

# Halton District School Board

## Glenview-Maplehurst Boundary Review Committee

Tuesday, January 31, 2023, 5:30-7:00 pm

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### Boundary Review Committee:

Tim Rye, Christine Sawchuk, Elma Forto, Kendra Murphy

#### Staff Present:

Michelle D'Aguiar, Mitchell Gundy, Frederick Thibeault, Jacqueline Newton, Donna Danielli, Nick Frankovich, Andrew Capern, Matthew Diodati

### Meeting Notes:

Meeting starts at 5:33 pm

14 observers.

- Superintendent Newton welcomes everyone to the meeting.
  - The community members in attendance are told that questions can be sent through the boundary review email.
  - Mentions that there will be a public meeting this Thursday.
    - Along with a survey to collect the community's feedback.
  - The goal of this meeting is to end at 7 pm with 2 options to bring forward to the public meeting.
- Superintendent Frankovich honors the land and territory.
- General Manager Thibeault reviews the agenda for tonight's meeting.
  - Housekeeping
  - Review of options
  - New option
    - Option 13
  - Break out session
  - Larger group discussion
  - Next steps
    - Public consultation
    - Next BRC meeting

#### Part 1

- Housekeeping

- Try to have 2 options for the public consultation meeting. If more are required, we can consider up to 3 options.
- Notes from the previous meeting are approved and will be posted.
- Bussing: For most combined runs the bus ride to Maplehurst PS will be shortened by 5 to 6 minutes then it is to Glenview PS. Maplehurst PS is dropped off first and picked up first.
  - Exception to Zone F. A Maplehurst PS drop off will increase from 2 to 5 minutes their current traveling time.
- BRSC Discussion on Zone Splits - will defer when discussing Option 13 at the later part of the presentation.

## Part 2

- Criteria and discussion review
  - Options 2, 3, 9, and 12 were removed
  - Options 8, 10, and 11 are liked.
  - BRC wants to reintroduce Option 3
    - Looking for clarity on specific criteria.
    - Ask why some options are included if they do not meet all criteria
      - Fred explains that not every option will meet every criteria and the options that are presented are viable in some way.
      - Additionally, asks that the BRC try not to rely on capital priority submission approvals for a new school or additions to either of the facilities. There is no guarantee that a case would be approved, therefore other actions such as another boundary review may be required.
      - . New trends are materializing in the Aldershot area as a result of high-density growth. As such, staff will continue to monitor whether this may trigger more school accommodation needs in the area.
- Option 3 ([link](#))
  - Students south of Plains Rd to remain at Glenview PS.
  - Maximizes walking web, and the majority of existing Active Transportation behaviours. Zone E will now be walkable to Maplehurst PS.
  - Students north of Plains Rd and west of Waterdown Rd are to remain at Glenview PS
  - Maplehurst PS boundary extended west to Waterdown Rd
  - Future development in Aldershot Corners to attend Maplehurst PS
  - Minimal impact on transportation services
  - Glenview PS enrolments will remain above 105% utilization.
  - Maplehurst PS to enrolments to increase to above 80% utilization, in the first five years.
  - Capacity at Maplehurst PS will be reached by 2029 (at 5 portables) and will be surpassed by 2030. A significant amount of the pressures are as a result of the

Aldershot Corners submitted developments being directed entirely to one school (Maplehurst PS).

- Option 8 ([link](#))
  - Similar to Option 4 except zone G remains at Glenview PS.
  - Maximizes existing walking web of 1.6 kilometers.
  - Future development in Aldershot Corners to attend Glenview PS
  - Phased transition to Maplehurst PS starting with students in grades K-5
  - Approximately 120 students are to be redirected to Maplehurst PS.
  - Glenview PS enrolments will range between 94% to 110% capacity until 2029 when enrolments exceed Total Capacity within a year.
  - Maplehurst PS enrolments will range between 92% to 101% capacity.
  - Capacity at Glenview PS will be surpassed by 2029 (at 8 portables). A significant amount of the pressures are a result of the Aldershot Corners being directed entirely to one school.
  - Maplehurst PS will continue to have surplus space for the long term, requiring portables by 2029.
  
- Option 10 ([link](#))
  - Areas north of Hwy 403 to attend Maplehurst PS.
  - Maximizes walking web, and existing Active Transportation behaviours.
  - Areas north of Masonry and north of Plains Rd between Cooke Blvd and Waterdown Rd to attend Maplehurst PS
  - Zone Ea to attend Maplehurst PS. Zone Eb to attend Glenview PS. Divided zone E into parts that reflect the walking zone of 1.6km to Glenview. A portion of existing residents would be redirected.
  - Future development in Aldershot Corners to attend Maplehurst PS
  - Approximately 80 students to be redirected to Maplehurst PS.
  - Maplehurst PS enrolments will range between 85% to 115% capacity until 2029.
  - Glenview PS enrolments will range between 103% to 118% capacity.
  - Max. capacity at Maplehurst PS will be reached by 2030 (at 5 portables) and will be surpassed by 2031.
  - Glenview PS reaches max. capacity by 2029 (at 6 portables), but never surpasses its max. capacity. That said, between 2028 and 2032, Glenview PS's portable needs fluctuate between 5-6 portables, which may be surpassed
  - Development pressures are divided between both schools.
  - Pushes the need for accommodation planning initiatives to 2031, but there is a risk that portable max. is surpassed at Glenview PS over a greater period of time.
  - Glenview PS keeps a greater number of portables long-term.
  
