


'WHAT WE HEARD'

REGIONAL ONTARIO STREET PROPERTY LAND USE STUDY

COMMUNITY WORKSHOP #2

APRIL 11, 2017

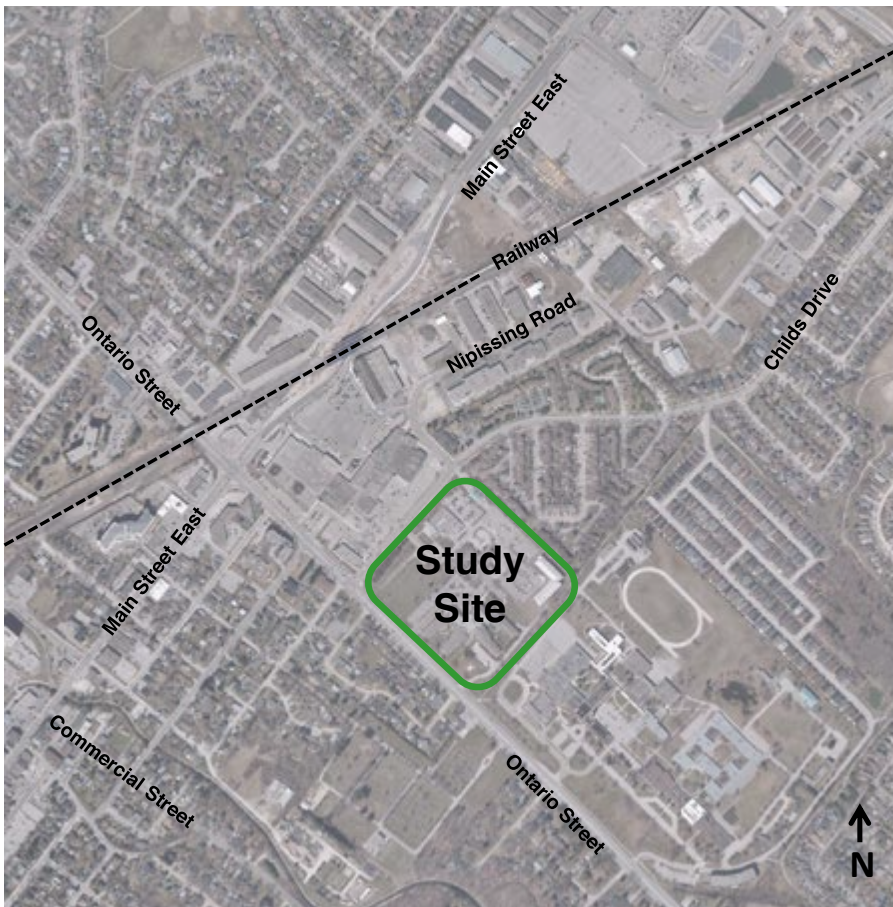
The Planning Partnership 

THE STUDY

The Region owned Ontario Street property is located within the Town of Milton's Urban Growth Centre and adjacent to the Central Business District. The Region is undertaking a three-phase study to explore the redevelopment/development potential of the Ontario Street property. The Planning Partnership is leading the study in collaboration with specialists in market analysis, transportation and servicing.

As part of the third and last phase of the study, a second Community Workshop was held on April 11, 2017 at the Milton Memorial Arena - Lion's Club Hall. An afternoon and an evening session were held with about 25 to 30 attendees participating in the sessions. The purpose of the meeting was to present and to seek input on the preferred land use development concept. The team made a presentation which included the project context and purpose of the study, urban design principles, a public consultation summary, the preferred concept design components and possible phasing scenarios for development.

This report provides a summary of the feedback received during the Community Workshop, specifically through the Table Group discussions. This feedback was reviewed by the project team and will help to inform and complete final recommendations of the Ontario Street Property Land Use Study.



The following summary of public comments reflects the community feedback received during presentation of the Preferred Development Concept.

