

REPORT

REPORT TO: Mayor Bonnette & Members of Council
REPORT FROM: Tara Buonpensiero, Senior Planner - Policy
DATE: November 20, 2017
REPORT NO.: PLS-2017-0023
RE: Vision Georgetown – Proposed Land Use Concept

RECOMMENDATION:

THAT Report No. PLS-2017-0023, dated November 20, 2017, Proposed Land Use Concept, be received;

AND FURTHER THAT the attached revised Proposed Land Use Concept (attached as Schedule A) be endorsed in principle by Council, which concludes Phase 2 of the study;

AND FURTHER THAT the staff be directed to use the attached Proposed Land Use Concept as the basis for undertaking the detailed planning studies to be completed in Phase 3, informing the preparation of a Secondary Plan in Phases 4 and 5.

BACKGROUND:

In June 2017, through the recommendations of Report PI-2017-0080, Council received the Draft Preferred Land Use Concept (LUC) and directed staff to initiate broad public engagement, both in person and on-line to obtain comments on the Concept.

The purpose of this report is to:

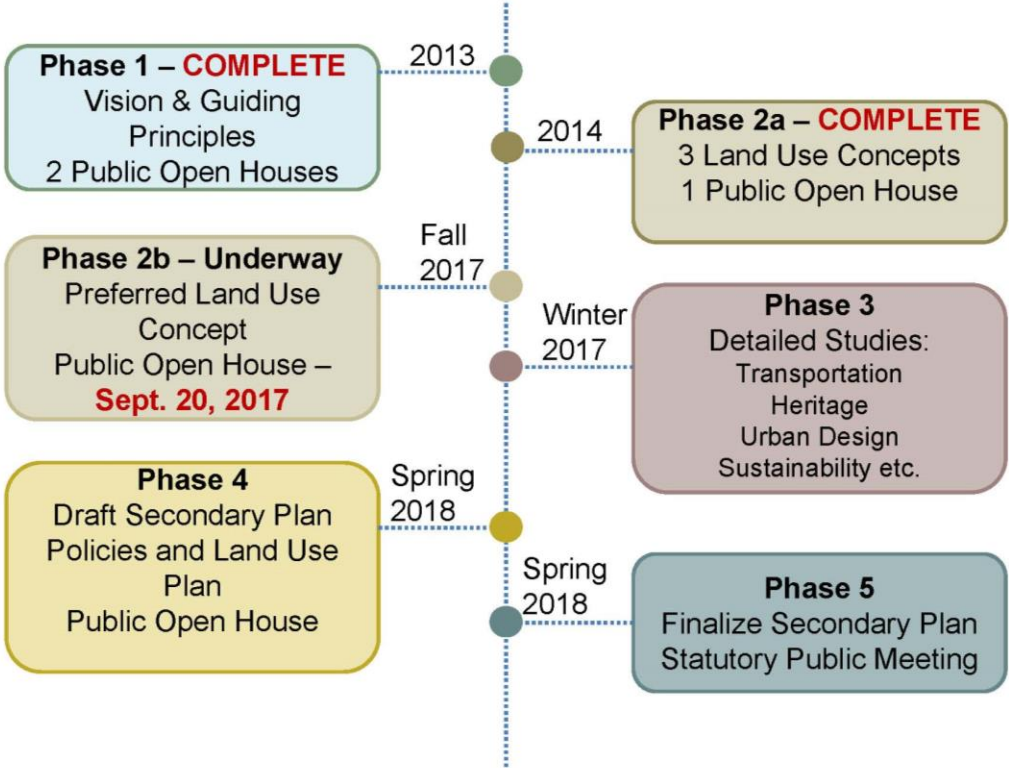
- Provide an overview of the community engagement methods that were used to obtain comments on the Draft Preferred LUC as well as an overview of participation levels;
- Provide a summary of what we heard from the public, through both online engagement as well as at the public open house;
- Provide responses to some of the more frequent comments that we heard from the public;

- Provide an overview of the comments received from agencies and the landowners on the Draft Preferred LUC;
- Outline the proposed changes to the Draft Preferred LUC as a result of public and agency input;
- Provide an overview of the land budget as it relates to the Proposed LUC; and,
- Seek direction from Council to use the Proposed LUC (attached as Schedule A) as the basis for undertaking the detailed planning studies to be completed in Phase 3.

Project Phases and Status

The Vision Georgetown Study is being undertaken in five phases as shown on Figure 1. Should Council adopt the recommendations of this Report, Phase 2 of the work plan will be complete. The project will then progress into Phase 3 which includes preparation of a number of detailed planning studies. A list of the studies to be undertaken in Phase 3 is provided in the Next Steps section of this Report.

Figure 1: Vision Georgetown Work Plan by Phase



COMMENTS:

Summary of Community Engagement

The strategy utilized to obtain comments on the Draft Preferred LUC included both online engagement opportunities, as well as through participation in a workshop setting at a public open house.

Online Engagement

Online engagement was undertaken using letstalkhaltonhills.ca which is the Town's new online engagement tool.

Approximately 530 people visited the Vision Georgetown project on Let's Talk Halton Hills. Of the total that visited the page, 102 people visited the Documents section of the webpage which resulted in 225 documents downloaded. The top three documents downloaded included the Draft Preferred Land Use Concept, the Story Behind the Land Use Concept and the Vision and Guiding Principles, on which the Draft Preferred LUC was based.

There were two surveys available on Let's Talk Halton Hills, and at the time of writing this report, 15 people participated in the surveys online. The survey questions online were the same as the questions included in the Score Card at the public open house. The results of the surveys will be provided in a later section of this report.

Public Open House

In order to obtain public comments on the Draft Preferred LUC, an open house was held on September 20, 2017 at Christ the King Secondary School.

Notice of the public open house was mailed to all property owners within the Vision Georgetown study area, as well as within 120 metres of the boundaries of Vision Georgetown. In addition to the mailed notices, there were multiple other methods used to advertise the meeting including:

- publishing two notices in the Independent and Free Press;
- the Vision Georgetown billboard signs on 8th Line and Trafalgar Road; and,
- the marquee signs at both Gellert Recreation Centre and Mold Masters Sportsplex.

There were 112 members of the public in attendance at the public open house. After introductory remarks were provided by both Mayor Bonnette and Councillor Johnson, Nick McDonald from Meridian Planning Consultants Inc. gave a presentation which addressed the following topics:

- History of growth in Georgetown
- Overview of process and project status
- Review of Guiding Principles

- Review of April 2014 Land Use Concepts
- Overview of input received to date
- Presentation of the Draft Preferred LUC
- Next steps

Following the presentation, participants completed an individual exercise in a workbook, referred to as the 'Score Card'. Through questions in the workbook, participants were asked to score how well they felt the Draft Preferred LUC achieved a number of the key guiding principles established for the project, as well as to indicate if they felt a Community Core was an important component to be provided in Vision Georgetown.

The response categories for Questions 1-5 in the Score Card are outlined in Table 1.

Table 1: Categories of Responses in the Score Card (Questions 1-5)

GREAT	There is nothing I would change
GOOD	There are one or two improvements I can think of
COULD BE BETTER	I can think of quite a few improvements that would make it better
OFF THE MARK	I would do it totally different
I DON'T KNOW	

As stated previously, the same questions were asked in both the Score Card and the online survey on Let's Talk Halton Hills.

After the individual exercise, participants were asked to work in small groups at their tables to complete the 'POWER Tool' exercise. POWER is an acronym for the following:

Positives – What do you like about the plan?

Objections – What do you dislike about the plan?

What Else – Any other comments, suggestions, ideas or feedback?

Enhancements - How can the 'positives' be made even better?

Remedies - How can your concerns or objections be addressed?

Facilitators at the tables recorded the results for each of the categories above.

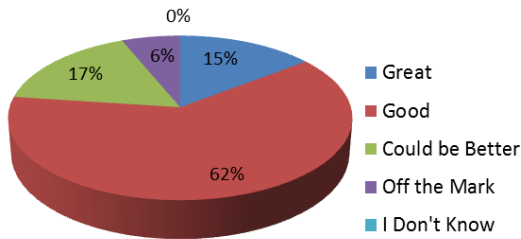
A summary of the results of the public open house and online engagement are provided in the following section as well as in detailed engagement summaries for both the Score Card and the POWER Tool, attached to this report as Schedule B and C respectively.

Results of the Community Engagement

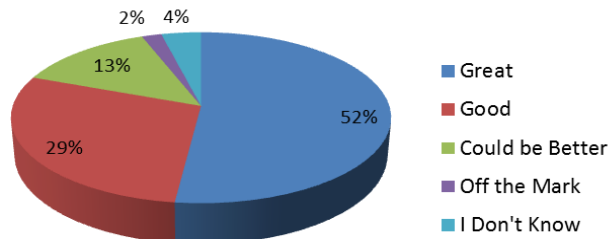
Score Card

Combining the Score Cards received at the public workshop and the surveys completed online, approximately 50 people completed this exercise. Responses from the Score Card are provided in the following pie charts, which indicate the results by question:

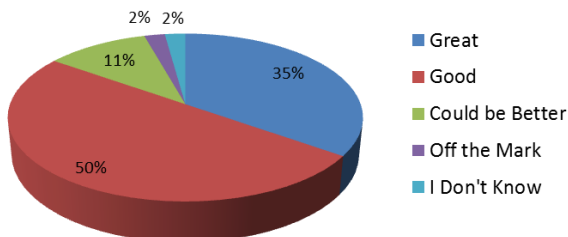
Question 1: Mix of Land Uses



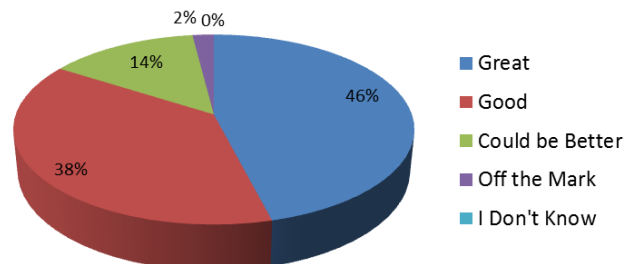
Question 2: Natural Heritage



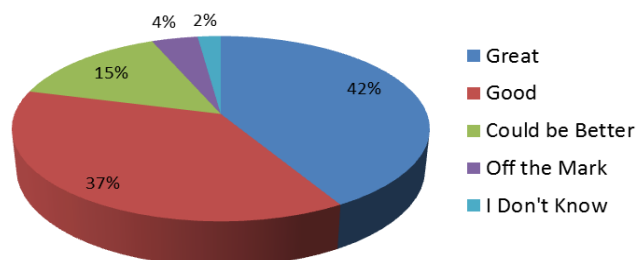
Question 3: Distinct Neighbourhoods



Question 4: Parks



Question 5: Commercial



Question 6 on the Score Card was related to the proposed Community Core in Vision Georgetown. Of 47 participants that answered the question, 43 people or 91% felt it was important that Vision Georgetown include a Community Core. Below are the top 10 uses people felt should be located in the Community Core:

1. Library (79%)
2. Places to Shop and Dine (77%)

3. Recreation Centre/Community Centre (73%)
4. Trails (67%)
5. Active Parks (65%)
6. High School (60%)
7. Passive Parks (58%)
8. Apartments (48%)
9. Transit (42%)
10. Townhomes (33%)

The project team was pleased with the results of the Score Cards. Five of the questions asked how well the Draft Preferred LUC implemented some of the key guiding principles. Responses to these question resulted in at least 78% indicating that they felt the Concept was either Great or Good at implementing the guiding principles. Questions 3 (regarding neighbourhood focal points) and 4 (regarding the range and type of parks) had the highest percentages of responses in the Good or Great category at 85% and 84% respectively.

POWER Tool

Participants at each table were asked to work in groups to complete the 'POWER Tool' exercise while referring to the Draft Preferred LUC.

The top responses in each category are provided below:

Positives – What do you like about the plan?

- Walkability and bicycle paths
- Green space network
- High density is only 6 storeys
- Mix of residential densities and land uses
- The plan is well thought out and the open house was well presented and informative
- Walkable core for all ages including seniors
- Collector road network

Enhancements – How can the 'positives' be made even better?

- Planning specifically for seniors housing
- Provide more detail on transit and surrounding road improvements (the Eighth Line in particular)

- Provide more detail on types of commercial uses
- High density should not be located next to low density due to the height difference
- Design roads to not be too fast (particularly on Street A, the north south collector)
- Include roundabouts

Objections – What do you dislike about the Plan?

- Concerned about the increased traffic that will be generated and how it will be addressed
- Large commercial block should be located more central to the community by relocating it to the north
- Need another community centre like Gellert in the community and ensure that the community centre is sized to accommodate a variety of uses (example was given of the Cassie Campbell Recreation Centre in Brampton)
- Concern about congestion on Eighth Line and on streets in the existing Georgetown South area, specifically Miller Drive
- Traffic and speed of traffic on the north south collector (Street A)

Remedies - How can your concerns or objections be addressed?

- More efficiently share spaces, such as attaching the library to the high school
- Provide opportunities for office/professional jobs, not just minimum wage retail jobs
- Ensure the transportation study addresses commuter routes
- Extend Argyll Road and if that can't happen, then limit intersections at Eighth Line to only those shown on the Concept (Danby Road, Miller Drive and Street C)
- Don't locate medium and high density development on the edge of the community

What Else – Is there anything else you would you like to share?

- Make public comments from this and previous sessions available to the public
- Would like to see the data that supports the concepts to rationalize population
- When do the utilities get considered (ie cell towers, fibre optics)
- Protect and preserve heritage homes including the Allison house on Eighth Line
- Adequate parking must be provided for all housing types (low, medium and high) and within the Community Core
- Need a safe connection across Eighth Line to the Gellert Centre and to the multi-use path on the east side of Eighth Line

Responses to Common Questions by Theme Area

A wide range of comments were provided both through the Score Card and the POWER Tool, suggesting improvements to the Draft Preferred LUC. Comments provided in the Score Cards and through the POWER Tool exercise have been recorded and are included in the consultation summaries attached to this report as Schedule B and C respectively. Responses to some of the more frequent comments are provided below, and organized by theme.

a) Natural Heritage, Parks and Community Facilities

There were a number of comments related to the amount of parkland, natural heritage features and community facilities.

The Natural Heritage System includes lands that are protected from development because they are the site of environmental features on the land or are buffers or enhancements to the environmental features. The Natural Heritage System was identified through a comprehensive environmental study, referred to as a Subwatershed Study which was finalized in May of 2017 and endorsed by Council in June 2017.

With respect to parkland, developers are required by law, through the requirements of the *Planning Act*, to provide a certain percentage of land for parks based on the number of residential units and commercial land planned in an area. Based on the Proposed LUC (attached as Schedule A) the Town is entitled to approximately 23 ha of parkland.

The parkland shown on the Proposed LUC is intended to distribute parks throughout the community, with an aim of providing residents access to recreation opportunities within walking distance. Also, a larger Community Park is proposed in the Community Core which will provide a broad range of active recreational opportunities such as sportsfields, splashpad, skatepark etc.

A number of comments were received regarding the need and size of the community facilities (library and community centre) being planned in Vision Georgetown. Some comments stated that there was no need for an additional community centre, given the proximity to the Gellert Recreation Centre, while others were of the opinion that the Community centre should be larger and provide gymnasiums, pools, seniors' space etc.

The area allocated to community facilities is based on a service level that has been established for residents in the Town through assessments undertaken as part of the Vision Georgetown project. For example, the current service level for libraries in the Town is 0.6 sq ft per capita and to provide the same service level in Vision Georgetown, a satellite library of approximately 13,000 sq ft is necessary.

Based on the same service level methodology, it has been determined that a community centre (approximately 30,000 sq ft) is required in Vision Georgetown. This methodology has accounted for the planned expansion of the Gellert Recreation Centre. Initial analysis indicates that the new community centre will provide multifunctional community space appropriate for youth, seniors and the general public and may also include a gymnasium.

At this stage of the planning process, the project team is identifying the size of blocks necessary for parks, and community facilities. Details on specific facilities and programs to be provided in parks and community spaces will be addressed in a later phase of the study, as part of the Community Infrastructure Plan.

b) Community Design

A number of comments provided were related to community design. Comments in this category ranged from identifying preferred design styles to reiterating the importance of requiring high quality urban design in Vision Georgetown. Comments specifically addressed the importance of the community being planned to be pedestrian friendly, especially as it relates to the Community Core.

As part of Phase 3, a community and urban design study is being prepared which will address the comments received regarding community design. This study will provide guidance on design for both public (schools, parks, streetscapes) and private (commercial and residential) elements of the Vision Georgetown plan.

c) Transportation

i) Transit

A number of comments were received expressing support for and against the future provision of transit. Provincial Policy requires that when municipalities undertake land use planning to accommodate future growth, that the plan be designed in a manner to accommodate transit. In addition, the Vision and Guiding Principles for Vision Georgetown and the Mayor's Community Energy Plan both speak to the need for Vision Georgetown to be planned in a manner that is "transit ready".

Beginning early in 2018 the Town is preparing a Transit Service Strategy Study which will develop recommendations that will guide the development, implementation, and financing of transit services in the Town of Halton Hills. The intent of the Strategy is to provide a made-in-Halton Hills solution that builds on the existing ActiVan specialized transit service and regional GO Transit services to meet the current and future mobility needs of the community.

ii) Extension of Argyll Road

Comments were received expressing support for Argyll Road to extend directly into Vision Georgetown from Georgetown South. To facilitate this extension, a

bridge would be required to span over the Natural Heritage System and initial analysis indicated that this would be costly and potentially result in negative environmental impacts.

Protection of the natural environment was and continues to be a very important consideration in developing Vision Georgetown, as is set out in the environmental aspects of the Vision and Guiding Principles established for this project.

Transportation work undertaken to date has determined that the proposed collector road system in Vision Georgetown is sufficient to accommodate traffic in the area.

Given the foregoing, staff continue to recommend that Argyll Road not extend into Vision Georgetown and rather begin further north of the existing Argyll Road and Eighth Line intersection (Street C on the Concept).

iii) Safety Concerns Regarding Street A (North South Collector)

Since Street A is a continuous north south road, proposed to have a concentration of more intense land uses fronting onto it, including medium and high density residential uses, a secondary school and three elementary schools, traffic speed and safety were identified as concerns.

All of the collector roads in Vision Georgetown will be designed for all users including cars, transit, pedestrians and cyclists. In this regard, the collectors will be designed in accordance with Complete Streets principles to achieve operating speeds that are compatible with the road classifications and surrounding land uses, and create an environment that is comfortable for all road users.

The transportation system will be designed in a way that encourages automobile traffic to make their way to the arterial roads (15 Side Road, Eighth Line, Trafalgar Road and 10 Side Road,) which are designed to efficiently and safely accommodate higher volumes of automobile traffic.

iv) Improvements to Surrounding Roads

Halton Region has completed a Municipal Class Environmental Assessment which recommends the widening of Trafalgar Road from two lanes to four lanes from Steeles Avenue to Highway 7. The first phase of the widening is from Steeles Avenue to 10 Sideroad beginning in 2019, and then from 10 Sideroad to Highway 7 beginning in 2021.

As part of Phase 3 of the Vision Georgetown Study, a detailed Transportation Analysis is to be prepared which will assess the surrounding road network and recommend improvements as necessary to accommodate the future traffic from

Vision Georgetown. Any future improvements deemed to be necessary to roads surrounding Vision Georgetown would also consider active transportation facilities including multi-purpose pathways.

d) Commercial

Comments regarding commercial properties in Vision Georgetown ranged from the plan not including enough commercial space and the areas proposed being too small, to the commercial areas on the concept being too large. Some stakeholders commented that the larger commercial areas should not be located on the edge of the community and should be located on the interior of Vision Georgetown, while others agreed with the locations on the Draft Preferred LUC, which locates the larger commercial sites on the boundary (arterial) roads.

