



Bolton West Secondary Plan

Vision & Options Report



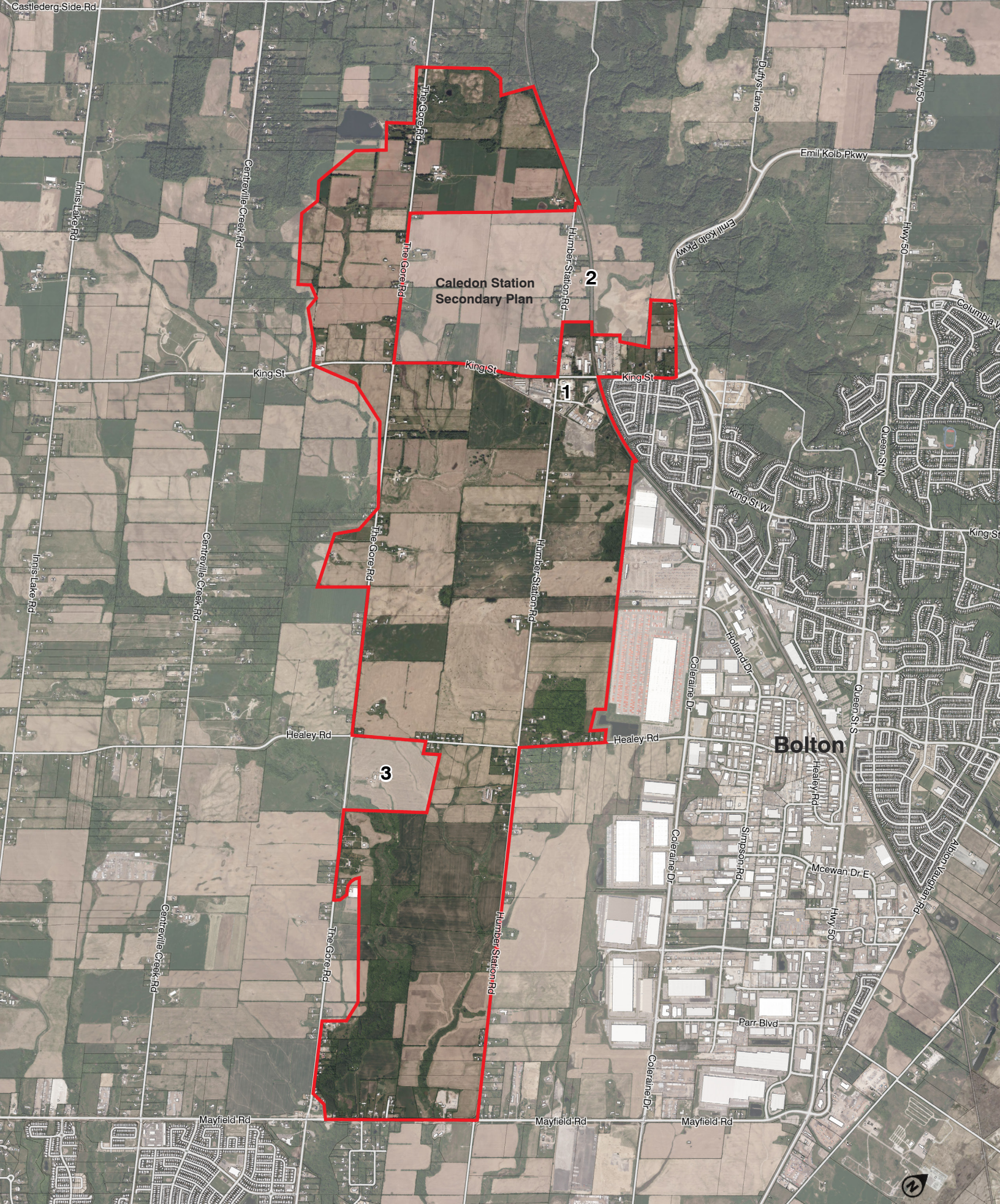
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Map of the Bolton West Secondary Plan Area Boundary

1 Introduction

Following the adoption of *Future Caledon*, which expanded the 2051 New Urban Area, the Town of Caledon is developing a comprehensive Secondary Plan for the Bolton West area. Spanning approximately 1,265 hectares to the west of the existing Bolton settlement area, Bolton West represents the next major step in the Town’s growth strategy. The plan will be designed to accommodate a population of approximately 47,000 people and create 7,500 new jobs. This Secondary Plan will establish a policy framework for sustainable development, including residential, commercial, and employment uses, key nodes and corridors, significant environmental features and community facilities.

Study Area

The study area for the Bolton West Secondary Plan is from Mayfield Road to north of King Street, excluding the Caledon Station Secondary Plan area. Also included is the existing “dry industrial” area at King Street and Humber Station Road (#1 on map on page 2), part of the existing settlement, which includes a portion of the Bolton/Caledon GO Station major transit station area and was identified as an area suitable for employment conversion.

The subject lands are in proximity to the future Caledon/Bolton GO Station (east side of Humber Station Road, north of King Street, #2 on map on page 2) and the existing railway. There are many natural and cultural heritage features throughout the subject area. Key roads include King Street, Healey Road, Mayfield West, Humber Station Road and The Gore Road.

A 39 hectare property on the south side of Healey Road immediately east of The Gore Road (#3 on map on page 3) is excluded from the study area. It is part of the area known as “A5 Humber Station West,” which is subject to priority area zoning. A developer-led secondary plan will be submitted for these lands. While these lands are excluded from the Bolton West Secondary Plan area, they will remain part of the subwatershed study.

Process

The Bolton West Secondary Plan will form an Official Plan Amendment (OPA) to establish a land use plan for the new urban area along the west side of Bolton. The Secondary Plan will:

- Provide mapping and policies to guide development in conformity with relevant local, regional and provincial plans and policies.
- Address land use, urban form and design, intensification, alternative housing, multi-modal transportation, including transit, the natural environment system, parks and open space, functional servicing, and stormwater management.

The Bolton West Secondary Plan process is divided into four phases:

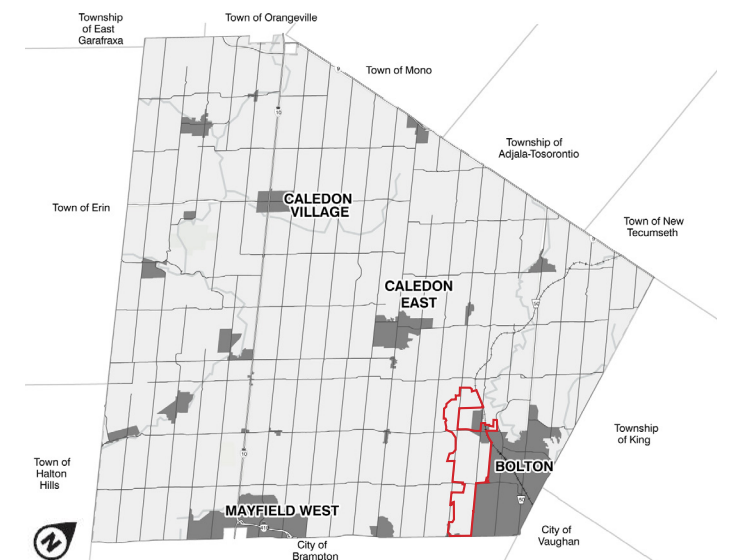
Phase 1: Background

Phase 2: Vision and Options

Phase 3: Policy Formulation

Phase 4: Final Policy Formulation and Recommendation

This report provides a summary of Phases 1 and 2, the background reports and the vision and options.



Location of Bolton West Secondary Plan Area (in red) within Caledon

2 Background Reports

Ten Background Studies were prepared to understand context and to help shape the options:

- Agricultural Impact Assessment
- Guideline D-6 Compatibility Study
- Stage 1 Archaeological Assessment
- Cultural Heritage Report
- Commercial Impact Study
- Community Services and Facilities Study
- Housing Assessment
- Community Energy & Emissions Reduction Plan (CEERP)
- Functional Servicing Study
- Transportation and Mobility Study

Agricultural Impact Assessment

The Agricultural Impact Assessment (AIA) identifies, assesses and evaluates the potential indirect impacts of the proposed development on surrounding agricultural operations, the farming community, and the broader Agricultural System. The Assessment concluded that development is consistent with provincial and municipal agricultural policies. The impacts are primarily limited to the loss of prime agricultural lands, agricultural infrastructure, agricultural land improvements, and cultivatable land. Direct impacts will be unavoidable and indirect impacts are expected to be negligible with the implementation of recommended mitigation measures.

Guideline D-6 Compatibility Study

The Guideline D-6 Compatibility Study documents potential dust, odour, noise, and vibration impacts originating from industrial operations within the study area to inform and guide development and to prevent or minimize land use conflicts.

Adverse effects from odour and dust may be expected within the study area. Multiple

businesses with stationary noise sources with the potential to impact the proposed development were identified in the vicinity of the study area and 300 m of the study area. In addition, the Canadian Pacific Kansas City (CPKC) rail line runs through the study area and has a potential vibration impact on proposed developments.

Developers proposing to buildings of four storeys or more may need to assess the air impacts from industry on their proposed development as the industry normally doesn't assess elevated receptors as part of their environmental approval process. Developers of properties are to prepare detailed studies for dust, odour, noise and/or vibration depending on the property being proposed for development.

Stage 1 Archaeological Assessment

The Stage 1 archaeological assessment combines background research with a field inspection to determine if any archaeological sites are likely to be impacted by a project. It involves reviewing historical records and land use to identify potential archaeological sites and determine their boundaries so that future phases can decide if avoidance or more intensive study is needed. 91.6% of the study area has either Indigenous or Euro-Canadian archaeological potential.

Cultural Heritage Report

The Cultural Heritage Report evaluates a property's cultural heritage value according to the Ontario Heritage Act. It includes historical research, architectural analysis, and site assessment to determine if a property meets criteria for being listed on a municipal heritage register or designated for protection. The study area has an Indigenous history spanning millennia and a rural Euro-Canadian land-use history dating back to the early nineteenth century. There are 20 known C.H.R.s (Cultural Heritage Resources) within the study area. An additional five potential C.H.R.s were also identified. Of the 25 identified C.H.R.s, 20 are listed in the Town of Caledon's Heritage Register, three are included in the Municipal Heritage mapping, and two are included in the municipal Built Heritage Resource Inventory.

Identified C.H.R.s are primarily farmscapes, but also include five cemeteries/human burials, three remnant farmscapes, two rural residential properties, and a former schoolhouse.

Commercial Impact Study

The Commercial Impact Study examines the market demand and potential impacts of the proposed development on the Town's planned commercial structure. The results of the Commercial Impact Study helps to understand current commercial market conditions and the anticipated impacts of the proposed development.

The Commercial Impact Study identified that the Bolton West Secondary Plan will need:

- 1 large community node of 12 hectares (30 acres) anchored by supermarkets or large retailers.
- 4 neighbourhood centres of approximately 3 hectares (70 acres) combined, anchored by supermarkets.

Additional local convenience shopping nodes may also be supported where appropriate. Neighbourhood nodes should be at major intersections or gateways. The community node should be located at a major intersection accessible to a large portion of the population. The amount of commercial space needed will vary based on land use option selected.

