

Lands will incorporate public transit

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well," added McDonald. The presentation indicated higher density housing would be located in the community core nearer to the major commercial area and along 10th Sideroad. Medium density housing will be located along the north-south and middle east-west collector roads leading to the community core.

Among the resident suggestions the planning team took into consideration was grid streets, meaning easily navigable east-west, north-south streets laid on a grid. Neighbourhoods outside the core would mostly be made up of single detached or semi-detached dwellings under the draft concept.

Other highlights included five planned elementary schools, walking trails and bike lanes.

The plan calls for 71 hectares of land included in the Natural Heritage System, with an additional 22.5 hectares dedicated to park space.

At the moment that would include one large, six-hectare park and a number of smaller neighbourhood parks. The plan will also require roughly 24 hectares of space for stormwater management.

There is slightly less commercial space included in this draft than the 2014 proposals laid out.

According to McDonald, that has to do with the current difficulties seen in the retail sector as more and more people shop online.

"When we initially came out (with the three options), we were thinking around 550,000- to 600,000-square-feet of floor space (was) required.

We've tested that again and the retail landscape is changing significantly in a lot of different ways," said McDonald.

"Looking at it again, we didn't want to overplan for retail. When we do that, we end up driving communities with these large areas in them left undeveloped.

So, we wanted to make sure we had it right. Looking at it again, we took it down a bit and we're now around 400,000-square-feet.

That may still be too high but we wanted to make sure we provided the opportunity in three separate locations for commercial use," he added.

Among concerns raised by residents at the public meeting was the existing road infrastructure, especially as it relates to getting in and out of town.

According to commissioner of planning and sustainability, John Linhardt, some of those concerns would be addressed with the widening of Trafalgar Road and Ninth Line. Residents who could not attend the meeting are still able to provide input and steer minor changes in the draft plan before the secondary plan is finalized.

Those wishing to can do so through the Town of Halton Hills' public engagement portal at letstalkhaltonhills.ca/visiongeorgetown.



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