With respect to the types of commercial uses, a number of comments identified the need for a movie theatre, grocery stores and gas stations to serve this new population. Other comments identified the need to provide opportunities for professional/office jobs in the area in addition to the retail jobs that will be generated.

As input into determining the amount and locations of proposed commercial areas as presented in the Draft Preferred LUC, a 2016 Market Study Update was undertaken by a consultant that specializes in commercial developments, W. Scott Morgan & Associates Limited. That study concluded that approximately 30 acres of commercial land is required in Vision Georgetown to accommodate 400,000 square feet of commercial and this has been reflected in the Draft Vision Georgetown Preferred LUC.

Although permitted uses in the commercial areas have not been determined yet, it is anticipated that a movie theatre could be an appropriate permitted use in the Major Commercial block, should a commercial developer determine that there is sufficient population and demand for a movie theatre in Halton Hills. Gas stations and grocery stores would also be permitted in appropriate locations in this new community.

With respect to provision of space for offices, typically business offices are permitted in the same areas of the Town that permit retail commercial uses and therefore there will be opportunities for business offices to locate in Vision Georgetown.

In terms of location, it continues to be the opinion of the project team that the location of the Major Commercial Block is appropriate because it is centrally located to serve both Georgetown South and Vision Georgetown.

d) Housing

A number of comments provided were regarding the mix of housing proposed and an overall desire to have more low density housing and less medium and high density housing. As a result of Provincial and Regional density and housing mix policies, the Town is required to plan for a certain number of people within Vision Georgetown and

also to plan for a mix of housing types for a variety of ages and income levels. To meet this objective, the concept includes a mix of 53% low density, 31% medium density and 16% high density.

Specific comments were also provided regarding the need to plan for seniors housing in Vision Georgetown. There are a number of developments underway in the Town that will provide more options for seniors housing, ranging from condominium apartments and bungalow townhouses, seniors residences and care facilities. Through the Vision Georgetown project there will be additional choices for seniors housing in the future, including a number of medium and high density developments within the proposed Community Core.

Summary of Agency Comments on the Draft Preferred Land Use Concept

At the time of drafting this Report, staff have received written comments from the Halton District School Board and the Halton Catholic District School Board.

Comments Provided by the Halton District School Board

The Halton District School Board (HDSB) has consistently identified the need for three new elementary school sites and 1 new secondary school site to be provided to accommodate the future population in Vision Georgetown.

Elementary Schools

Comments provided by the Halton District School Board (HDSB) on the Draft Preferred LUC reiterated their need for three new elementary school sites, with the ultimate size of the sites being dependent on a number of factors including being located adjacent to a neighbourhood park, and creative approaches to the school site plans to maximize land efficiencies.

The three new public elementary school sites required in Vision Georgetown are in addition to Stewarttown School, which is located in the north west corner of the study area. HDSB staff recently confirmed that Stewarttown School is planned to continue to be a middle school serving students from other parts of Georgetown.

The HDSB requested that the elementary school sites be equally spaced out. At the time of locating the elementary school sites, the project team attempted to equally space them out as much as possible, but at that time it was not known which sites would be Public and which would be Catholic.

Through follow up discussions with Planning staff at the HDSB, we were advised that based on discussions with Planning staff at the HCDSB, the two most southerly elementary schools on Street A will both likely be Public Board sites and as a result are currently quite close together. It was requested that one of these two school sites be relocated to be closer to the populations they will be serving.

Secondary School

Comments from the HDSB indicated support for the creation of the Community Hub in Vision Georgetown and specifically for the secondary school site to be located within the Hub adjacent to the Library/Community Centre recognizing the educational opportunities that may result from this arrangement.

Comments Provided by the Halton Catholic District School Board

The Halton Catholic District School Board (HCDSB) has consistently identified the need for 2 new elementary school sites in Vision Georgetown. Discussions on the need for a Catholic secondary school site in Vision Georgetown have been ongoing with the HCDSB for the past three years.

The most recent comments provided by the HCDSB on the Draft Preferred LUC requests that either another secondary school site be included in Vision Georgetown for the Catholic Board, or a blanket designation be placed on the southern portion of the Vision Georgetown Secondary Plan to ensure that a future secondary school is permitted in the plan.

Elementary Schools

The most recent comments from the Halton Catholic District School Board (HCDSB) echoed the comments provided by HDSB related to equally spacing out the elementary schools and that the ultimate size of elementary school sites will be dependent on being located next to Neighbourhood Parks and sharing parking facilities.

The Catholic Board also identified that by looking at potential parking reductions or permitting sharing of parking for schools and other public uses, it is possible that land savings on school sites could be achieved.

Secondary Schools

As mentioned previously, there have been ongoing discussions between the project team and HCDSB staff regarding how to address the need for a future Catholic secondary school to serve the Vision Georgetown community as well as the general population growth in Halton Hills.

The most recent correspondence from HCDSB, indicates that they anticipate that Vision Georgetown will generate the need for a minimum of 700 new pupil spaces and they will be redirecting between 300 and 500 pupils from Christ the King Secondary School. At a minimum, the Board is proposing to construct a 1,000 -1,200 pupil space secondary school. Given the existing Christ the King Secondary School in Georgetown, they are requesting a new secondary school site be provided in the vicinity of Georgetown South.

Recognizing the land budget constraints within Vision Georgetown, the HCDSB has stated that they would be amenable also to locating a future secondary school outside of the current urban boundary and specifically on the south side of 10 Sideroad at Ninth Line. Since a school is considered an urban use that requires urban services, the only way that a school could be located south of 10 Sideroad would be through an urban boundary expansion which must be facilitated through a Municipal Comprehensive Review, and must be undertaken by the Region of Halton.

Given that the Region of Halton is just commencing their Official Plan Review, and there is no certainty at this time that the Georgetown urban boundary will be expanded, the Board is not comfortable relying on this approach. As a result, the Board is requesting that either a Catholic secondary school site be located within Vision Georgetown, or at minimum, a blanket designation be placed on the southern portion of the Vision Georgetown Secondary Plan to ensure that a future secondary school is permitted in the plan.

Again, considering the land budget constraints (discussed in a later section of this Report) and also that a public secondary school is already required in Vision Georgetown, the Board is willing to explore the possibility of reducing the size required for a secondary school from the permitted 12-14 acres to a site approximately 15-16 acres that would accommodate both a JK-8 school and an 9-12 school. The Board has requested the combined secondary school/elementary school site be located on the north west corner of Eighth Line and Street D, across from the Major Commercial Block. The Eighth Line frontage would be for the secondary school and the Street D frontage would be for the elementary school.

Preliminary Comments from the Region of Halton

The Region of Halton has not provided written comments on the Draft Preferred LUC at this time, however, the project team met with Regional staff (and staff from Credit Valley Conservation and Conservation Halton) in late October 2017 to discuss Vision Georgetown matters.

The main focus of the meeting was on the Natural Heritage System. Regional staff advised that they were not satisfied with some aspects of the Natural Heritage System as included in the May 2017 Final Subwatershed Study. Specifically, they were of the opinion that the Subwatershed Study:

- Did not adequately address Regional policy as it pertains to removal of the invasive portion of the Black Locust woodlot; and,
- Should apply the Region's Buffer Framework instead of the Buffer Framework prepared by the Town's consultant.

These matters are being flagged for Council's information and staff are not proposing to make any changes in the Proposed LUC at this time. Once formal written comments from Regional staff are provided, the project team will be in a position to more carefully consider the comments and determine appropriate next steps as part of Phase 3 of the project.

As part of Regional staff's review of the scope of work for the Vision Georgetown Transportation Analysis, they identified a concern with the spacing between the Street D and Trafalgar Road intersection and the 10 Sideroad and Trafalgar Road intersection. Regional guidelines require that spacing of an intersection of this type should be a minimum of 400 metres if possible. Initial calculations on the Draft PLUC included approximately 300 metre spacing and as a result Street D has been moved 100 metres north in the revised Preferred Land Use Concept.

Summary of the Comments from the Southwest Landowners Group on the Draft Preferred Land Use Concept

Comments provided by the Southwest Landowners Group for the most part reiterate comments they have provided previously. A summary of the comments by topic are provided in Table 2.

Table 2: Landowner Comments and Project Team Responses

Elements of the Plan	Comments	Responses from the Project Team
Stormwater Conveyance and the Natural Heritage System	<ul style="list-style-type: none"> • It is premature to present a plan to the public showing Natural Heritage System in the south west corner of the Secondary Plan that requires more work to be finalized. • Conceptual locations of stormwater management ponds should have been included in the Concept • The Concept reintroduces the AM-7 corridor (from main Tributary A branch to 10th Sideroad) which the landowners understood was not required 	<ul style="list-style-type: none"> • Detailed studies on both the required size and locations of Stormwater management ponds and the Natural Heritage System in the south west corner will be undertaken as part of Phase 3 of the Vision Georgetown project. • This corridor is ranked Medium in the Subwatershed Study. The management strategy in the Subwatershed Study indicates that Medium streams must remain an open watercourse, however subject to site specific considerations, could potentially be relocated as long as the length is maintained. In this instance, AM-7 is also included as part of the Regional Natural Heritage System.

