
HALDIMAND COUNTY

Report PED-PD-07-2018 Information Report – Jarvis Meadows Phase 3 For Consideration by Council in Committee on February 6, 2018



OBJECTIVE:

To inform Council of the details relating to a Zoning By-law Amendment and Draft Plan of Subdivision Applications intended to facilitate a residential development in Jarvis and known as Jarvis Meadows Phase 3.

RECOMMENDATIONS:

1. THAT Report PED-PD-07-2018 Information Report – Jarvis Meadows Phase 3 be received;
2. AND THAT, in accordance with By-law 7/01 of the Town of Haldimand, the General Manager of Planning and Economic Development advise Council when draft approval for the plan of subdivision has been issued.

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Reviewed by: Mike Evers, MCIP, RPP, BES, Manager, Planning and Development

Respectfully submitted: Craig Manley, MCIP, RPP, General Manager of Planning and Economic Development

Approved: Donald G. Boyle, Chief Administrative Officer

EXECUTIVE SUMMARY:

Applications for phase three of an established subdivision and an accompanying zoning by-law amendment have been submitted by 663947 Ontario Inc. to facilitate a residential development in the eastern portion of Jarvis. The entire community would consist a maximum build-out of 139 single-detached residential units. The subdivision would be constructed with two new municipal roads and extensions of Lafayette Street and Craddock Boulevard. The development will be fully serviced by municipal water and sanitary services. The proposed draft plan of subdivision meets County and Provincial density targets. The proposed zoning would support a more dense development style with lot frontages ranging from 10 metres to 16 metres. Based on assessment of the various technical studies provided, the development has been deemed functional and is considered good planning.

BACKGROUND:

Applications have been submitted by 663947 Ontario Inc. to consider draft approval of a plan of subdivision and an amendment to the City of Nanticoke Zoning By-law NE 1-2000. These proposals, if approved, will facilitate a residential development in Jarvis consisting of 139 single detached dwellings fronting onto two new roads, with connection and access via Craddock Boulevard and Lafayette Street East. A copy of the plan of subdivision layout is included as Attachment 2. The development is a continuation (i.e. it is the third phase) of the Jarvis Meadows subdivision development, which is currently under construction.

The Process

The purpose of this report is as follows:

1. Advise Council in Committee of the details relating to the subject application (as described above);
2. Provide a summary of the key planning issues, including results of agency / division reviews and a detailed staff analysis of the matters; and
3. To provide an opportunity for community stakeholders to identify issues and to provide comments relative to the proposal.

The presentation of an information report in advance of a recommendation report is a standard approach implemented by the County for applications that are identified as complex and/or those that would be of significant interest to the members of the community. This approach ultimately allows the formal public meeting to be held and any public input to be received, and considered in advance of preparing staff recommendations on the merits of the proposal. In this circumstance, there is a need to fully understand and manage the issues relating to a development of this scale and in this location. To that end, staff is of the opinion that this approach, which works as an opportunity for the identification of any issues early on in the process, is invaluable as it allows for early public engagement in the planning process. This early engagement will allow for 'up-front' identification of any potential development issues and the opportunity for such to be addressed prior to a recommendation relating to the principle of land use (i.e. the re-zoning) coming forward for the Committee's consideration. This will ensure that the Committee has full and complete information available prior to making a decision. Public notice of this proposal was provided on January 22, 2018, and a public open house was held by the applicants on January 9th, 2018. Details relating to the public meeting circulation and open house are included in the Stakeholder Impacts section below.

The subject lands are located within the urban boundary area of Jarvis, in the north-east quadrant of town (Attachments 1). The lands are bounded by the proposed extension of Craddock Boulevard, Lafayette Street and the existing Mary Jane Lane, with an area of 6.186 hectares (15.286 acres). The Jarvis municipal drain also runs along the western and southern edges of the property. The lands are currently vacant of any buildings or structures (Attachment 2).

Jarvis Meadows Phases 1 & 2 are located to the south and west of the locations of Phase 3. Phase 1 is now fully built out and Phase 2 is approximately 50% complete. In addition, there are existing residential uses to the north and west, generally comprised of single detached dwelling units with some townhouse units; to the north and east are vacant lands used in agricultural production; with commercial and agricultural lands to the south. An aerial plot of the subject lands is included as Attachment 1.

