

November 28, 2017 Open House Discussion Summary			
Approximate number of attendees: 40 Approximate number of submissions: 20			
	Issue and City Response		# of Responses
1	Issue	Ensure that Courtney Street is designed to accommodate increased traffic; upgrade Courtney Street and 9 th Avenue North as a priority.	10
	City's Response	<p>As per the intent of the Coopertown Neighbourhood Plan (Neighbourhood Plan), Courtney Street will be upgraded to an urban arterial road that will include landscaped buffers, multi-use pathways and signalized intersections.</p> <p>In accordance with Policy 5.1.2(e) of the Neighbourhood Plan, where a proposed concept plan area abuts Courtney Street, the Developer shall be responsible for upgrading the abutting segment of Courtney Street, and may be required to upgrade additional segments, where warranted by a transportation study.</p> <p>The construction of 9th Avenue North to an expressway and subsequently a freeway and the construction of an interchange at 9th Avenue North - Courtney Street, is a future project – no time frame for these upgrades has been established.</p> <p>As part of future planning for additional phases of development within the broader Coopertown Neighbourhood Plan area, the City will require an analysis of traffic implications to determine, amongst other considerations, implications for adjacent networks, including Courtney Street; therefore, the cumulative impact of additional traffic will be examined with each proposed new development phase.</p>	
2	Issue	As part of any upgrade to 9 th Avenue North, between Courtney Street and the Regina Bypass, establish a berm between Westhill Neighbourhood and 9 th Avenue North to provide noise attenuation.	6
	City's Response	At such time as 9 th Avenue North is upgraded to an expressway, the City can, through the preparation of a detailed design, examine the potential opportunities for including landscaping and noise attenuation along the south side of 9 th Avenue North.	
3	Issue	Need to decrease or relocate high density residential development away from Courtney Street.	4
	City's Response	Most of the high density residential development is situated in an internal location, away from Courtney Street; however, the Concept Plan does support the potential for high density residential within the proposed “flex areas”, which are located adjacent to the Rink Avenue – Courtney Street intersection. The purpose of these flex areas is to accommodate mixed-use development opportunities where high density residential is combined with local/neighbourhood commercial.	

		The distribution of high density residential is in conformity with Policy 4.2.2(c) of the Coopertown Neighbourhood Plan, which requires that high density be located adjacent to transit corridors (e.g. Rink Avenue) and commercial nodes.	
4	Issue	Ensure that streets accommodate pedestrians and on-street parking.	4
	City's Response	<p>Pedestrian infrastructure will include: sidewalks on all streets; landscaped boulevards and multi-use pathways along collector roads.</p> <p>Further, the grid block design will support a high-level of wayfinding and permeability and all medium density residential blocks will include rear alleys, which will in turn, support on street parking and sidewalks.</p>	
5	Issue	As part of any upgrade to Courtney Street, establish a berm between Sherwood Estates Neighbourhood and Courtney Street.	2
	City's Response	<p>A traffic noise analysis was conducted in order to determine whether any noise attenuation measures would be required. According to this analysis, no noise attenuation is required, as the projected noise levels are deemed to be less than the threshold for triggering attenuation.</p> <p>The intent is to upgrade Courtney Street from its current state as a two-lane roadway to an urban arterial. Although the design will not include a landscaped berm, the design will include multi-use pathways and a landscaped municipal buffer on both sides. The landscaped buffer will enhance the aesthetic character of the street and will provide a partial visual buffer.</p>	
6	Issue	Need to decrease size of, or relocate, commercial node.	2
	City's Response	<p>The type and amount of commercial development must be in accordance with the Coopertown Neighbourhood Plan. As the Concept Plan area is located with an identified "Neighbourhood Area", commercial is limited to "local commercial" opportunities only, including such uses as grocery stores, restaurants, cafes, etc., as per policies 4.2.2(a) and (h).</p> <p>City Administration recognizes that the two identified "flex areas", which are intended to accommodate commercial development, may be larger than what is generally required to accommodate local commercial; however, these flex areas are also intended to accommodate residential development in a mixed-use context. Through the Zoning Bylaw, the City can ensure that the type and amount of commercial development is in accordance with the Coopertown Neighbourhood Plan.</p>	