Elements of the Plan	Comments	Responses from the Project Team
Collector Road Network	<ul style="list-style-type: none"> • More discussion is required on the east west collector roads and changes to the east west collector roads could have an impact on the Core 	<ul style="list-style-type: none"> • A detailed transportation assessment will be undertaken in Phase 3 of the Vision Georgetown project.
Land Budget	<ul style="list-style-type: none"> • The project team should be advising all stakeholders that the land budget makes broad assumptions with respect to the Natural Heritage System and will not be finalized until the south west floodplain study is completed. 	<ul style="list-style-type: none"> • Comment noted
The Core	<ul style="list-style-type: none"> • Within the Core, density and land uses are concentrated on one east west collector road that dead ends at Eighth Line and at Trafalgar Road. If the goal is for a vibrant Core, it should provide easy accessibility for through traffic, as well as pedestrians and bicyclists. • There is no evidence that any commercial uses will survive in the Core. Suggest a mixed use designation instead of High Density and Commercial blocks would allow commercial to evolve over time. Alternatively commercial could be incorporated into the Community Centre/Library to complement those uses. 	<ul style="list-style-type: none"> • The project team continues to be of the opinion that the Core in its proposed location as shown on the draft Land Use Concept is appropriate and centrally located. • There are a number of high density blocks in the Core, however only one will be required to retain the ground floor for commercial uses. On the other blocks, commercial uses will be encouraged but not required.

Elements of the Plan	Comments	Responses from the Project Team
Parkland Obligation	<ul style="list-style-type: none"> • Town’s land budget identifies the parkland obligation as 23.9ha and the Landowners Group calculation is 22 ha. The final area will be subject to further updates as the plans are refined. • How will the land value be established to purchase the Community Centre/Library site? 	<ul style="list-style-type: none"> • Comment noted • The land value would be determined through an appraisal.
Schools	<ul style="list-style-type: none"> • Continue to object to the need for five new elementary schools and request that one be removed with the fifth being the Stewarttown School site which the landowners advise is being phased out. • The Landowners Group does not agree with having a permissive policy in the Secondary Plan which allows for a second high school, should it be required in the future. 	<ul style="list-style-type: none"> • The Land Use Concept continues to show five elementary schools. Through recent discussions with the HDSB, they reconfirmed that there are no plans to phase out Stewarttown School. • Refer to report regarding most recent comments from the HCDSB

Proposed Revisions to the Draft Preferred Land Use Concept

After a comprehensive review of the comments received from the public, agencies and landowners, there are three revisions proposed to the Draft Preferred LUC. The revised Proposed LUC is attached as Schedule A and includes the following revisions:

1. One of the two most southerly elementary schools on Street A has been relocated to the east side of Street C. This revision is in response to the comments provided by the school boards clarifying that it is likely that both of these schools will be owned by the Public Board and as a result should be more spread out to better serve the future

residents of the community. This revision also addresses comments provided by some members of the public identifying concern with three elementary schools and one secondary school all being located on Street A, and congestion in the peak morning and afternoon hours.

2. Recognizing the need for a future Catholic secondary school in the south Georgetown area, and given the uncertainty related to a future urban boundary expansion in Georgetown, a combined secondary school/elementary school site has been identified in the north west corner of Eighth Line and Street D, across from the Major Commercial Block.

The site is currently proposed at 15 acres, however, the School Board is undertaking detailed analysis on the size required to accommodate both the elementary and secondary schools on one site. The Town is committed to looking at opportunities to reduce the size of this school block, should it be required, including reviewing the parking requirements for schools to determine if further efficiencies can be achieved.

3. Transportation staff at the Region of Halton provided input into the scope of work to be undertaken as part of the Phase 3 Transportation Assessment. Through their review, they identified a concern with the spacing between the Street D and Trafalgar Road intersection and the 10 Sideroad and Trafalgar Road intersection. Regional guidelines require that spacing of an intersection of this type should be a minimum of 400 metres if possible. The intersection spacing on the previous concept (as presented at the public workshop) was approximately 300 metres. The attached concept has been revised to meet the 400 metre Regional intersection spacing requirement.

As a consequence of the three more substantial changes highlighted above, some minor revisions have also been made to the Proposed LUC. These include relocating some medium and high density residential blocks that were displaced as a result of the introduction of the Catholic secondary school, as well as relocating some parks to be adjacent to the school sites that have been relocated.

Land Budget

An updated land budget has been prepared to support the revised Proposed LUC however it is important to note that with every revision made to the land use concept, the land budget changes as well. As a result, the land budget should be considered as a snapshot in time. To monitor Regional population and density objectives, Table 3 compares the targets that were set for Vision Georgetown and what is proposed as per the LUC.

As shown on Table 3, the Proposed LUC plans for a population of 17,766 people, which is 834 people less than the target. This equates to approximately 360 less units within Vision Georgetown than contemplated.

Table 3: Summary of Targets and Actuals in the Proposed Land Use Concept

	Original Vision Georgetown Targets	Proposed Land Use Concept
Population	18,600	17,766
Employment	1,700	1,682
Density	60-65 people&jobs/ha	58 people&jobs/ha
Housing Units	6,768 units	6,408 units
Housing Types		
Low Density	62% - 4,196 units	53 % 3,419
Med. Density	21% - 1,421 units	31% 1,995
High Density	17% - 1,151 units	16% 995

It is important to note that the project team has already revised the housing mix from the original targets. The change primarily reduces the percentage of low density (single and semi-detached homes) and increases the percentage of medium density (townhouses). Since Regional Official Plan Amendment No. 39 includes units by type to be provided by each local municipality in five year increments and this Amendment was implemented into the Town Official Plan through Official Plan Amendment No. 10, it is unclear at this time how much flexibility the Town has to modify the mix without raising Regional Plan conformity issues. Table 4 outlines the units by type allocated to Halton Hills new greenfield areas between 2022-2026 and 2027-2031.

Table 4: Regional Phasing (Regional Official Plan Amendment No. 39)

Halton Hills	2022-2026	2027-2031
Units in Greenfield Area	3,936	3,773
Low Density	2,205 (56%)	2,402 (63%)
Medium and High Density	1,731(44%)	1,341 (37%)

The assumptions underpinning the Proposed LUC has resulted in 58 people and jobs/ha, which is below the target of 60 to 65 people and jobs/hectare target for Vision Georgetown. The reduced number is directly as a result of the introduction of the 9 acre site added for the Catholic secondary school. Through the work undertaken in Phase 3, staff will review these assumptions to determine if modifications can be made to the density or housing mix to meet the target of 60 to 65 people and jobs/ha.

There are a number of other outstanding factors that could have implications on the amount of land available for development in Vision Georgetown. These factors are as follows:

- determination of the southwest floodplain solution, which will be confirmed through a detailed study to be undertaken in Phase 3 of the project;
- ongoing discussions with Region of Halton staff regarding the Black Locust Woodland and widths of environmental buffers in Vision Georgetown; and,
- ongoing discussions with the HCDSB regarding the size necessary for the Catholic secondary school/elementary school site.

Other Considerations

Catholic Secondary School

Although the project team is proposing that a Catholic secondary school be included in Vision Georgetown, it is recognized that its inclusion has land budget implications and will make it difficult for the Town to achieve the population, housing mix and density targets in an integrated manner, as set out in the Regional Plan.

Town staff also reviewed the Sustainable Halton Background Documents, and it appears that when Regional staff were estimating the land area required to accommodate the target population for Vision Georgetown, only one secondary school was contemplated.

Town Wide Park

There continues to be pressure in the Town to provide additional parkland to accommodate future sports fields. Recreation and Parks staff are preparing a Parkland Acquisition Strategy that will address the Town's parkland needs in the next ten years (2015-2025). As part of the first phase of the Parkland Acquisition Strategy, a public workshop with Council was held in October 2015, which identified an initial shortfall of approximately 42 ha (104 acres) of Town Wide parkland necessary to maintain existing service levels for active parks. The subsequent phases of the Parkland Acquisition Strategy include looking at reaffirming the total land need, assessing locational criteria for a future Town Wide park(s), and proposing an implementation plan which will include identification of potential sites. The shortfall already accounts for the addition of 23 hectares of parkland to be provided in Vision Georgetown, which includes an 8 ha Community Park.

The land area required for Town Wide parks, as per the Town's Official Plan are a minimum of 11 hectares, and a park of this size would be difficult to locate within the existing urban boundary. Although the Parkland Acquisition Strategy is not completed, it is recognized that efficiencies could be realized if a Town Wide park and secondary school were co-located as they are compatible uses. This matter could be one of the considerations during the next Regional Official Plan Review, which is examining growth to the 2041 horizon year.

Next Steps

Over the remainder of 2017 and early 2018, the project team anticipates completing a number of studies included in Phase 3 of the work plan. These studies include:

- Energy Conservation
- Sustainable Neighbourhood Design Guidelines including Water Conservation
- Urban Design Guidelines
- Heritage Conservation
- Transportation Analysis including Active Transportation
- Community Infrastructure Plan

- Functional Servicing
- Stormwater Management Strategy
- Fiscal Impact Assessment

At the same time these studies are undertaken, draft Secondary Plan policies will be prepared. It is anticipated that the final public open house will be held in the spring of 2018, with the target for finalization of the Secondary Plan being the summer 2018.

RELATIONSHIP TO STRATEGIC PLAN:

The Town of Halton Hills Strategic Plan sets out a broad vision for the community contained in nine strategic directions as follows:

- A. Foster a Healthy Community
- B. Preserve, Protect and Enhance Our Environment
- C. Foster a Prosperous Economy
- D. Preserve, Protect and Promote Our Distinctive History
- E. Preserve, Protect and Enhance Our Countryside
- F. Protect and Enhance Our Agriculture
- G. Achieve Sustainable Growth
- H. Provide Sustainable Infrastructure & Services
- I. Provide Responsive, Effective Municipal Government

The Vision and Guiding Principles for Vision Georgetown advance a number of the strategic directions in the Town's Strategic Plan.

In addition, this report directly aligns with Priority #3 of Council's 2014-2018 Strategic Action Plan, which is **Planning for Growth**. Specifically this project advances the objective of 'preparing a Vision Georgetown Secondary Plan based on the approved Vision and Guiding Principles.'