ANALYSIS:

Provincial Policy Statement, 2014

The Provincial Policy Statement (PPS), 2014 provides overall policy direction on matters of provincial interest relating to land use planning and development. Decisions affecting planning matters "shall be consistent with" the policies of the PPS. Through the PPS, the Province determines that building strong communities is a provincial interest and is to be addressed, in part, through promoting efficient land use and development patterns that support strong, livable and healthy communities, protect the environment and public health and safety, and facilitate economic growth. Furthermore, settlement areas such as Jarvis shall be the focus of growth and development, and land use patterns and development shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The proposed development is located within the settlement boundary of Jarvis and is adjacent to existing and new residential development. The new residential uses will also be in proximity to public service facilities, including schools, a library and recreational space and trail systems. There is a block (Block 142 on Attachment 2) that will be conveyed to the County at the conclusion of the process that will be added to the Jarvis Drain that that serves the area. The block is sufficiently wide enough to accommodate an extension of the public use trail that was built as part of the previous phases of the project. This trail extension will be built as part of the servicing stage of the project by the developer with compensation for construction costs being provided by the County from the parkland reserve. The trail extension will connect to the corridor to the north which is a planned part of the larger County trail system. The development is also proposed in a compact form, with varying frontage widths between 10 metres and 16 metres (32.8 feet and 52.5 feet), which is an efficient use of the land and infrastructure. Based on such, the proposal is consistent with the PPS.

Provincial Growth Plan

The Growth Plan for the Greater Golden Horseshoe is the framework for implementing the Government of Ontario's vision for building stronger, prosperous communities by controlling growth until 2041. The Plan addresses issues relating to economic prosperity which include transportation, infrastructure planning, land use planning, urban form, housing, natural heritage and resource protection. The Growth Plan's emphasis (in part) is on increasing density and optimizing the use of the existing land supply. As such, the Growth Plan policies direct municipalities to facilitate and promote *intensification* and *higher densities* for new developments.

A key policy in the Growth Plan is the establishment of 'greenfield areas' for settlement areas where a minimum density of new development is to occur. The subject lands are within a greenfield area for Jarvis. While the updated Growth Plan has set out new targets that municipalities are to plan for, they are not applicable until the County completes its Official Plan update. In the interim, the targets that were set through the Housing & Places to Grow Implementation Study (approved by the Province in late 2011) remain in effect and thus, Haldimand County is required to target an average of 46 persons per hectare for all new residential development in developing areas (i.e. greenfields, which are typically at the fringes of urban areas). The subject proposal represents a move in this direction with a higher density than traditional Jarvis developments, but both maintains and generally satisfies the objectives of the Growth Plan. The Official Plan section below provides more details on the density of the project and how it fits within the overall objectives but concludes that, the requirements of Places to Grow have been appropriately addressed. As a result of the increased densities that have been achieved for other subdivisions in Haldimand County, such as Avalon, and the fact that the overall density targets are to be met on a County-wide scale, this project will still contribute to the County's overall density targets in a positive way. At the same time as achieving an increased density, this project maintains the scale of development that is found elsewhere in the neighbouring area of Jarvis.

The Growth Plan also sets out that new development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:

- a) contributes to creating complete communities;
- b) creates street configurations, densities, and an urban form that supports walking, cycling, and the early integration and sustained viability of transit services;
- c) provides a diverse mix of land use, including residential and employment uses, to support vibrant neighbourhoods; and
- d) creates high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.

Staff has worked with the proponent to integrate elements that would serve to satisfy these policies. In particular, an overall design is conducive to walkability (sidewalks, trail connections, extension of

existing trails) and connection and proximity to open space, recreation and other services would be created. In the view of staff, the overall design is in keeping with the intent of creating a complete community.

Haldimand County Official Plan

Designation

The subject lands are designated 'Residential' within the Haldimand County Official Plan. The residentially designated lands are expected to continue to accommodate attractive and functional neighborhoods that provide a variety of housing forms and community facilities. Residential development shall proceed in an orderly, phased manner contiguous to existing development and take into consideration the availability of services. Planning Staff's opinion is that the proposed development is appropriate for Jarvis and the subject lands. The development will provide a continuation of the existing residential fabric and provide a product that is similar to the surrounding uses, while working towards a higher density than has been traditionally found within the community and in the previous 2 phases of Jarvis Meadows. The proposed subdivision and associated zoning by-law amendment are considered to be an efficient use of land and municipal services and will provide an attractive and functional development.

Greenfield Density Target

The subject lands are located within the greenfield area of Jarvis and are therefore, required to meet appropriate density targets as stated in the Growth Plan section above. In particular, there are two areas that need to be addressed which are as follows:

- Density in terms of persons per hectare – County policy sets 46 persons/jobs for new residential development;
- Density in terms of minimum and maximum number of units per gross hectare – County policy sets a density for low density (single and semi-detached dwellings) that shall generally not be below 15 units and shall not exceed 20 units per gross residential hectare.

A key point to relate to each of the above bullets is that the greenfield targets are to be measured over the entire greenfield of the County. In other words, they are to be an average of all the settlement areas and every development does not need to meet the targets as all projects are blended. As such, projects are 'generally' required to meet the targets outlined above. With that said, staff coordinates development throughout the County and works independently with developers to move towards achieving the target wherever possible, taking into account traditional forms of development, locational context, site constraints, etc. The key is to ensure that all projects work towards a higher density such that several developers/projects are not required to be developed at an exceptionally high density in the future to off-set a large number of very low density projects.

