

Proposed Development on Georgina Court

Kevin Rutherford



Major Topics of Concern

- Proposed development does not “fit” with the Orchard as proposed
- Increased traffic safety concerns with a roughly 50% increase in the number of housing units to existing
- Insufficient visitor parking provided for townhouse units. Experience shows that single car driveway homes result in overflow parking to city streets
- Every single proposed unit has at least one variance to fit within property limits
- No improvement to active green or park space

Active Green Space

- Last Council meeting staff indicated that “active green space” was available in the trail nearby for our kids. The first image when entering the trail is to the right
- Poison ivy and ticks have been found by neighbours this year along trails
- Trail is overgrown in areas
- Trail is unlit and poorly maintained



Traffic safety

- Vehicle count will increase by roughly 50%
- Traffic study was completed during a short holiday week which explains the discrepancy between study counts and actual day to day counts. Study should be considered invalid for this proposal.
- With on street parking on Georgina eliminated, traffic on Rome Crescent will increase
- Increased traffic will compromise the safety of the current on-street play that the close-knit community currently enjoys

Fit with existing neighbourhood?

Current Neighborhood	Proposed Development
<ul style="list-style-type: none">• 41 single family detached homes	<ul style="list-style-type: none">• 14 condominium townhomes• 4 semi-detached homes• 2 single family detached homes
<ul style="list-style-type: none">• 38 double car driveway homes• 3 single car driveway homes	<ul style="list-style-type: none">• 20 single car driveway homes

Conclusion? NO!

Summary of Issues

Issues with Proposed Plan	Concern	Potential Solution
Front & Street Side Yard	-Staff supports the reduction in size of front yard properties along Upper Middle. When Upper middle is expanded to 3 lanes the road will be wider than 26m requiring a minium distance of 6m. Current design shows 3m	-Re-design to meet regulations with 6m from Upepr Middle
Visitor/General Parking Spaces	-Staff supports reduction of the townhouse complex visitor parking spaces based on a City Wide Parking Plan that has not been reviewed or approved by council -Experience in other areas in the Orchard show that overflow parking WILL exist whenever single car driveways are used.	-Re-design based on current standards -Ban overnight parking so that on street parking for the neighborhood is for visitors only and new townhomes cannot use the spaces as overflow residence parking
Setbacks to Rear Decks	-Although the yards facing Upper Middle Road functions as a front yard, it is the only space that the residents will have for outdoor enjoyment or BBQ'ing. Note having a BBQ in the garage will all but eliminate potential garage parking	-Provide a communal green space or park for the neighborhood
Setback to landscape Steps	-Standard is 2.0m and proposed is 0.0m which means that the steps enter directly onto sidewalk. Proximity creates a safety and serious noise issue along a busy, and soon to be busier Upper Middle Road	
Parks and greenspace	-Report incorectly states distances from parks in the Orchard. Closes route along walking trail to Brada Park is 1.1 km. The concern with the walking path is that it is poorly maintained, has steep slopes unsafe for small children, patches of poison ivy and ticks have been found by neighbors on several occasioins	-Add a park to the proposed plan to be used within the neighborhood with current and new residents
Traffic Study	-Traffic study was performed during a short holiday week in February 2017 -Study does not come close to "real life" experience in the neighborhood	-Complete a new study during a standard work week when school returns in September
Traffic Lights at UpperMiddle/Quinte	-Morning rush hour during a school day frequently has cars backed up from Upper Middle to Blue Spruce (300-400m). Effectively blocks residents from their driveways and blocks traffic circles	-Install traffic signal at Upper Middle/Quinte
Overall Quantities of Variances	-Every unit in the proposed development requires at least one variance to fit within the property.	-Redesign to fit the space without requiring variances.