FINANCIAL IMPACT:

There are no financial implications associated with this report.

COMMUNICATIONS IMPACT:

Broad-based community engagement is an integral component of the Terms of Reference for the Vision Georgetown project. This Report summarizes the methods utilized to raise awareness of the consultation opportunities available to provide input on the draft Land Use Concept which included both online opportunities and in person through a public open house. This Report also provides an account of the results of consultation, through both an overview in the body of the Report as well as in detailed summaries included as Schedule B and C to the Report.

SUSTAINABILITY IMPLICATIONS:

The Town is committed to implementing our Community Sustainability Strategy, Imagine Halton Hills. Doing so will lead to a higher quality of life. The relationship between this report and the Strategy is summarized below:

Do the report's recommendations advance the Strategy's implementation?

- Yes No N/A

Which pillar(s) of sustainability does this report support?

- Cultural Vibrancy Economic Prosperity N/A
 Environmental Health Social Well-being

The Vision and Guiding Principles that have been established for the Vision Georgetown Secondary Plan form the basis for preparation of the Secondary Plan. Through the Proposed LUC presented in this Report, we are implementing all 4 pillars of sustainability and multiple themes within each pillar.

Overall, the alignment of this report with the Community Sustainability Strategy is:

- Excellent Very Good Good Fair N/A

CONSULTATION:

Consultation on this report was undertaken with both Recreation and Parks and Transportation and Public Works.

CONCLUSION:

Through comprehensive community engagement the project team received excellent input on the Draft Preferred LUC. Overall, participants were quite satisfied with how the Concept implemented the key guiding principles established for the study. A full account of the consultation results are provided on Schedule B and C to this report and summarized and responded to by theme in the body of this report. As a result of public, landowner and agency comments, three revisions are proposed and included in the Proposed LUC which include: relocation of one elementary school; inclusion of another secondary school, combined with an existing elementary school; and, moving the intersection of Street D and Trafalgar Road north approximately 100 metres.

Should Council adopt the recommendations of this Report, Phase 2 of the Vision Georgetown study will be complete, and the project will progress into Phase 3 which includes preparation of a number of detailed planning studies, some of which include transportation, urban design, sustainable development guidelines and servicing.

Respectfully submitted,

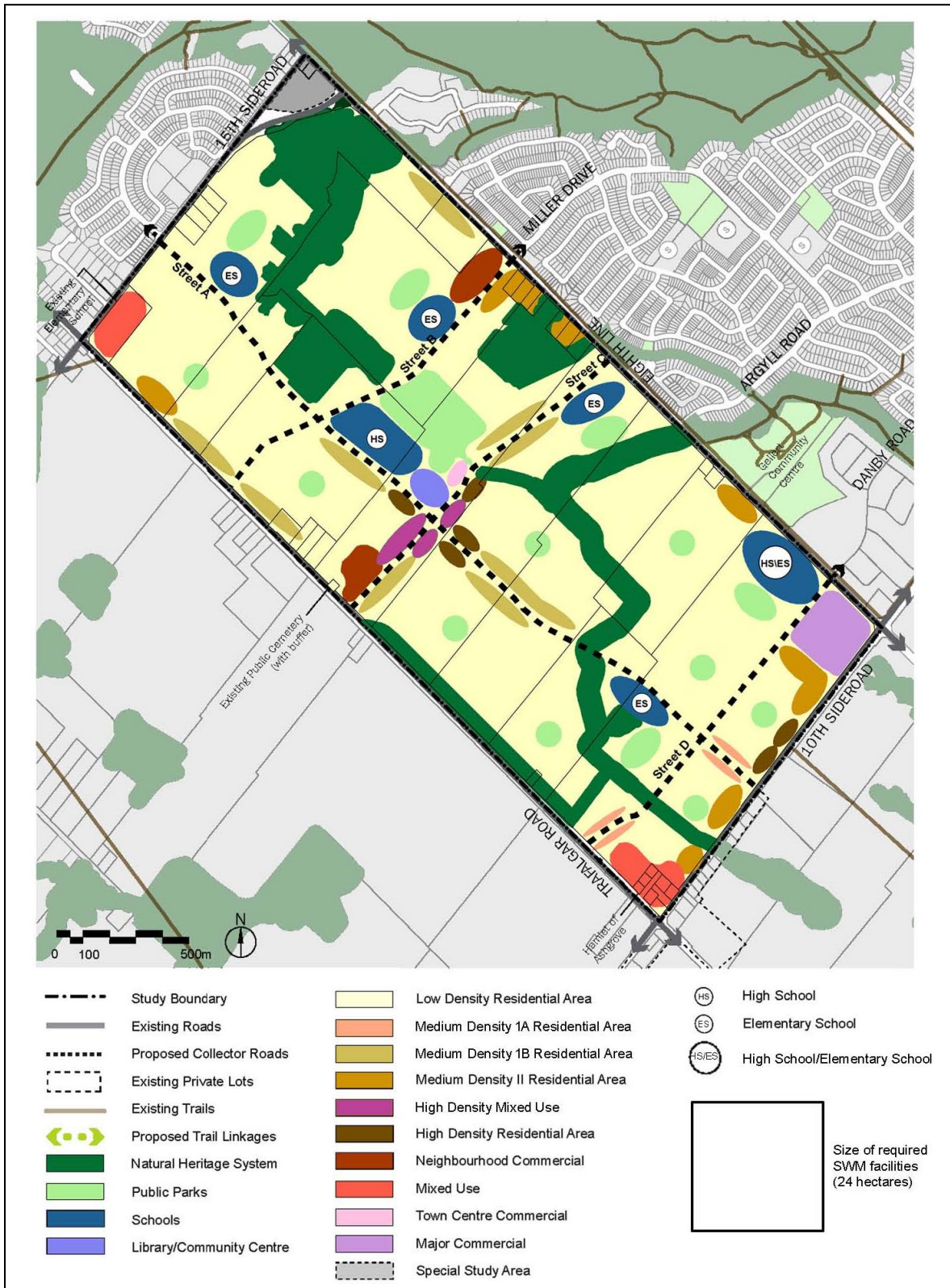
Tara Buonpensiero, MCIP, RPP
Senior Planner – Policy

Reviewed and Approved by,

Steve Burke, MCIP, RPP
Manager of Planning Policy

John Linhardt, MCIP, RPP
Commissioner of Planning and
Sustainability

Brent Marshall
Chief Administrative Officer



Score Card Results

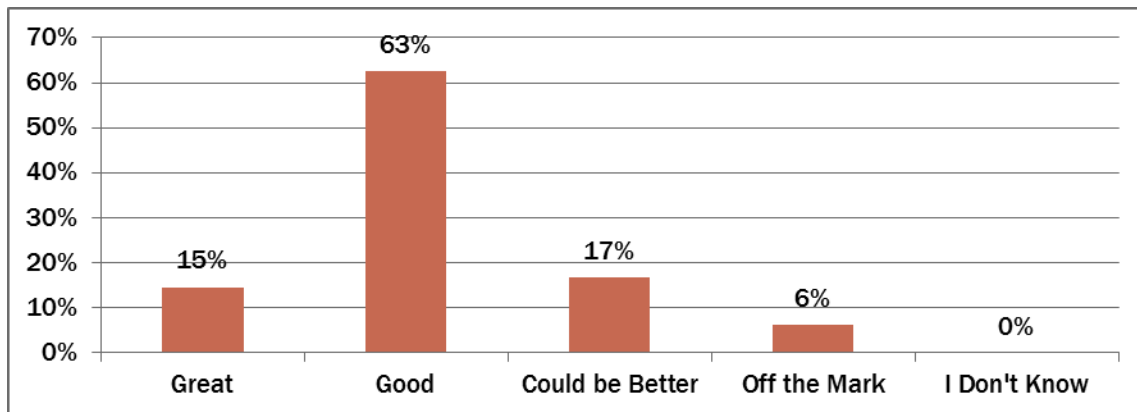
Vision
Georgetown
Draft Land
Use Concept

Results of Public Consultation
Open House Sept. 20, 2017
Online – Let's Talk Halton Hills



Q1. The land use concept is made up of many different land uses (residential, commercial, parks, schools, environmental areas etc.) A number of land uses are concentrated in the Community Core, where transit is planned for in the future. How well do you think that the draft Concept implements Guiding Principle 2: To provide wide range of residential, commercial, and institutional uses, in a manner that reduces the need for an automobile to meet the daily needs of life?

