



BELLS

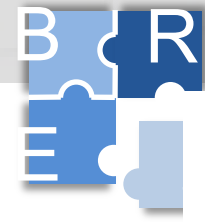


BOLTON RESIDENTIAL EXPANSION STUDY

Consultant Presentation
on Option 1 and 3 lands:
Status Update

February 11, 2014

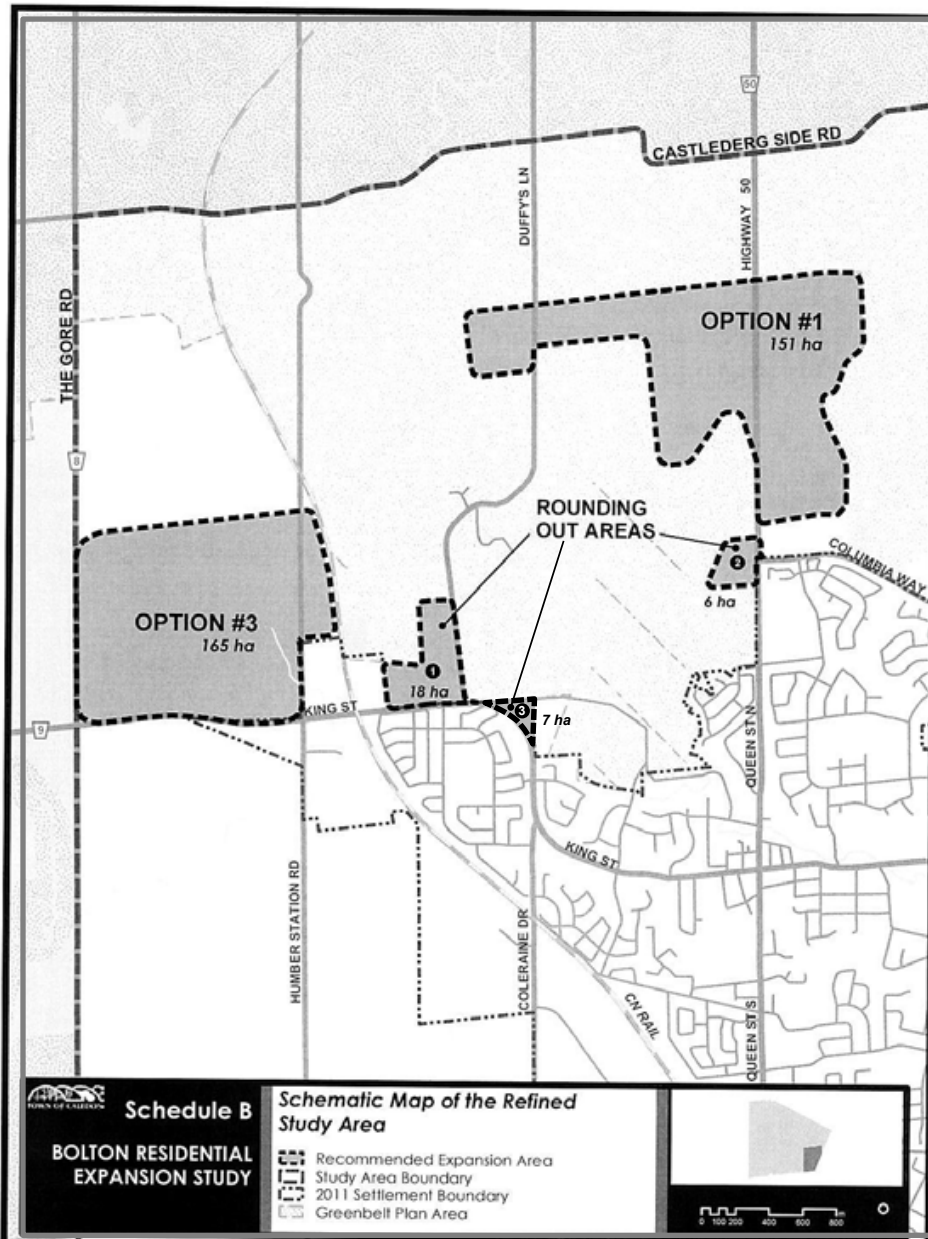




BRES: Review

1. Direction received from Council in July 2013;
2. Work completed since that time;
3. Preliminary findings; and,
4. Next steps in the process.

