

AMICO Development Proposal ***Information Sharing Session***

Notes

Note: All timings are approximate.

6:30 Opening Remarks

- Mayor Rick Bonnette welcomed everyone and thanked them for taking their time to be involved. He stated that Council has not made a decision on the applications and that he, along with the Ward 3 Councillors in attendance (Moya Johnson and David Kentner), are attending the meeting to hear the residents' concerns.

6:40 Overview Presentation – Glenn Pothier, Facilitator

- Glenn introduced himself as the independent facilitator for the meeting and explained that he is not an employee of the Town and does not have any connection to the Applicant (Amico).
- Introduced the Town staff in attendance:
 - Jeff Markowiak, Senior Planner - Development Review
 - Adam Farr, Manager of Development Review
 - Maureen Van Ravens, Manager of Transportation and Development Engineering
 - Dan Ridgway, Transportation Planner
 - Jeff Jelsma, Engineering Development Coordinator
 - Chris Mills, Commissioner of Transportation & Public Works
 - John Linhardt, Commissioner of Planning & Sustainability (attended later in the meeting)
 - Christine Maiorano, Administrative Assistant, Planning & Sustainability
- Pointed out the representatives from Amico that were in attendance (Cindy Prince, Mario Sonogo and Kenneth Chan)
- There are some questions and issues that neighbourhood residents expressed to the Town through an e-mail from Natalie Smurthwaite. The purpose of the meeting is for the Town to respond to those questions and issues, attempt to separate some fact from fiction and have a constructive dialogue with residents regarding Amico's proposal.
- Glenn explained that Town staff will go through each of the questions and issues raised by residents one by one. Glenn will ask residents to confirm whether staff has captured their concerns accurately and walk everyone through the clarification and exploration of those issues. He will also attempt to try and figure out what the type of resolution the community hopes to obtain for each question or issue.

Context and Status of Amico's Proposal – Jeff Markowiak

- Jeff walked everyone through a PowerPoint presentation regarding the Official Plan and Zoning By-law Amendment applications submitted by Amico:

Slide 3: Depicts an aerial photo of the lands owned by Amico

- Explains that the consolidated site consists of the former Memorial Arena lands and 7 abutting residential properties
- Amico purchased the Memorial Arena site from the Town in 2016 and then also purchased the 7 other properties from the individual land owners

Slide 4: Depicts the Zoning By-law Schedule applicable to the former Memorial Arena site

- History of the former Memorial Arena site and what is permitted on the lands can be confusing
- There have been a number of public meetings over the past 7-8 years regarding the neighbourhood and the Memorial Arena site
- For clarification purposes, what is currently approved for the former Memorial Arena site is two 5-storey buildings and a public park at the rear of the site
- The By-law Schedule outlines the height, massing and location for the 2 previously approved buildings

Slide 5: Depicts Amico's proposal for the consolidated site (former Memorial Arena site and 7 abutting properties)

- The proposal is the same as the one presented in front of Council at the February 21, 2017, statutory Public Meeting except that Amico has confirmed they intend to construction Building 3 as a condominium with approximately 90 units instead of a Seniors' Building with 144 suites
- The proposal seeks to add an extra storey on the two buildings previously approved for the former Memorial Arena site (from 5 storeys to 6 storeys) and to build a third building (5-storeys) on the abutting 7 residential properties Amico purchased to create the larger consolidated site.
- Underground parking is proposed for each of the buildings. The total gross floor area of the project is proposed at approximately 30,000 m² (320,000 sq.ft.).
- A public park is located at the same location at the rear of the site where it was previously approved.

Slide 6: Depicts the GO Station Secondary Plan designations for the consolidated property. The GO Station Secondary Plan provides the long term planning vision for the community.

- Amico is seeking the following approvals to permit their development proposal:
 - Increase the maximum permitted height for the former Memorial Arena site from 5 storeys to 6 storeys
 - The 7 residential properties that Amico purchased are designated Medium Density Residential Area under the Secondary Plan. This permits townhouses or a residential apartment/condo up to a maximum height of 4 storeys. Amico is seeking to increase the maximum height from 4 storeys to 5 storeys to permit the third condo.
 - Permit a Floor Space Index of 1.58 over the entire consolidated site (which means a gross floor area density of 1.58 times the area of the whole site).

Slide 7: Depicts a list of issues identified prior to and during the February 21, 2017, Public Meeting before Council. Those issues included:

- Traffic – current traffic concerns and possible impacts caused by the proposed development.
- Built form & massing – Possible shadow impacts associated with proposed heights/massing.
- Development configuration – does Amico’s proposal respect the principles of Council’s preferred development option for the former Memorial Arena lands (approved in 2015). Also does it result in an attractive streetscape, provide adequate building separations and deal with the existing change in grade properly?
 - The Town has retained an urban design consultant to peer review the application and consider the built form and development configuration issues.
- Parkland design – is the size and orientation of the park acceptable.
- Site access – concerns regarding the main vehicular access located off Mill St. and a secondary access proposed for Dayfoot Dr.
- Construction – concerns about construction activities on-site in the present and long-term.

