



VISION GEORGETOWN

Summary of Consultation on Land Use Concepts

June 2014



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1. Introduction

Public consultation is a very important component of the Vision Georgetown project. We are nearing completion of phase two of a six phase planning process, and are seeking input on the three land use concepts that have been prepared for the project.

One of the principles for development of this new community is that it be planned for all ages. In order to achieve this principle, we need input from as many segments of the community as possible.

In order to reach out to the community, a public workshop was held on April 15, 2014, Town Planning staff presented the concepts at the Acton and Georgetown high schools and at the Mayor's Youth Action Committee as well as at the Georgetown Senior's Centre.

In addition to Town staff soliciting feedback on the land use concepts, some members of the Vision Georgetown Steering Committee conducted consultation sessions with the various community groups they represent, and individual members of the public also submitted comments.

In total, we have received input from approximately 250 members of the community. Through this consultation, we received excellent feedback on the three proposed land use concepts. A summary of the consultation from each group is provided in this report, and all of the input we heard is included in Appendix A-C.

It is not anticipated that one concept will be selected as the preferred alternative, but rather elements of each concept will be brought together to create a preferred land use alternative for the Vision Georgetown lands.

2. Public Workshop

2.1 Introduction

A public workshop was held on April 15, 2014 at Christ the King Secondary School. Interested residents and stakeholders were encouraged to attend

this workshop to provide comments on the three different draft land use concepts that were prepared for the Vision Georgetown lands.

Notification of the public meeting was provided through a variety of avenues as follows:

- Two large billboard signs are located on the subject lands, one on Trafalgar Road and the other on Eighth Line.
- Approximately 425 property owners within 120 metres of the Vision Georgetown lands were mailed the notice of the public workshop.
- Notification was emailed to 256 people that have subscribed to the project email notification list.
- A media release resulted in an article in the Independent and Free Press as well as two newspaper ads also advertised the event.
- Signage and brochures were located at the Gellert Centre, Mold Masters Sports-Plex, the Civic Centre and the Georgetown Public Library.
- The main web page of both the Town of Halton Hills and the Halton Hills Public Library advertised the public workshop.
- Details of the workshop were distributed through the Town's Twitter and Facebook accounts.



2.2 Workshop Format

There were 79 residents and stakeholders in attendance at second Vision Georgetown public workshop. The purpose of the public workshop was to get public comments on three land use concepts that have been prepared for the Vision Georgetown lands.



The workshop was facilitated by Glenn Pothier, from GLPi. The session began with opening remarks from the

Steering Committee Chair, Councillor Johnson, followed by opening remarks from Steve Burke, Manager of Planning Policy. Nick McDonald, from Meridian Planning then presented the project update and outlined the purpose of the meeting. Emma West, from Planning Alliance then outlined the basis for the three proposed land use concepts, followed by a detailed presentation on all of the elements of each of the three land use concepts.

The copy of the [presentation](#) is provided on the Town's website.

Participants were seated at tables of 6-8, and there were a total of 16 tables. Each of the 16 tables were provided with a [workbook](#), a large copy of the workbook questions to be returned at the end of the evening, large copies of each of the land use concepts and support materials to aid in the discussion. Facilitators were located at each of the 16 tables, and the facilitators guided the participants through completion of the questions in the workbook.

To aid with the discussion, the Workbook focuses the discussion on six theme areas as follows:

- | | |
|--------------------|------------------------|
| 1. Collector Roads | 4. Major Commercial |
| 2. Parks | 5. Activity Hubs |
| 3. Connectivity | 6. Location of Density |

For example, for the first theme, participants were asked:

1. In which concept do you prefer the collector roads?
2. What do you like about it?
3. Would you change anything?

This was repeated for each of the remaining 5 themes.



Due to time constraints, certain tables were assigned three theme areas to discuss first, and if time permitted, they could discuss other themes of their choice. If participants were not able to get through all six themes and wished to provide input, they were advised that they could take their workbooks

with them to complete, and return them by May 9, 2014.

2.4 Workshop Results

The table below highlights some of the recurring comments by theme.