Community Services and Facilities Study

The Community Services and Facilities Study identifies and inventories current and proposed/planned community services and facilities to determine their adequacy to accommodate the needs of new residents. Town staff have indicated the Bolton West Secondary Plan will need approximately:

- 8 neighbourhood parks
- 2 community parks
- 1 recreation centre near Gore and Healey

In addition to parkland, the Bolton West Secondary Plan will also need to be served by:

- A fire and paramedic station
- At least one public works yard
- Additional library capacity for growth during the 2041-2051 period
- Multiple elementary schools and secondary schools
- Various recreation facilities

Housing Assessment

The Housing Assessment ensures that the development conforms with the housing objectives, targets and policies in the Region of Peel Official Plan and the Caledon Official Plan. Caledon's target is 13,000 new homes by 2031, but it is not on pace to meet this target.

New market-rate housing reduces price pressures on existing housing, including lower-cost housing. Explicit affordable housing targets for new homes are not recommended, outside of the Transit Station area (Region's Official Plan targets 30% new housing being affordable).

Caledon's Official Plan recommends a target of 50% new residential units as not detached or semi-detached homes in strategic growth areas and major transit station areas. Ideally, densities should be set as minimums, not maximums, so housing typologies can better respond to market conditions. A mix of housing typologies in the same neighbourhood should be allowed.

Community Energy & Emissions Reduction Plan (CEERP)

The Community Energy and Emissions Reduction Plan (CEERP) assesses the community's projected energy needs and emissions under different development scenarios, explores practical solutions to reduce energy use and transition to low-carbon systems, and provides policy-ready strategies that ensure the Secondary Plan supports the Town's climate goals.

The Town declared a climate emergency in 2020, and the *Resilient Caledon Plan, Future Climate Projections*, the *Climate Change Discussion Paper*, and the *Green Development Standards (GDS)* will inform the Community Energy and Emissions Reduction Plan (CEERP).

Bill 17 has limited municipalities' ability to impose mandatory standards of the GDS. The challenge for Caledon is to manage growth while avoiding locking in high-carbon buildings and infrastructure.

Functional Servicing Study

The Functional Servicing Study analyzes the infrastructure needed to support new development in the study area. It provides detailed technical information and calculations for water, wastewater, and storm drainage services to ensure the proposed development can be adequately supported by existing and proposed municipal infrastructure.

Water Servicing

The Region's lake-based system has seven pressure zones. The study area is partially within PZ6 but largely beyond the existing lake-based servicing boundary. There is an existing PZ6 transmission main on Mayfield Road and ET storage. Planned capital projects will provide PZ6 watermains and a secondary feed to the study area from Tullamore PS. The Region's Capacity Improvements Study recommended establishment of PZ7 in Bolton with BPS under design.

Key directions include the extension of PZ6 servicing in the southern portion of the study area and establishment of PZ7 in the northern part of the study area.

Wastewater Servicing

The study area is within the Region's lake-based servicing boundary. The existing Coleraine Trunk Sewer (east of the study area), is to be twinned. Nearby trunk sewers and small sanitary pump stations direct flows to downstream McVean sanitary pump station. Capacity constraints were

identified in 2020 MP for McVean sanitary pump station and G.E. Booth waste water treatment plant. Capital projects are planned for sewers along Humber Station Road. The Region's Capacity Improvements Study recommended an upstream sanitary pump station.

Key directions include the expansion of the Region's lake-based servicing boundary, and the extension of sewers on The Gore Road and facilitating downstream connections.

Stormwater Management

Stormwater management is required for all future development and is required to comply with Municipal Criteria, including the Town of Caledon Consolidated Linear Infrastructure Environmental Compliance Approval (CLI-ECA) for water balance, water quality, erosion control, and flood control, and the Town of Caledon Infrastructure Standards and Specifications, used for guidance in planning and selecting the specific type of stormwater management facilities. Regulatory storm management is to be in accordance with the TRCA Humber River Hydrology Update.

The Bolton West Secondary Plan Area Local Subwatershed Study (LSS) is being completed through a separate but parallel process to the Secondary Plan. The LSS will ultimately provide recommended criteria for sizing stormwater management facilities, along with recommendations for managing area watercourses, headwater drainage features, and for the Natural Heritage System. The findings and recommendations for the LSS and the Secondary Plan will be coordinated and integrated at key points in the timelines for the respective studies.

Transportation and Mobility Study

The Transportation and Mobility Study summarizes the existing conditions for transportation and mobility within the proposed study area, and identifies key issues and opportunities to support future development with a multimodal transportation and mobility network.

Development will require a safe, efficient, and well connected multimodal transportation network to accommodate all road users. Due to the rural

nature of the area today, travel is predominantly made by vehicles, with limited active transportation infrastructure and transit services. While the Highway 413 corridor will provide the area with excellent automobile connectivity to the Greater Toronto Area, it also acts as a barrier to multimodal travel among areas north and south of the corridor. Mayfield Road, Coleraine Drive, King Street, and The Gore Road support heavy truck movements as part of Peel Region's Strategic Goods Movement Network but will need to better accommodate all road users.

The exploration of land use options will:

- Identify multimodal arterial road improvements.
- Refine the conceptual collector road network identified in the Town-adopted Future Caledon Official Plan.
- Leverage the proposed Caledon GO Station and Bolton South GO Station to enhance regional transit connectivity and support multimodal travel.
- Identify priority cycling corridors to improve active transportation and also facilitate widespread adoption of micromobility such as e-bikes or e-scooters.
- Identify connections to existing built-up areas and future Settlement Area Boundary Expansion neighbourhoods can be improved.
- Partner with Brampton Transit to extend existing transit services into the Study Area as development proceeds.

3 Engagement

Consultation, community engagement and public stakeholder participation is an important part of the Bolton West Secondary Plan study which has been designed to meet all statutory requirements including Planning Act requirements. The study process includes two public open houses, followed by a Statutory Public Meeting before the final Secondary Plan is presented to Town Council. In addition, meetings are being held with landowners and key stakeholders.

Public Open House

The first open house was held on October 29, 2025. The secondary plan project team presented the vision and principles that will guide the development of land use concepts for the Bolton West area, key directions from technical studies related to agriculture, archaeology, commercial impact, community services, land use compatibility and mitigation, functional servicing, housing, transportation and mobility, and presented three preliminary concept options for comment.

Developer/Land Owner Meeting

A meeting with Developers/Land Owners was held on October 29, 2025. The secondary plan project team presented the vision and principles that will guide the development of land use concepts for the Bolton West area, key directions from technical studies related to agriculture, archaeology, commercial impact, community services, land use compatibility and mitigation, functional servicing, housing, transportation and mobility, and presented three preliminary concept options for comment.



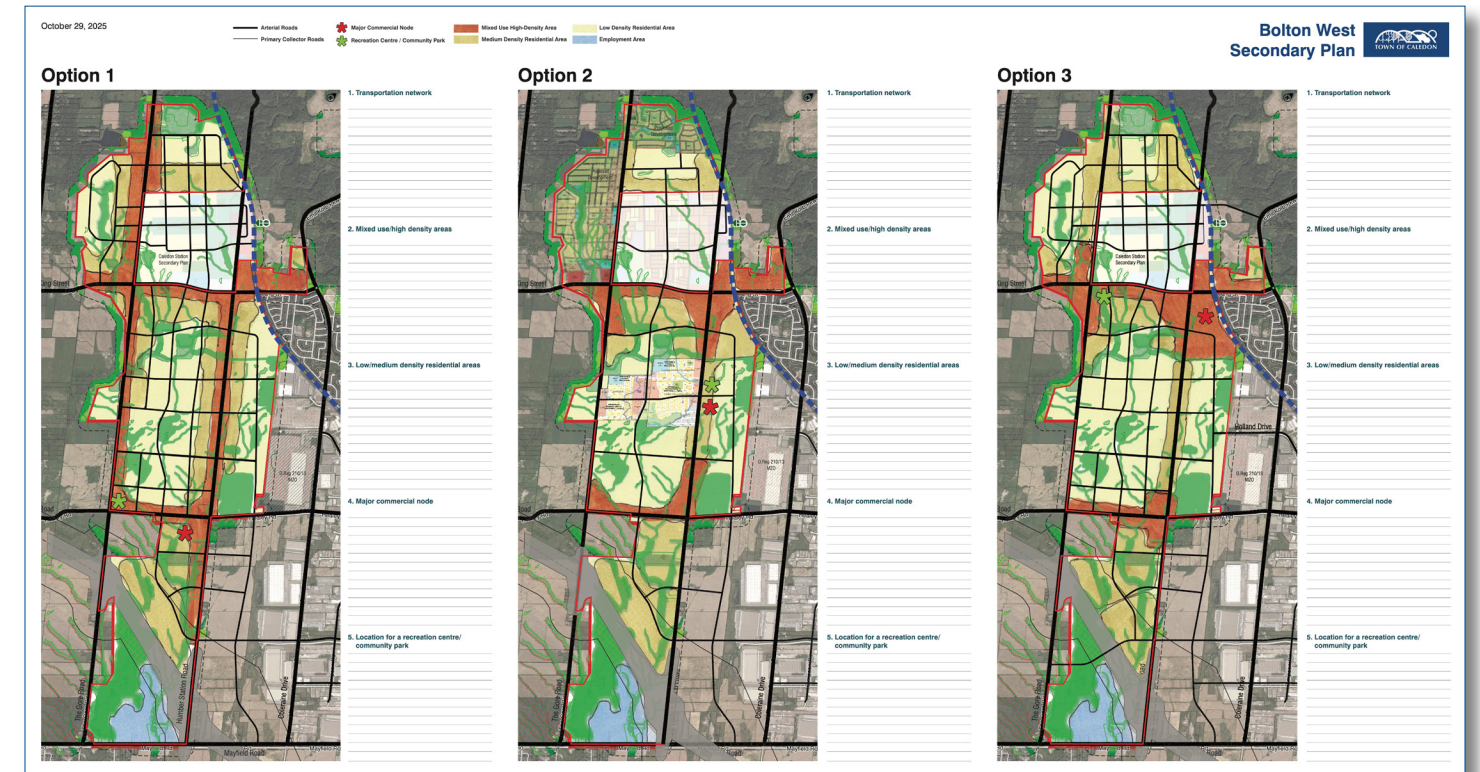
Presentation during the Public Open House



Table discussions during the Public Open House



Presentation during the Developer/Land Owner Meeting



Worksheets used to record feedback in the Public Open House

4 Vision & Principles

Public engagement conducted through the *Future Caledon* process and the Bolton Secondary Plans review provided insight into what Caledon residents value in their communities. This feedback served to inform a draft vision and guiding principles for the Bolton West Secondary Plan that were presented to Council on July 8, 2025 as part of Staff Report 2025-0392 launching the Secondary Plan and Local Subwatershed Study Projects.

4.1 Vision

A “Vision” statement is an aspirational set of words that articulate the goals and objectives of a community. It serves as a foundation for broader strategic plans and gives direction for future decision-making. A vision statement will help guide the direction of the secondary plan and inform decisions that need to be made throughout the process of preparing land use alternatives, design guidelines and secondary plan policies. The vision addresses key goals around mobility and housing, while remaining consistent with the vision and guiding principles established in *Future Caledon*. The vision statement for the Bolton West Secondary Plan is:

The Bolton West Secondary Plan Area will be an **innovative, connected, and inclusive mixed-use community**. By enhancing green spaces, building community parks, facilities and trails, and ensuring environmental protection, we will create a more compact, people-centred community that encourages walkability.

