

Public Consultation Summary

Response	Number of Responses	Issues Identified
<i>Completely opposed</i>	14	<ul style="list-style-type: none"> <li>- The development proposal, if approved, will further increase traffic and parking congestion on and around Mitchinson Way.</li> <li>- Parking on the 5500 block of Mitchinson Way is already an issue with overcrowding. Amending to medium density residential would only add to the problem.</li> <li>- If this proposal were to go through it would further take away parking space on the street, it will lessen the curb appeal of the block and increase traffic in the area.</li> <li>- The road is not wide enough to have two way traffic and parking on both sides of the street. In the winter this especially becomes an issue.</li> <li>- Remove the boulevards so that we can park on both sides</li> <li>- The existing homes around the development have young families and by adding this development there would be more traffic and will become dangerous for the children on our street.</li> <li>- Even if they have garages at back, it would be one car garage. Majority of household even young couples or families have more than one car, which they will eventually end up parking on the street.</li> <li>- Recommend the development stay as low density residential.</li> <li>- Recommend to leave the block as DCD-12 – Suburban Narrow-Lot Residential Zone, 16 lots. Ensure that those 16 lots also have a garage out back which they can park their cars in and then mark the south side of the Mitchinson Way as no parking. Do not allow the subdivision to 8 lots. Must develop as single family homes with garages.</li> <li>- Recommend retaining the existing plan or rezone Block 67, Mitchinson Way to a detention pond/park. The reason for the suggested detention pond is because the sump pumps in the Velocity Condo underground parkade across the street are often running and we have had flooded pipes during rainstorms.</li> <li>- The narrow lots in the original plan already appear to be narrower and denser than what is typically found in Regina for single homes. We need lower density living in Harbour Landing. We are already overcrowded.</li> <li>- Why is the builder changing the original plan?</li> <li>- If the proposal goes through we would be looking at 32 owners vs 16. Many of which will have multiple vehicles and guests many of which using street parking.</li> <li>- Higher density brings unwanted behavior. Increase police presence before increasing population density.</li> <li>- The aesthetics of our neighbourhood is clean, neat and cute looking and with this proposal you will destroy that.</li> <li>- The value of our homes will decrease largely with the proposal.</li> <li>- The area already has a high mix of density properties around. There is an overabundance of properties in this area that is lowering overall home values, and adding more to the mix is not of benefit to current property owners.</li> </ul>

		<ul style="list-style-type: none"> <li>- One of the reasons that I bought the house that I am in is that it was quiet and for the most part away from the condo units and fourplexes.</li> </ul>
<i>Accept if many features were different</i>	2	<ul style="list-style-type: none"> <li>- Parking is an issue on this street and in this area in general. There is currently insufficient parking for the condominium complex across the street.</li> <li>- I suppose that there be little to no yards for this fourplexes, and that most, if not all, available room along the back of the development is parking.</li> <li>- No front driveways should be permitted as that would further decrease the amount of available parking for other area residents.</li> <li>- Consideration should be made to not close any part of Mitchinson Way during the construction process due to parking issues.</li> <li>- Require far more information to have an informed opinion. Obvious issues include property values, parking and area beautification.</li> </ul>
<i>Accept if one or two features were different</i>		
<i>I support this proposal</i>		

**1. Issue Traffic & Parking**

*Administration's Response:*

Each unit within the proposed development must contain minimum parking required as per the Zoning Bylaw (1 per Unit) within the property. The projected traffic patterns and volumes for the neighbourhood were evaluated during the review of Harbour Landing Concept Plan. The City reviews each development proposal to ensure that it aligns with the concept plan and the capacity of the adjacent roads. After reviewing this proposal, it was determined that the existing road network has capacity to accommodate traffic generated by the proposed development.

**2. Issue Road Width**

*Administration's Response:*

Mitchinson Way is wide enough for parking on both sides of the street.

**3. Issue Front Driveways**

*Administration's Response:*

Block 67 along Mitchinson Way has a lane. Within the regulations of the *Regina Zoning Bylaw No. 9250* for development with rear lanes, driveways in the front yard are not permitted unless the development has a front attached garage or a driveway that leads to a parking pad in the side or rear yard.

**4. Issue Property should Remain Single Family Residential**

*Administration's Response:*

The Harbour Landing Concept Plan accommodates many housing types including medium residential development. The OCP supports a variety of housing options in all neighbourhoods which contributes to the vision of the OCP to develop complete communities.

5. **Issue Number of Units**

*Administration's Response:*

Currently there is 16 lots that are subdivide within the subject area. The DCD-12 – Direct Control District 12 Suburban Narrow-Lot Residential Zone permits detached dwelling units with secondary suites. If the subject area were to remain the same, the number of dwelling units could be 32. The proposed development is to subdivide to eight lots with fourplexs, the number of dwelling units would also be 32.

6. **Issue Changing the Original Plan**

*Applicants Response:*

*There is a need for additional rental homes in Harbour Landing. Under the current approved zoning for this block, secondary suites are permitted in the basement to achieve these rental units (2 residences per lot or a total of 32 units on this block face). We are requesting an amendment to the current zoning so that the center wall may be attached. This would reduce the cost of construction and future rental rate for these homes. There are no additional units planned for this change in zoning as there would still be a total of 32 on this block, it simply would allow for a different form (4 plex per combined 2 lots).*

64. **Issue Crime**

*Administration's Response:*

The Administration is not aware of any evidence to support a medium and high density residential development causing an increase in crime.

7. **Issue Property Values**

*Administration's Response:*

Development in established neighbourhoods often generates concerns about the impact on property values. The Administration acknowledges that residents have these concerns, but is not aware of any evidence that such development will necessarily have a negative impact on surrounding property values. The potential impact in this regard cannot be determined conclusively in advance, but will be affected by the perceptions, experiences and resultant actions of individual households, over time.

8. **Issue Yard Space**

*Administration's Response:*

Within the *Regina Zoning Bylaw No. 9250*, it has regulations that control how much a site can be taken up by buildings (maximum site coverage), how far the building has to be from the property lines (minimum setbacks) and landscaping requirements.