

Public Consultation Summary

Response	Number of Responses	Issues Identified
<i>Completely opposed</i>	4	<ul style="list-style-type: none"> - More green space and walking paths is much better than a ton of townhouses. Proposed changes are not great for the surrounding existing areas - This proposal will increase traffic and congestion in the city. - fail to see how this proposal corresponds to the city's "sustainability" goals. - I supported the original proposal because it included some park area and seemed to allow for "some" spacing between housing complexes. The proposed plan seems to increase the number of single dwelling housing and more roads. - I feel that more low-density housing will attract more families to the neighborhood. - suggest that this area not be used for anything high density or commercial. This is already a very busy area bordering on unsafe for pedestrians and motor vehicles. This area does not need more traffic. - Adding the amount of traffic in this area is not a safe decision.
<i>Accept if many features were different</i>	3	<ul style="list-style-type: none"> - Plan for more green spaces. - Our house backs on to Windsor park road, and I am concerned with the road becoming a high traffic road. - Keep the original proposed open space - Do not like more medium and High density residential as proposed. - Regina has sufficient medium and high-density development in the east end. More medium and high-density development could lower the assessed value of the properties. - I like to see a sport facility in the east end - I support the fact that the land is being developed as a residential area - I think it is a mistake to have Arens road and Buckingham drive as arterial and collector routes. Routing traffic through Windsor Park is not fair to the residents of that neighbourhood. I suggest changing the plan so that there is ample access in and out of the Towns from Victoria and Arcola Avenues.
<i>Accept if one or more features were different</i>	2	<ul style="list-style-type: none"> - The development, as proposed, should not proceed without the twinning of Woodland Grove Drive, increased distance/barriers between existing/future homes and the roadway to better

		<p>support current and future vehicle traffic increase levels.</p> <ul style="list-style-type: none"> - There are definite public safety, well-being and traffic density concerns, present and future, which need to be assessed and addressed before further expansion. - The addition of more high-density condos / row housing along Woodland Grove Drive, so close to all of the high-density properties immediately across on the other side of Woodland Grove Drive, is less than favorable to the area from an aesthetically appealing / property value standpoint. - Remove the proposed midblock pedestrian connection at woodland grove drive, it should be close to controlled intersections.
<i>I support this proposal</i>	2	<ul style="list-style-type: none"> - Would be really nice if we could keep at least this little bit of nature in the city. - Support the plan for having fewer commercial properties - Considering the population in the east, we should add more infrastructure instead of houses.
<i>Other</i>		-

1. Issue: Potential traffic issue and twining of Woodland Grove Drive.

Administration's Response:

- Associated Traffic impact assessment was reviewed, and no concern were identified.
- Woodland Grove Dr. is designed as collector to handle the traffic flows generated by the adjoining the neighbourhoods.

2. Issue: Removal of the previously proposed park from the plan area.

Administration's Response:

- The existing park spaces built within the Towns Concept plan area meets the recreation need of the Towns Concept Plan Area.
- This area of the park will be deferred to a zone level park, planned for the next phase of the development, North of Arens Road.

3. Issue: Mix of low, medium and high-density residential development.

Administration's Response:

- The proposed Towns concept plan has a uniform mix of Low, Medium and High Density residential as outlined in the *Design Regina: Official Community Plan (OCP)*

4. Loss of natural space east of Woodland Grove Drive.

Administration's Response:

- The area east of Woodland Grove Drive is slated for development as a part of Southeast Area Neighbourhood Plan (SENP) as approved in 2016.
- This area is identified as Phase 3 development land under *the Design Regina- Official Community Plan*, Map 1b – Phasing of New Neighbourhoods

5. Loss of property values due to medium and high density residential.

Administration's Response:

- 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.

6. The proposed amendment has more Medium and High-Density Residential development.

Administration's Response:

- The OCP requires all neighbourhood to have a mix of low, medium, and high Density. The proposed changes to the Concept plan still fulfill this requirement.
- In doing so, the proposed amendment maintains the density above 50 people per hectare as outlined in the OCP and will increase the overall density by approximately 3.04%.

7. The Addition of more high density residential along the Woodland Grove Drive

Administration's Response:

- The proposed land uses backing on to Woodland Grove Drive remains unchanged as high density residential, low density residential and commercial between Arens Road and Buckingham Drive.
- Majority of the change in land use is mainly within the area where the park is being removed.