

WHAT WE HEARD AT THE
COURTICE MAIN STREET
PUBLIC INFORMATION SESSION
Thursday, June 20th – Courtice Community Complex
6:30 p.m. – 9:00 p.m.

Approximately 49 Attendees

General Comments

Too much traffic will travel through the Avondale neighbourhood if Richard Gay Drive is constructed.

We are not willing to accept a tax increase for these improvements.

Existing Residential homes/people are being squished out by the offices and other uses along Durham Highway 2 particularly in the Medium Density Residential Area (light brown).

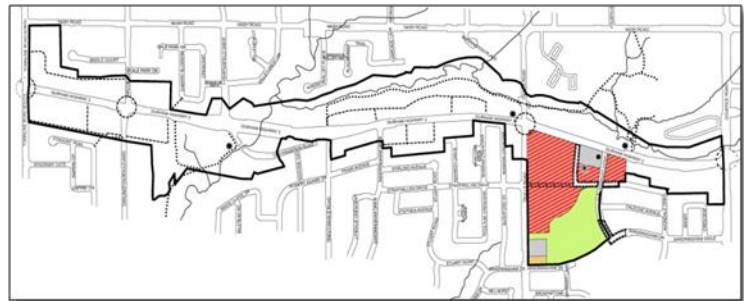
Minimum and maximum building height requirements could be augmented with additional information like square footage. It is difficult to determine if a 4 storey skinny building is appropriate?

Trail head location at the Farewell Creek is proposed to connect through the adjacent Commercial Block, please speak to the land owner about this connection.

Town Centre Commercial

Q. How will the properties in the immediate vicinity of Richard Gay Drive be affected now that the plan is to connect Richard Gay Drive to Durham Highway 2?

A. Richard Gay Drive is part of the planned infrastructure for the Avondale Neighbourhood. This neighbourhood was designed and the majority of the subdivisions within it were approved in the mid 1990s. The developers are building the subdivisions in conformity with the approved plans.

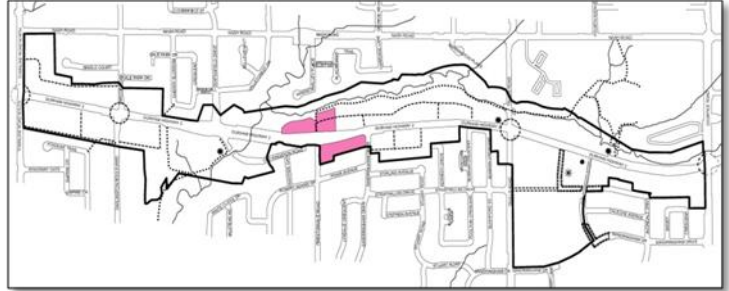


Q. Why wasn't the Town Centre designation extended to the north and west sides of Durham Highway 2?

A. It was contemplated, but instead, staff believed that the surrounding sites should rather provide medium density residential units to support the Town Centre. The shallow lot depth on the properties north of the Town Centre and backing onto the creek would limit the development potential of these lands, particularly for commercial purposes which typically require a significant amount of parking. The Urban Design policies for the Town Centre precinct

(draft secondary plan policies 7.2.4) encourage the design of the properties to be interconnected.

Staff will evaluate the request.



Commercial Mixed Use

Q. What was the reasoning for designating this area Mixed- use Commercial?

A. In keeping with both Regional and Provincial growth management policies, transit supported Regional and local corridors are to be redeveloped into mixed use areas. Also, the designation fits the mixture of uses already in the area.

Q. Could individual properties within the Mixed-Use Commercial Area also be considered for either only residential uses or only commercial uses?

A. The draft Secondary Plan does not contemplate this.

Staff will evaluate the request.

Medium Density Residential

Q. Is it intended in the Medium Density Residential designation that the main floor of these new buildings be retail/office/service uses with residential units above?