Summary of Responses to Question 1 (48 Participants)



Suggested Improvements by Category

Walkability/Active Lifestyle

- Young families and seniors need a walkable community most, and therefore question the need to locate high school in the core
- Provide community centers including arenas, soccer and baseball facilities, senior center, pool etc to support an active lifestyle (2)
- No need to build another Community Centre so close to Gellert
- Look at how European cities are laid out as many people are able to walk or bike to various places, stores etc.
- More space should be allocated for parks and sportsfields
- Provide safe bike lanes

Urban Design

- Prefer a more modern and different design – seen in Demark, Holland and Sweeden

- Retain the charm of existing areas and the entrance to this area should not take over that
- Would like space allocated for community art

Sustainability

- Provide hookups for increasing use of electric cars

Transportation

- Transit that services all of the Community, from Acton to Georgetown and also to the borders of adjacent municipalities (2)
- Preference would be to not have public transit (5)
- Ensure expansion of arterial roads for commuters leaving town for work (Trafalgar to Steele etc.) and Trafalgar Road needs to be top priority
- Plan cannot be based on transit alone as a number of people still rely on their automobile and therefore must plan for on street parking as well (2)
- Should not build a land use concept dependent on public transit and at the same time say a decision regarding public transit has not been made (misleading)
- This area should be linked to the GO Station
- Argyll should extend into Vision Georgetown even though it would need an expensive bridge. Argyll could function like Williams Parkway in Brampton with limited access to Trafalgar (2)
- Roads should be a combination of curvilinear and straight as was shown on the original Concept C, which was preferred by most people

Commercial

- Commercial should be expanded to include office space for professionals and non-retail commercial to provide more work/live opportunities. Plan should not only provide minimum wage jobs (4)
- Provide additional small commercial in more locations such as near the high school and by high and medium density
- Provide a slightly larger retail/commercial area which would permit a movie theatre or similar entertainment complex for teenagers (2)
- There should be no big commercial stores (prefer corner store concept). Big commercial stores are ok on Trafalgar blending with Trafalgar/ Dundas in Oakville
- Major commercial on the edge of Town will require many residents to drive to be able to access shopping

Housing

- Should have a greater focus on the needs of senior citizens (housing, senior centers etc.) (2)
- The plan should include less high density and more low density
- Be conscious of existing low density housing when adding high density
- Do not agree with future townhouses to be located on Eighth Line where Allison's market exists today
- Orient the medium density vertically beside the neighborhood commercial on Eighth Line to preserve the beautiful view near the large forest to the North
- 6 storeys is too high
- Opposed to high density residential apartments
- Set medium density back farther from arterial roads – especially near Gellert Centre
- The majority of high density is located on the outskirts of the plan by 10 Sideroad. This type of housing should be placed closer to the Town Centre or by commercial and institutional

Schools

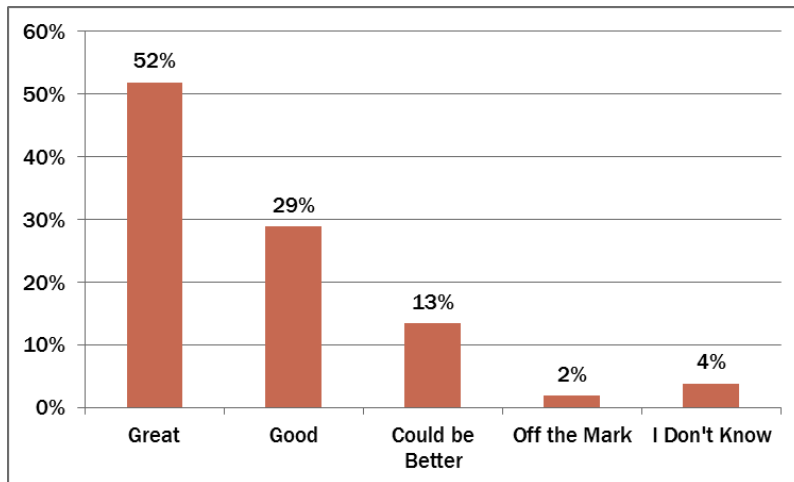
- High school should be located closer to a major road such as Trafalgar, which would allow an elementary school and residential to be located in the core
- The high school should be located near major transportation routes
- High school should not be located facing a major arterial road – locate it on a quieter side street with easy links for walking and cycling
- Too many schools on the same road. It will not be safe for children trying to cross this busy street
- Number of elementary schools seem excessive

Other Comments

- In principle the plan works but in reality the likelihood of it all being available at the same time is not feasible (transit, grocery store, schools etc) Keep farm land(2)
- Like the urban core feel, but concerned that residents will still need to drive to Milton for a movie theatre and book store
- Core area is too congested and parking will be a problem
- Seems to be a lack of creativity with this concept
- Not the concept most people liked in the first round of public input

Q2.The draft Concept protects 71 ha of environmental land and provides a network of trails, parks, schools and open space which provides a continuous route through the new community and beyond. How well do you think that the draft Concept implements Guiding Principle 3: To protect natural heritage features and areas, and identify a linked natural and open space system?

Summary of Responses to Question 2 (52 Participants)



Linked Natural Heritage System

Likes

- That the plan preserves natural heritage features and provides trails and parks through the community (3)
- 53% of land allocated to public use is great
- Continuous trail system is good, but should be developed early in the process (2)

Suggested Improvements

- Additional parks/stormwater management space located along the perimeters of the area
- Larger parks and active living areas
- More parks, trail, greenspace and community centers(2)
- Multi use trail along 10 Sideroad to match up with the existing trail from Eighth Line to 10 Sideroad and a trail along the east side of Trafalgar and 15 Sideroad
- More environmental land in the area of 15 Side Road, Eighth Line, Street B & Street A – to connect the schools and protect the integrity of that land

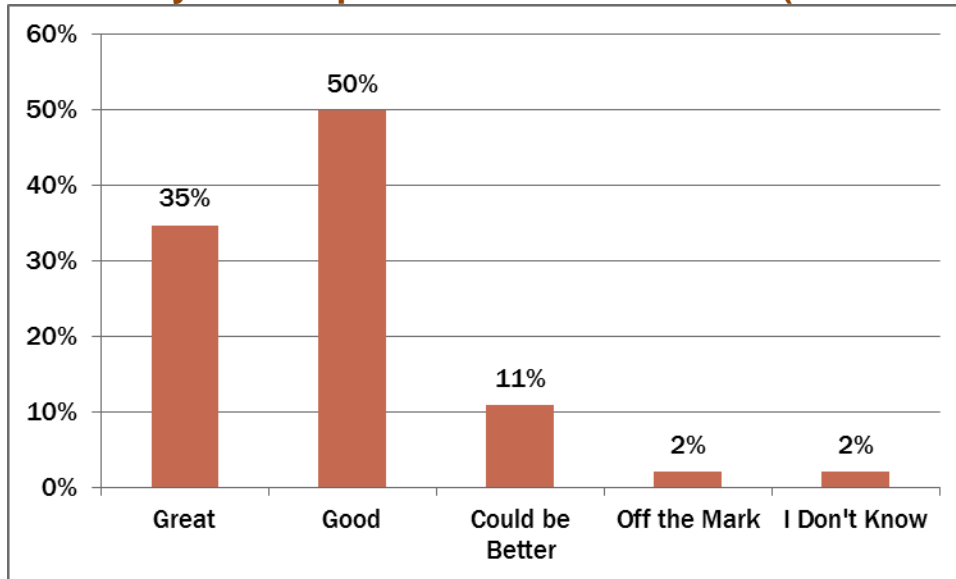
- Stormwater ponds placed in spaces near parkland to encourage nature to remain
- More land should be dedicated to parks and plaza space (5% of land is insufficient)
- Should not be locking the community center in a finite space without consideration of a future expansion (like at Gellert.) Consideration should be given now for space for a future pool, arena, parking, inside walking track or skate park
- Less housing and more farmland, greenspace and trails (2)

Other Comments

- Important to maintain the 'small town feel'
- Ensure safe linkages with existing trails and trails yet to be completed and would like to see continuous improvement of existing roads and pathways (5)
- Concern that although lands are provided for schools it doesn't mean the school boards will build as it took 13 years for public school to be built in south Georgetown
- Not asking anything real – the questions are rigged
- Fix what is necessary to put Argyll through

Q3. The draft Concept contains a Community Core Area which was designed to be a large community gathering place as well as a number of smaller neighbourhood focal points or gathering places. How well do you think that the draft Concept implements Guiding Principle 4: To create distinct neighbourhoods that feature community focal points and bring people and activities together?

Summary of Responses to Question 3 (46 Participants)



Focal Points

Likes

- Large park in the core, the provision for housing for young families and seniors and the commercial Town Centre and neighborhood commercial
- Smaller neighborhood cores/centers is a great idea and can use recreation as a tool to bring people together
- That urban design is a key word being used for Vision Georgetown
- Neighbourhood commercial, and uses in the core to make it a vibrant pedestrian/cycle friendly community

Improvements

- The core is a senior's focal point but the plan needs to provide specific senior housing
- Like the community core, but would rather the area appear more small town and less like a University core by possibly re-locating the high school
- Would like to see bigger parks throughout the plan rather than a massive park near the core
- The proposed plan has one focal point for ten/twenty different neighborhoods. There should be small centres or focal points for each neighborhood
- Need a larger space for the community center. The space currently allocated won't facilitate the size and scope of facilities required
- The community park needs to have a draw for people to come to the community park

- Should have a broad mix of uses including commercial, cultural and recreational with consideration for an indoor soccer park similar to the ones in Acton, Oakville, and Mississauga
- Would like to see a the core include places to meet community needs and bring people together such as a community skating rink, outdoor entertainment centre, parks, skate park, community shared use space, churches, and religious places
- Ensure neighborhood gathering places are planned to hold special events, farmers market, places and events for participation. This would allow some of the events that take place at the Georgetown Fairgrounds to be held in Vision Georgetown
- Create piazzas/squares however parking in these areas can be an issue
- Community core at a major intersection could cause a lot of traffic congestion. Core should be off to one side – not surrounding a major intersection
- Ensure that pedestrian traffic makes sense in the core
- Core needs to plan for parking and to attract professional/ entrepreneurial businesses
- Do not think distinct neighbourhoods are necessary in such a small area
- Need an additional Community Centre (beyond Gellert) to serve the new residents
- Don't need another Community Centre, just expand Gellert and provide a trail so people can get there

Other Comments

- The core could be a showcase for innovative energy use – solar, EV charging, community gardens
- Need to keep these communities connected or there will be a loss of a sense of identity and of what it means to live in Georgetown
- Create more opportunities around parks/schools for focal points
- Ensure that communities are not segregated
- High cost of living and limited local jobs force most people to work long hours and not have time for social interaction in their community
- No growth is better for our environment and community