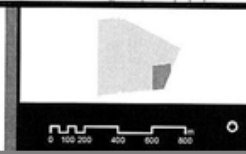
Study Area



Schedule B
BOLTON RESIDENTIAL EXPANSION STUDY

Schematic Map of the Refined Study Area

- Recommended Expansion Area
- Study Area Boundary
- 2011 Settlement Boundary
- Greenbelt Plan Area



Bolton Residential Expansion Study –
 Option 1 and 3 Lands – Status Update



Natural Heritage System – Options 1 & 3



- No Provincially Significant Wetlands (PSW) in option area;
- Small wetland in fields west of Hwy 50 and small wetlands within Significant Woodland (SW);
- PSWs in 120 m Adjacent Lands along eastern edge and in Humber River valley;
- SW extends into northern edge of area west of Hwy 50;
- Restoration/enhancement (R&E) areas identified mostly in buffers around south edge of area, west of Hwy 50;
- R&E opportunity area along south side of SW;
- R&E areas in west corner and in regulated watercourse E of Hwy 50;
- Option 1 Draft NHS: 8.27 ha (Incl. natural features and R&E).

- Streams mostly headwaters, only SE tributary has floodplain functions;
- One watercourse ranked as “Conservation” (i.e. must remain on landscape but can be moved/realigned) in southwest corner;
- No occupied Redside Dace (Endangered fish) habitat present;
- Few natural heritage features in option area;
- Unevaluated wetlands associated with tributaries at south end;
- No PSW in area, one located in 120 m Adjacent Lands east of tracks;
- No SW, or other woodlands, in option area;
- R&E areas exist in SW corner due to tributaries & existing farm pond;
- Regulated floodplain area west of Humber Station Rd;
- Option 3 Draft NHS: 20.70 ha (Incl. natural features and R&E)



Natural Heritage System Rounding Out Areas

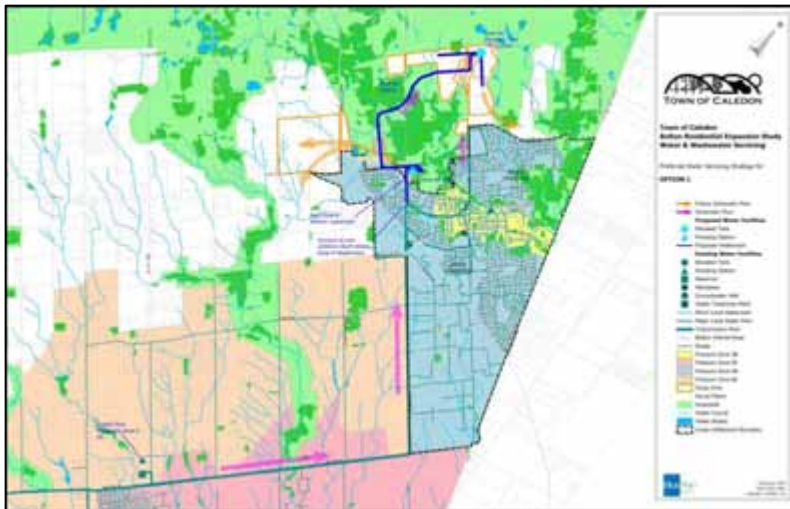
- Few natural heritage features in Rounding Out Areas (ROA);
- No watercourses with categories of Conservation or Protection;
- Chickadee ROA has no key natural features but small areas within 120 m of Greenbelt;
- Small E&R area in the Highway 50/Columbia way ROA;
- Small wetland feature exists in the Duffy's Lane ROA;
- Greenbelt boundary is within 120 m of the Duffy's Lane ROA;
- ROA Draft NHS: 1.53 ha; all R&E (i.e. no natural features present).