A. The provision has been made to permit Retail, office and Service uses on the ground floor of a mixed use building in this designation. This does not mean that every newly developed 2-4 storey building must have these non-residential uses in them.

Q. Are other uses permitted in the Medium Density Residential designation? What are they?

A. Yes, other uses are permitted in the Medium Density Residential Area. Retail uses (i.e. shoe or clothing store), service uses (i.e. a hairdresser or a bicycle repair shop) or office uses (i.e. an accountant) are permitted, subject thereto that retail uses may not exceed 20% of the total ground floor area of a mixed-use building, unless it is a live/work dwelling unit type . However, if the use is considered to be incompatible with the surrounding residential area and the mixed use format of the building, then the use would not be permitted.

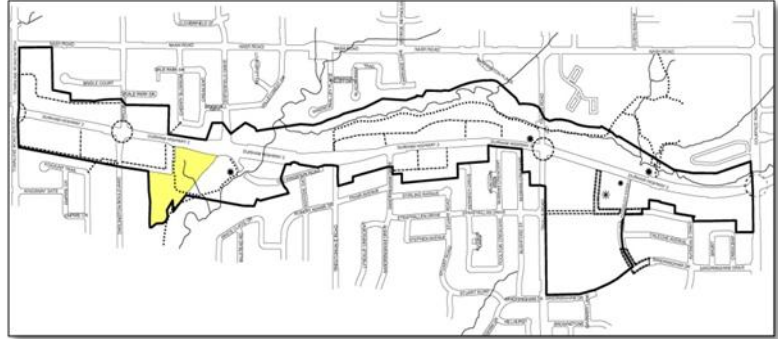
Q. Why call the area Medium Density Residential if uses other than *residential* are permitted? The name is misleading.

A. As with most land use designations within the Official Plan there are normally more than one land use permitted although the title of the designation focuses on the dominant land use. The maps must be read in conjunction with the text. For example, within the “Office Commercial” designation in Bowmanville West Town Centre Area Secondary Plan, both hotel and convention facilities, and residential dwelling uses are permitted in addition to Office uses.

Mid Rise High Density

Q. What is the height of the tallest building permitted?

A. The tallest buildings permitted within the Secondary Plan area are 10 stories and are located in the “Mid-Rise High Density Residential” designation.



Trails

Q. When will the trail proposed to extend west from the Trulls Road Greenway Features be constructed?

A. The Parks, Open Space and Trails component of the Official Plan Review is underway. A Discussion Paper will be released in the fall of 2012. Further details about the trail locations may be found in this Discussion Paper. As with any trail, the Municipality must first acquire the land for the trail. They are not constructed on private property.

Q. A trail connection for the residences north of the Black Creek would aid in the transformation of Durham Highway 2 into an active, transit oriented corridor. Can a North-South link across the Black Creek be incorporated?