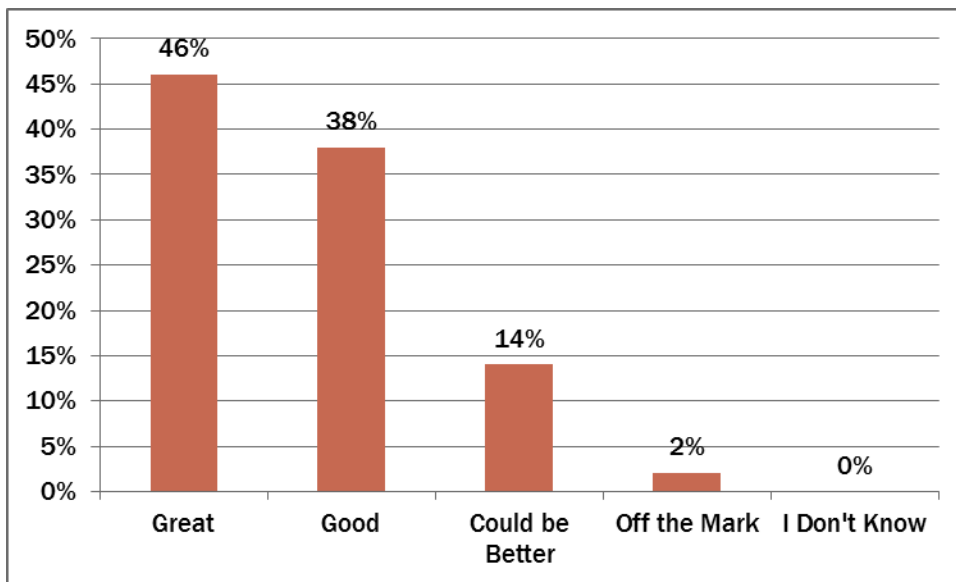
Q4. The draft Concept includes a large Community Park and Town Square Park in the Community Core, and a number of smaller local parks throughout Vision Georgetown. How well do you think the draft Concept implements Guiding Principle 8: To ensure people have access to a range of types and sizes of parks and public spaces, which provide opportunities for recreation, neighbourliness, community events, and cultural activities?

Parks and Public Spaces

Likes

- The team did a good job with parks
- Love the idea of a gathering place with a town square and town centre as long as it is accessible and connected to all neighbourhoods with walkable roads and parking for those who live on the outskirts.

Summary of Responses to Question Q4 (50 Participants)



Improvements

- Vision Georgetown should provide space for childcare centers and promote interaction between seniors and children
- Provide opportunities for non-retail employment in the core
- To maintain a really low density, and low impact on Eighth Line north of 10 Side Rd to downtown. Trafalgar Road should serve as hub of commercial activities as seen on Trafalgar South of Dundas in Oakville

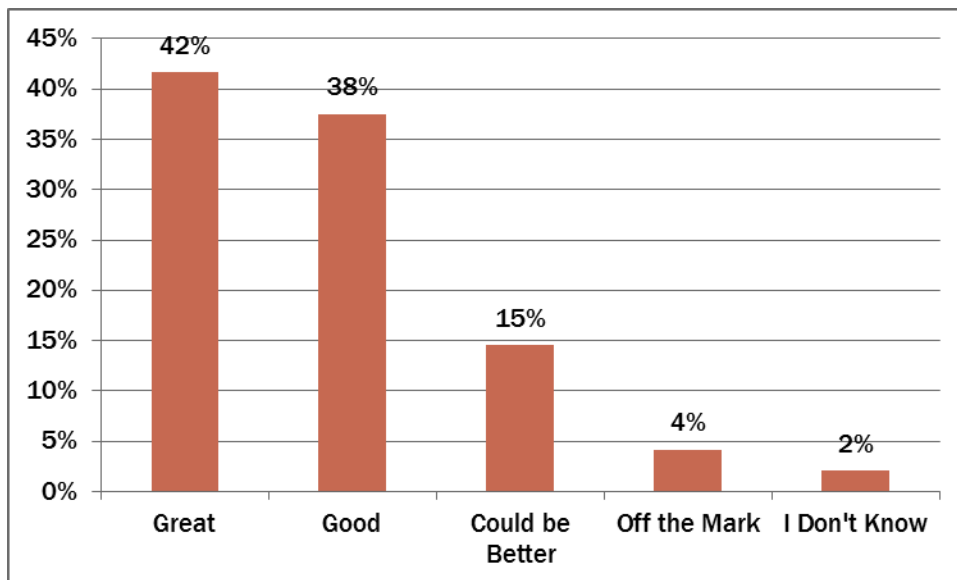
- Consider locating a larger park area behind the current Stewarttown School which would provide a buffer if the school was redeveloped to commercial
- The small parks are too small
- Would like to see trails, ice rinks and pools
- Spaces should be large enough for events to take some of the load off of the Georgetown Fairgrounds
- Concept doesn't show a range of parks but rather one massive park and a few little ones

Other Comments

- Natural trails should be provided through farmland
- There should be more parks with amenities for all ages like splash pads and also include a dog watching area
- The community park should not be located with the High School and similarly separate elementary schools from neighbourhood parks to ensure parks are accessible 24/7 and not just when students are not in school. School Boards should be accountable to provide open space for their students (2)
- Ensure enough space is provided for the Community Centre to accommodate potential future expansion
- Need to attract sustainable, high growth entrepreneurial businesses versus nail salons and pizza shops
- Ensure that all the smaller parks are really needed as we want people to come to the larger 'community gathering places' and be involved
- Ensure the Town square has a design and feel that draws people to the focal point
- Ensure the Core includes parking for those who come from outside the community
- Need more detail on how the parks are going to be used
- Parks should be designed to promote and encourage neighborhood interaction
- Continue to maintain the small town aesthetic
- Schools playgrounds should be available to the public after hours

Q5. Approximately 12 ha of land is required to accommodate the shopping needs of the new community. To accommodate this need, the draft Concept includes three larger commercial areas and some small commercial spaces within the Community Core. How well do you think that the draft Plan implements Guiding Principle 6: To provide commercial development in a timely manner through various commercial areas, which are designed for people and pedestrians?

Summary of Responses to Q5 (48 Participants)



Commercial Types and Locations

Likes

- Happy with where the planned commercial areas are located

Improvements

- Consider moving the major commercial area out of the core and moving it to the 8th Line edge close to Miller Drive to serve the rest of Georgetown South
- Add more smaller commercial areas to accommodate high school and high density. People want to be able to walk to services
- Street A seems to lack retail except for in the Core
- Add more commercial spaces, big box type stores along 10 Side Road or Eighth Line
- Need a critical mass of dense commercial space so there are a lot of reasons to visit the core
- Would like to see the major development along Eighth Line or Trafalgar. Don't want to see another 'downtown' to compete with existing Downtown Georgetown

- Should encourage local small town shops and farms, not cookie cutter shopping plazas
- Continue to support local businesses
- Not enough space is allocated for commercial uses
- Need to consider other commercial areas, not to affect small businesses
- Like the commercial size that is currently at Eighth Line at Miller. Anything larger will not be good
- Ensure commercial areas are connected by pathways
- Traffic and parking could be an issue – need to look at creative ideas to manage parking
- Not enough commercial is provided to support a movie theatre and entertainment area for teens
- Need another grocery store and gas station, also a convenience store, doctors office etc. so people don't have to travel to Guelph Street
- Commercial sprawl is a concern – would prefer more greenspace
- Major commercial at the edge of the community is far away from the development and not a plan 'for people and pedestrians'
- The amount of area dedicated to parking should take a back seat and be in the form of a central parking area away from the storefronts or parking lots should be located behind the buildings
- Needs to be a diverse commercial mix if the goal is to mix income levels in this area

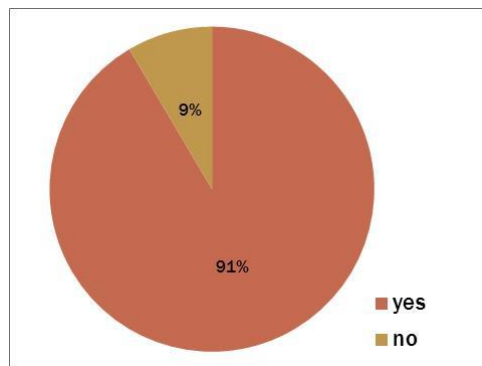
Other Comments

- Is there a way to specify the types of commercial? The community will need major stores like Loblaw's etc. to support the housing
- Would like to see a mixture of boutique and larger retail outlets (ie Indigo/Chapters)
- The plan appears to address the guiding principle but not enough info to say 'great'
- The word 'timely' above is not something we control. Will commercial development want to build and has there been any consulting with that community?
- Will the core be dense enough for district energy opportunities?
- Provide commercial to support growth but do not provide too much commercial because market is evolving

- More professional or entrepreneur jobs are needed in town and not minimum wage jobs
- Are the commercial enterprises in Georgetown South viable or is there too much competition, given it is a small area

Q6a. We have heard from the public that there is a desire for a community focal point in Vision Georgetown. We have responded to this comment by providing a Community Core in the draft Land Use Concept. Do you feel it is important that Vision Georgetown have a Community Core?