URBAN DESIGN PRINCIPLES WERE PRESENTED:

Density, Diversity and Mixed-Uses

Maximize the use of space and land

Concentrate mix of uses to encourage accessibility to a diversity of users (e.g. children, youth, seniors, high-income, low-income, etc.).

MIX OF USES

Physically and functionally integrate a mix of uses on the site:

residential, commercial, cultural, institutional or community uses.

INTENSIFICATION

Intensification with more efficient use of land and infrastructure, provide a variety of housing options, attract new residents, and contribute to the goal of complete communities.



Pedestrians First / Transit Supportive

Reducing car-dependency is a key objective and imperative.

Alternative modes of transportation – namely walking, cycling, and transit – result in more sustainable urban environments, and in an improved quality of life.

STREETS AND BLOCKS

Provide connections for pedestrians, cyclists, transit and vehicles.

Focus on human-scale design treatments such as street furniture, trees and wide pedestrian rights-of-way.

STREET NETWORK AND ACTIVE TRANSPORTATION

Create well-connected blocks and enhanced streetscapes to promote wayfinding and accessibility

Provide a well-connected pathway network and links to existing networks

Accommodate active transportation (i.e. walking, cycling and transit)



URBAN DESIGN PRINCIPLES WERE PRESENTED:

Place Making

Successful neighbourhoods include vibrant places, with a strong sense of identity, which are integral to community life.

HIGH QUALITY URBAN DESIGN

- Include unique, vibrant places, with a strong sense of identity (parks, plazas, courtyards, public streets, etc.)
- Create local destinations which attract a critical-mass of users and activities
- Create high quality built form and landscapes
- Create a linked network of parks and open spaces
- Configure parkland to support the diverse amenity needs of the community
- Create parks as focal points/gathering areas
- Provide active street fronts and ground floors

TRANSITIONS

- Provide transitions to surrounding neighbourhoods

ACTIVE STREET FRONTS

The facades of buildings open towards the street and provide opportunities for interaction between pedestrians and uses on the ground floor.



THE PREFERRED CONCEPT WAS PRESENTED:

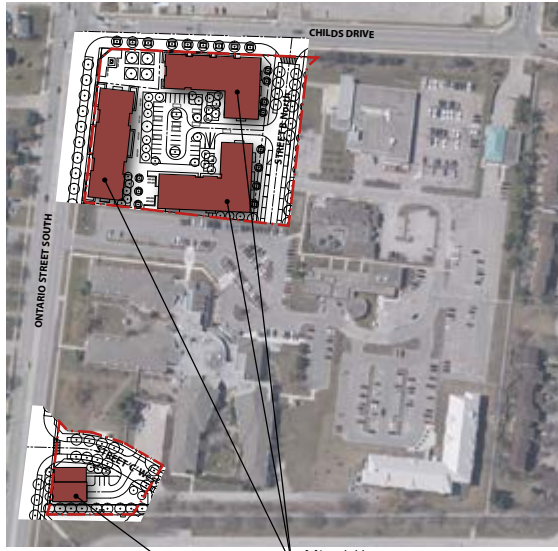


MASSING MODEL



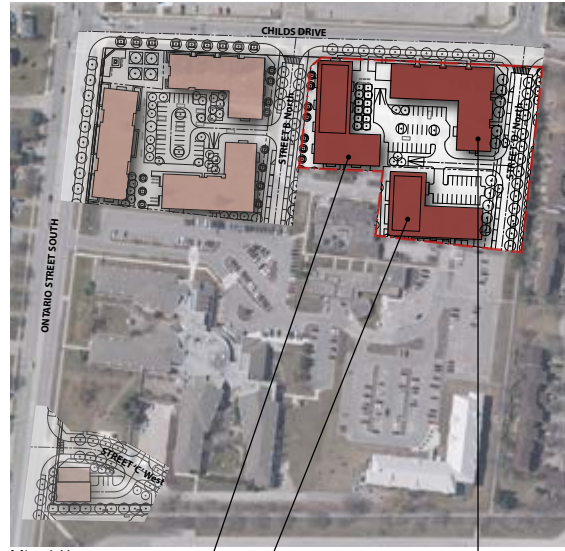
POSSIBLE PHASING SCENARIOS WERE PRESENTED:

PHASE 1



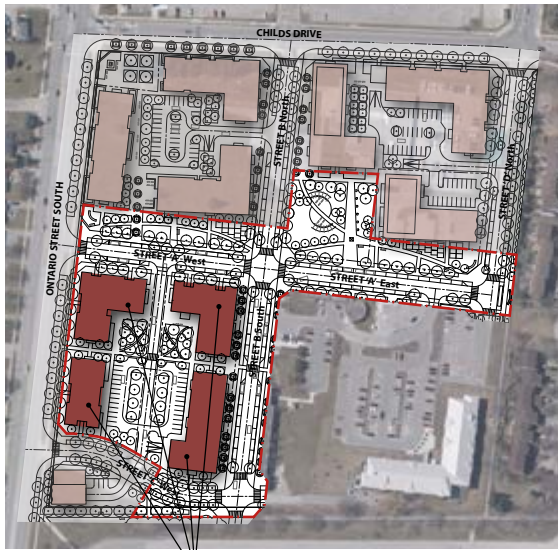
Mixed-Use
Paramedic Services
Police Services

PHASE 2



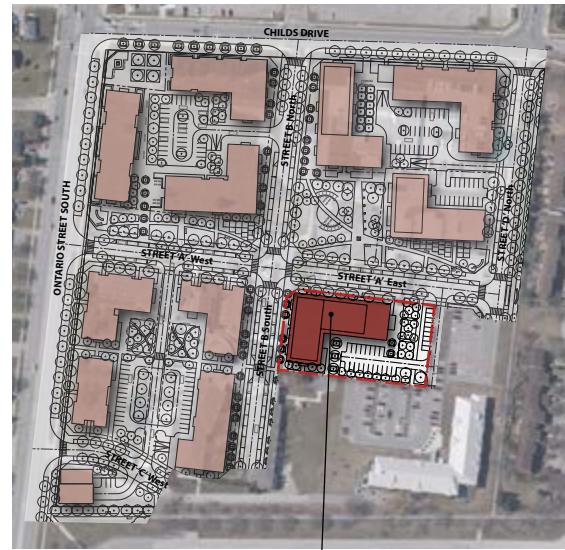
Mixed-Use
Potential Allendale
Long-Term Care Facility
• Community Centre, Regional / Municipal Uses, Retirement Dwelling