We will ensure the **sustainable growth** of the community, with well-managed traffic and enhanced connectivity to neighbouring areas. Bolton West will be a hub for diverse businesses, while supporting a mix of housing options that meet the needs of all residents.

The community will be well-served by a **balanced and efficient transit system**, designed to reduce reliance on cars and improve mobility for all.

4.2 Guiding Principles

The draft guiding principles are action-oriented directions that will build upon the Vision and be used to guide the Secondary Plan area.

- 1 Ensure that development is **balanced, environmentally responsible, and supports long-term resilience** for both the community and the ecosystem.
- 2 Enhance **connectivity** within Bolton West and neighbouring areas by implementing efficient, multi-modal transportation options that reduce car dependence and encourage walkability.
- 3 Preserve and protect **green spaces, trees, and natural heritage** by integrating sustainable environmental practices into all planning and development activities.
- 4 Support a range of **housing options** that cater to all income levels and life stages, with an emphasis on affordability and inclusivity for all community members.
- 5 Foster a diverse and thriving local **economy**, encouraging the growth of knowledge-based industries and attracting a variety of businesses to meet the needs of the community.
- 6 Respect and protect the area’s **cultural heritage**, integrating historic structures into the design of the community.
- 7 Create a community that **prioritizes the needs of its residents** through walkable streets, accessible parks, and inclusive public spaces that promote social interaction and well-being.
- 8 Ensure that development is supported by **well-managed traffic flow**, balanced **transit** systems, and necessary **infrastructure** to support the growing needs of the community in a sustainable manner.
- 9 Develop a thriving **employment area** that provides job opportunities for residents while creating effective buffers and transitions to minimize conflicts with surrounding uses and enhance quality of life.

5 Options

5.1 Foundation of the Options

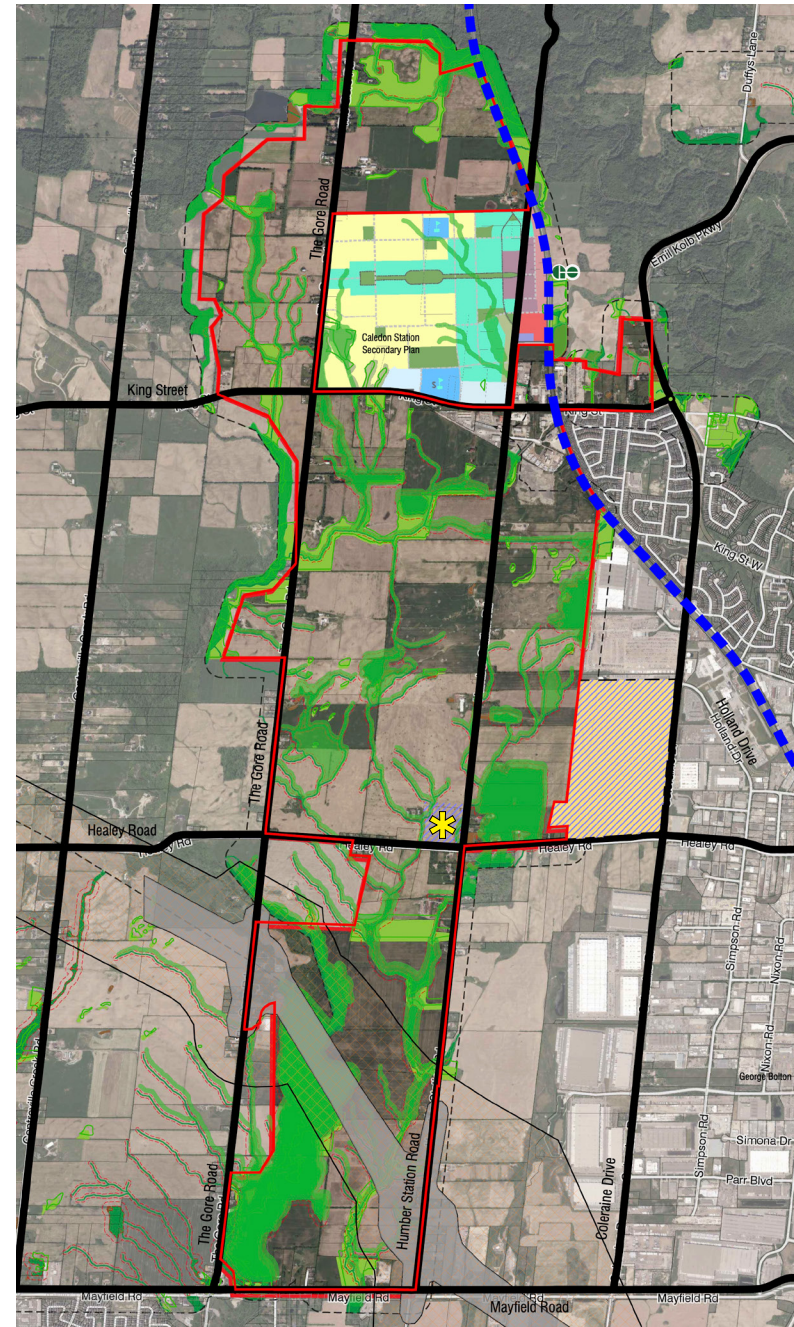
All options are based on:

- Natural heritage system (from Official Plan)
- Caledon Station Secondary Plan
- Existing arterial roads
- Planned Hwy 413 and Northwest Greater Toronto Area (NWGTA) Transmission Corridor Protection Area
- Planned Regional Health and Wellness Hub at Humber Station Road and Healey Road
- Parks, schools, neighbourhood commercial, and places of worship located in the neighbourhoods

Options explore variations in:

- 1 Secondary road network
- 2 Mixed use/high density areas
- 3 Low/medium density residential areas
- 4 Location for a major commercial node
- 5 Location for a recreation centre/community park subject to change based on the findings of the subwatershed study

Map of the Foundations for the Bolton West Secondary Plan Options



- Bolton West Secondary Plan Boundary
- GO Station
- Arterial Road
- CP Railway
- Planned Hwy 413 and NWGTA Transmission Corridor Protection Area
- Natural Heritage System (Core / Supporting Features, and Buffers)
- Planned Regional Health and Wellness Hub

* Elements of the map are subject to change based on the findings of the subwatershed study

5.2 Option 1

Working from the Official Plan and Caledon Station Secondary Plan:

- 1 Transportation network - fine-grained grid - high connectivity
- 2 Mixed use/high density areas along King Street, The Gore Road and Humber Station Road
- 3 Medium density behind mixed use/high density corridors
- 4 Major commercial @ Healey Road and Humber Station Road
- 5 Recreation centre/community park @ The Gore Road and Healey Road

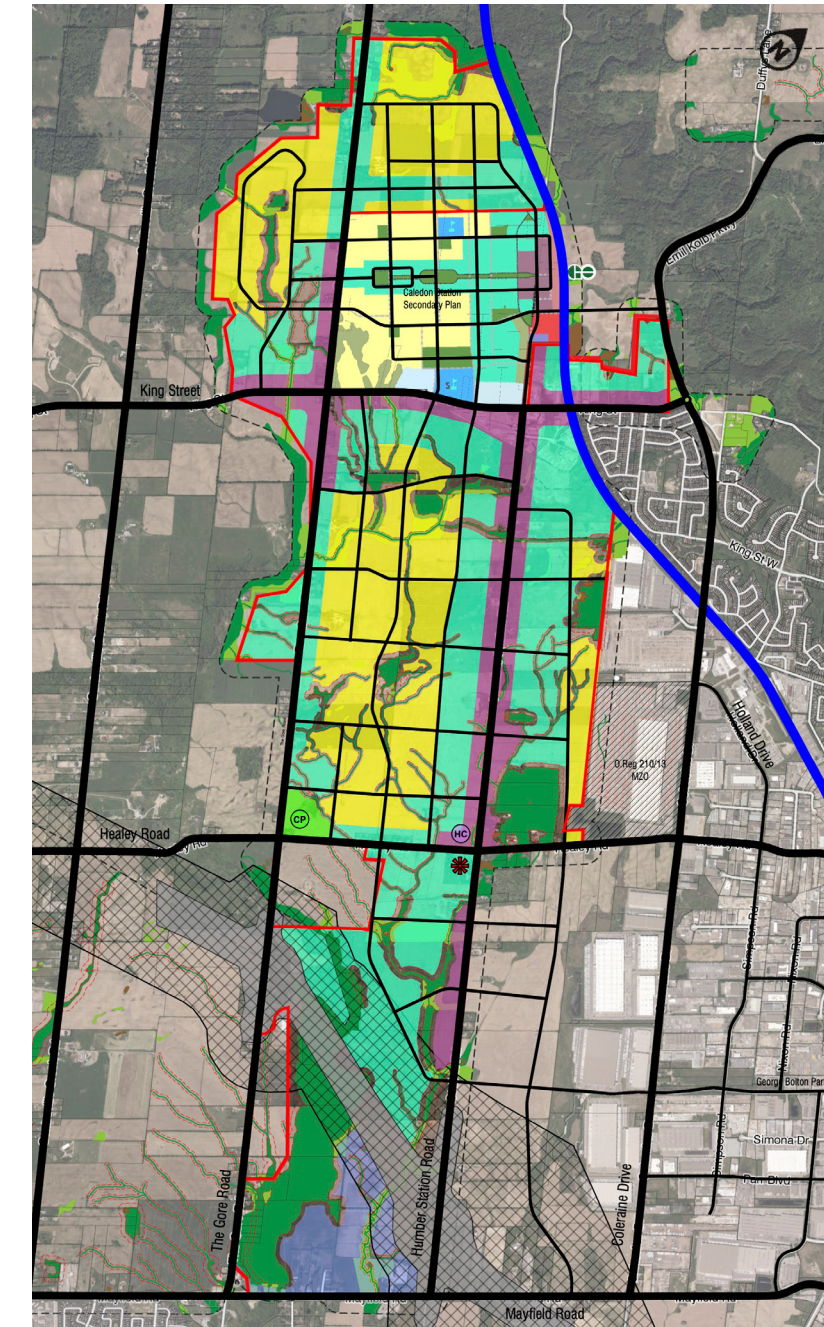
LEGEND

- Bolton West Secondary Plan Boundary
- GO Station
- Arterial Road
- CP Rail Line
- Planned Highway 413 and NWGTA Transmission Corridor Protection Area
- Preliminary Natural Heritage System (Peel SABE)**
 - Key Features
 - Supporting Features
 - Key Features Buffer

LEGEND - Options

- Collector Road
- Mixed Use / High Density Area
- Medium Density Residential Area
- Low Density Residential Area
- Employment Area
- Major Commercial (Community Node)
- Recreation Centre / Community Park
- Planned Regional Health and Wellness Hub