1. COLLECTOR ROADS
<p>Overall, a preference emerged for the collector road network proposed in Concept B:</p> <ul style="list-style-type: none">• Preference for the main north-south artery as it relates to the natural heritage system• Roads hugging the natural heritage system to allow for more accessibility, exposure and visibility of natural features• Provides direct connections to existing community and more intersections of major roads while also providing traffic calming through curved roads <p>Additionally, the following comments were recurring:</p> <ul style="list-style-type: none">• Provide connections to existing roads where possible to allow for more access into the neighbourhood and to ease traffic (Miller, Argyll, Danby)• Explore connection to Argyll while ensuring the natural heritage system features are protected (ex. alongside feature with a jogged intersection)• Provide more connections to Trafalgar and Eighth Line• Provide a connection to the Gellert Community Centre• Explore the inclusion of roundabouts and four-way stops• Avoid crossing natural features• Incorporate benefits of the grid network as it is easier to navigate
2. PARKS
<p>Overall, there was a split preference between the park distribution proposed in Concept B and Concept C:</p> <ul style="list-style-type: none">• Some preferred the variety of smaller to mid-sized parks around natural heritage features and the town square proposed in Concept B• While others preferred the larger central park adjacent to the main street and undisturbed linkage in Concept C• With both concepts, participants found that there are opportunities for a range of parks that provide both passive and active uses <p>Despite the split preference, the following comments were recurring:</p> <ul style="list-style-type: none">• Ensure that the configuration of parks can still enable the provision of sports fields• Try to associate parks with schools where possible• Connecting trails to parks is preferable• Some preferred larger park across from the Gellert Community Centre and associated with the high school• Inclusion of park space for dogs

3. CONNECTIVITY

Overall, a preference emerged for the connectivity proposed in Concept B:

- Connected throughout, allowing people to have access to central town square
- Connections to the natural heritage system via the “emerald necklace” park system

Additionally, the following comments were recurring:

- Trails should be provided throughout the community and link into parks through streets and the natural heritage system (where possible they should be continuous)
- Would like direct connections to the Gellert Community Centre and Argyll
- Add more east west connections: Miller, Argyll and Danby
- Extend walking trails and include a multi-use path (ex. along 10 Side Road)
- Do not need any more additional north south connections

4. MAJOR COMMERCIAL

Overall, there was no preferred concept, however the following comments were a recurring theme:

- Major commercial areas should be provided along major arterial roads
- Major commercial areas should be concentrated so that they may have less impact on natural areas
- Major commercial areas should accommodate an indoor market to sell local food
- Some preferred the concentration of major commercial along the southern end of the community to have better connectivity with Georgetown South, supporting commercial uses that exist in the south while keeping traffic away
- Some preferred major commercial along Trafalgar, keeping it on the west side of the community so there is no division created between communities
- While others preferred major commercial split up along Trafalgar to provide greater accessibility to residents of the community and elsewhere in Town

5. ACTIVITY HUBS

Overall, a preference emerged for the activity hub locations proposed in Concept B and Concept C:

- Preference for smaller nodal hubs throughout the community adjacent to residential areas that could include civic buildings, schools, parks and community centres
- Concept B would be best for festivals, street markets and closed off streets
- Preference for centralized commercial areas with amenities
- Ensure that activity hubs include activities for youth (ex. a movie theatre)
- Do not want strip malls
- Locate high density in activity hubs to allow more people to walk to shops

6. LOCATION OF DENSITY

Overall, a preference emerged for the location of densities in Concept B:

- Includes neighbourhood centres that have a mix of uses and does not segment densities
- Include additional higher density to the centre of Concept B

Additionally, the following comments were recurring:

- Include small affordable bungalows
- Provide higher densities central to the community
- Ensure higher densities are close to commercial/main street areas to increase walkability
- Avoid backyards along major roads – will enhance the community feel of the area

A table outlining all of the comments received at the workshop is included as Appendix A.

3.0 Youth

3.1 Introduction

One of the objectives of the engagement strategy for Vision Georgetown is to reach out to community members and get input on the Vision Georgetown project from people that may not otherwise participate. Planning staff visited 3 different classes from all three high schools in Town, Acton District High School, Georgetown District High School and Christ the King Secondary School. Through these visits, approximately 120 students in Grade 9 and Grade 12 Geography classes provided input into the Vision Georgetown land use concepts.

In addition to consultation with youth through the high schools, planning staff also attended the Mayor's Youth Action Committee to get input on the land use concepts. There were 20 members in attendance at the MYAC meeting.

3.2 Format of the Discussion with the Youth

At the High Schools, town staff presented the key components of the Vision Georgetown land use concepts to the youth and then the students were

divided into groups to answer the questions in the workbook. The same workbook was used for the youth engagement as was used at the public workshop and the questions were again divided by theme as follows:

1. Collector Roads
2. Parks
3. Connectivity
4. Major Commercial
5. Activity Hubs
6. Location of Density



Due to time constraints, the format of the discussion at the Mayor’s Youth Action Committee was altered slightly. Town staff still presented the key components of the Vision Georgetown land use concepts, but because there was no time to break into groups, staff led a discussion on the themes and what the participants liked and disliked.

