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find the right fit for Halton Hills.

JON HURST

The issue I hear most about is traffic and trucks, particularly in Acton and Norval, where the need for bypasses has been expressed for years. The threat of an approved hidden quarry west of Acton would absolutely exacerbate the present situation, as the proponent has said they have every right to bring trucks along Highway 7 through the heart of Acton, Georgetown and Norval. This is why I have vocalized my opposition to that quarry, not to mention the serious environmental threats and underwater blasting concerns. However, I think a more important issue affecting all of Halton Hills is the need for housing options for seniors wishing to downsize to smaller homes so they can stay in town, along with affordable housing options for young families and first-time home purchasers. In a recent memo to council, town staff provided several options and their ramifications that could be considered by the new council to encourage affordable housing construction. They include land use policies, development charges, taxation, inclusive zoning and other financial incentives. Moving forward, I support a strategic planning exercise by the new council that would review those options and lead to the development of a comprehensive affordable housing policy.

WARD TWO, TED BROWN

Many people in the ur-



ban areas of Halton Hills express concerns about public transit, and when council might implement it. Most people are not aware that we already have a form of public transit, with our Acti-Van service. When adding a public transit service to the town, I believe we must proceed carefully, certain we create a system that specifically answers the needs of the residents of Halton Hills, and not become a huge financial drain in the process. Public transit is an expensive service and traditionally highly subsidized. Some communities, like the Town of Innisfil, have taken the unique step of partnering with Uber to subsidize their transit services. Other municipalities are investigating small electric buses to cover their needs. Whatever route we take, I support working toward incorporating some form of public transit in Halton Hills, but I just want to be certain we move slowly, and get it right, rather than throw together a quick fix service that is not a good fit, and in doing so, becomes a very costly item. The last thing I want to see is a full-blown transit system driving around town with only one or two passengers on board.

BRYAN LEWIS

May I please lump four of the more concerning items being presented by

the rural portions of Halton Hills: roads, taxes, services received (including policing), and infrastructure well-being. Roads are far more than the surface coverage. And we must address land purchase (e.g. Trafalgar Road); roadbed conditions; ditching; signage; lighting; bridges; hard-surfacing or road-sealing (e.g. frost heaving); markings of road and intersections. Stay focused on needs to each rural road ... they vary. We must be aware of any tax increase to justify any services provided. I have not heard from anyone who has the desire to cut any current provided services. Any tax increase should be mindful of the cost of living to the average household.

GEOFF MALTBY

We have a few major issues our town is facing, I believe they all go hand-in-hand. We can not tackle one issue without ensuring the other things are in place. Seniors housing is one of my top priorities. We should be "courting" senior old age homes to build a new residences in our town. We should be looking after our seniors, as they made our community great. Why are they forced to move away out of there community? Our roads are in terrible disrepair. Over the past five weeks I have driven up and down every road in ward two. Every road needs major reconstruction, with so much new development being put into the town and no real plan to alleviate the traffic woes we are already facing. A By pass? 15 years away? Council says it's so important, they are working on it in every way pos-

sible. Yet in the debate it was stated: "It will be at least 15 more years before any movement." Why another 15 years away? This is where we need the "made in Halton Hills" solution to our problem, not just sit back and wait. I believe it's time we elect people to start getting these jobs done.

WARD THREE, DAVE KENTNER

1) Growth. This is the major puzzle with many large pieces, which council will have to fit together to form our Halton Hills solution.

The province has mandated growth by way of the 'Places to Grow Act.' They have done this in response to the flood of new legal immigrants arriving in Canada each year, the majority of them wanting to live and work in the GTHA.

The Town of Halton Hills is planning for 20,000 new residents between 2021 and 2031. Planning has already begun on the growth for 2031-2041. So you can see that we are going to undergo decades of lifestyle-changing growth as Canada and Ontario accept more and more new residents.

Careful detailed planning is required (such as Vision Georgetown and Destination Downtown secondary plans) in order to fit the new growth (high density town houses and multistorey condo and apartment buildings) into our existing urban boundaries. From these efforts, initiatives such as affordable housing, transportation, jobs, the production and distribution of marijuana, our accessibility needs, our cycling and pedestrian needs, and infra-

structure changes addressing the atrocious Halton Hills driving habits (failing to stop at red lights and stop signs and speeding).

MOYA JOHNSON

Growth and its impacts (traffic congestion, service levels, need for transit) is the major issue facing residents of Halton Hills.

I believe that the best strategy for addressing growth and change is ensuring that we prepare and plan ahead. Current official plans and up-to-date zoning bylaws provide residents with a clear vision of where growth will occur, what it will look like, and how it will affect them, both personally and as a community. It is important that council follows these plans when applications are presented and to allow amendments/deviations only if there is a very good reason. This creates a level of trust in council's commitment to growing a sustainable community.

Maintaining service levels to keep pace with growth is an ongoing process of evaluation, planning and updating service levels, programs and facilities, so growth does not negatively affect current residents and their access to town services. New residents also require timely access to town services in order to integrate and feel a part of their new community.

Expansion of our current transit system will also ease congestion resulting from growth, and improve employment opportunities. A "made in Halton Hills" solution is currently being studied.

PATRICK CRYAN



I believe the biggest is-

sue facing Halton Hills is growth and development. Infrastructure is the key to handling the influx of population into the community that has been mandated by the province. We need to work with the region to widen the gateway roads that enter the community. We need to synchronize traffic lights to keep traffic flowing. We also need to have a plan for sustainable transportation in the community. I would like to see link routes to surrounding areas such as Milton/Oakville, Mississauga and Brampton. I believe the first steps should be to try to establish deals with these surrounding areas to extend routes into Halton Hills with a shared cost. This would prevent the massive startup costs of creating our own compete service. There are many possibilities in this scenario that could serve us well to connect to residents to outside work opportunities as well as educational institutions. We need to be working with all levels of government to ensure all growth is manageable logistically and financially.

WARD FOUR, BOB INGLIS

The top issue affecting our community is growth, and the intensification of that growth, particularly in the Vision Georgetown lands. The town embarked on a strategy to address these lands. Residents, the development industry, town staff and consultants were actively involved in the process. A secondary plan for the area was approved by the town. The start of that development will be within the next

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