Bolton West Secondary Plan Concept Option 1

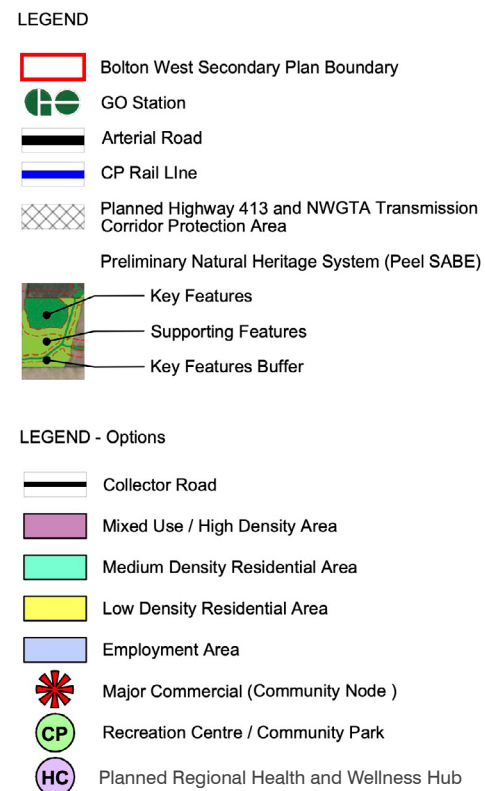


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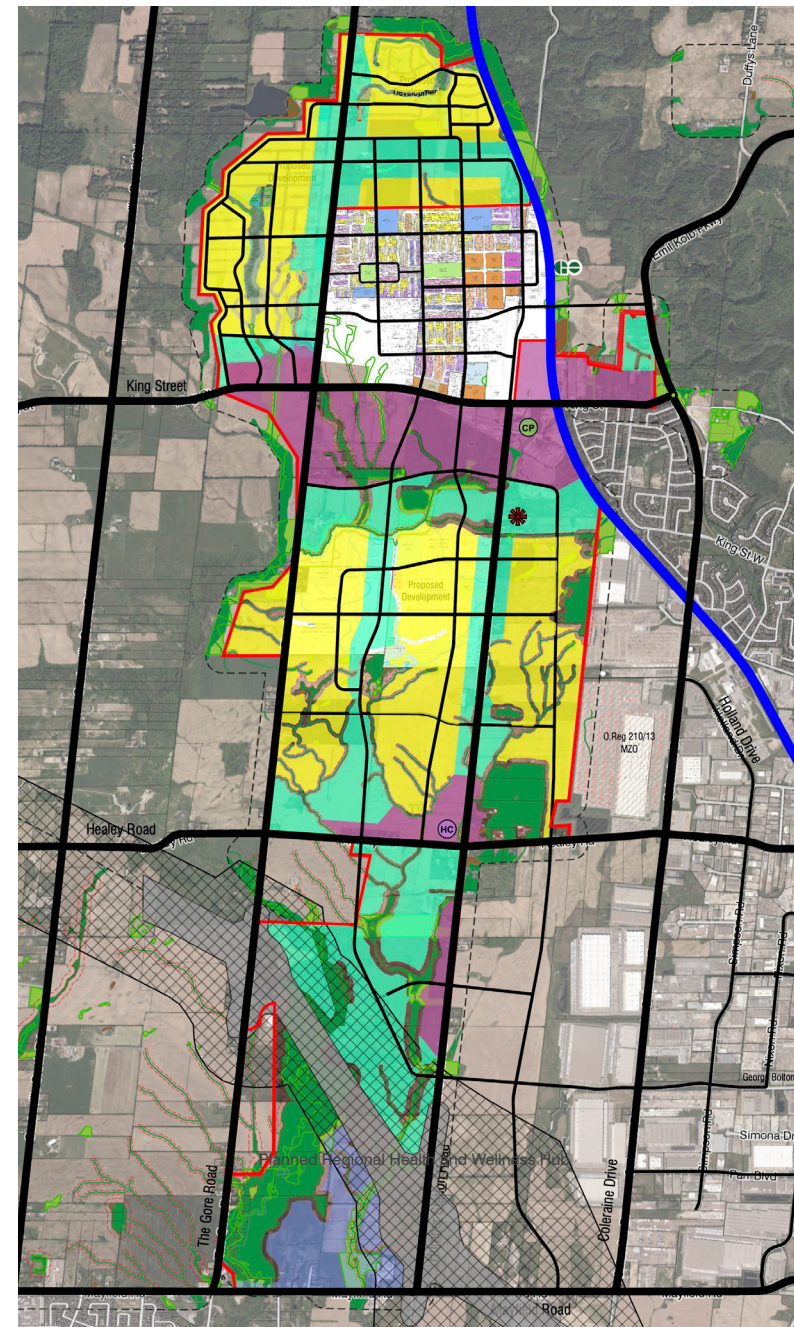
5.3 Option 2

Less Connectivity + Landowners Concepts:

- 1 Transportation network - modified- grid - less connectivity
- 2 Mixed use/high density areas focused along King Street, and clustered around Health and Wellness Hub
- 3 Medium density along corridors, and adjacent to the future highway corridor
- 4 Major commercial on Humber Station Road south of King Street
- 5 Recreation centre/community park on King Street, west of Humber Station Road



Bolton West Secondary Plan Concept Option 2

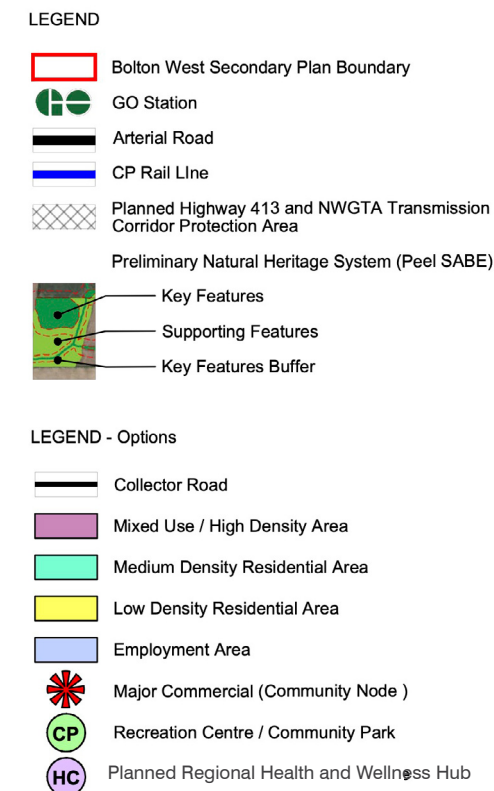


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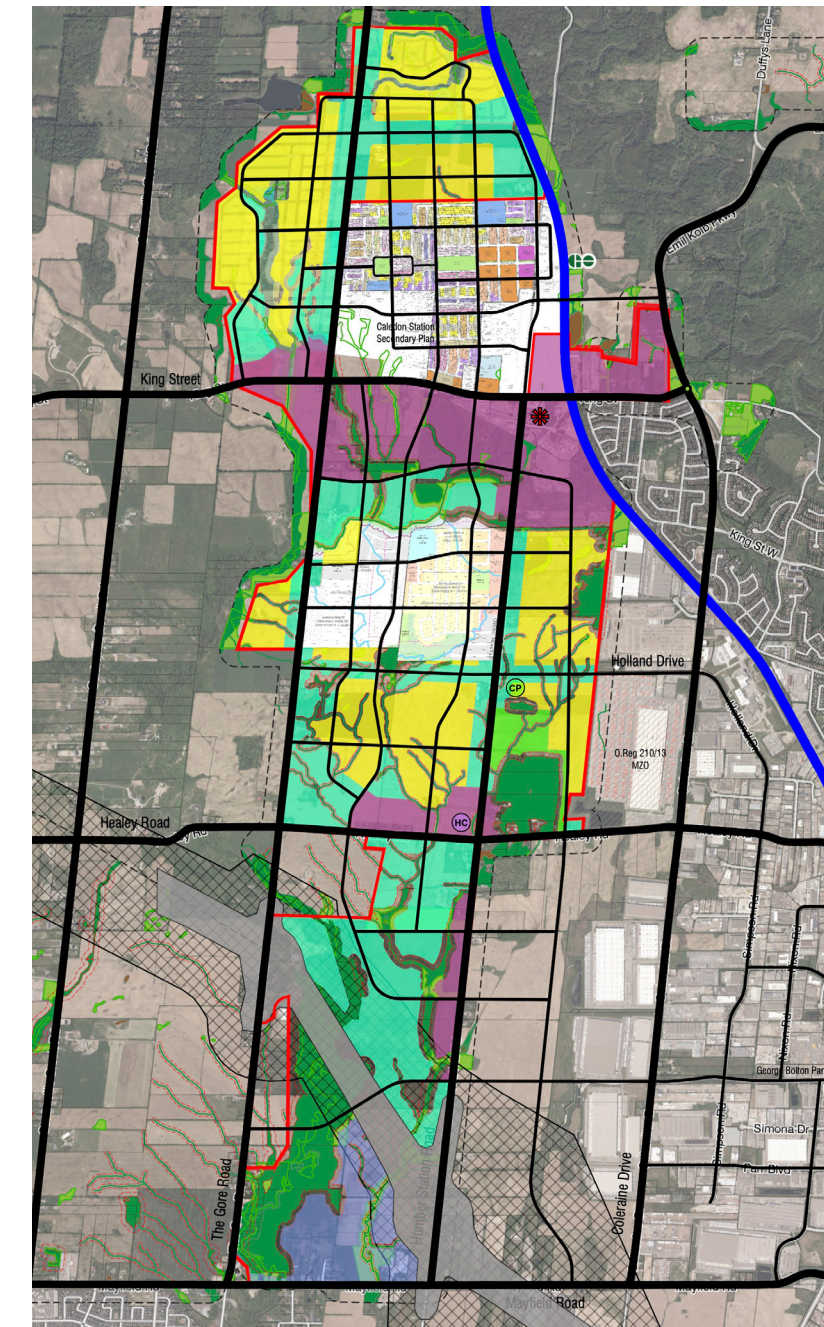
5.4 Option 3

Additional Connections:

- 1 Transportation network - builds on Option 1, with additional connections:
 - Holland Drive extension
 - across future highway
- 2 Mixed use/high density areas clustered at King Street and Humber Station Road, including dry industrial lands, and along Healey Road
- 3 Medium density north of station area along Humber Station, and adjacent to the future highway corridor
- 4 Major commercial on dry industrial lands beside railway
- 5 Recreation centre/community park on Humber Station Road in combination with major Natural Heritage Features



Bolton West Secondary Plan Concept Option 3



* Elements of the map are subject to change based on the findings of the subwatershed study

6 Evaluation Framework

6.1 Evaluating the Options

Three Conceptual Development Options were prepared, and approved by staff. We requested the team and Town staff to carry out a comparative evaluation of the Options, that will lead to the recommendation of the components of an Emerging Preferred Plan. It is anticipated that the Emerging Preferred Plan will not necessarily be one of the Conceptual Development Options, but a combination of the best elements of each of the Options.

The evaluation of the Conceptual Development Options is based on a number of criteria organized under theme areas. The majority of the criteria are qualitative, but there are instances where quantitative measures are required. We are asking the team to review the following themes and criteria and to suggest, based on their area of expertise, how the quantitative criteria can be measured. Responses are to be provided in the accompanying **Matrix**.

The evaluation of the Options is based on a number of key guiding principles:

- 1 The evaluation of the Options is a comparative evaluation, where the Options are assessed in relation to each other;
- 2 The evaluation as applied to each Option will utilize a ranking under each theme and criterion, as follows:
 - **ACHIEVES MOST** - generally met the requirements of the Criterion;
 - **ACHIEVES SOME** - met the requirements of the Criterion in some measure or degree; or to some extent; or,
 - **ACHIEVES LEAST** - did not fully meet the requirements of the Criterion.

- 3 The Evaluation Themes and Criteria are policy based, and, like Provincial and Municipal 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,
- 4 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 Town of Caledon staff.