3.3 Summary of Youth Input

The table below highlights some of the recurring comments by theme.

1. COLLECTOR ROADS
<p>Overall, a preference emerged for the collector road network proposed in both Concept A and Concept C:</p> <ul style="list-style-type: none">• Participants gravitated towards the linear grid connections in Concept A because it was felt that it presented better walkability as well as efficient and easier access• Participants also gravitated towards Concept C due to its combination of grid and curvilinear attributes which respond to natural features while still providing linear connections <p>Additionally, the following comments were recurring:</p> <ul style="list-style-type: none">• Connectivity to other parts of town is important, ensure that all collector roads connect to existing community• Provide connections to the Gellert Community Centre and Argyll• Want future roads to provide efficient travel throughout the plan• Transportation needs to have a diversity of options including walking, biking, and skateboarding safely

2. PARKS

Overall, there was no preferred concept, however the following comments were recurring:

- Provide a large communal centralized park as well as a range of smaller parks throughout the community
- Co-location of a park close to the Gellert Community Centre
- Co-location of parks with schools (especially high school), other community buildings and commercial areas
- Ensure easy access to parks, within neighbourhood centres and close to populated areas
- Provide an additional larger park
- Provide parks adjacent to natural spaces which will benefit the environment and wildlife, also more peaceful and quiet
- Provide more medium-sized parks instead of very small parks
- Provide more public fields (not just for league teams) and need multi-purpose courts for basketball and indoor gym space
- Have gathering spaces with round seating (as opposed to benches)
- Allow community gardens in every park

3. CONNECTIVITY

Overall, a preference emerged for the connectivity proposed in both Concept A and Concept C:

- Both provide direct connections to central locations
- Combined, both provide connections to the existing community (ex. Miller, Argyll and Gellert)
- In Concept C, trails have more links to the road network so one can start from different locations

Additionally, the following comments were recurring:

- Create more opportunities for connections for ease of access and efficiency (ex. with trail system, to schools, shopping and to part time jobs)
- Provide connections through natural areas, schools and residential areas
- Provide connections to existing communities and existing major roads
- Keep paths along wooded areas and connect to Hungry Hollow Trails

4. MAJOR COMMERCIAL

Overall, a preference emerged for the major commercial area locations in Concept C:

- Commercial areas are dispersed and closer to more residents, which will result in less congestion
- Explore potential to move portions of major commercial areas to a more central location
- Explore potential to move high school closer to commercial areas or vice versa

4. MAJOR COMMERCIAL (CON'T)

Additionally, the following comments were recurring:

- Locate the high school close to major commercial areas
- Locate a park for teens close to commercial areas to avoid conflict with residential and allow places to walk to for ice cream etc.
- Spread out major commercial areas where possible for better accessibility for all residents
- Ensure major commercial areas do not negatively impact the environment

5. ACTIVITY HUBS

Overall, a preference emerged for the activity hub locations proposed in Concept B:

- Preference for multiple activity hubs spread throughout the community
- High school is close to central activity hub
- Centralized activity hub contributes to increased walkability
- Add more activity hubs where possible

Additionally, the following comments were recurring:

- Ensure that the high school is within an activity hub with a mix of uses
- Plan facilities so many different uses can share (satellite library in Secondary School, elementary school near Gellert for physical fitness, incorporate gym space)
- Support local farming and farmers markets in activity hubs

6. LOCATION OF DENSITY

Overall, a preference emerged for the locations of density proposed in both Concept A and Concept C:

- Preference for density along major spines within the community
- Place schools closer to medium and high density areas
- Presents a good mix of density, evenly distributed and integrated

A table outlining all of the comments received from the youth engagement is included as Appendix B.

4.0 Senior's

4.1 Introduction

One of the elements of the Vision for the project is to plan a community for all ages. To get input from seniors in the community, Planning staff visited the Georgetown Community Centre. There were approximately 20 seniors in attendance at the session.

4.2 Format of the Discussion with the Seniors



Due to time constraints, the format of the discussion at the Georgetown Senior's Centre was altered slightly. Town staff still presented the key components of the Vision Georgetown land use concepts, but because there was no time to break into groups, there was a time allotted for the attendees to

discuss their concerns with respect to the Vision Georgetown project and identify some of the elements that they would like to see in the new community.