Preliminary Preferred Water and Wastewater Servicing Strategy for Option 1

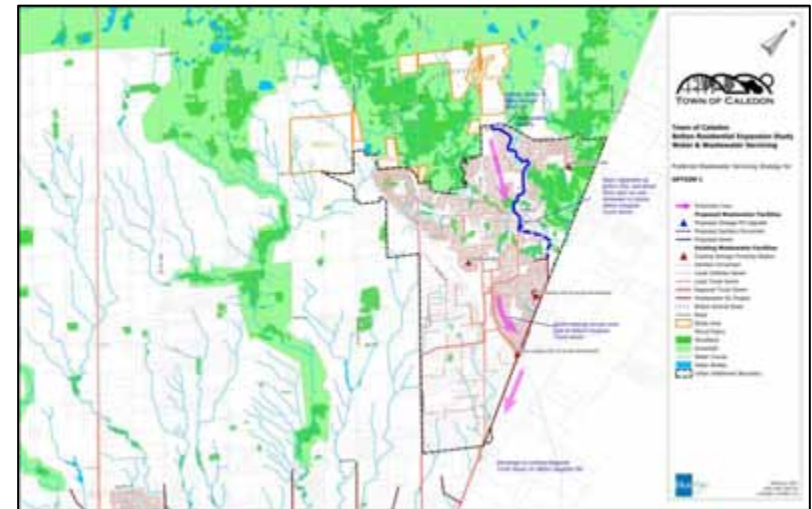


Water Servicing



- Option 1 requires creation of a new local pressure zone (Zone 6A min.)
- Opportunity to enhance existing level of water servicing in North Hill and northwest Bolton
- Some flexibility to support servicing of growth areas to the west
- Additional feedermain and greater cost compared to Option 3
- Greater complexity of water infrastructure upgrades due to watermain construction along Bolton Arterial Road

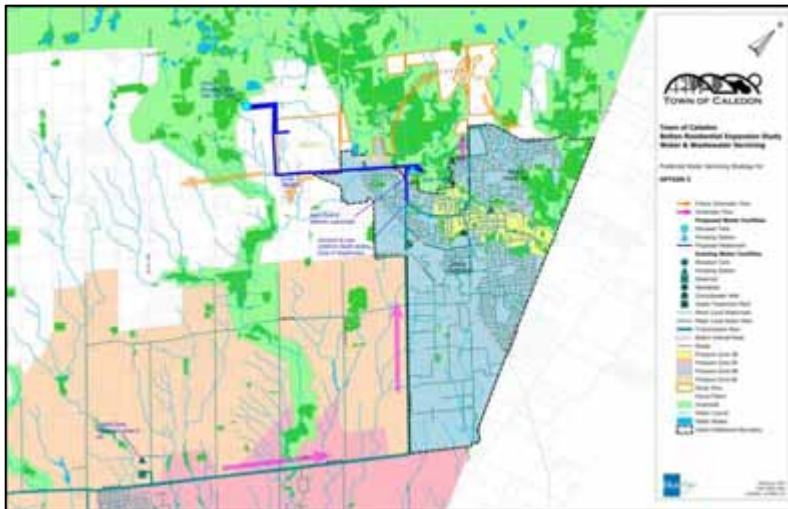
Wastewater Servicing



- Option 1 internal wastewater servicing requires one local sewage pumping station and forcemain to overcome topography and requires servicing through Bolton Sewage Pumping Station
- Makes use of capacity in future Albion-Vaughan Trunk Sewer
- Greater complexity of wastewater infrastructure upgrades due to extensive twinning through residential neighbourhood in North Hill
- Major expansion required at Bolton Sewage Pumping Station and new forcemain to divert flows east to Albion-Vaughan Trunk Sewer
- Greater potential for impacts / disruption due to construction, compared to Option 3