Slide 8: Outlines some points of clarification regarding Amico’s applications.

- There had been some confusion about the Town’s role in the applications because the Town previously owned the former Memorial Arena lands. Amico purchased the Memorial Arena lands from the Town in 2016 and is the sole owner of the consolidated site.
 - The Official Plan applications were filed by Amico. The Town is reviewing the merits of the proposal no different than any other Planning application that is filed by a private property owner.
- The Planning Act grants any private property owner the right to file an application to amend the Town’s Official Plan or Zoning By-law. The Town did not need to provide Amico permission to file the application because the Town had previously owned the site or for any other reason.
- The Applications have not been approved. They are currently under review by the Town. The Town is waiting for Amico to file a resubmission that will hopefully take into consideration all of the concerns/matters raised by Town staff and residents.

6:50 Community Questions

Slide 9: There were 5 key questions asked of Town staff in Natalie Smurthwaite’s e-mail. This slide lists the 5 questions.

- Each of the 5 questions is answered by Town staff over the next 4 slides (Slides 10 to 13).

Slide 10: What is the entire plan for the Mill St. / Dayfoot Dr. neighbourhood?

- *Zoning / land uses*

- *Both Churches*

- Given the amount of public consultation that has taken place with residents in the neighbourhood over the last 5-8 years it is understandable if it can be confusing where to find the long-term vision for the community.
- The Georgetown GO Station Area Secondary Plan was approved by the Town in 2011 and establishes the long-term land use vision for the neighbourhood (the map on Slide 10 illustrates the land uses for the Mill Street Corridor Precinct part of the Secondary Plan area).

- The land-use designations applied to properties through the Secondary Plan provide an indication of the development potential for properties in the neighbourhood.
- For example, the two church properties:
 - Sacre Cour (Guelph St. & Mill St.) – the property is designated “High Density Residential/Community Facility Area” which allows residential uses up to a maximum height of 8 storeys.
 - St. John’s (Guelph St. & Chapel St.) – the property is designated “Medium/High Density Residential Area” which allows residential uses up to a maximum height of 5 storeys.
- While the Secondary Plan identifies land use permissions, the private property owner would be required to file a Planning Application with the Town to demonstrate how the site could be redeveloped in accordance with those land use permissions.
 - The Town does not develop properties or prepare development proposals. It is the responsibility of a private land owner to identify specific proposals that maintain the intent of the land use permissions outlined in the Secondary Plan.
 - The only reason the Town prepared a development plan for two 5-storey buildings on the former Memorial Arena site in 2015 was because the Town owned the property at that time.
 - Any proposal prepared by a private land owner would require an application to be filed with the Town that would be subject to a public consultation process similar to the process currently occurring for Amico’s proposal.
 - The Town would be responsible for reviewing the application to determine the merits of the proposal.

Slide 11: What is the entire plan for the Mill St. / Dayfoot Dr. neighbourhood?

- *Gravel lot / field on Mill St.*
- *Silvercreek & Wooded Area*

- The Town is undertaking a transportation study for the Mill St. & McNabb St. area. As part of the study the Town will be looking at opportunities to improve the gravel lot, which includes the possibility of its use as a local park. The Town is currently developing Terms of Reference for the study; a public meeting for the study is contemplated for the Fall.
- The Silvercreek tributary and wooded area is designated as Greenlands in the GO Station Secondary Plan. The Greenlands designation requires that the creek and woodland be preserved and does not permit any development to occur. The Town does have a long term objective of developing a public trail through the Silvercreek valley.

Slide 12: What are the plans to deal with the Mill St. & Guelph St. intersection? How will the Town address the increased traffic issue?

- Amico was required to submit a Transportation Impact Study (TIS) in support of their application. The TIS provides an analysis of the current traffic patterns on neighbourhood streets and the Mill St. & Guelph St. intersection as well as an analysis of projected traffic patterns as a result of Amico’s proposal. The first draft of the TIS submitted by Amico required further revision before staff could accurately review the report and understand the impact that Amico’s proposal may have on traffic in the neighbourhood and at the Mill St. & Guelph St. intersection.
- The Town can look at the timing of the signals at the Mill St & Guelph St. intersection to determine if changes can or should be made to address current

traffic problems or address any changes that may be needed to accommodate any future development on the Amico site.

Slide 13: What measures will take place to ensure water and gas line service will not be disrupted?