PHASE 3



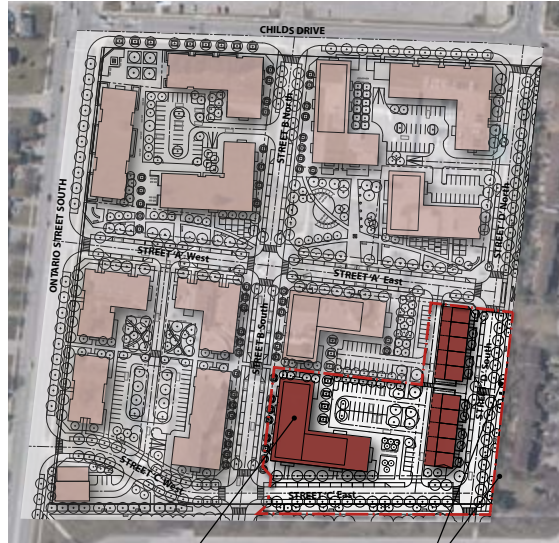
Mixed-Use

PHASE 4



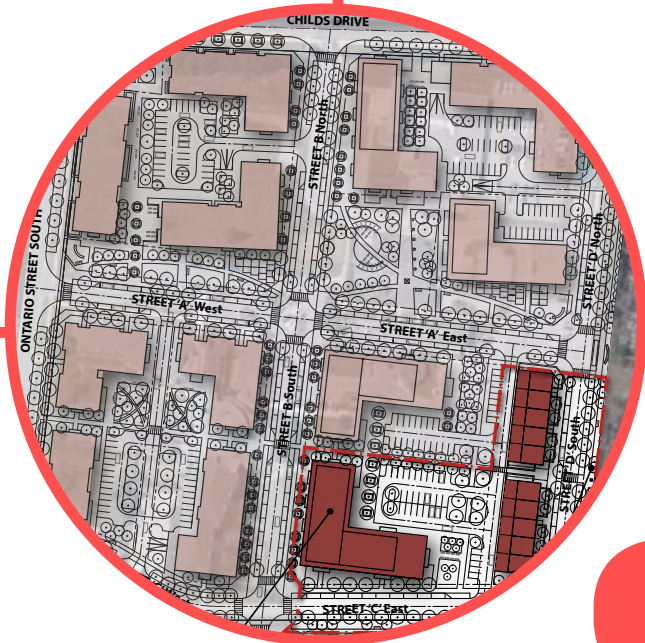
Mixed-Use

PHASE 5



Mixed-Use
Townhouse Dwellings

THE FEEDBACK RECEIVED INCLUDED:



“

Phase 1: 1-8 years
Phase 2: 8-15 years
Phase 3: 15-25 years
Phase 4-5: 15-25 + years

”

SUGGESTED PHASING

MIX OF USES

“

- Good to keep all present services on site
- Since there is a (retail) mall close by, keep the commercial uses on the site to services for this community

Mixed –Use (Community Centre, Regional/ Municipal Use, Retirement Dwelling):

- Must provide more dedicated space for Seniors Centre – then, add space for community and new services.
- Security issue with Women’s Centre close to high traffic area

Mixed Use (Phase 3):

- Give precedence to rental housing both subsidized and market rent – great need in Milton for rental.

”

THE FEEDBACK RECEIVED INCLUDED:



“

- We like the park proximity
- Ensure all landscape is wheelchair/walker accessible
- Urban Park (Phase 1): Provide bigger green areas
- Include Environmental Features

”

PARKS & OPEN SPACE



THE FEEDBACK RECEIVED INCLUDED:

- Include cycling pathways along Street 'B'
- A transit route should be accommodated
- Street 'A': Reduce width of street (Pedestrian use is primary)



CIRCULATION

- Format of existing building is "interesting"
 - change to monolith would be less liveable
- Should take the opportunity to increase the capacity for L.T.C. and assisted living/seniors residence



ALLENDALE LONG-TERM CARE FACILITY

- Nowadays each house needs to have space for two cars plus visitor parking
- Townhouse Dwellings: Not good use of land. Build a higher density form instead (i.e. 4 storeys)

Suggestion to change:

- Townhouse Dwellings to Higher Residential Buildings

TOWNHOUSE DWELLINGS

THE FEEDBACK RECEIVED INCLUDED:



- MSAC – Milton Seniors’ Activity Centre is this a Community Centre?
- Location for MSAC is poor – close proximity to Allendale, stereotype we are Allendale with close proximity.
- Parking issues?
- Is this stand alone? See past comments
- Concern about confidentiality & women’s shelter
- Approx. at 15,000 sq. ft. recommendation in older adult strategy to add additional 10,000 sq. ft.
- Underground parking & accidents with older adults
- Prefer last plan for MSAC
- Hidden – hard for people to find us
- We like the park proximity
- MSAC building is so bad structurally; need to look at speeding up the time frame (for implementation)

SENIORS’ ACTIVITY CENTRE



SUMMARY OF THE CONSULTATION

Participants were generally supportive of the preferred concept, providing both positive feedback and points for clarification. There was an open discussion around the concept of mixed-uses, the parks system, pedestrian circulation and buildings. Additionally, participants offered their ideas for a 'shared street' along the new internal main street, landscaping in the urban park, possible community uses and potential building forms/structure.