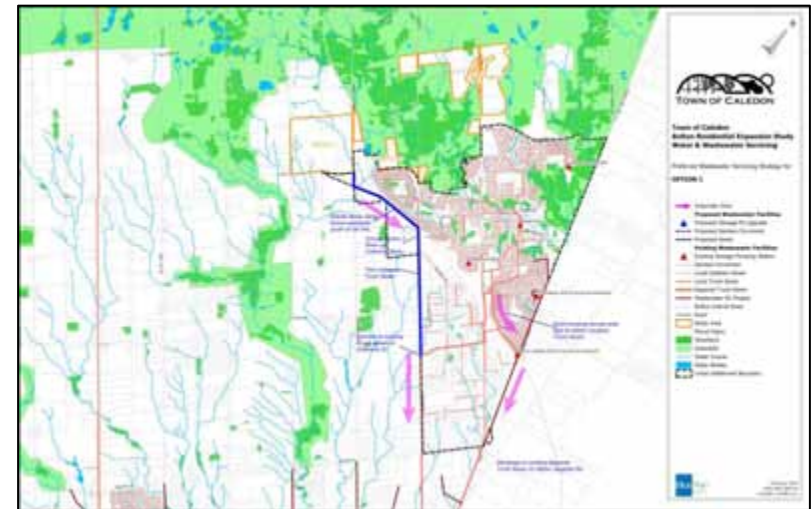
Preliminary Preferred Water and Wastewater Servicing Strategy for Option 3

Water Servicing



- Option 3 can be serviced within future Pressure Zone 7
- Opportunity to enhance existing level of water servicing in northwest Bolton
- Greater flexibility to support servicing of growth areas to the west
- Ability to oversize elevated tank to service potential growth areas within Pressure Zone 7
- Lower feedermain length and lower cost compared to Option 1
- Watermain along King Street requires a rail crossing

Wastewater Servicing



- Option 3 can be fully serviced by gravity wastewater system
- Maximizes use of available capacity in wastewater system (Albion-Vaughan and Coleraine Trunk Sewers)
- Lower complexity of wastewater infrastructure upgrades, compared to Option 1
- Lower cost compared to Option 1
- Less potential for impacts / disruption due to construction, compared to Option 1



Summary of Findings

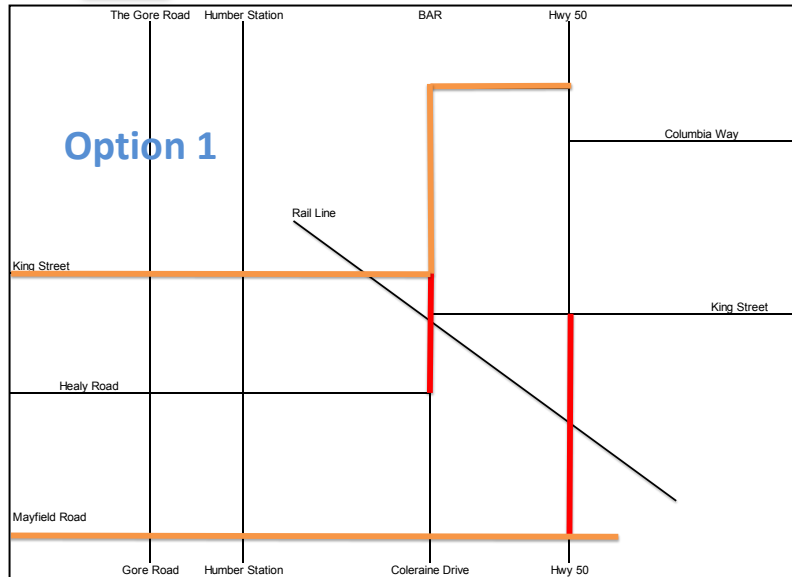
- Option 3 is the preliminary preferred option for the Bolton residential expansion area from an infrastructure servicing standpoint;
- In general, Option 3 servicing:
 - Is generally less complex than Option 1 servicing;
 - Involves logical extension of infrastructure;
 - Requires fewer wastewater upgrades than Option 1;
 - Requires less water infrastructure than Option 1;
 - Provides ability to oversize elevated tank to service potential growth areas within pressure zone 7;
 - Requires less complex (fewer SWM ponds) stormwater management strategy than Option 1;
 - Could be staged to support servicing of Option 1 at a later time; and,
 - Is less costly than Option 1 for all infrastructure.