- Prior to construction of any approved building, Amico will be required to go through Site Plan approval, which addresses the detailed aspects of a building. Through that Site Plan process Amico would be required to submit a Construction Management Plan (CMP), which will outline the construction process of the building, including the services. While it is likely that some disruption to gas and water may occur, staff will review the CMP to ensure that those disruptions are kept to a minimum. Amico or the service provider will be required to notify homeowners of any disruption and provide a time period when the disruption will occur well in advance.
- What time is construction allowed to start in the morning and when will it finish in the evening? Can construction take place seven days a week?
 - The Town's Noise By-law currently limits construction activity for any project from 7:00 am to 7:00 pm Monday to Friday and 8:00 am to 6:00 pm on Saturday. No work is permitted on Sundays or Statutory Holidays.
 - However, the Applicant can seek Council's permission to extend or alter the hours permitted for construction.
- What is the construction schedule and what can we expect to happen from day to day?
 - The Construction Management Plan required to be submitted through the Site Plan application process will outline the anticipated construction schedule. That plan will be available to the public for review upon request whenever it is submitted as part of the Site Plan application for any approved building.
 - Staff can also prepare a list of Frequently Asked Questions associated with the Construction Management Plan to provide to residents who inquire about the construction process.

Community Questions Cont.

Glenn Pothier facilitated a number of questions raised by residents in attendance after staff discussed the 5 questions posed to the Town in Natalie Smurthwaite's e-mail. Each question as well as the answer provided by Town staff is provided below:

Question: Who pays for the TIS?

Answer: The Applicant prepares the TIS at their own cost.

Q: If Amico applies to extend or alter the permitted construction hours will the community be notified?

A: Yes, Any request to alter the hours would require public notification and residents will be provided the opportunity to comment or object before Council considers the request.

Councillor Johnson mentioned that when the Town undertook the renovation/expansion of the Georgetown Library the construction time periods were required to be extended for certain periods during the building construction. Residents were notified before Council made any decision and the Town offered to pay for a night's stay in a hotel for any resident that felt they may be negatively impacted during that event. However, that was a Town project. The Councillor reiterated

that plenty of advance notice would be required before Council would ever consider a request by a private developer to alter or extend the hours.

Q: Why are there markings painted onto the sidewalks/pavement on the south side of Mill Street – are the sidewalks going to be dug up this year?

A: Halton Region is planning to replace the sanitary sewers along Mill Street this summer. Through Ontario One Call the pavement was marked to indicate the location of the services and utilities. The work will require the road to be dug up in sections but it will not affect the sidewalks.

Q: Can the Town improve the sidewalks on Mill Street?

A: This question will be dealt with as part of the list of discussion items later on in the meeting.

Q: A dump truck sat idle on Mill Street in front of Amico's site at 6:30 am for 45 minutes the week prior to the meeting. Then 4 more dump trucks and a flat bed truck followed and lined the street, leaving only 1 lane for traffic for 4-5 hours. How can this be prevented?

A: Residents should contact the Town's By-law Enforcement department to make a complaint. The Town will go out and investigate. Councillor Johnson suggested that the Ward 3 Councillors will look into this with Amico and expect them to ensure it does not happen again. She also suggested that if this issue occurs again, or any one similar to it, residents should contact any of the Ward 3 Councillors.

Q: How will the Amico proposal ensure that enough visitor parking is provided?

A: Amico plans to meet the Town's parking requirements. Parking is also discussed later on in the meeting.

7:05 Community Issues Review and Discussion

Slide 14: In addition to the 5 key questions outlined in Natalie Smurthwaite's e-mail, there was also a list of additional questions/concerns raised by residents. This slide identifies the 8 overall issues each of the questions/concerns could be categorized under.

- The next 8 slides (Slides 15 to 22) address each of the 8 overall issues individually and the specific questions/concerns associated with that item.
- Town staff provided a response to each question/concern, which is outlined under each of the 8 slides.

Slide 15: Resident Concerns, 1. Traffic – Current and Proposed

- Mill St. and signalized intersection already heavily used during the day due to nearby high school & GO Station.
- Concern Amico's proposal will make Mill St. and the intersection more congested.
- Other properties in neighbourhood designated Medium & High Density will further impact traffic if developed.
- More traffic will be directed to Dayfoot Dr., Chapel St., Ryan Rd. because cars will try to avoid Mill / Guelph intersection.
 - The Town is aware of the traffic volumes during peak GO Train times and the analysis that the Town has completed suggests that the volume of traffic on Mill St. and at the intersection during those times results in an acceptable level of service and delays. However, the Town is conducting traffic counts in the neighbourhood to confirm that the current analysis is correct that the data Amico will be using in their TIS is accurate. Metrolinx has also completed a station

- access plan that includes a recommendation to try and explore ways to reduce the proportion of GO Train riders accessing the station by car.
- Amico's Transportation Impact Study will identify what type of impact the development would have on traffic during all periods of the day, including peak GO Train times. If approved, the Town would also monitor traffic after the development has been constructed to determine if the resulting impact was as expected. Any additional improvements to the intersection would be identified during the monitoring stage.
 - Any proposal for additional medium and/or high density developments in the neighbourhood would require an application to be submitted to the Town to obtain approval. A TIS would be required to be submitted as part of that application that evaluates the existing level of traffic as well as any other developments proposed for the area (ie. Amico) to determine the anticipated traffic impact as a result of the proposal to determine if it would be acceptable.
 - The Town is currently undertaking a study to understand how much traffic is being diverted to the various streets in the neighbourhood (ie. Dayfoot, Chapel, Ryan). Following the construction of any approved development on the Amico site the Town would also undertake monitoring to determine if those traffic patterns have changed. At that stage the Town could implement traffic calming measures to discourage the use of those streets, if deemed necessary.