- Option 11 ([link](#))
  - Area north of Plains Rd is redirected to Maplehurst PS, except Zone Eb.
  - Maximizes walking web, and existing Active Transportation behaviours.
  - Future development in Aldershot Corners to attend Glenview PS, Maplehurst PS

- Phased transition to Maplehurst PS starting with students in grades K-5
  - Approximately 90 students are to be redirected to Maplehurst PS.
  - Glenview PS enrolments will range between 101% to 108% capacity.
  - Maplehurst PS enrolments will range between 88% to 114% capacity until 2030.
  - Max capacity at Maplehurst PS will be reached by 2029 (at 5 portables) and will be surpassed by 2030. May be able to squeeze a sixth portable by constructing 2 additional parking spaces.
  - Glenview PS fluctuates between 2-4 portables throughout the projection and has little risk of reaching or surpassing maximum capacity.
  - Development pressures are divided between both schools.
- Option 13 ([link](#))
    - Areas north of Highway 403 are to be directed to Maplehurst PS. New development areas east of Waterdown Road and areas east of Shadeland Ave are directed to Maplehurst PS.
    - Maximizes walking web, and the majority of existing Active Transportation behaviours in the community, safe and except for Zone Hb (see below).
    - Future development in Aldershot Corners to attend Maplehurst PS
    - Approximately 100 students are to be redirected to Maplehurst PS.
    - Minimal transportation impact
    - Glenview PS enrolments remain above 90% utilization
    - Maplehurst PS will increase above 90% capacity for the first five years.
    - Max capacity at Maplehurst PS will be reached by 2029 (at 5 portables) and will be surpassed by 2030.
    - Glenview PS fluctuates between 2-4 portables throughout the projection and has little risk of reaching or surpassing maximum capacity.
    - Staff expressed their concerns surrounding Option 13, namely the proposed split of zone H into Ha and Hb. This creates a neighbourhood division that does not align with the criteria Planning Services used in the development of zones.
      - There are no significant geographic barriers (natural features, roadways, etc...) that divide the two proposed zones, as both are seen as a contiguous neighbourhood fabric.
      - The area south of Plains Road between Zones H and G are very much tied and can be physically seen as one neighbourhood.
      - When contrasted to Zone E, which will be divided by an established neighbourhood and new development. Moreover, it would be comparable to dividing the existing neighborhood of E into two.
      - Zone Hb's walkability factor between Glenview PS and Maplehurst PS is comparable. The difference however is the perceived barriers we may be creating by now requesting parents to cross Plains Road to reach Maplehurst PS, which may drive more parents to drive their children to school instead of using Active Transportation. By contrast, Zone E is already crossing Plains Road, therefore it's an established behaviour. All

in all, it is more difficult to establish new walking behaviours, therefore it's important to maintain them where possible.

- In contrast, other westerly zones are already being bussed. Therefore there is no change in behaviours, as bus times and bell times are very comparable given they are shared routes.
- By comparison to zone E which is a newer development and subdivision.
- Trustee Danielli offers her insight from Milton
  - Courtesy seat requests are always high as parents want a bus when there are perceived behaviours to walking.
  - Several kiss and rides had to be closed due to parents choosing to drive instead of walking.
  - Crossing guards are never a guarantee and may change over time, which can also impact walking behaviours.
- Option discussion points
  - The BRC says that there are mixed signals from the City and the School Board on how walkability is defined. The City emphasizes that the entirety of Aldershot is seen as a walkable area and that the necessary infrastructure is present and being further enhanced over the long term to further encourage those behaviours.
    - General Manager Thibeault explained that the Board needs to use a defined metric to best estimate the number of students choosing active and sustainable transportation for home-to-school travel. The 1.6km is the distance used to determine eligibility for transportation by HSTS and was therefore used to estimate the walkability.
    - Although the Board acknowledges the City's work in making Aldershot more walkable and safe for active transportation users, it doesn't necessarily translate into actual behaviours and guarantee that parents will choose to not drive to school.
    - Ideally, everyone that can take the bus takes the bus, and everyone that is within walking distance walks. But that is not reality.

### Part 3

- Breakout session (for more information on the discussion, refer to attached Jam Boards)
  - BRC takes time to talk about the options as BRSC takes notes on the Jamboard.
  - BRSC members advise that up to three (3) options can be presented to the public at the February 2nd meeting.
  - Options 3, 10, and 11 will be presented at the public meeting.

### Part 4

- The public consultation meeting is on February 2, 2023,
  - Christine and Elma will give the parent perspective at the public meeting.
  - Opportunity to provide feedback.

- BRC to select options to recommend to the BRSC.
- BRSC to recommend options to the Director of Education to present to the Board of Trustees for consideration and approval (after the meeting).
- Encourages the public to submit questions through the livestream feedback form.
- Trustee Diodati thanks the BRC and community for their perspective and looks forward to seeing everyone at the public consultation meeting.
- General Manager Thibeault thanks the BRC for their contribution and also thanks the observers and community for providing their feedback during the process.

Any questions please contact us at [Mapleglenreview@hdsb.ca](mailto:Mapleglenreview@hdsb.ca)