

Ile des Chênes South Concept Planning
First Community Meeting - Combined Minutes

February 28th, 2022 at 4:00PM and 7:00PM

PROCESS AND TIMELINE

Has the subdivision process already happened and what kind of lot sizes can we expect?

This is the very beginning of the process. The subdivision of land will not take place until later in the process. The current zoning of the northern portion of the site permits 8,000 square foot lots, though until concepts are prepared for the land we will not determine what size lots will be proposed for the land.

Is this development a done deal?

It is not a done deal. There are decisions to be made by the RM of Ritchot Council through a public hearing and approvals process which will not take place for several months. Ultimately, what may be approved and under what conditions is up to the RM Council.

Is there an anticipated timeline between now and development/breaking ground?

The planning, application, and approvals process typically takes 4-6 months. The earliest construction would begin would likely be next spring, though if the process allows there is some possibility of site preparation beginning in Fall 2022.

What kind of information will be included at the next round of meetings?

The next round of meetings will include preliminary design concepts; we will share any new information we've received from the RM or others on the project team, and we will continue to receive feedback and address any concerns or questions you may have.

What is the impact of being in Taché while the development area is in Ritchot?

Decision-making for these lands is the responsibility of the RM of Ritchot, not the RM of Taché. From a design perspective, the municipal boundary does not directly impact planning of the subject site, however all adjacent lands and anticipated future uses must be taken into account.

What other plans for development does the RM of Ritchot have?

This is something we will be discussing with the RM in the coming weeks, but is a question best posed to your local Councillor. Development is applicant-driven.

Are questions and answers going to be made available following both sessions today?

Questions and answers will be made available on the Landmark Planning website [www.landmarkplanning.ca].

INFRASTRUCTURE AND DRAINAGE**Previous plans identified a culvert behind homes on Rosybloom Lane prior to new development. Are you aware of this?**

We were not previously aware of this but will work with the RM to review any previous plans. Drainage will be a consideration of the development of this land though it could look different than what previous plans identified depending on where drainage is needed and what type of drainage is needed.

Some properties adjacent to the subject site are lower than the subject site and therefor runoff/drainage is a concern. Can leveling of the field be considered, or a culvert, to mitigate water runoff concerns?

Drainage will be carefully planned for the subject site so that it does not impact any existing resident's situation. It's possible that development of the subject site could improve the drainage of other properties, however this is yet to be determined.

Homes south of École Ile-Des-Chênes School are on a low pressure sewer system - water is pumped to the Town's sewer. Would the new development be on a similar low-pressure system or would the municipality/developer have to invest to upgrade the system?

The developer would have to invest in their own infrastructure to ensure capacity exists for any development that would take place.

Would we be allowed to participate in the upgrade of the sewer system?

There may be opportunities depending on the infrastructure that is required and the layout of the network, however this is yet to be determined.

What does having a lifting station entail for our area?

A lift station may be required, however the developer would not be responsible for building new infrastructure for existing residents.

Will the nature of the soil conditions on the subject site require piles for buildings?

It is likely, however we will make sure we understand soil conditions.

Is there sufficient water supply to accommodate the development?

The RM of Ritchot will advise us if there is sufficient water supply for all or part of the subject lands. The RM is currently working to supplement the existing water supply. If there is not sufficient water capacity, there will not be development occurring.

Has anyone talked to Hydro about potential upgrades within town?

Hydro is on our list of groups to meet for due diligence and we will be in contact with them to ensure there is sufficient power.

TRAFFIC, PARKING, AND SAFETY

How will you ensure that any new infrastructure aligns with existing infrastructure and intersections?

Part of the planning process will be solving the puzzle of good connection and good movement to integrate any new transportation networks and infrastructure with what exists already, which will require collaboration with the RM of Ritchot and careful assessment with our project engineers. We will prepare various concept plans for the road network, each of which will have a different effect on the existing roads to the north and south of the subject site.

What can be done to increase the safety of the intersection at Old PTH 59 and Dumaine Road?

We have noted this concern and will ensure that the team engineers will consider how the proposal might be able to help address any existing issues or concerns.

What can be done to ensure the safety of children walking in this area in regard to increased traffic?

We understand this concern and the transportation network in regard to safety and access is a priority. We will work with the town to see where we could collaborate on improvements to tie in new infrastructure to the development to existing areas to the north.

Will including commercial uses create additional back/forth traffic? Comment that there is a preference for residential and greenspace development.

As planners we believe that healthy and complete communities include a variety of different land uses organized in a cohesive and meaningful manner. Commercial lands will be needed in the long-term, and the provision of a range of residential dwellings and new greenspaces would be part of the development.