Q: Has the Town ever actually studied how long it takes for someone to make a left from Mill Street onto Guelph Street at the Mill/Guelph intersection? You can barely get to 2 cars through the light each time. An advanced light should be installed.

A: There may not be enough room at the intersection to accommodate a dedicated left-turn lane, but the Town will look into it. The Town will also look at the current signal lengths and see if they can or should be changed to improve traffic flow off Mill Street.

Q: Mill Street is too narrow and makes it feel unsafe for pedestrians on the sidewalks, especially during peak GO Train hours. Imagine how much worse it would be with all the additional cars that would travel on the street as a result of Amico's proposal.

A: The travel portion of Mill Street is not planned to be widened. Studies prove that widening streets actually encourage cars to travel faster, which would create greater safety concerns and cause negative impacts for the neighbourhood.

Q: Can the traffic signal at the Mill/Guelph intersection be more frequent? You sit for 10 minutes

The Town will look at the signal timing to determine if a change is required or possible.

Q: Amico's proposal will result in more traffic in the neighbourhood. With the McGibbon and other developments approved in Town how does the Town decide when there is enough development and how all the traffic will be managed?

A: Every proposed development is required to submit a Transportation Impact Study. Each of those studies must include the traffic proposed by other approved developments as well. The Town reviews them to determine whether the increases in traffic are at acceptable levels. It is understood that traffic will increase in the neighbourhood overall as a result, but this is something that all municipalities must manage to a certain degree to meet the Province's mandate for increased density near GO Train stations.

- Q: What is the required width of a new road built as part of a new subdivision?*
- A: The typical standard for the width of a new road right-of-way is 20 metres. However, the trend most municipalities are moving towards, which will likely be applied to Vision Georgetown lands, is to have 16 metre wide right-of-way widths. The 16 metre width is consistent with the complete streets approach (ie. sidewalks, bike lanes, road) and also desirable to accommodate medium and high density development, which is preferred by the Province.
- Q: When will Amico's TIS be completed? And when it is finished will the residents be provided with the results?*
- A: Amico needs to provide a resubmission to the Town to try and address a lot of the questions and concerns expressed at this meeting and identified by staff through the review of the application. As part of that resubmission an updated TIS will also need to be provided. Depending on the quality of the report it may be the final version. The initial TIS that Amico submitted with the application submission is already on the webpage for the proposal on the Town's website; any additional versions, including the final, will also be posted on the Town's website.
- Q: A tree lined boulevard between the road and sidewalk is necessary for the south side of Mill Street to act as a buffer for the houses. The existing sidewalk is too small and the houses are too close to the road. As it is right now, if a car stops at the Mill/Dayfoot intersection the car is 10 feet away from my dining room window. When they relocated Mill Street the road was constructed too close to the house. Also, a tree lined boulevard would beautify the neighbourhood like the median down the middle of Main Street improved downtown Georgetown. This should be a goal of all municipalities.*
- A: This concern is addressed as a separate item later on in the meeting. We will answer it as part of that slide. We want to focus on traffic related concerns with the proposal right now.
- Q: Has Queen Street been taken into consideration as part of the TIS and the Town's overall traffic study for the neighbourhood? Right now it is like a raceway during peak GO Train times.*
- A: Right now Queen Street is not included in the TIS, but it should be. The Town will make sure this is addressed through any revised TIS submitted by Amico. However, it is not anticipated that a significant portion of any traffic generated by this proposal would use Queen St. The Town is also looking at traffic on Queen Street as part of its traffic study for the streets around the GO Train station.
- Q: Will Amico need to include all of the information discussed tonight in the TIS prior to anything being approved by the Town?*
- A: Yes
- Q: What happens if residents don't agree with the findings of the TIS, but the Town does. Do residents get a say?*
- A: The Town is required to review the TIS against standards established the Institute of Transportation Engineers (ITE), which is the standard used by all municipalities across Canada to evaluate potential traffic impacts from a development proposal. Because any proposal in Ontario is subject to appeal at the Ontario Municipal Board (OMB) the Town needs to compare the proposal against these standards to have a defensible position. If a proposal complies with those standards the Town views the development as resulting in an acceptable level of traffic volume. Therefore, if residents don't agree with the findings but it meets

the established standards Town staff can't object to the proposal based on traffic concerns alone. However, the Town could explore options to install traffic calming measures or traffic signal improvements.