EVALUATION CONSIDERATIONS

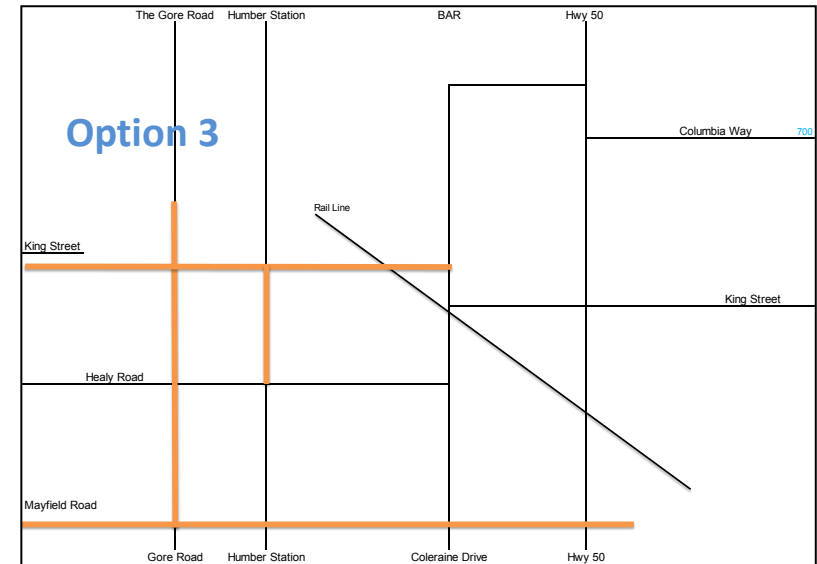
- ✓ Lower complexity of the water and wastewater infrastructure upgrades
- ✓ Servicing Flexibility - opportunity to support long term servicing of other growth areas
- ✓ Opportunity to enhance level of service in existing service area



Transportation - Options 1 & 3



- 1) Requires widening of Mayfield Road and King Street to 4 lanes by 2031;
- 2) Requires widening of the BAR from 2 lanes to 4 lanes;
- 3) Requires widening of Queen Street south of King Street to 6 lanes;
- 4) Requires sections of Coleraine Drive to be widened to 6 lanes;



- 1) Requires widening of Mayfield Road and King Street to 4 lanes by 2031;
- 2) Requires widening of The Gore Road & Humber Station north of Healy Road;