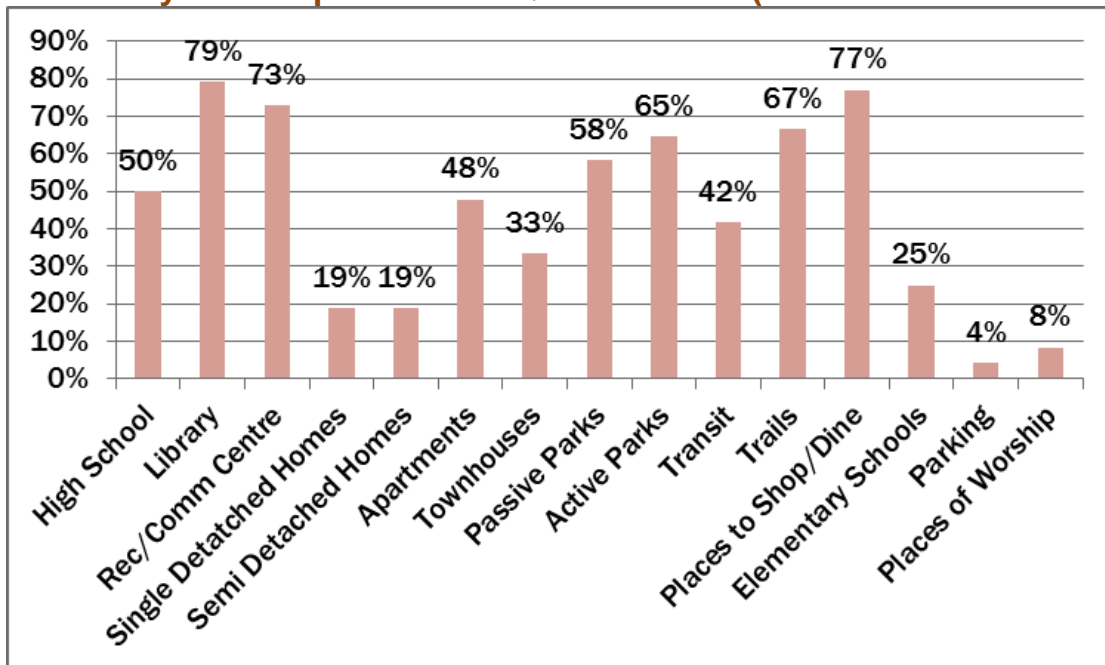
Summary of Responses to Question Q6a (47 Participants)



Community Core

Q6b. If yes, what uses do you feel should be located in the Community Core?

Summary of Responses to Question 6b (43)



Other Comments Regarding Uses in the Core

- office/other work space
- professional services, small business area
- no transit in community core at all
- senior centres
- Community Centre but with room for growth (eg growth Gellert)
- full service recreation center with a pool
- outdoor winter skating rink, pubs, movie theatre, dog park, farmer's market, splash pad

Power Tool Results

Vision
Georgetown
Draft Land
Use Concept

Results of Public Consultation
Open House Sept. 20, 2017



Positives - What do you like about the Plan?

- Walkability and Bike Paths – Trails allow people to walk to destinations more (12)
Central Core (10)
- Green space network (7)
- High Density is only 6 storeys (5)
- Mix of residential densities and land uses (5)
- Well presented, very informative, well thought out (4)
- Walkable Core for all ages including seniors (2)
- Connections to existing and proposed trails (2)
- Central park is a great size (2)
- Lots of green space and parks provided (2)
- Public space accounting for 54%
- Preserving Natural Space
- Good Road Network (5)
- Lots of Study – Town is taking time to ensure it is done right (2)
- Commercial is at edge so that existing communities can get easy access (2)
- Stewarttown school site to remain
- High school will be in south Georgetown
- Meets principles within constraints
- Looks like a community
- Like the location of the commercial at 10 Side Road/Eighth Line
- Public transit planned
- Small growth
- Concept of neighbourhoods – need large enough parks
- Continue grid road system into Vision Georgetown which is efficient, benefits emergency service, and provides for better social interaction
- Concern about how traffic may be ‘dumped’ into older neighbourhoods, continue grid system into the neighbourhood, better social interaction

Enhancements - How can the 'positives' be made even better?

- Provide specific senior's housing and not leave as an afterthought (2)
- Needs more detail on transit and should consider new green technology (2)
- Include roundabouts (3)
- Deceptive without streets
- Need more detail on types of commercial uses
- Consider Light Rapid Transit
- Core should be located on a connected street
- Call the core a piazza
- High density should not be placed next to existing low density (due to the height difference)
- High density should be focused around the mixed use areas with access to transit
- Provide lower income or affordable housing
- Ensure road widths are proper
- Provide adequate on-site parking especially near high density housing and commercial areas
- Introduce Town owned parking lots
- Ensure the plan is safe for pedestrians.
- Mixed feelings about roundabouts
- Provide an outdoor picnic space in the community park
- Confirm if # schools sites are adequate – don't want to see schools open and immediately need portables
- Protection natural features during construction
- Main Street to include shops/restaurants/cafes
- Pathways should be surrounded by nature
- More curved roads and broken up to not be a straightaway
- Allow opportunity when road widths are being determined to incorporate right turn lanes; advance greens/timing lanes to help accommodate flow – don't do upgrades all at once

- More community (hubs) support spaces (free) multiuse facilities
- Some sort of assurance of that is what will be developed
- Top notch urban design guidelines
- Kids/youth/seniors require activity centres during long winter seasons w/short days (overhead, weather)
- Possibly consider a dome over high school park
- More malls, more retail
- Provide more connections to GO transit
- Museum
- Provide sufficient space to accommodate an adequate transit need in the core ie Regional transit hub?
- Can we link Eighth Line green space across street B?
- Like the amount of lower density
- Want entry features to the area but not necessarily a mall
- Want coordinated e/w streetscape on right side of Eighth line
- Mirror multi-use trail on west side of Eighth line
- Would like to see a cross section of Eighth Line
- Joint use agreements in schools to provide more active space
- Include a park area n/w corner as a buffer to possible future commercial

Objections - What do you dislike about the Plan?

- Would like to be provided with more detail
- Large commercial should be more centralized (move farther north) (2)
- This area is segregated and it needs to be connected to rest of Town?
- Concerned about increased traffic and how it will be addressed (7)
- Must off-set east/west roads (ie Miller) or make clear Miller not a thru road
- Retail across from Fire Station could cause traffic problems
- Why is the road not offset at McNally?
- Concern about traffic and speed on Street A

- Ensure affordable housing for seniors
- Not extending Argyll will create traffic congestion on Eighth Line
- Need to find a way to reduce intersection on Eighth Line so congestion doesn't increase
- Congestion in hub
- Need public space near high density
- Medium density on collector road will not be attractive
- High density - needs to be pleasing. Do not like the sample image #1 shown
- The medium density by Eighth Line should be re considered
- Safety of schools on major north south roads and associated congestion in the morning and afternoon is a concern.
- Flow of traffic school zones must be respected
- Concerned that the Community centre will not be large enough to accommodate adequate use (Good examples include the new Meadowvale Community Centre and Cassie Campbell Centre) (see note/mark-up on Map from Table #3)
- What will the Library Community Centre include (a full Library? Full fitness centre (ie YMCA type), full seniors centre?
- Library not needed if not state of art
- Community Centre is too close to Gellert
- Need another Gellert Center for this area (2)
- Like to see more community centres
- Need to include opportunities for engaging all ages/groups
- Is the high school needed right away?
- There are not enough high schools
- Ensure sustainability of the core
- Would like more low density
- More baseball diamonds, soccer fields, tennis courts
- Transit for employment lands/GO transit when built

- Bike lanes – road cross section prefer bike lanes removed from traffic & parking (ie on boulevard) per Eighth Line
- Ensure a truly mixed neighbourhood
- Too focused on neighbourhood of detached homes
- Don't like size of commercial at Miller & Eighth Line
- Commercial mix with residential toward existing residential
- Don't want 'eyesore' commercial next to existing residential

Remedies - How can your concerns or objections be addressed?

- Provide a range of new jobs, not just minimum wage.
- Attach the library to the high school
- More efficient shared used
- Move high density away from arterial roads
- Ensure road rights of way are wide enough
- Ensure traffic study addresses street patterns, commuter routes
- Parking on single family – min 2 on driveway and adequate garage sizes to ensure onsite parking
- Extend Argyll Road. If that can't happen then limit intersections to Danby, Miller and Street C. No other intersections on Eighth Line or Trafalgar.
- Locate med-high density close to schools/parks
- Build to a higher standard of design
- Single detached homes on both sides of Eighth Line
- Policies to allow core to evolve over time
- Would like more information on what could be developed in the Steeles Area
- Make sure that all the active living lifestyle can be accommodated
- Build more schools
- Provide more youth and family amenities, skate parks, seniors amenities
- Provide seniors bungalows

- Locate commercial on the west-end of the development, where it is closer for rural folks
OR put in a village centre toward the west
- Don't have retail access/egress affect traffic flow
- Reduce access of aggregate trucks
- Higher speed limits, less lights
- Use roundabouts only on interior roads
- More dispersed mixed development
- Don't push the medium and high density to the edges of the community. Provide seniors housing in the core so you can grow old in your neighbourhood (ie service flats)
- Sound buffers within public right-of-way (landscaping) trees
- Lower speed limits on Street A
- Concentrate commercial (bigger than corner store) toward Trafalgar
- Light transit connection to adjacent municipalities systems – start at rush hour
- Bus stops at periphery (GO buses)
- Jobs for kids – local bus to employment hubs

What Else? – Any other comments, suggestions, ideas, feedback would you like to share?

- What's going on with the North Golf course?
- Transparency re: comments from public for future reference including previous sessions
- What areas get developed first?
- Walking paths
- Access Gellert via underpass/tunnel
- Special study TBD – unclear how part of secondary plan
- More information on how population was calculated to rationalize total numbers
- Consider other growth issues ie. need for cell towers
- Introduce fibre optics
- Consider traffic impacts on Eighth line proactively
- Rental housing needed

- Protect the heritage and wood lots
- Protect and preserve heritage houses including the heritage house on Eighth Line (2)
- Private gymnasium use after hours
- What about another secondary school (catholic) - monitor need
- Details on the expansion of Eighth Line
- Street planning needs to be considered – high and medium density uses must have adequate parking
- Are there opportunities to use some of the community facility parking areas for overflow residential parking?
- Overall in Georgetown, opportunities for additional commercial uses may need to be considered – need balance
- How are people safely being connected to the walking trails across Eighth Line?
- Servicing to properties adjacent to plan
- Consider churches in the plan because they are currently maxed out for space
- Skating/public square
- Any improvements proposed to 20 Side Road?
- Actively seek/attract commercial developments to fill community needs ie theatres
- One public high school is no not adequate for so many people
- Concern about traffic on Eighth Line (ie Miller Drive); solution: reduced speed, use roundabouts, traffic calming at the intersections
- Place the high density along the valley lands so there would be less objections from others about sight lines & shadows.