Note: The Caledon Green Development Standards (GDS) and the Peel Healthy Development Assessment will be applied to the more detailed Emerging Preferred Plan and utilized in the preparation of the updated policies. Consideration of Caledon GDS and the Peel Healthy Development Assessment core elements has been used in the development of the Evaluation Criteria.

6.2 Evaluation Themes and Criteria

THEME ONE – Ensure a compact, complete, and healthy community.

Criterion 1 - Is the Option designed as a diverse community with a mix and range of land uses to ensure a proper balance of community infrastructure?

Criterion 2 – Does the Option provide for a range of housing types and choices?

Criterion 3 - Does the Option provide appropriate transitions in housing forms of various heights and densities within the plan and to the surrounding community?

Criterion 4 - Does the Option establish an appropriate interface with the surrounding uses?

Criterion 5 - Does the Option provide a range of community facilities or amenities and are the locations accessible for most residents?

Criterion 6 - Will the community facilities meet the needs of future residents?

THEME TWO – Establish a well-connected, multi-modal community that supports choice of movement for cars, pedestrians, cyclists, and transit users.

Criterion 7 - Does the Option support a grid or modified grid street design?

Criterion 8 – Can the transportation network within the Option be phased in a logical, efficient, and cost-effective manner?

Criterion 9 – Can the Option support Active Transportation and provide a connected and integrated systems of streets?

THEME THREE – Promote coordinated, efficient, and cost-effective water, wastewater and stormwater management systems.

Criterion 10 – Can the municipal infrastructure systems within the Option be phased in a logical, efficient, and cost-effective manner?

Criterion 11 - Do the available municipal infrastructure systems have adequate capacity to serve the Option?

THEME FOUR – Develop in an environmentally sustainable manner that protects, restores, and enhances the natural environment and its associated features and functions.

Criterion 12 - Are the significant natural heritage features/functions appropriately protected, enhanced, and where possible connected?

Criterion 13 - Does the development of transportation, water, and wastewater infrastructure in the Option avoid or minimize impacts on the natural heritage system?

THEME FIVE – Respond appropriately to long-term urban structure and policy implications.

Criterion 14 – Does the Option have any detrimental impacts on Bolton’s long-term urban structure with respect to its ability to accommodate growth both within and beyond the 2051 planning horizon?

Criterion 15 - Does the Option conform to Provincial and Local policy and growth management objectives?

Criterion 16 - Does the Option achieve the stated vision for Bolton West?

6.3 Evaluation Matrix

The following is a summary of the evaluation of the three Options under the 5 themes and 16 evaluation criteria. The following was based on the findings of the technical reports and the evaluation and analysis of the options from a qualitative perspective by the Team, Town staff, and the Subwatershed Study consultant.

The detailed evaluation is provided in Section 6.4.

THEME ONE – Ensure a compact, complete, and healthy community.		OPTION ONE	OPTION TWO	OPTION THREE
1	Is the Option designed as a diverse community with a mix and range of land uses to ensure a proper balance of community infrastructure?	Achieves Most	Achieves Some	Achieves Least
2	Does the Option provide for a range of housing types and choices?	Achieves Some	Achieves Most	Achieves Most
3	Does the Option provide appropriate transitions in housing forms of various heights and densities within the plan and to the surrounding community?	Achieves Some	Achieves Most	Achieves Some
4	Does the Option establish an appropriate interface with the surrounding uses?	Achieves Least	Achieves Most	Achieves Some
5	Does the Option provide a range of community facilities or amenities and are the locations accessible for most residents?	Achieves Least	Achieves Most	Achieves Some
6	Will the community facilities meet the needs of future residents?	Achieves Some	Achieves Least	Achieves Most
OVERALL EVALUATION		Achieves Least	Achieves Most	Achieves Some

THEME TWO – Establish a well-connected, multi-modal community that supports choice of movement for cars, pedestrians, cyclists, and transit users.		OPTION ONE	OPTION TWO	OPTION THREE
7	Does the Option support a grid or modified grid street design?	Achieves Some	Achieves Least	Achieves Most
8	Can the transportation network within the Option be phased in a logical, efficient, and cost-effective manner?	Achieves Some	Achieves Some	Achieves Most
9	Can the Option support Active Transportation and provide a connected and integrated systems of streets?	Achieves Least	Achieves Some	Achieves Most
OVERALL EVALUATION		Achieves Some	Achieves Some	Achieves Most

THEME THREE – Promote a coordinated, efficient, and cost-effective water, wastewater and stormwater management systems.		OPTION ONE	OPTION TWO	OPTION THREE
10	Can the municipal infrastructure systems within the Option be phased in a logical, efficient, and cost-effective manner?	Achieves Most	Achieves Some	Achieves Some
11	Do the available municipal infrastructure systems have adequate capacity to serve the Option?	Achieves Most	Achieves Some	Achieves Some
OVERALL EVALUATION		Achieves Most	Achieves Some	Achieves Some

THEME FOUR – Develop in an environmentally sustainable manner that protects, restores, and enhances the natural environment and its associated features and functions.		OPTION ONE	OPTION TWO	OPTION THREE
12	Are the significant natural heritage features/ functions appropriately protected, enhanced, and where possible connected? NOTE - NHS from Subwatershed Study required	Achieves Least	Achieves Least	Achieves Least
13	Does the development of transportation, water, and wastewater infrastructure in the Option avoid or minimize impacts on the natural heritage system?	Achieves Most	Achieves Some	Achieves Least
OVERALL EVALUATION		Achieves Some	Achieves Some	Achieves Least

THEME FIVE– Respond appropriately to long-term urban structure and policy implications.		OPTION ONE	OPTION TWO	OPTION THREE
14	Does the Option have any detrimental impacts on Bolton’s long-term urban structure with respect to its ability to accommodate growth both within and beyond the 2051 planning horizon?	Achieves Some	Achieves Some	Achieves Some
15	Does the Option conform to Provincial and Local policy and growth management objectives?	Achieves Some	Achieves Most	Achieves Some
16	Does the Option achieve the stated vision for Bolton West?	Achieves Some	Achieves Some	Achieves Some
OVERALL EVALUATION		Achieves Some	Achieves Some	Achieves Some

TOTAL EVALUATION		Achieves Least	Achieves Most	Achieves Some
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6.4 Detailed Evaluation Matrix

THEME ONE – Ensure a compact, complete and healthy community.		OPTION 1	OPTION 2	OPTION 3
1	Is the Option designed as a diverse community with a mix and range of land uses to ensure a proper balance of community infrastructure?	<p>All of the Options are similar in their range of land uses. Each feature low, medium, and high density residential, commercial, and employment uses.</p> <ul style="list-style-type: none"> - Option 1 seems equally divided in the amount of low and medium density residential with the medium density residential acting as a transition between the mixed use higher density uses and the lower density neighbourhoods. - Distribution follows a corridor approach with all forms of residential located throughout the secondary plan area <p>Town - This option offers more of a mix of uses throughout the secondary plan area. We like how the mixed use/high density is along the corridors and not concentrated in one area. The land uses/pattern are inconsistent with the land uses/pattern approved through Future Caledon Official Plan (refer to Schedules). Major components include the Urban Corridor and the Knowledge and Innovation Corridor.</p>	<p>All of the Options are similar in their range of land uses. Each feature low, medium, and high density residential, commercial, and employment uses.</p> <ul style="list-style-type: none"> - Option 2 seems equally divided in the amount of low and medium density residential with the mixed use higher density uses concentrated along King Street with some at Healey Road and Humber Station Road. - Mix of uses, high density, and commercial node clustered along or in proximity of King Street and the GO Station. Not an even distribution of uses throughout the plan area, more focused to the north. - Distribution follows a node and corridor approach <p>Town - The land uses/pattern are inconsistent with the land uses/pattern approved through Future Caledon Official Plan (refer to Schedules). Major components include the Urban Corridor and the Knowledge and Innovation Corridor.</p>	<p>All of the Options are similar in their range of land uses. Each feature low, medium, and high density residential, commercial, and employment uses.</p> <ul style="list-style-type: none"> - Option 3 concentrates the mixed use high density and the commercial node along King Street with medium density following arterial and collector road corridors. Density focused in proximity of the GO Station - Distribution follows a node and corridor approach <p>Town - The land uses/pattern are inconsistent with the land uses/pattern approved through Future Caledon Official Plan (refer to Schedules). Major components include the Urban Corridor and the Knowledge and Innovation Corridor.</p>
2	Does the Option provide for a range of housing types and choices?	<p>All of the Options include a range of housing and provide for a diversity in housing types. Opportunities to accommodate a variety of dwelling types, tenures, and affordability.</p> <p>Medium density and mixed use high density are focused along the arterial corridors.</p>	<p>All of the Options include a range of housing and provide for a diversity in housing types. Opportunities to accommodate a variety of dwelling types, tenures, and affordability.</p> <p>Mixed use high density concentrated along King Street in proximity to the GO station and around future Long-term Care / Health Centre.</p> <p>Medium density along arterial and major collector roads</p>	<p>All of the Options include a range of housing and provide for a diversity in housing types. Opportunities to accommodate a variety of dwelling types, tenures, and affordability.</p> <p>Greatest amount of land dedicated to mixed use high density, would provide the most opportunity of a diversity of unit sizes and tenures</p>
3	Does the Option provide appropriate transitions in housing forms of various heights and densities within the plan and to the surrounding community?	<p>Option 1 provides for appropriate transitions between the various residential densities. In all Options, the low density against the existing employment uses to the east may be an issue with noise, dust, etc. created by the existing use.</p> <p>This Option provides for low density residential along the edges in the north, creating a less intrusive transition to the natural heritage system and agricultural uses.</p> <p>Town - option has a better transition from low to high density</p>	<p>Option 2 provides for appropriate transitions between the various residential densities. This Option provides the greatest amount of low density residential along the edges, creating a less intrusive transition to the natural heritage system and agricultural uses.</p> <p>In all Options, the low density against the existing employment uses to the east may be an issue with noise, dust, etc. created by the existing use.</p> <p>Town - option has low density adjacent to high density which may pose challenging for appropriate transition.</p>	<p>Option 3 provides for appropriate transitions between the various residential densities. In all Options, the low density against the existing employment uses to the east may be an issue with noise, dust, etc. created by the existing use.</p> <p>This Option provides for low density residential along the edges, specifically in the north, creating a less intrusive transition to the natural heritage system and agricultural uses.</p> <p>Town - option has low density adjacent to high density which may pose challenging for appropriate transition.</p>
4	Does the Option establish an appropriate interface with the surrounding uses?	<p>Option #1 includes higher densities in the area which an MDS 1 setback encroaches into the development area.</p> <p>Some low density in proximity to the adjacent existing employment uses, less than Option 3.</p> <p>Town - All options do not provide a transition to the existing employment area/industrial uses located along Coleraine Drive.</p> <ul style="list-style-type: none"> - In all Options, the low density against the existing employment uses to the east fronting on Coleraine Drive may be an issue with land use compatibility. Note that there is typically no existing buffer or buffer treatment between the existing industrial and the existing agricultural uses. May need to implement policies to address buffering. - Option includes more medium density uses adjacent to arterial roads. This will provide for building form adjacent to road network to address noise issues. - Land use adjacent to CPR is generally medium and high density for all options. Most medium density provided with option 1 	<p>From an agricultural perspective, Option # 2 would be the most preferred as it will have the most amount of low density residential uses along the western agricultural/urban interface and has less medium density residential uses than Option #1 in the area which an MDS 1 setback encroaches into the development area.</p> <p>Greatest amount of low density in proximity to the adjacent existing employment uses.</p> <p>Town - All options do not provide a transition to the existing employment area/industrial uses located along Coleraine Drive.</p> <ul style="list-style-type: none"> - In all Options, the low density against the existing employment uses to the east fronting on Coleraine Drive may be an issue with land use compatibility. Note that there is typically no existing buffer or buffer treatment between the existing industrial and the existing agricultural uses. May need to implement policies to address buffering. - Option includes more medium density uses adjacent to arterial roads. This will provide for building form adjacent to road network to address noise issues. - Land use adjacent to CPR is generally medium and high density for all options. 	<p>Moderate amount of density along the western agricultural/urban interface.</p> <p>Low density in proximity to the adjacent existing employment uses.</p> <p>Town - All options do not provide a transition to the existing employment area/industrial uses located along Coleraine Drive.</p> <ul style="list-style-type: none"> - In all Options, the low density against the existing employment uses to the east fronting on Coleraine Drive may be an issue with land use compatibility. Note that there is typically no existing buffer or buffer treatment between the existing industrial and the existing agricultural uses. May need to implement policies to address buffering. - Option includes more medium density uses adjacent to arterial roads. This will provide for building form adjacent to road network to address noise issues. - Land use adjacent to CPR is generally medium and high density for all options. All high density is provided adjacent to CPR with Option 3

