
Power Tool Results

Vision
Georgetown
Draft Land
Use Concept

Results of Public Consultation
Open House Sept. 20, 2017





POWER Tool Results

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



POWER Tool Results

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



POWER Tool Results

Enhancements (con't)

- 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



POWER Tool Results

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



POWER Tool Results

Objections (con't)

- 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



POWER Tool Results

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



POWER Tool Results

Remedies (con't)

- 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



POWER Tool Results

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?



POWER Tool Results

What Else? (con't)

- 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.