A. A pedestrian link to the North side of Black Creek was not considered. Staff will evaluate the request.

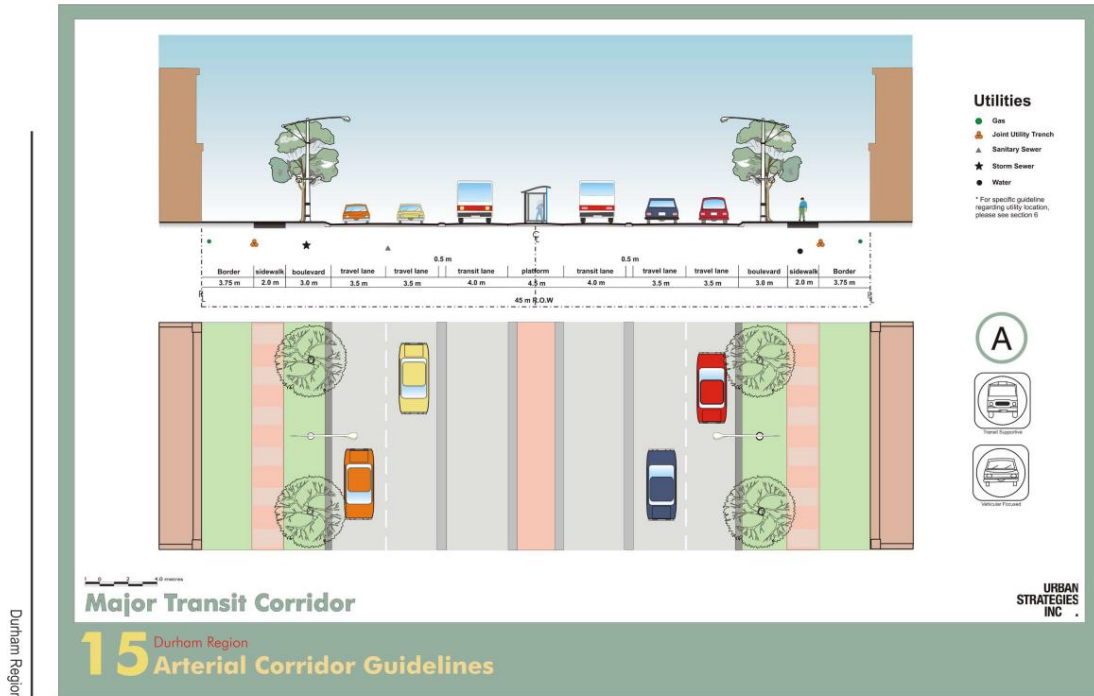
Q. What parts of Durham Highway 2 will be developed first?

A. The timing for a development to happen is up to the private sector and depends also upon the timely provision of municipal services. However, having a Council approved Secondary Plan and the implementing zoning by-law is always beneficial to helping along the development process.

Urban Design

Q. In the future, what will Durham Highway 2 look like?

A. Durham Highway 2 through Courtice is intended to be a multi modal (bus, car, bicycle, walking) road way with bus rapid transit along the centre of the road. Durham Highway 2 is a Type B Arterial with a road right of way approximately 36 m wide. Sample Graphic below (Durham Region Arterial Design Guidelines, 2007)



Q. Why was Durham Highway 2 from Courtice Road to the 407 link highway excluded from the Secondary Plan?

A. The majority of Durham Highway 2 from Courtice Road to the Highway 407 link is outside of the Courtice Urban Area. Until this portion of Durham Highway 2 is added to the Courtice Urban Area, it is inappropriate to extend the Secondary Plan into the rural/agricultural area.

Cost

Q. Will our taxes pay for all of the proposed road and streetscaping improvements?

A. Road improvements (both Regional and Clarington) are largely paid for by development charges but include a component that is from municipal taxes, in recognition that existing residents derive some benefit from the improvements.

Q. What developers are paying for this study/project?

A. This is a Municipal led project. It is not developer driven.

Servicing – Region of Durham

Q. When will the remainder of Durham Highway 2 be fully serviced?

A. There is no definite time frame in place for the full serving of the Courtice Main Street. The Region of Durham has indicated that the extension of sanitary services within Highway 2 is not in their capital forecast. Most of it will be development driven and ways to expedite service delivery may include a petition process by current land owners as was the case for the properties between Sandringham Drive and Prestonvale Road.

Q. When will there be servicing available for the Town Centre and the surrounding properties?

A. Same answer as above.

407 Questions

Q. What are the projected traffic levels at the proposed cloverleaf for the 407 east link and Durham Highway 2 just east of Courtice?

A. Numbers on the projected traffic levels associated with the future Highway 2/407 East link interchange are still awaited from MTO (Ministry of Transportation).

Q. What is the timing for the Transit way? Will it be constructed before the construction of the 407 link highway?

A. The Bus Rapid Transit system along Highway 2 is proposed to be introduced first in the west of Durham Region, working its way eastwards. It is not expected to be constructed along the Courtice Main Street before the construction of the 407 east link.