

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

April 12th, 2022 at 4:00PM and 7:00PM via Zoom

PROCESS AND TIMELINE

Will the developer promise what they state?

The Project Team has a good reputation. This is a complicated process with many hurdles. We can promise principles and some certainties. We will do our due diligence to give you good information. There is still lots to complete in the planning and design process.

Comment to ensure the developer looks at the bigger picture and change over time to protect local character and context to protect small town charm, wildlife, and existing uses.

This will be a quality development by a professional and experienced developer. The Development Plan calls for additional density, and the Project Team is looking to advance the vision set for the town. We have been talking to landowners and business owners and are aware of their concerns and communication channels are open.

What is the construction timeline?

The construction timeline is not certain at this time. If we can submit a development application before Summer 2022, we can potentially be at a Public Hearing before Fall of 2022. If we have all of the engineering in place, we could potentially start some groundwork in Fall of 2022 but more likely in Spring of 2023 if the proposal is approved.

Will there be a designated road for construction vehicles?

There will be disruptions, however, there are many ways to mitigate issues related to construction. It is too early to establish the construction route, though the Project Team foresees using streets such as Old PTH 59.

Using Old PTH 59 for construction access may disrupt RVs (muddy roads).

When it comes to construction, it has to do with communications and controls to make sure the site runs properly. Terracon has experience and are invested in the area for the long-term. To build new streets and have economic growth, there needs to be construction.

SITE CONFIGURATION

Is it possible to site the greenspace behind Rosybloom Lane residences versus locating the proposed single-family homes next to existing single-family homes?

When Planners plan neighbourhoods, we think it is reasonable to put houses with houses. The strategy is to put the same land uses together. We have a certain amount of land allocation to greenspace (8-10%). If we site park space behind single-family houses, it does not centralize the greenspace and if we only locate a small portion of greenspace behind existing homes it creates a tunnel effect (related to safety and security issues). When planning a new neighbourhood we typically focus greenspace centrally.

Is it possible to have a back lane between existing residences on Rosybloom Lane and new development?

Developers and municipalities avoid lane lots. Less than 10% of the market wants a lane lot as they are sometimes associated with problems related to garbage, crime, and etcetera.

Is it possible to design a square patch of greenspace behind the Rosybloom Lane residences?

We will look at this option as well as different ways to connect to Rosybloom Lane. Currently it is an unfinished street.

Will there be a fence installed behind the Rosybloom Lane Residences? Will there be a fence on the north end of the subject site between Dufault Drive and Lamoureux Road?

Neighbours will typically decide if they want to install a fence. Where the lots are flanking a road, it is possible a fence will go up. We will raise the issues and potential of a fence with Terracon. It is not typical to have this but not unheard of. A fence does require coordination. There is not any requirement, but there may be a requirement during the approvals process or through discussions.

Are there any plans for drainage behind the Rosybloom Lane residences? Comment that there is a potential caveat related to drainage.

We will investigate the caveat on title. Sometimes a caveat is for a drainage easement which typically means someone else is draining onto your land. We will uncover any potential caveats as they will inform our drainage plan.

Comment about a past developer indicating a plan to place drainage behind homes on Rosybloom Lane.

The Project Team is working with the RM of Ritchot to review any drainage plans. Drainage will be a consideration of the development of this land though it could look different from previous plans depending on a variety of factors.

DENSITY

What will be the proposed lot sizes?

There will be a variety of lot sizes. The current zoning is RG 8 which allows for the development of 8,000 square foot lots.

Is it possible the lots will be larger than 8,000 square feet?

Having a variety of lot sizes is better. The developer will want to hit several markets and plan for the long-term as people require different things. It is possible to get larger state lots on the proposed lakes, etcetera, but we cannot speak to that on behalf of Terracon as the Project Team has yet to design to that stage.

What is medium density to you?

It is relative. Medium density has a zoning category for a certain density or number of units per acre. Medium to high density is more like what you see along PTH 59.

What is the anticipated number of houses for this proposed development?

The Project Team does not know numbers yet as we do not have a subdivision design. There will be various densities proposed for this development.

USE AND TYPE OF DEVELOPMENT

In Phase 2, what is the potential percentage of residential versus commercial development?

The Project Team does not know this percentage yet. The vast majority will likely be residential, and if there is commercial, it will typically be along main road intersections.

Are there any plans for commercial development?

There will be plans for some commercial and these developments generally rely on exposure so will likely be on a road near the west end of the subject site, likely closer to Old PTH 59.

ACCESS

Will Dufault Drive be closed off?

All current design concepts have connections south of Dufault Drive.

What are the considerations for Emergency Access in the proposed development? And will the two School Divisions have input or have you reached out to them?

The proposed development will meet development standards and will follow local road standards to accommodate Emergency vehicles.

With development there will be additional people and likely kids which does create a need for schools; this is the normal process. The School Divisions are aware of the proposed development and we will meet with them.

TRAFFIC, PARKING, AND SAFETY

Is there a mandate to add safety for pedestrians on Dufault Drive and Lamoureux Road?

The proposed development will add pedestrian connections within and to existing destinations. We have reviewed the Active Transportation Study the RM of Ritchot undertook for Ile des Chenes, which identifies where safety can be improved. The standard is to have sidewalks or pathways on collector roads and no sidewalks on local roads.

Question about how traffic flow will interact with existing businesses where there is a proposed re-alignment to Old PTH 59 and a new connection to PTH 59 (particularly related to concept 2B).

The Project Team is mindful of the traffic flow and if this concept advances we will speak to this particular issue in more detail.

Arnould Road is currently a gravel road. Will it become a thoroughfare?

The vast majority of traffic will be heading west to Old PTH 59 or PTH 59. We do not see Arnould Road as a major connection.

Comment that tourists need to have easy routes and not be diverted outside of town (economic impact).

There is the possibility to tail new realignment back to Old PTH 59. The Project Team will look into these options.

Comment about existing traffic flow at current intersections (Dumaine Road and Old PTH 59, as well as PR 210 at Old PTH 59).

Comment about high traffic in this area (existing).