Achieve Most
Achieve Some
Achieve Least

generally met the requirements
 met the requirements in some measure or degree; or to some extent
 did not fully meet the requirements

Achieve Most
Achieve Some
Achieve Least

generally met the requirements
met the requirements in some measure or degree; or to some extent
did not fully meet the requirements

THEME ONE – Ensure a compact, complete and healthy community.		OPTION 1
5	Does the Option provide a range of community facilities or amenities and are the locations accessible for most residents?	<p>All of the Options include a Recreation Centre/Community Park and a Major Commercial Node. Option 1 locates the Recreation Centre/Community Park and the Commercial Node at south end, in proximity to future highway. The Recreation Centre/Community Park is located at the intersection of Healey Road and The Gore Road which is the Town's recommended location. The location is too far removed from the majority of residents within the secondary plan area and is more focused on access from the future highway</p> <p>Park Planning does not support Option 1 as the proposed community park is not centrally located within the Bolton West Secondary Plan area and would not optimally serve the intended population (15,000 – 20,000 people).</p> <p>Town - The location of the proposed Major Commercial (Community Node) is not preferred.</p> <ul style="list-style-type: none"> - All of the Options include a Recreation Centre/Community Park and a Major Commercial Node. - Community node for Option 1 proposed adjacent to the Health Care Centre. Major Commercial / Community node is in proposed medium density area. Preference for node to be in high density / mixed use area (especially if major commercial). - There may be benefits to locating community node and HC adjacent to one another (walkability, transit programming, servicing). Need to ensure fine grained road network and connectivity for this area if this land use is advanced
		Achieve Least
6	Will the community facilities meet the needs of future residents?	<p>All Options include a Recreation Centre/Community Park. The distribution of neighbourhood parks and schools will be identified in the Emerging Plan based on walkability and school board requirements</p> <p>Town - recommend the Recreation Centre be located more centrally</p>
		Achieve Some

OPTION 2	OPTION 3
<p>Recreation Centre/Community Park is located on King Street, within a mixed use high density residential area. Major Commercial is also located in proximity to residential density and generally centrally located to be accessible for residents.</p> <p>Mixed-Use High Density focused around future Long-term Care / Health Centre, ensuring amenities are accessible</p> <p>Park Planning does not support Option 2. The community park in Option 2 is too close to the Community Park (7ha) in the Caledon Station Secondary Plan</p> <p>Town - The location of the proposed Major Commercial (Community Node) is preferred as it services an area with a lack of commercial amenities.</p> <ul style="list-style-type: none"> - Recreation Centre/Community Park is located on King Street, within a mixed use high density residential area. Major Commercial is also located in proximity to residential density and generally centrally located to be accessible for residents. - Town Planning and Town Landscaping staff to address park locations, but note engineering concerns with CP proposed at King Street and Humber Station (existing dry industrial land use) - Major Commercial / Community node shown on Humber Station south of Betomat Court. Area is medium density. Clarify major commercial in medium density area. - Mixed-Use High Density focused around future Long-term Care / Health Centre, 	<p>This option includes Mixed-Use High Density focused on King Street and around the future Long-term Care / Health Centre. The Major Commercial is located on King Street in proximity to the greatest density.</p> <ul style="list-style-type: none"> - Recreation Centre / Community Park combined with major natural heritage feature, centrally located to be accessible to residents <p>Park Planning supports Option 3 as the preferred location for the community park as it offers opportunities for connection to the adjacent natural heritage area.</p> <ul style="list-style-type: none"> - Community Park should be larger (8ha to 10ha) that is located with frontage on two collector roads, providing good visibility and access to the surrounding residential area and adjacent to the Recreation Centre. - A second smaller Community Park (5ha) location should be added to this land use option, located in the medium density community in the southern quadrant of the SP. <p>Town - The location of the proposed Major Commercial (Community Node) is preferred as it services an area with a lack of commercial amenities.</p> <ul style="list-style-type: none"> - This option includes Mixed-Use High Density focused on King Street and around the future Long-term Care / Health Centre. The Major Commercial is located on King Street in proximity to the greatest density. - Town Planning and Town Landscaping staff ultimately to address park locations, but this location is generally preferred by Engineering, particularly considering the proposed extension of Holland Drive and additional connectivity to the existing community of Bolton to the east. - Major Commercial / community node located on existing dry industrial. Possible to locate node further west on King Street at one of the north south collector roads?
Achieve Most	Achieve Some
<p>All Options include a Recreation Centre/Community Park. The distribution of neighbourhood parks and schools will be identified in the Emerging Plan based on walkability and school board requirements</p> <p>Town - This is not the preferred location for the Recreational Centre.</p>	<p>All Options include a Recreation Centre/Community Park. The distribution of neighbourhood parks and schools will be identified in the Emerging Plan based on walkability and school board requirements</p> <p>Town - This is the preferred location for the Recreation Centre.</p>
Achieve Least	Achieve Most

Achieve Most
Achieve Some
Achieve Least

generally met the requirements
met the requirements in some measure or degree; or to some extent
did not fully meet the requirements

THEME TWO – Establish a well-connected, multi-modal community that supports choice of movement for cars, pedestrians, cyclists, and transit users.

OPTION 1

OPTION 2

OPTION 3

7 Does the Option support a grid or modified grid street design?

Option 1 adopts the street network from the Official Plan which introduces several collector roads within a grid network. This Option provides a well connected grid of collector roads that supports all travel modes. Compared to existing urban areas in Caledon, the street network of collector roads is more dense.

Town - Does not include extension of George Bolton Parkway over HWY413 to The Gore Road (and further west).
- Grid Style layout proposed for central area between Humber Station, The Gore, King Street, and Old School - preferred.
- Not proposing grid style layout for area west of Macville - looped road network design - not preferred - may limit ability for future road connections to the west.
- Engineering notes that area is low density residential where Town has successfully implemented looped road designs for other communities

Transportation - Option 1 utilizes a looped road network for the low-density area west of Macville. While this geometry is limiting internal route choice, it successfully provides direct connections to all proposed E-W roads traversing Macville.
- This option proposes a permeable modified grid system across the central and southern lands.
- Does not include extension of George Bolton Parkway over HWY413 to The Gore Road (and further west).
- It is recommended that additional extensions aligned with the road network in the Wildfield Secondary Plan Area be included.
- The road extension south of George Bolton Parkway was found to be infeasible to connect to Mayfield Road, based on the feasibility study conducted by LEA. Please update the network to reflect the road network identified in the Humber Employment Secondary Plan Area.

Option 2 refines the street network from the Official Plan by removing some collector roads from the grid in the area bound by King Street, The Gore Road, Healey Road, and Humber Station Road. Additional network modifications are made to incorporate Landowner's proposed plans. This Option is designed to assess a less dense grid network of collector roads than identified in the Official Plan, similar to that of the existing Bolton community.

Town - Does not include extension of George Bolton Parkway over HWY413 to The Gore Road (and further west)
- Limited collector roads proposed within central area between Humber Station, The Gore, King Street, and Old School. Road design as proposed is not preferred. Needs to be more finely grained for implementation with future developments
- Better grid layout for area west of Macville

Transportation - Option 2 proposes an improved grid layout for the low-density area west of Macville compared to the looped design (Option 1), it is constrained by a single direct E-W connection across Macville.
- The sparse grid in the central and south areas causes insufficient E-W collector continuity. This lack of internal route choice forces local trips onto the boundary network, significantly increasing traffic stress on parallel arterials.
- Does not include extension of George Bolton Parkway over HWY413 to The Gore Road (and further west).
- It is recommended that additional extensions aligned with the road network in the Wildfield Secondary Plan Area be included.
- The road extension south of George Bolton Parkway was found to be infeasible to connect to Mayfield Road, based on the feasibility study conducted by LEA. Please update the network to reflect the road network identified in the Humber Employment Secondary Plan Area.

Option 3 builds upon Option 1 by adopting the street network from the Official Plan and introducing additional connections across major barriers such as the future Highway 413 and through to Holland Drive, as well as additional network modifications to incorporate Landowner's proposed plans. The Option provides a well connected grid of collector roads.

Town - Option 3 includes George Bolton Extension.
- Option 3 includes extension of Holland Drive - preferred by Town Engineering Services by may pose challenges for extension through existing industrial lands and Region Water Tower
- Option Generally proposes grid style layout for all areas.
- Option generally allows for future connectivity to lands to the west and north.

Transportation - Option 3 proposes an improved grid layout for the low-density area west of Macville compared to Option 1, and successfully provides direct connections to all proposed E-W roads traversing Macville.
- It aligns with the MMTMP by incorporating the GBP across Hwy 413 and Holland Dr extensions. This fills the critical network gap between Healey Road and Mayfield Road.
- This option proposes a permeable modified grid system across the central and southern lands.
- It is recommended that additional extensions aligned with the road network in the Wildfield Secondary Plan Area be included.
- The road extension south of George Bolton Parkway was found to be infeasible to connect to Mayfield Road, based on the feasibility study conducted by LEA. Please update the network to reflect the road network identified in the Humber Employment Secondary Plan Area.

Achieve Some

Achieve Least

Achieve Most

8 Can the transportation network within the Option be phased in a logical, efficient, and cost-effective manner?

Town - Phasing will be dependent on status of development applications and land ownership.
- Development of land use with a grid or modified grid design will be simpler to implement than a curvilinear / looped type road network.
Some areas of Option 1 include the preferred grid network.

Option 1 relies on the uncertain timeline of Highway 413. Developing the southern node prior to the highway would prematurely saturate unimproved rural roads with regional traffic

Locating major trip generators (commercial node and rec centre) within the MTO Interchange Influence Area can potentially trigger stringent approval thresholds.

Town - Phasing will be dependent on status of development applications and land ownership.
- Development of land use with a grid or modified grid design will be simpler to implement than a curvilinear / looped type road network.
Some areas of Option 2 include the preferred grid network.

Option 2 sequencing depends on land ownership and application maturity.