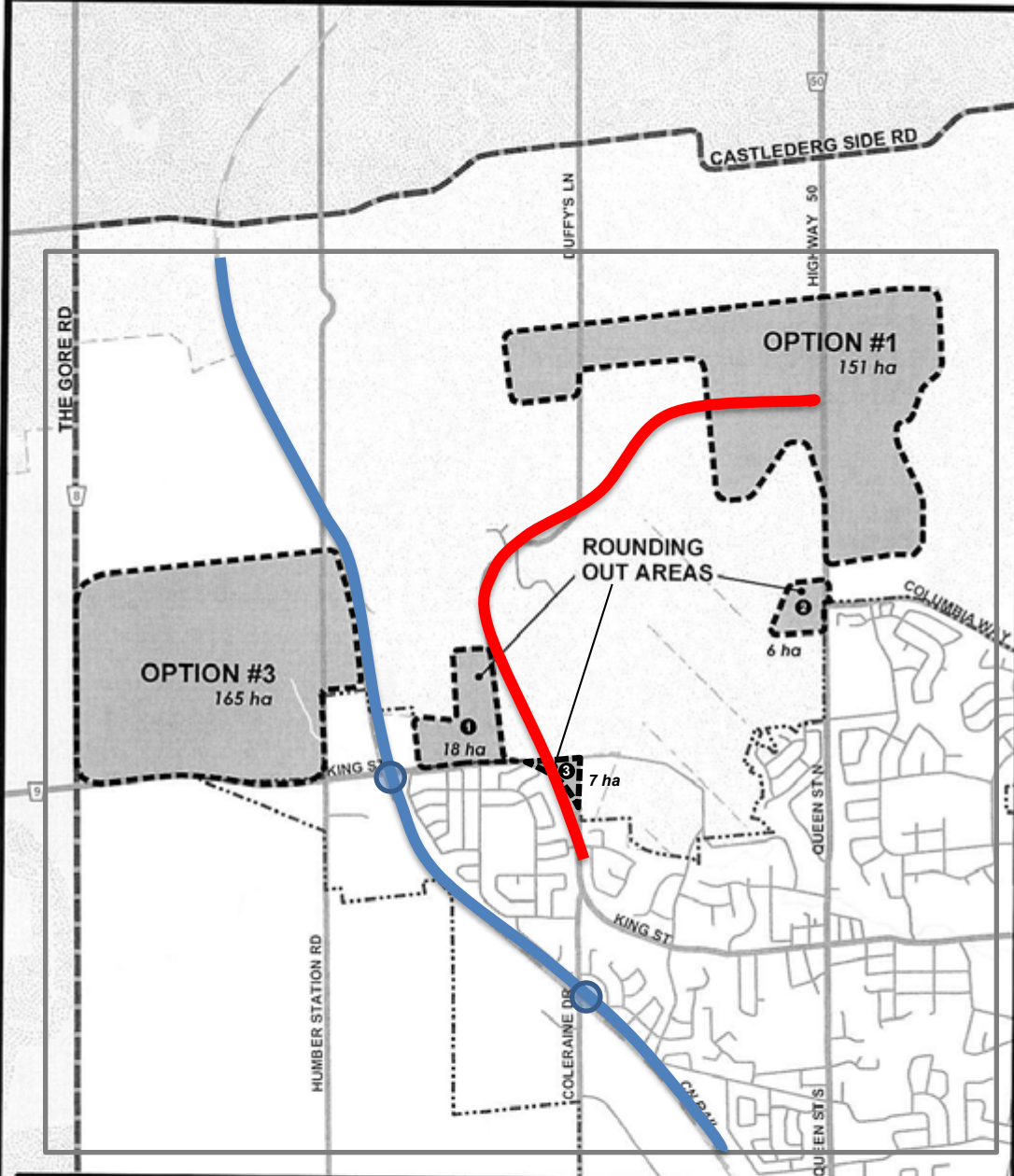
I Crossing Impacts

Option 1:

- Triggers rail crossing grade separation at King Street
- Generates more traffic across rail crossings at both King Street and Coleraine Drive

Option 3

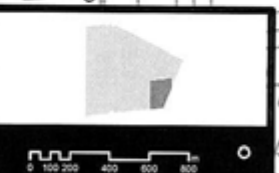
- Triggers rail crossing grade separation at King Street.



Schedule B
BOLTON RESIDENTIAL
EXPANSION STUDY

Schematic Map of the Refined Study Area

- Recommended Expansion Area
- Study Area Boundary
- 2011 Settlement Boundary
- Greenbelt Plan Area





- No significant differences between Options 1 & 3 from an environmental perspective.
- There is a significant strategic advantage to servicing Option 3 than Option 1.
- Less expensive to service Option 3 than Option 1.
- Option 1 and 3 both trigger rail grade separations on King Street.

Next Steps

1. Carry-out further work on the servicing analysis;
2. Carry-out additional field investigations to confirm boundaries of NHS;
3. Evaluate fiscal impact;
4. Obtain public and agency input;
5. Public open house scheduled for March 4, 2014; and,
6. Staff recommendation report to be prepared for June 2014 Council meeting.