Slide 16: Resident Concerns, 2. Vehicular Access Points

- Vehicular access to development is located across from 43 Mill St. – will affect pick-up/drop-off for daycare operating out of that house.
- Second vehicular access point should be provided on-site – either from Dayfoot Dr. or Morris St.
 - The primary vehicular access off Mill Street proposed by Amico is in the same location that was approved by the Town in 2015 for the two 5-storey buildings on the former Memorial Arena site.
 - A second vehicular access point on Dayfoot is not supported by Town staff due to safety concerns. The grade differential between the site and the road is too steep, which creates site line problems for cars exiting on to Dayfoot. The existing curve in the road on Dayfoot Dr. would also create unsafe sightlines for vehicles trying to exit the site. Properly re-grading the Amico site to allow for a second access point on Dayfoot Dr. would eliminate the development potential of a large portion of the site. Extending Morris Street to the rear of the site to provide a second point of access is also not viable because the road would be too steep to meet operational standards for a new road or access point.

Q/Comment: I run a daycare at 43 Mill Street. Backing out of the driveway on to Mill Street is currently tricky. It will only get worse with this development across the street as there are already too many cars on Mill Street to deal with. When the road is dug up it will be difficult for me to back out. There are also hydro poles in many of our driveways that restrict access. This concern applies to many homes on Mill St.

Q: Why can't Amico backfill the site and build retaining walls to address the grade issue to allow for a second access off Dayfoot Dr? The Town built a big retaining wall at the Mill St/Guelph St. intersection to deal with that grade change.

A: Notwithstanding the Town's concerns about access, we will ask Amico to explore the viability. However, the Town's concerns are associated with the existing curve in Dayfoot Drive as well as the grade differential between the site and the road.

Q/Comment: Around 200 condo units on the Amico site mean 200 headlights in the front windows of the houses across Mill Street at night.

A: The Town will review the revised TIS when submitted by Amico to determine if the additional units Amico is seeking will pose a problem from a traffic circulation perspective on Mill St. and the adjacent intersections.

Q: With respects to the secondary access off Dayfoot Dr., there was a road there before when the arena and park was on the site. Why would the Town ignore the old road and not allow it to continue to serve the Amico proposal?

A: Councillor Kentner – that access point was never a road. It was a service access/lane for the old Lion's Club pool. It never had traffic for the arena using it.

Q: What about traffic calming measures on Mill St and Dayfoot Dr.?

A: Through the review of the TIS Town staff can evaluate whether traffic calming measures may be required. Staff will also monitor traffic movement in the area following the construction of any buildings on the site to determine if traffic calming measures would be warranted at that time.

Q: The access off Mill St. will create a 'T' intersection in front the houses located on the south side of Mill St. With 200 units on-site it will increase the likelihood of a car hitting the houses across the street. The curbs should be improved or trees planted across the street to prevent cars from hitting the houses.

A: The Town will consider all options to address safety concerns.

Slide 17: Resident Concerns, 3. On-site Parking

- Adequate parking should be made available on-site for residents and their guests.
 - Amico has indicated through their proposal that they will comply with the Town's parking standards, which are 1.5 spaces per units for residents and 0.25 spaces per unit for visitor.

Q: Please only have parking on one side of Dayfoot Drive. There is not enough room for parking on both sides.

A: The Town is not changing the current parking permissions on Dayfoot Drive as part of Amico's proposal.

Q: Is Amico proposing retail in the ground floor of any of the buildings?

A: No.

Q: Where do the parking numbers Amico is using come from? 1.5 spaces sounds too low because most houses have more cars in their driveways than that.

A: The parking numbers being used are identified in the Town's Zoning By-law. The 1.5 spaces per unit is only the standard for a condo unit, which is what is being proposed for the site. The 1.5 standard is very similar to the parking standards used by most municipalities in the GTA for condos. Single detached homes or townhouses have a higher parking standard recognizing that more people usually live in those types of dwellings.

Q: During the construction process will access to Mill Street be maintained for fire and emergency vehicles?

A: Yes, and if any part of Mill Street has to be closed for any period of time the Fire Department must be notified so that they can plan secondary points of access for emergencies.

Slide 18: Resident Concerns, 4. Mill Street Design

- Boulevard with grass, trees and attractive lighting should be installed on the south side of Mill St. to help beautify the neighbourhood.
- Remove the hydro poles along the south side of Mill St. and bury the hydro poles.
 - To introduce a tree lined boulevard on the south side of Mill Street the curb would have to be extended into the road approximately 2-3 metres from where it currently exists. This would require the entire road to shift 2-3 metres north. Such an undertaking would affect the alignment of the Mill St/Guelph St. intersection, affect the buildings at 16-18 Dayfoot Dr. and carry a significant cost to undertake the reconstruction of the road. Beyond the significant capital cost to the Town, the realignment may not be technically possible to achieve and would require the co-ordination of the private property owners that would be directly affected by the realignment.
 - The Hydro poles are owned by Bell Canada. Bell Canada would have to undertake a capital improvement to bury the lines, which they do not seem willing to do at this time. The Town has no influence to force Bell Canada to undertake this.