The comprehensive grid west of Macville simplifies the process.

Town - Phasing will be dependent on status of development applications and land ownership.
- More grid style road network for Option 3 will be simpler to implement.

Option 3 sequencing depends on land ownership and application maturity.

Extending GBP and Holland Dr requires additional EAs, land acquisition, and substantial capital budget. Key East-West collectors rely on the GBP and Holland Drive extensions to complete the network.

However, once this framework is established. The continuous grid structure across all sectors significantly simplifies phasing. The multiple E-W connections allow for flexible sequencing.

Achieve Some

Achieve Some

Achieve Most

Achieve Most
Achieve Some
Achieve Least

generally met the requirements
met the requirements in some measure or degree; or to some extent
did not fully meet the requirements

THEME TWO – Establish a well-connected, multi-modal community that supports choice of movement for cars, pedestrians, cyclists, and transit users.

9	Can the Option support Active Transportation and provide a connected and integrated systems of streets?
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OPTION 1

<p>This Option with a street network from the Official Plan provides a strong connected and integrated system of streets to support active transportation, transit users, and cars.</p> <p>Town - Option can support AT and Transit Integration, particularly the central area of the plan. Land use with HD focused on Humber Station will assist with AT and Transit requirements.</p> <p>Transportation - Option 1 has high density areas along Humber Station Road, which would require frequent ped crossings to support residential density, degrading the roadway's capacity to handle peak-hour commuter volumes.</p> <p>The looped road network west of Macville limits permeability and increases walking distances compared to a direct grid. This lack of direct routing discourages active transportation and promotes auto-dependence even for short, local trips.</p> <p>There is a spatial separation between the northern High Density zone and the southern Major Community Node creates a connectivity gap (less walkability)</p>	Achieve Least
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OPTION 2

<p>With less collector roads than Option 1, this Option still supports active transportation but has a less connected and integrated system of streets to support active transportation, transit users, and cars.</p> <p>Town - Central area road network not preferred from a AT and transit implementation perspective - not sufficient road connections, particularly for east west.</p> <p>Transportation - Less E-W collector connections in the central area might force cyclists onto arterials to cross the community, significantly increasing Traffic Stress and exposure to safety risks</p> <p>With the Rec Centre, commercial and HD all clustered on King Street, this creates high internal capture (more walkability).</p>	Achieve Some
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OPTION 3

<p>Option 3 has all the potential network system benefits from the dense grid of collector roads from the Official Plan outlined Option 1 along with new connections across Highway 413 and the Holland Drive extension. The Holland Drive extension also provides an additional connection to the potential GO station located in Bolton.</p> <p>Town - Option 3 will assist with implementation of active transportation and transit - provides additional connections to lands to the east and west to facilitate transit and AT requirements (GBP, Holland Drive), option generally proposes a grid style layout which is preferred for implementation. - Focus on high density land use at King Street and at Healey and Humber Station may facilitate transit programming.</p> <p>Transportation - Alignment with the future GBP facilitates a continuous regional cycling spine, providing seamless E-W connectivity between Bolton and western communities.</p> <p>Placing the rec centre with the NHS creates a high-quality recreational destination that connects to the trail system.</p>	Achieve Most
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THEME THREE – Promote a coordinated, efficient, and cost-effective water, wastewater and stormwater management systems.

10	<p>Can the municipal infrastructure systems within the Option be phased in a logical, efficient, and cost-effective manner?</p> <p>Measure: Ability to create a complete community in the initial phase(s) for which water, wastewater and stormwater servicing is economically viable.</p>
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OPTION 1

<p>Local storm sewers, trunk sewers, and stormwater management facilities can be implemented as development proceeds; opportunities for multi-party/communal storm infrastructure can be investigated at next stages of development.</p> <p>Water: Most key elements (community park, health centre, community node, and mixed use/high density corridor along Humber Station Rd) within existing PZ6, which will likely be serviced ahead of PZ7 (delineation is anticipated approximately mid-way between Healey Rd and King St). Presence of key elements and mixed/high use density in the southern portion of the area is effective for timing and funding of early infrastructure development.</p> <p>Wastewater: Sanitary sewers will be generally constructed from south to north. Presence of key elements and mixed/high use density in the southern portion of the area is logical for phasing and cost-effective for early infrastructure development.</p> <p>To be determined based upon Subwatershed Study Characterization (to be available in Feb.)</p> <p>Town - assuming everything in pressure zone 6 will advance and the area north of that has no infrastructure planned. We reviewed from the lens of whether community amenities would be available if only pressure zone 6 was developed in the foreseeable future. Based on this, only some amenities are provided in zone 6.</p>	Achieve Most
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OPTION 2

<p>Local storm sewers, trunk sewers, and stormwater management facilities can be implemented as development proceeds; opportunities for multi-party/communal storm infrastructure can be investigated at next stages of development. Developer proposed concept north of King street is localized toward headwaters of West Humber River, hence does not present a constraint.</p> <p>Water: Fewest key elements (health centre) within existing PZ6. Most key elements (community park, community node, mixed use/high density corridor along King St) within future PZ7 (delineation is anticipated approximately mid-way between Healey Rd and King St). Presence of key elements and mixed/high use density in the northern portion of the area is less desirable for timing and funding of early infrastructure development.</p> <p>Wastewater: Sanitary sewers will be generally constructed from south to north. Presence of key elements and mixed/high use density in the northern portion of the area is less desirable for timing and funding of early infrastructure development.</p> <p>To be determined based upon Subwatershed Study Characterization</p> <p>Town - assuming everything in pressure zone 6 will advance and the area north of that has no infrastructure planned. We reviewed from the lens of whether community amenities would be available if only pressure zone 6 was developed in the foreseeable future. Community amenities are not located within the servicing area for water.</p>	Achieve Some
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OPTION 3

<p>Local storm sewers, trunk sewers, and stormwater management facilities can be implemented as development proceeds; opportunities for multi-party/communal storm infrastructure can be investigated at next stages of development. Developer proposed concept north of King street is localized toward headwaters of West Humber River, hence does not present a constraint. Development concept mid-way between King Street and Healey Road is located mid-way within the subwatershed, reducing opportunities to consolidate storm infrastructure with upstream development.</p> <p>Water: Some key elements (community park and health centre) within existing PZ6, which will likely be serviced ahead of future PZ7 (delineation is anticipated approximately mid-way between Healey Rd and King St). Community node and mixed use/high density corridor along King St within future PZ7. Presence of key elements and mixed/high use density in the northern portion of the area is less desirable for timing and funding of early infrastructure development.</p> <p>Wastewater: Sanitary sewers will be generally constructed from south to north. Presence of key elements and mixed/high use density in the northern portion of the area is less desirable for timing and funding of early infrastructure development.</p> <p>To be determined based upon Subwatershed Study Characterization</p> <p>Town - assuming everything in pressure zone 6 will advance and the area north of that has no infrastructure planned. We reviewed from the lens of whether community amenities would be available if only pressure zone 6 was developed in the foreseeable future. Major community amenities are within zone 6.</p>	Achieve Some
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Achieve Most
Achieve Some
Achieve Least

generally met the requirements
met the requirements in some measure or degree; or to some extent
did not fully meet the requirements

THEME THREE – Promote a coordinated, efficient, and cost-effective water, wastewater and stormwater management systems.

11	<p>Do the available municipal infrastructure systems have adequate capacity to serve the Option?</p> <p>Measure: Ability of existing and planned water, wastewater, and stormwater infrastructure to provide conveyance and treatment capacity.</p>
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OPTION 1

<p>Stormwater management facilities will be required to mitigate increased peak flows from future development; conveyance infrastructure (i.e. culverts, swales, ditches) to be upsized or replaced to increase capacity for flood protection.</p> <p>To be determined based on review of estimated growth (population + employment) for Option against Region of Peel's Water and Wastewater Master Plan projections. Capacity constraints not anticipated.</p> <p>Neither the greatest nor the fewest number of watercourse crossings proposed for roadways. Stormwater management to be implemented to mitigate hydrologic and water quality impacts from proposed development.</p> <p>Town - EA for widening and of existing arterial roads to be advanced by Town Engineering Services in relation to development pressure and timing indicated in the DC Background Study and MMTMP. Widening can be expedited as applicable to provide road capacity.</p>
Achieve Most

OPTION 2

<p>Stormwater management facilities will be required to mitigate increased peak flows from future development; conveyance infrastructure (i.e. culverts, swales, ditches) to be upsized or replaced to increase capacity for flood protection.</p> <p>To be determined based on review of estimated growth (population + employment) for Option against Region of Peel's Water and Wastewater Master Plan projections. Capacity constraints not anticipated.</p> <p>Fewest number of watercourse crossings proposed for roadways. Stormwater management to be implemented to mitigate hydrologic and water quality impacts from proposed development.</p> <p>Town - EA for widening and of existing arterial roads to be advanced by Town Engineering Services in relation to development pressure and timing indicated in the DC Background Study and MMTMP. Widening can be expedited as applicable to provide road capacity.</p>
Achieve Some

OPTION 3

<p>Stormwater management facilities will be required to mitigate increased peak flows from future development; conveyance infrastructure (i.e. culverts, swales, ditches) to be upsized or replaced to increase capacity for flood protection.</p> <p>To be determined based on review of estimated growth (population + employment) for Option against Region of Peel's Water and Wastewater Master Plan projections. Capacity constraints not anticipated.</p> <p>Greatest number of watercourse crossings proposed for roadways, including an additional crossing of the West Humber River from a collector road through the proposed Highway 413. Stormwater management to be implemented to mitigate hydrologic and water quality impacts from proposed development.</p> <p>Town - EA for widening and of existing arterial roads to be advanced by Town Engineering Services in relation to development pressure and timing indicated in the DC Background Study and MMTMP. Widening can be expedited as applicable to provide road capacity.</p>
Achieve Some

THEME FOUR – Develop in an environmentally sustainable manner that protects, restores, and enhances the natural environment and its associated features and functions.