How can you mitigate parking to prevent spill-over onto the street?

Municipalities usually have a regulation or provision that pre-determines parking ratios depending on the type of development that is planned. For example, suburban areas of Winnipeg use a parking ratio of 1.5 stalls per residential unit under the assumption that some homes may end up having multiple cars, while others may only have one. We will consult planning documents for Ile des Chênes and the RM of Ritchot to see if a parking ratio already exists. We can consider higher than normal parking ratios for new multi-family sites.

DESIGN CONFIGURATIONS AND INTENTIONS

Is there a buffer requirement between existing properties and new development?

There is not a buffer requirement between existing development and new development other than typical setbacks as required in the Zoning By-law. Buffer spaces typically are discouraged because they often are an inefficient use of land, and can create problems with safety related to Crime Prevention Through Environmental Design (CPTED) principles.

Could a fence be constructed to protect existing homes from abutting development?

Typically developers are willing to construct a fence to try to mitigate concerns about privacy between new and existing development. This often can be added as a condition of approval during the formal municipal approvals process.

Question about the orientation of homes backing onto existing development - what might we expect this configuration to look like?

Typically, we will try to match land uses and zoning with what exists to create cohesiveness.

Is there any provisioning for the height of homes/buildings?

The Zoning By-law includes existing rules for regulating the height of buildings. The team will consider all rules and follow what's required. If an exception is required for some reason, the team would have to ask for special permission to revise the rule through a public process (variance).

What percentage of single-family vs. multi-family are you considering, and what is being considered for greenspace?

There is no set percentage between single-family, multi-family and greenspace uses, but the proposal will include all of the above uses as part of the potential neighbourhood. Various factors go into a decision like this, including market demand. When we know what sort of ratio can be expected we will definitely share that information.

Will commercial uses be included as part of the initial phase?

We are not sure of when the commercial uses will be included or where it will be located, but we would like to include commercial uses as part of the neighbourhood. The location would be driven by access, exposure, and demand.

Comment that there are commercial vacancies in town next to the Co-Op and on Main Street.

Long-term planning looks decades into the future, say 30 or 40 years from now. We do not want to preclude future development of commercial uses even if there may be some existing vacancy.

Do you think commercial would be situated to the west of the land (toward PTH 59)?

The location of commercial uses would depend on where there is good access to it. There is good access towards PTH 59, but there may be other locations suited for it as well.

Is there consideration for another school (due to increasing population)?

In Manitoba, schools are a provincial responsibility. Typically the School Division and the Public Schools Finance Board do not build schools in advance of a population arriving. School decisions fall outside of our responsibility.

Is it a possibility that Old PTH 59 would disappear and become obsolete?

Because it is a such a large site that we are planning for, we can contemplate changing the road patterns. This is something we will be considering as we prepare design concepts and will share at the next round of meetings.

Is there a long-term plan for a road access to the subject site from the east across Arnould Road?

Yes, a potential access point to the east would be a long-term consideration. Good planning requires us to prepare for decades into the future and therefore do not want to close off any future opportunities.

Comment - Planning for future access and road connections - where Dufault Drive meets Lamoureux is owned. Potential road connection would border this property and is of interest.

We appreciate and have noted this concern. We will consider how any development, whether it be roads or housing, will impact neighbours and encourage landowners to express any concerns they may have to us as early in the process as possible.

GREENSPACE AND ACTIVE TRANSPORTATION

Is there a ratio or percentage of greenspace that has to be tied into development?

A requirement of most new developments is parkland dedication, which requires developments to provide typically 8-10% of the total land to be used for park and greenspace.

Comment that the RM of Ritchot is in the process of building a Legacy Park in town west of the ball diamond. Preference would be to link existing (developing) greenspace with any proposed greenspace.

Thank you for letting us know and this is something we will discuss with the RM in the following weeks.

Comment that there is minimal greenspace in town and there are no walking paths.

A requirement of development is parkland dedication. A rule municipalities use is 8% of developable land will be dedicated as park/greenspace, and an additional 2% may be collected as cash to be used for public amenities or municipal infrastructure.

Are there plans to add a sidewalk on this side of town?

We want to have pathways within the potential new neighbourhood, and will need to work with the RM to align these connections with existing infrastructure.

Comment that participants appreciate inclusion of greenspace/active transportation.

We appreciate the comment.

Comment that greenspace is important as part of development to provide space for children to play.

We appreciate the comment and will keep safety as one of our top priorities throughout the process.