Q: Why wouldn't the Town require Amico to pay to bury the Hydro lines?
A: The Planning Act grants municipalities the authority to request/require a developer to pay for community improvements linked to a development proposal, but only if it can be argued that there is a direct link between the identified improvement and the application. Such a request or requirement would be subject to an OMB appeal by Amico; therefore, the Town would have to have justification that the improvement is necessary or that the development would create a negative impact without the improvement. The Town would have to consider the desire to bury existing Hydro lines that are located across the street from the development under this context. Such an undertaking would also require the consent and co-operation of Bell Canada, who owns the Hydro poles.

Q: Could Amico offer to cover the cost of burying the Hydro lines to satisfy the community?

A: Yes, and the Town can explore this opportunity with Amico.

Q/Comment: What I just heard through this discussion is that the Town said "no" to providing a tree lined boulevard on the south side of Mill Street and burying the hydro lines because it costs too much. Now is the opportunity to beautify this neighbourhood. And that improving safety and preventing cars from hitting houses or pedestrians is too expensive. The Town needs to think about how to do things better. Can this please be looked at again to get this right?

A: Glenn Pothier, Facilitator – to be fair, I don't think that the Town said the only reason these things couldn't be accomplished was because it was too expensive. But we can ask them to comment.

Town staff: We will explore all opportunities to try and address the community's concern regarding the street design and safety concerns.

Q/Comment: If Amico makes the street nicer, it will be more attractive to purchasers of their condo units.

Q/Comment: Our children will not be safe as a result of the proposal.

Q/Comment: Trees provide a buffer no matter where they are located.

Slide 19: Resident Concerns, 5. Victoria Gardens Access

- Adequate access to the rear of the Victoria Gardens property must be provided from the site for emergency and maintenance purposes.
 - The park proposed for the Amico site will be designed to ensure that access to the existing rear gate of the Victoria Gardens property can continue to be used. The Town will own the park to ensure that this access will always be maintained.

Q: Where will people park their cars when using the park?

A: The park is not large enough to need a parking lot and it is being designed as a local park.

Q: What is the size of the park in relation to the current park further north on Dayfoot?

A: It will either be equal in size or a little smaller.

Q: The Fire Department uses the rear gate as fire access in the case of a fire. How will this be maintained if the site is closed off during construction?

A: The Victoria Gardens building would not have been permitted to be built if it relied on using an adjacent property for access during a fire.

Councillor Kentner: The driveway off Chapel Street is the primary access during a fire, which is required under the Building Code. While the Fire Department may use the rear access for convenience they would be able to reach the fire hose to the condo units at the back of the building from the main driveway if necessary.
Condo President: There is access from the front of the building in the case of a fire.

Slide 20: Resident Concerns, 6. Park Design

- Playground equipment for children of all ages should be provided in the park.
- Park adjacent to Mill Street would be preferred because Mill Street would appear less congested and there is a park nearby on Dayfoot Dr.
 - The park to be located on-site will be transferred to Town ownership. However, the Town would not develop the park until any construction on the Amico site is completed as it would not be practical to develop the park adjacent to an active construction site. This means the park would be a few years away from being developed. Prior to the Town developing the park a public consultation process will be held to understand the community's desire for the park and what type of equipment they would like to see. However, the park is only meant to be a local park and will not be large enough to have a baseball diamond or soccer field, etc.
 - Amico is proposing to keep the park where the original Lions Park was located and where the Town envisioned the park to be located when the visioning exercise for the former Memorial Arena lands was completed in 2015. Locating the park adjacent to Mill Street is not ideal because it is a busier street; therefore, placing smaller children next to the busier street may create more safety concerns. Also, Mill Street is identified long term to accommodate medium density residential development, whereas Dayfoot is identified to remain as a low density neighbourhood. Locating the park on Mill Street would mean that some of the density on the Amico site would have to be relocated to the rear of the site which creates built form conflicts with the low density neighbourhood.

Slide 21: Resident Concerns, 7. Building Design and Shadow Impact

- Concerns that the development will:
 - Create a negative shadow impact.
 - Change the character of the neighbourhood.
- The Town has retained a third party urban design peer review consultant to review Amico's application to ensure that all urban design aspects of the proposal are thoroughly considered. This includes the height, massing, building setbacks and step backs, location and design of the 3 proposed buildings.
- Amico will be required to submit a shadow impact study to understand the implications of the proposed extra storeys for Buildings 1 and 2 (from 5 storeys to 6 storeys) as well as the impacts of the proposed Building 3. The shadow study will also be reviewed by our peer review consultant.
- The Town wants to make sure that any development approved for this site is cohesive and respects the character of the neighbourhood.

Q: How does permitting a third building on the site improve the neighbourhood? Why would the residents even consider this?

