protect prime agricultural land and natural heritage features; and,
- Support the commercial areas in Bolton.

## 3. Findings from the detailed analyses:

- Servicing & Infrastructure, Transportation, Fiscal Impact, Retail Market Analysis, Archaeology, Natural Heritage & Water, and Cultural Heritage Landscape & Built Heritage Assessment

## **Comprehensive Planning Perspective, Option 3 is preferred:**

- ✓ It has potential for a broader mix of residential forms that would integrate well with public transit. Offers opportunity to create a walkable, transit supportive and complete community based on the implementation of a healthy community principles as a result of the location of Option 3 lands adjacent to a planned GO station.
- ✓ Is a more logical and contiguous growth area as it enhances growth potentials for areas west of Bolton making efficient use of land, infrastructure and public services.
- ✓ It provides strategic advantages with opportunities to service existing industrial lands and possible future growth in the vicinity.
- ✓ It has the benefit of using existing roadway capacity in the short term resulting in less disruption of the community as the new settlement area develops. Option 3 will minimize the length and number of vehicle trip by residents due to its southerly location and the range of choices of routes within the community.



## **Comprehensive Planning Perspective, Option 3 is preferred:**

- ✓ It provides additional support for the establishment of the GO Station at the proposed Metrolinx's location and would provide an opportunity to create a transit hub with options for future Bolton residents to walk to.
- ✓ It offers lower costs and less complexity in meeting infrastructure improvement requirements.
- ✓ Due to the irregular (non-block) shape of the Option 1 lands and because Highway 50 and the BAR will divide these lands, there is less of an opportunity within Option 1 than Option 3 to create a complete community with a number of connected and integrated neighbourhoods



## Basis for Recommendation (cont'd)

### **Healthy Community Perspective, Option 3 is preferred:**

- ✓ The potential exists for a broader mix of residential uses and affordability options as a consequence of the proximity of Option 3 to the planned GO station
- ✓ The potential exists to create a more walkable, transit supportive and complete community in Option 3, again as a consequence of the planned GO station



## Basis for Recommendation (cont'd)

### ❑ **Transportation Perspective, Option 3 is preferred:**

- ✓ It can rely upon the available capacity of four roadways in the short term: The Gore Road, Humber Station Road, Healy Road and Coleraine Drive
- ✓ Option 3 would have less of an impact on the need for grade separations on King Street and Coleraine Drive
- ✓ The cost of expected Regional Road upgrades is less for Option 3 (\$54 million) than for Option 1 (\$63 million)
- ✓ It assists in establishing the critical mass require to encourage the Province to prioritize the establishment of a GO rail station in Bolton



## Basis for Recommendation

### **Servicing/Infrastructure Perspective, Option 3 is preferred:**

- ✓ It maximizes the use of existing feeder mains as it builds off existing distribution infrastructure
- ✓ It does not require any sewage pumping station upgrades
- ✓ It provides the opportunity to leverage the existing wastewater servicing strategy with optimization of system hydraulics
- ✓ It provides an opportunity to oversize elevated storage tank to service potential growth areas
- ✓ It will allow for the servicing of existing industrial uses in the area
- ✓ The water servicing costs are less for Option 3 (\$36 million) than Option 1 (\$48 million)
- ✓ The wastewater servicing costs are less for Option 3 (\$19 million) than Option 1 (\$32 million)

## Other Perspectives:

- ✓ Financial: Both options are comparable, will both require some interim up-fronting of growth-related capital works in the early years, both will result in approximately the same amount of annual operating budget expense impacts. Both options are projected to have a net positive impact to the Town's operating budget over the long term.
- ✓ Agricultural: Both Options 1 & 3 will consume prime agricultural land, and have the potential to impact adjacent agricultural land
- ✓ Retail Market: Both Options 1 & 3 will enhance the need for additional commercial floor space in Bolton, including a supermarket. The selection of Option 3 will not affect the potential viability of a new supermarket on Highway 50
- ✓ Environmental: There are no issues related to natural heritage features and areas that have an impact on the development potential of either Options
- ✓ Cultural Heritage: There are no cultural heritage properties or archaeological resources that have an impact on the development potential of either Options
- ✓ Emergency Service: Option 3 will necessitate a grade separation with CP Rail at King Street.

- ❑ Our recommendations should not be construed to indicate that development in Option 1 is not appropriate – instead it is our view that Option 1 is not the preferred location for development at this time
- ❑ The selection of Option 3 will actually assist in facilitating the development of Option 1 lands in the future, if part or all of them is selected through a municipal comprehensive review for settlement area boundary expansion, because of the extension of services to the Option 3 lands



## It is recommended that:

- ✓ Option 3 and the three 'rounding out' areas be selected to accommodate 10,348 people and 2,635 jobs on approximately 190 hectares by 2031
- ✓ Council direct staff to move forward and prepare the necessary materials to support an application to the Region of Peel for a Regional Official Plan Amendment to change the Bolton Rural Service Centre settlement area boundary
- ✓ Council direct staff to initiate work on the materials required to support the preparation of a Secondary Plan