

Questions to Address

- What is the definition of compatible built form?
- How does a cul-de-sac turn into a condo road consists of compatible built form?
- How do semi-detached set backs fit into detach dwellings?
- How will emergency services access/turning radius survey?
- How does the parking spaces protect the visual integrity of the existing trail system?
- How do you determine 5 (incl. 1 handicap parking) visitor spots is sufficient for 14 townhomes? (city plan suggest 7 based on # of homes)
- Where will visitors from Georgina court park?
- Have fire/emergency services reviewed and commented on the proposal

Questions to address

- Where to you plan to have garbage disposal and what will be used (i.e. garbage dump bins)?
- What is the street scape appearance backyard to upper middle?
- What is the definition of appropriate transition? (elaborate on example given within neighborhood “gradual transition” and “neighboring single residential”)
- Why does OSCP indicate you must have higher density homes along a transportation corridor?
- Why are proposed homes entry on Georgina cul-de sac a “dead end street”?
- Is there a cross-section that shows the heights of the proposed TH and semis vs the heights of the existing single family homes on Rome and Georgina?

Questions to address

- How is a private laneway acceptable within a cul-de-sac?
- Explain what is being done for “adequate privacy”?
- How is the proposed residential development “constant with the established character of the immediate area” ?
- What are the set backs required between a low and high density?
- What is the density of proposed development when the road-widening, cul-de-sac and other road is removed from the calculation (What is the net density?)
- What is the cross-section between existing homes and proposed development? Heights of 3 storey towns may be perceived as taller because of changes in grade.

Concerns

- This is a secondary Plan, prior to purchase of real-estate, the city advised a 7 single dwelling unit development was in place on Georgina Court.
- Termination of cul-de-sac is unacceptable. Homes were purchased under false pretense.
- Congestion of 22 unit build
- (construction? – request construction mitigation plan)
- Cul-de sac does not provide appropriate termination with entrance (private road) to.
- 5 visitor parking spots for 14 added town houses. Increase of cars parked on streets (Rome, Quinte, Georgina) if private road built.
- Private road used as short cut from Upper Middle onto Georgina and sounding streets
- Lack of continuity and appeal with 3 types of building forms
- Urban design of townhouse – towns to front onto rears of other towns – poor quality design

Concerns

- UpperMiddle - out of character, poor urban design and poor CPTEP (Crime Prevention through Environmental Design) very unsafe for residents and students walking to school - there will be no 'eyes' on the street for that section of Upper Middle
- Witnessed close calls with traffic circles those entering circle with both Rome and Scotia (private road access to Georgina will increase traffic)
- Traffic in the morning is already excessive (Quinte to Upper Middle) adding a potential 22 house holds (i.e. 44 cars)
- With having so many homes in such a confined area increases volume of cars, adding to frustration in the driving conditions, in turn compromising the safety of pedestrians (young children in neighborhood and students walking to the high school)

Concerns

- Towering town homes invade privacy of those backing onto homes (backyards) on Rome Cres & Quinte.
- Natural lighting impact on homes backing onto potential 3 story townhomes development
- 3 meter set back invading privacy and inconsistent with neighborhood
- Traffic Analysis done on February 23rd a record breaking weather day of 15 degrees on the tail end of family day weekend (Feb 20th) - no traffic analysis looked at the intersection of Upper Middle and Quinte and the directional traffic along upper middle the analysis of traffic patterns was purely Rome Cr and Georgina Cr, as well as Quinte and Rome
- Traffic and children safety. Currently no stop sign at Rome and and Georgina court. Adding additional congestion to a blind corner.
- Environmental concerns – drainage, flooding, increase impact to the retention pond. Large 70 year old tree providing landscape view.
- Snow removal – where would the snow pile up, how can they get around?

Ask

1. Remove private road entrance of Townhouse to Georgina court and have all access points from Upper Middle. Replace Semi Detached Dwellings with Single Detached. Similar to the townhouse development west of the site
2. 2 story townhomes - This is a two-storey community with mixed use at major intersections, this 3 storey development cannot be considered compatible with surround developments
3. Keep setback, lot sizes and other development criteria in keeping with RO2 development standards – this will likely reduce the amount of units that can be crammed into the site, and the reduction in units will reduce the visitors parking requirements and traffic impacts on our local roads and community services
4. We would like our councilor to request the planning division put together a working group to improve this proposal so that it is more in keeping with the intent of the Orchard Secondary Plan and supportable by the community

Discussion