A: Its important to understand that the GO Station Secondary Plan permits Medium Density Residential uses on the 7 properties that Amico purchased adjacent to the former Memorial Arena lands, which created the large consolidated site. The Medium Density Residential designation allows townhouses and apartment buildings up to 4 storeys in height. Amico is proposing to locate the third building on these 7 properties but seeking to increase the height from 4 storeys to 5 storeys. Therefore, the review for Building 3 is to determine, not if a third

building can be permitted, but what the appropriate form of development is for the building and whether the fifth storey is acceptable.

Q: Because the Province is mandating that municipalities accommodate additional density, did the Town receive any money from the Province to address this? If so, where did it all go?

A: Mayor Bonnette: The requirement to add additional density is derived from the Provinces “Places to Grow” growth plan. They did not give the Town any money to implement it.

Jeff M: The Province is growing and more and more immigrants are locating in the GTA. Each municipality must accommodate some of that growth, but the Province has said that this growth should no longer come in the form of urban sprawl. Sprawl takes up too much of our farmland, is not environmentally sustainable and costs too much money to build and maintain the infrastructure required to support it. Therefore, municipalities must grow up rather than out. One of the places the Province has identified for this growth to be located is near major transit stations, which includes GO Train stations. This is why the GO Station Secondary Plan was adopted for this neighbourhood, to identify appropriate locations where the mandated intensification could be located.

Q: The Towns previous approved plan for two 5-storey buildings on the former Memorial Arena site was okay, but now that Amico owns it they are asking to increase the height and add a third building. How are they allowed to do that?

A: The Provincial Planning Act governs the planning process for all municipalities in Ontario. It provides any private property the owner the right to file a planning application to propose a development on their property if they want to spend the money to do so. Amico is now the owner of this private property and therefore has the right to file these applications. It is the Town’s role to review any application to determine if it has merit. These applications require a public consultation process, which is the purpose of this meeting and the previous Public Meeting held in February at Council.

Q: Is Amico proposing to step back the buildings at the upper floors away from Mill Street and Dayfoot Drive?

A: Yes, Building 2 is only 3 storeys adjacent to Dayfoot and then has a 10 m step back before it goes up to 6 storeys. Building 3 is only 2 storeys next to Dayfoot and 3 storeys along Mill Street; the 5 storey portion of the building is more interior to the site.

Q/Comment: I live across from the proposed 3rd building. The building is too close to Mill Street and should be pushed further back to accommodate a tree lined boulevard on the north side of Mill Street to act as a buffer. It’s important to the design and aesthetic of any proposal.

A: The Town will be seeking to have a tree lined buffer on the north side of Mill St.

Q/Comment: There seems to be a lot of growth happening in this area of Town, I’m concerned about how it will change the Town’s future and how the Town is expecting to introduce any new development proposals that also seem likely to eventually come given the Province’s plan?

A: The Town is undertaking a Transportation Master Plan in 2018 to look at these types of issues and also whether introducing some form of public transportation will be necessary as a result. This master plan will look at the big picture transportation issues for the Town and the community’s comments will play an important part when the Town undertakes the study. There was also

transportation studies completed by the Town prior to the adoption of the GO Station Secondary Plan to support the proposed densities.

Q: There is an auto garage on Mill St. (Kiyo's), gas lines have been buried under it for the last 40 years. Its unlikely it could ever redevelop because of these things; could it become an additional park or parking lot?

A: That property is owned by a private property owner, so they would have to propose that before the Town could consider it.

Q: There is a school bus pick-up/drop-off spot located on Mill St./Dayfoot Dr. Will it be affected?

A: Town staff will speak with the school boards prior to any construction on the site to see if it should be relocated and where the most appropriate location would be.

Q: When will construction of Amico's development begin?

A: To confirm again, Amico's proposal has not been approved. There is no timeframe for when the applications may go to Council with a Recommendation Report. Amico is required to provide a resubmission that attempts to respond to the concerns heard at the meeting tonight for the Town to review and evaluate. The Town will take as long as we need to review the submission to make sure they have attempted to address the concerns as best possible. A report will only go to Council when Town staff is satisfied.

Slide 22: Resident Concerns, 8. Tree Removal

- Concerns about the trees being removed from the property.
 - The Town does not have a tree protection by-law that would prevent Amico from removing any trees from the property. However, as part of their proposal they are required to provide a tree planting plan and landscape plan to demonstrate how they intend to introduce new landscaping and trees to make up for any trees they have removed.
 - The Town will seek to have Amico provide a tree lined boulevard on the north side of Mill St.

Slide 23: Questions

- Residents were provided the opportunity to ask questions or get clarification on any item that may not have been discussed through any of the previous slides. Each question as well as the answer provided by Town staff is provided below:

Q: What is the Town's vision for the south side (other side) of Mill Street regarding density?

A: The properties on the south side of Mill Street are designated as Medium Residential in the GO Station Secondary Plan which permits townhouses or an apartment building up to a maximum height of 4 stories and density of 50 units per net residential hectare. However, any private property owner seeking to actually develop a medium density proposal (ie. townhouses, 4 storey apartment) would have to submit an application to the Town to demonstrate how such a proposal would fit on the site. That application would be subject to a public consultation process similar to the one currently being undertaken for the Amico proposal. It is likely that any proposal for medium density development on the south side would require the consolidation of a few of the existing lots.