12	<p>Are the significant natural heritage features/functions appropriately protected, enhanced, and where possible connected?</p>
13	<p>Does the development of transportation, water, and wastewater infrastructure in the Option avoid or minimize impacts on the natural heritage system?</p> <p>Measure: Ability to reduce number of transportation, water, and wastewater infrastructure crossings/conflicts with the natural heritage system.</p>

OPTION 1

<p>Some significant features are encroached, but it is likely a mapping error. Supporting features are removed. Enhancement areas are minimal. Community park may have some enhancement opportunities.</p>
Achieve Least
<p>Neither the greatest nor the fewest number of watercourse crossings proposed for roadways. Stormwater management to be implemented to mitigate hydrologic and water quality impacts from proposed development.</p> <p>Water/wastewater: Trunk infrastructure expected to follow proposed major roads within study area - likely no difference between options. Local infrastructure to be proposed within developments - generally fewer roads, fewer servicing crossings.</p> <p>LSS - Shared best option with option 2. Alignment of collectors and resulting of spacing of blocks amenable for protection and enhancement of NHS.</p> <p>Aquatic - Similar to fluvial perspective, and also see the proposed low density residential surrounding the more prominent watercourses as less pressure on the fisheries end of things. Option 1 appears better from that perspective.</p> <p>Fluvial - Option 1 is the best as it seems to have the least amount of impacts or potential impacts to watercourse and HDF corridors. Concentrating high-density, mixed-use developments along the major corridors rather than in few large blocks provides better opportunity for feature management. Option 1 also appears to have less crossings, this hasn't been quantified.</p>

OPTION 2

<p>Supporting features are removed. Enhancement areas are minimal.</p>
Achieve Least
<p>Fewest number of watercourse crossings proposed for roadways. Stormwater management to be implemented to mitigate hydrologic and water quality impacts from proposed development.</p> <p>Water/wastewater: Trunk infrastructure expected to follow proposed major roads within study area - likely no difference between options. Local infrastructure to be proposed within developments - generally fewer roads, fewer servicing crossings.</p> <p>LSS - Shared best option with option 1. Alignment of collectors and resulting of spacing of blocks amenable for protection and enhancement of NHS.</p>

OPTION 3

<p>Supporting features are removed. Enhancement areas are minimal; best option with community park adjacent to large woodland.</p>
Achieve Least
<p>Greatest number of watercourse crossings proposed for roadways. Stormwater management to be implemented to mitigate hydrologic and water quality impacts from proposed development.</p> <p>Water/wastewater: Trunk infrastructure expected to follow proposed major roads within study area - likely no difference between options. Local infrastructure to be proposed within developments - generally fewer roads, fewer servicing crossings.</p> <p>LSS - Supporting features are removed. Enhancement areas are minimal; best option with community park adjacent to large woodland.</p>

THEME FOUR – Develop in an environmentally sustainable manner that protects, restores, and enhances the natural environment and its associated features and functions.	
Hydrogeology - Very High Level Input from LSS Team	
Hydrology - Very High Level Input from LSS Team	

OPTION 1	
Between all 3 options there is very little difference north of King St and south of Healy Road (from a GW perspective) - For all Options: north of King St. is a ESGRA dominant area, so impacts to GW recharge will have to be mitigated through enhanced infiltration. - Between King St. and Healy Rd.: Option 1 – more preferred: High Density areas along corridors which intersect far more areas with deeper water table, likely providing better/easier opportunity to minimize GW related impacts.	
Option 1 would likely have the least impacts to the system from a flood hazard perspective, as the high density residential areas are more disbursed throughout the plan and don't encompass the headwater regions (as shown in Options 2 and 3).	
Achieve Most	

Achieve Most
Achieve Some
Achieve Least

generally met the requirements
met the requirements in some measure or degree; or to some extent
did not fully meet the requirements

OPTION 2	
Between all 3 options there is very little difference north of King St and south of Healy Road (from a GW perspective) - For all Options: north of King St. is a ESGRA dominant area, so impacts to GW recharge will have to be mitigated through enhanced infiltration. - Between King St. and Healy Rd.: Option 2/3 – less preferred due to the extended block of Mixed Use/High Density south of King St falling within an area of possible shallow artesian groundwater conditions: posing flooding concerns to the deeper foundations associated High Density areas; impacts to possibly groundwater dependent aquatic habitats within the proposed High Density areas	
Achieve Some	

OPTION 3	
Between all 3 options there is very little difference north of King St and south of Healy Road (from a GW perspective) - For all Options: north of King St. is a ESGRA dominant area, so impacts to GW recharge will have to be mitigated through enhanced infiltration. - Between King St. and Healy Rd.: Option 2/3 – less preferred due to the extended block of Mixed Use/High Density south of King St falling within an area of possible shallow artesian groundwater conditions: posing flooding concerns to the deeper foundations associated High Density areas; impacts to possibly groundwater dependent aquatic habitats within the proposed High Density areas	
Achieve Least	

THEME FIVE - Respond appropriately to long-term urban structure and policy implications.	
14	Does the Option have any detrimental impacts on Bolton's long-term urban structure with respect to its ability to accommodate growth both within and beyond the 2051 planning horizon? Measure (W/WW): Ability of existing and planned water, wastewater, and stormwater infrastructure to service the community to the 2051 planning horizon.
15	Does the Option conform to Provincial and Local policy and growth management objectives?

OPTION 1	
To be determined based on review of estimated growth (population + employment) for Option against Region of Peel's Water and Wastewater Master Plan projections.	
Town - Proposed option should reflect the Knowledge and Innovation and Urban Corridor designations as identified on Schedule B2 (Growth Management) of the Future Caledon Official Plan (FCOP). King Street and central north-south collector road has been identified as urban corridor on Schedule B2 (Growth Management) of the FCOP. Option 1 shows mixed use / high density area along King Street, however central north-south collector road (west of Humber Station Road) has low density residential Area, which does not align with Schedule B2 of the FCOP.	
Achieve Some	
Provincial - generally aligns with the policies of the PPS regarding land-use mix and transportation. Local Policy - the proposed option should reflect the Knowledge and Innovation and Urban Corridor designations as identified on Schedule B2 (Growth Management) of the Future Caledon Official Plan (FCOP). King Street and central north-south collector road has been identified as urban corridor on Schedule B2 (Growth Management) of the FCOP. Option 1 shows mixed use / high density area along King Street, however proposed central north-south collector road (west of Humber Station Road) has Low Density residential Area, which does not align with Schedule B2 of the FCOP.	
Provide a rationale for the location of key community anchors (Major Commercial, Recreation, and Long-term Care) as shown on three options. Typically, these facilities should be centrally located to ensure maximum accessibility for all residential communities within the Secondary Plan. Proposed option is showing Medium Density Residential area in the Planned Highway 413 and NWGTA Transmission Corridor Protection Area, which may not be conducive. Ensure that the proposed NWGTA Transmission Corridor Protection Area conforms to the updated Highway 413 alignment and its associated right-of-way requirements.	
Achieve Some	

OPTION 2	
To be determined based on review of estimated growth (population + employment) for Option against Region of Peel's Water and Wastewater Master Plan projections.	
Town - Proposed option should reflect the Knowledge and Innovation and Urban Corridor designations as identified on Schedule B2 (Growth Management) of the Future Caledon Official Plan (FCOP). Proposed central north-south collector road (west of Humber Station Road) should be aligning with the Schedule B2 urban corridor designation.	
Achieve Some	
Provincial - generally aligns with the policies of the PPS regarding land-use mix and transportation. Local Policy - The Town's Urban Structure on Schedule B2, shows a Knowledge and Innovation Corridor along Humber Station Road, and an Urban Corridor Designation along parts of King St, Healey Rd, and the proposed north-south road between The Gore Rd and Humber Station Rd. Option 2 has medium density residential along the proposed north-south road that is somewhat in alignment with the Town's approved Urban Structure. Ensure the land use designation align with the land use designations in the FCOP. There should be an Urban Corridor Designation which would allow Mixed Use Residential buildings or a mix of uses (up to 12 stories). Schedule D8 shows the conceptual location of parks. There are three parks identified within the Bolton West SP Area, and only one shown on Option 2.	
Provide a rationale for the location of key community anchors (Major Commercial, Recreation, and Long-term Care) as shown on three options. Typically, these facilities should be centrally located to ensure maximum accessibility for all residential communities within the Secondary Plan. Proposed option is showing Medium Density Residential area in the Planned Highway 413 and NWGTA Transmission Corridor Protection Area, which may not be conducive. Ensure that the proposed NWGTA Transmission Corridor Protection Area conforms to the updated Highway 413 alignment and its associated right-of-way requirements.	
Achieve Most	

OPTION 3	
To be determined based on review of estimated growth (population + employment) for Option against Region of Peel's Water and Wastewater Master Plan projections.	
Town - Proposed option should reflect the Knowledge and Innovation and Urban Corridor designations as identified on Schedule B2 (Growth Management) of the Future Caledon Official Plan (FCOP). Proposed central north-south collector road (west of Humber Station Road) should be aligning with the Schedule B2 urban corridor designation.	
Achieve Some	
Provincial - generally aligns with the policies of the PPS regarding land-use mix and transportation. Local Policy - the proposed option should reflect the Knowledge and Innovation and Urban Corridor designations as identified on Schedule B2 (Growth Management) of the Future Caledon Official Plan (FCOP). Proposed central north-south collector road (west of Humber Station Road) should be aligning with the Schedule B2 urban corridor designation.	
Provide a rationale for the location of key community anchors (Major Commercial, Recreation, and Long-term Care) as shown on three options. Typically, these facilities should be centrally located to ensure maximum accessibility for all residential communities within the Secondary Plan. Proposed option is showing Medium Density Residential area in the Planned Highway 413 and NWGTA Transmission Corridor Protection Area, which may not be conducive. Ensure that the proposed NWGTA Transmission Corridor Protection Area conforms to the updated Highway 413 alignment and its associated right-of-way requirements.	
Achieve Some	

Achieve Most
Achieve Some
Achieve Least

generally met the requirements
met the requirements in some measure or degree; or to some extent
did not fully meet the requirements

THEME FIVE - Respond appropriately to long-term urban structure and policy implications.		OPTION 1
16	Does the Option achieve the stated vision for Bolton West?	<p>At a higher level differentiate between the hierarchy of parks for all three options. Vision states that Bolton West will be a hub for diverse businesses. Proposed mixed use and employment areas should demonstrate where these 'diverse businesses' will be located and should be shown on the three options. Refer to guiding principle 5. Vision states that community will be served with well-served by a balanced and efficient transit system. None of the options are showing the proposed transit routes. Elaborate on the multi-modal transportation options that will enhance connectivity within Bolton West and adjacent areas, refer to guiding principle 2.</p> <p>Ensure the vision of the Knowledge and Innovation Corridor (KIC) policies are implemented along Humber Station Rd. What type of employment uses will be permitted in the Urban Corridor/Medium Density area that align with the policies of the KIC? Again, the mixed use vision should be extended along the proposed north-south road between The Gore Rd and Humber Station Rd. Good connectivity on Option 1.</p>
		Achieve Some
OVERALL EVALUATION		Achieve Least

OPTION 2	OPTION 3
<p>At a higher level differentiate between the hierarchy of parks for all three options. Vision states that Bolton West will be a hub for diverse businesses. Proposed mixed use and employment areas should demonstrate where these 'diverse businesses' will be located and should be shown on the three options. Refer to guiding principle 5. Vision states that community will be served with well-served by a balanced and efficient transit system. None of the options are showing the proposed transit routes. Elaborate on the multi-modal transportation options that will enhance connectivity within Bolton West and adjacent areas, refer to guiding principle 2.</p> <p>Ensure the vision of the Knowledge and Innovation Corridor (KIC) policies are implemented along Humber Station Rd. What type of employment uses will be permitted in the Urban Corridor? Medium Density area that align with the policies of the KIC? Good connectivity on Option 2.</p>	<p>At a higher level differentiate between the hierarchy of parks for all three options. Vision states that Bolton West will be a hub for diverse businesses. Proposed mixed use and employment areas should demonstrate where these 'diverse businesses' will be located and should be shown on the three options. Refer to guiding principle 5. Vision states that community will be served with well-served by a balanced and efficient transit system. None of the options are showing the proposed transit routes. Elaborate on the multi-modal transportation options that will enhance connectivity within Bolton West and adjacent areas, refer to guiding principle 2.</p> <p>Ensure the vision of the Knowledge and Innovation Corridor (KIC) policies are implemented along Humber Station Rd. What type of employment uses will be permitted in the Urban Corridor. Medium Density area that align with the policies of the KIC? Again, the mixed use vision should be extended along the proposed north-south road between The Gore Rd and Humber Station Rd. Good connectivity on Option 3.</p>
Achieve Some	Achieve Some
Achieve Most	Achieve Some

7 Next Steps