		The location of the commercial node is in conformity with Policy 4.2.2(h) of the Coopertown Neighbourhood Plan, which requires that local/neighbourhood commercial be located adjacent to a focal area or a “strategic roadway intersection” and be framed by high density residential. In this instance, the proposed commercial node is in a central, walkable location, relative to new and existing neighbourhoods.	
7	Issue	Need to upgrade water system to improve service.	1
	City’s Response	<p>The City is in the process of finalizing a water servicing master plan for the city, which will provide options for extending new services and improving existing service levels.</p> <p>From the Water Master Plan, the City is initiating the design process to implement an “eastern pressure solution”. If this project receives the necessary approvals and is ultimately constructed and activated, the level of service within the primary pressure zone, which accommodates the majority of the city, will be maintained at an acceptable level while the city continues to grow with the development of new areas.</p>	
8	Issue	Need to upgrade wastewater system to improve service.	1
	City’s Response	The proposed wastewater system for the Concept Plan area will not affect existing neighbourhoods, as it will form a separate system, and will tie-in to the existing city system between the McCarthy Boulevard Pump Station and the Wastewater Treatment Plant.	
9	Issue	Need to ensure pedestrian access across 9 th Avenue North and Courtney Street via bridges.	1
	City’s Response	<p>Courtney Street will be upgraded to an urban arterial road, which will include multi-use pathways and controlled, signalized intersections that include at-grade pedestrian signals and markings. As such, no pedestrian bridge will be established across Courtney Street.</p> <p>9th Avenue North will be upgraded to an expressway and ultimately a freeway and an interchange will eventually be constructed at Courtney Street - 9th Avenue North. As per Policy 5.1.2(c) of the Coopertown Neighbourhood Plan, the interchange must include pedestrian infrastructure; therefore, through detailed design, pedestrian infrastructure shall be accommodated.</p>	
10	Issue	Need to upgrade transit service.	1
	City’s Response	Transit service can be provided to the Concept Plan area by extending current routes in the area. The trigger for initiating a budget request, to provide additional service, is, generally, the establishment of at least 1,000 residents per kilometer of new route.	
11	Issue	Need to increase amount of open space.	1

	City's Response	The Developer is expected to dedicate eight per cent of the Concept Plan area as municipal reserve, which will accommodate three new parks. Although the City can require as much as 10 per cent of the land area to be dedicated as municipal reserve, the City is requiring that all proposed new Coopertown neighbourhoods defer two per cent of their municipal reserve requirement to the acquisition of a new zone-level park, which will be centrally located in the broader Coopertown Neighbourhood Plan area; will be constructed as part of a future development phase and which will include an array of recreational facilities.	
12	Issue	Provide access from 9 th Avenue North to decrease traffic on Courtney Street and to enhance emergency vehicle access	1
	City's Response	<p>The City, working with the Ministry of Highways and Infrastructure, undertook a study of the 9th Avenue North corridor, between Courtney Street and the Regina Bypass in order to determine the location and design of intersections. Through this study, concluded in Q1 of 2018, it was determined that a partial interchange should be constructed at the Fairway Road – 9th Avenue North intersection and that Fairway Road should be constructed as an urban arterial roadway.</p> <p>The construction of an interchange at Fairway Road – 9th Avenue North, and the construction of Fairway Road as an urban arterial, are future projects. The southern most segment of Fairway Road will form part of the next phase of development in the broader Coopertown area and will be constructed as part of the development of that phase. Until Fairway Road is constructed, the primary access into the Concept Plan area will be through Courtney Street.</p>	
13	Issue	Ensure that existing bird habitat is protected.	1
	City's Response	<p>There are no existing tree stands with the Concept Plan area.</p> <p>The City has been informed, by a City resident, that the tree stands associated with the former farmstead located at the intersection of 9th Avenue North and Fairway Road may be the home of a great horned owl. The former farmstead and tree stand are located within a future development phase. Through the planning of this development phase, the tree stand can be examined from a habitat perspective. Should a “species at risk” be identified, which receives protection from provincial or federal legislation, the appropriate measures will be applied.</p> <p>Further, as per Policy 4.5.2(g) of the Coopertown Neighbourhood Plan, at the time that a concept plan is prepared that includes the subject tree stand, the applicable developer will be asked to review the tree stand as a potential habitat and amenity feature.</p>	