Q: Would the creek behind the properties on the south side of Mill Street affect the development potential of those lands?

A: The creek lands are identified as Greenlands in the GO Station Secondary Plan, which prohibits development. Also, the Conservation Authorities would also likely require a buffer to keep any new development away from the creek. Therefore, the potential development of some of the properties on the south side of Mill St. could be constrained depending on where the properties are located in relation to the creek.

Q: With regards to a potential vehicular access point on Dayfoot, will the Town and Amico take into consideration that there is no sidewalk on Dayfoot?

A: The Town will be seeking to have Amico construct a sidewalk on the west side of Dayfoot from Mill Street to the park.

Q: When the most recent house was demolished on the Amico site it was raining and windy, which caused dust and debris to blow across the street. There is concern that fibreglass and other materials could blow into neighbouring yards. How will Amico control dust and particles during demolition/construction? Also, is there any Asbestos?

A: The Town will work with Amico to ensure that dust and debris are controlled on their site as much as possible.

Amico Rep: Any asbestos found on-site was removed from the buildings before demolition occurred to control the dust and debris.

Q: During construction of any future building can the hoarding be a wood fence instead of the current chain-link?

A: Yes, that should be possible.

Q: Can the current roads handle this many dump trucks without damage?

A: The roads should be fine but Amico will be responsible for repairing any damages caused to the roads as a result of the construction process.

Slide 24: This slide provides an outline of the next steps to occur in the review of Amico's applications:

- Amico to file resubmission
- Evaluate the resubmission against the comments/concerns identified by Town staff and residents to date
- Hold second meeting for the public/residents
 - Town staff will be evaluating the resubmission provided by Amico against the comments and concerns identified by the Town and residents to date.
 - Before any recommendation report goes forward to Council for any part of Amico's proposal Town staff commit to hosting another meeting for residents in order for them to provide further comment on the applications.

Comment from Mayor Bonnette:

The Mayor and Ward 3 Councillor's really appreciated everyone taking time out of their schedule to attend the meeting. They heard a lot of good comments and have taken lots of notes. The Mayor thought that a lot of good ideas were presented by the community and that the meeting proved to be a valuable exchange between the community, Town staff and Amico.

The Mayor also advised that a recommendation report on the entire proposal would not go forward without the residents being properly notified first and staff being comfortable

with Amicos proposal. He advised that the Town didn't want to rush the applications as currently filed and that, given the complexity of the proposal, it was preferable not to deal with it, as is, over the summer break.

Glenn Pothier then provided Amico an opportunity to comment on what they heard from the community at the meeting:

Comment from Cindy Prince, Vice President, Amico:

Cindy explained that she is co-ordinating the project on behalf of Amico along with Mario Sonego. She thanked everyone for sharing their views and believes that they are better informed as to how the project may impact the neighbourhood as a result of this meeting. Amico respects the fact that the residents know the neighbourhood better than Amico does and that they will come back with a resubmission that hopefully addresses a number of the concerns they heard at the meeting. Their goal is for the project to be a source of pride for Georgetown. They are seeking the extra storey on Buildings 1 and 2 because they intend to use higher quality materials on the project, which the Town also expects; however, those materials carry a higher cost. They heard the community's desire for more trees and they will meet with their landscape architect to discuss introducing as many trees as possible. Amico sees Mill Street as the gateway to this community; therefore, they intend for this project to set the right tone as a gateway site.

8:15 Looking Ahead and Other Comments

- Town staff reiterated that Amico is required to provide a resubmission to the Town that takes into consideration comments it has heard from the Town and community so far. Once received, the resubmission materials will be posted on the Town's website for residents to be able to review. Before a Recommendation Report is brought forward to Council for any part of Amico's proposal the Town will host another meeting for the public to provide further comment.
- So that everyone is aware, Amico will be constructing a Sales Centre on the site during May and June. A Sales Centre is permitted on the property under the Town's Zoning By-law and Amico obtained Site Plan approval earlier this year. Amico's intention is that they would only begin selling units for Building 1. While selling units for a building that is not approved seems to conflict with the application review and public consultation process, unfortunately the Province of Ontario does not prohibit a developer from selling units in a building that has not been approved. As many residents may be aware, this was also the situation that the Town faced with the McGibbon project.

Q: *Where is the Sales Centre going to be located?*

A: Where the first two homes were demolished on the site (formerly 36 & 38 Mill St.)

8:25 Closing Remarks and Adjournment – Glenn Pothier, Facilitator

Glenn thanked everyone for taking time out of their schedules to attend the meeting and thanked everyone for staying the extra 15 minutes that the meeting ran long. He thanked everyone for sharing their thoughts and the constructive communication he heard during the meeting.