4.3 Summary of Seniors Input

With respect to connectivity, there was a consensus that this area must be connected to the existing areas by roads, trails activities etc. Recognizing that not everyone drives, connectivity is very important. It is important that streets be designed to be safe for walking and cycling. In addition to the provision of safe cycling on streets, a separated pathway (like on east side of 8th Line) should be provided around the entire development block.

Also traffic must be considered, specifically how this extra population will affect other parts of Georgetown, for example around the GO Station, 9th Line, 10th Line and Five and Ten Side Road.

It was felt that the new development needs to support the existing areas of the Town. One example raised was the need to ensure that the new area continues to support the existing Downtown area, particularly if a new main street area is developed within the Vision Georgetown lands.



Generally the development needs to consider seniors and provide a range of affordable housing for seniors including bungalows.

5.0 Consultation Kits

5.1 Introduction

Consultation Kits are another tool being used to obtain public input on the Vision Georgetown project. The primary purpose of the Consultation Kit is for outreach to community groups through ‘consultation in a box’, however the kits were made available to the public as well during this round of consultation.

The consultation kits included the same workbook that was used at the public workshop session, as well as some background information on the project to help provide a framework when answering the questions in the workbook.

We have received a total of eight completed workbooks from individuals and community groups.

5.2 Summary of Input received through the Consultation Kits

The table below highlights some of the recurring comments by theme.

1. COLLECTOR ROADS
<p>Overall, a preference emerged for the collector road network proposed in Concept B:</p> <ul style="list-style-type: none">• Curvilinear roads respond to natural features and tends to calm traffic• Provides more views of the natural system <p>Additionally, the following comments were recurring:</p> <ul style="list-style-type: none">• Provide a connection to the Gellert Community Centre• Layout roads to keep the majority of natural areas open to view and share by everyone• Explore the inclusion of roundabouts• Avoid crossing natural features• A grid system is desirable to move the greatest number of people through this area in the shortest period of time.
2. PARKS
<p>Overall, a preference emerged for the park distribution proposed in Concept B:</p> <ul style="list-style-type: none">• Preferred the parks near the natural heritage features• The large park within the town square• Distribution offers a green focal point for each neighbourhood <p>Additionally, the following comments were recurring:</p> <ul style="list-style-type: none">• Include a large park for sports fields or large community events• Plan park sizes to be flexible to accommodate future trends

3. CONNECTIVITY

Overall, there was no preferred concept, however the following comments were recurring:

- Further enhance the connectivity to include small parks and storm water management ponds as part of the green linkage
- Trails and paths should provide an alternative to collector roads and not simply follow them. Also should be designed with adequate lighting and security.

4. MAJOR COMMERCIAL

Overall, a preference emerged for the major commercial area locations in Concept C:

- Commercial areas are dispersed along Trafalgar
- Located out of the way of most natural heritage features

Additionally, the following comments were recurring:

- Consider adding additional commercial on 15th Sideroad by Trafalgar
- General concern with major commercial in this area needing to accommodate retail needs of the rest of Georgetown and how this will be done while still meeting the objectives of the Vision Georgetown project in being a new innovative community
- Separate as much major commercial as possible and integrate it into the fabric of the community

5. ACTIVITY HUBS

Overall, a preference emerged for the activity hub locations proposed in Concept B:

- Preference for smaller nodal hubs distributed throughout the community and one large hub in the centre
- Prefer the community use facility be included as part of a commercial centre as opposed to in a large park
- Maximize population density in the immediate vicinity of the future main street areas to maximize pedestrian traffic

Additionally, the following comment was raised:

- Consider locating an activity hub in the vicinity of the 8th Line and Danby Road to include the Gellert, the Secondary School and the proposed future church to provide more opportunities for shared community facilities.
- Ensure activity nodes are supported by ample parking to be easily accessible to everyone

6. LOCATION OF DENSITY

Overall, there was no preferred concept, however the following comments were recurring:

- Avoid high density on the outskirts of the community
- Density should be clustered around an activity hub and main street commercial area and not linear
- Each neighbourhood should have a mix of homes

A table outlining all of the comments received from the consultation kits is included as Appendix B.

6.0 Conclusion

Through this Public Consultation Report a summary of the consultation results from the public, youth, seniors and community groups has been provided.

It is not anticipated that one concept will be selected as the preferred alternative. Based on the input received to date and in accordance with the results of the technical studies being undertaken, a preferred land use concept will be prepared.

We greatly appreciate you taking the time to participate in this important Planning project in the Town of Halton Hills.