In the case of the subject application, the proposed development will achieve compliance with the targets. Planning staff conducted an analysis of the proposed development and have calculated the density targets for such as follows:

	Official Plan Measure	Project Measure
Persons per hectare	46	51.44
Minimum units per gross hectare <ul style="list-style-type: none"> • Low density housing - i.e. single and semi-detached 	15	Proposed density: 16.28 units/hectare
Maximum units per gross hectare <ul style="list-style-type: none"> • Low density housing - i.e. single and semi-detached 	20	

Notes:

- * based on a conservative estimate of 3.16 persons per household for single detached and semi-detached dwelling units (*Source: Haldimand County Population, Household & Employment Forecast Update (2011 to 2041)*).

Planning staff is satisfied that the proposed development meets the intent of the Growth Plan density target and provides an appropriate housing type for the community. Jarvis was identified in the Growth Plan conformity project as an area that will continue to have the majority of its growth in single and semi-detached units. The development is proposed at a higher density than recent developments in Jarvis (including the first 2 phases of Jarvis Meadows) and the lot sizes and frontages proposed (discussed in more detail in the zoning section below) also represent a move towards a more compact development with reductions from the current zoning standards. This would all contribute towards Haldimand County achieving a greater level of population density and more efficient form of land use, which is the underlying intent of the Growth Plan. The proposal maintains the general character of the area, while increasing the density and providing an desired housing form. Based on this information, Planning staff concludes that this proposal meets the general intent of the Growth Plan conformity policies of the Official Plan.

Plan of Subdivision

A subdivision application for the proposed development has also been submitted by the proponent at the same time as the Zoning By-law Amendment application. The subdivision process will address various details of the proposed development including stormwater management/drainage, grading, parking, vehicular and pedestrian traffic, lighting, landscaping, servicing, fire routes, etc.

Section 51 (24) of the *Planning Act*, provides a list of criteria that an approval authority will have regard to when assessing the merits of a plan of subdivision application. Planning Staff have reviewed these criteria and provide the following list itemizing the matters to be considered and Planning Staff's comments with respect to each item:

<u>CRITERIA</u>		<u>COMMENTS</u>
a.	Effect of development of proposed subdivision on matters of provincial interest.	Does not conflict and meets the intent of provincial interest. An archeological clearance has been received from MTCS for the Stage 4 study that the proponent completed. Additionally, the proposal is being reviewed in conjunction with the Long Point Region Conservation Authority for stormwater and grading and drainage matters.
b.	Whether the proposed subdivision or condominium is premature or in the public interest.	The proposed subdivision is a continuation of a residential area and will complete a section of the Jarvis urban area. Additionally, it will assist in the growth and development of the community and focus growth within an identified growth centre.
c.	Whether the plan conforms to the Official Plan and adjacent plans of subdivision, if any.	Considered appropriate. Conforms to Official Plan designations and surrounding/similar residential development.
d.	Suitability of the lands for the purposes for which it is to be subdivided.	Considered appropriate – lands are residentially designated within the urban boundary of Jarvis.

<u>CRITERIA</u>		<u>COMMENTS</u>
e.	Number, width, location and proposed grades and elevations of proposed highways.	Considered appropriate. A subdivision agreement will be required to ensure the proper installations of the proposed internal roads are appropriate. Final grading information is required as a condition of draft plan approval.
f.	Dimensions and shape of proposed lots.	Considered appropriate. The lot sizes and shapes are consistent with development in the area, and to comply with density targets as identified in the Official Plan and Provincial Growth Plan.
g.	Restrictions or proposed restrictions, if any, on the lands proposed to be subdivided or the buildings and structures proposed and the restrictions, if any, on adjoining lands.	The proposed zoning provides adequate regulations.
h.	Consideration of natural resources and flood control.	Considered feasible. Detailed grading and stormwater management plans will be required as a condition of approval and within a subdivision agreement. Clearance is required by both the Long Point Region Conservation Authority and Haldimand County prior to any works being initiated. Additionally, as part of the development requirement, post-development drainage conditions need to meet the pre-condition state.
i.	Adequacy of utilities and municipal services.	The proposed internal road allowances will be conveyed to the County. The provision of utilities and installation of infrastructure will be reviewed and approved as conditions of draft approval and included within the subdivision agreement. At present, there is a short term sanitary treatment capacity limitation that needs to be resolved for allocation to this project (water is not an issue). A plan has been developed and funding is identified in 2019 to rectify the capacity issue and thus there will be a solution to allow for the project to advance in the near term. Conditions of approval will ensure that the development proceeds when sanitary capacity is adequate.
j.	Adequacy of school sites.	No objections were received concerning the adequacy of school sites. There is presently a public elementary school within the community, in close proximity to the site as well as a private elementary school also nearby to the southeast.
k.	The area of land, if any, within the proposed subdivision that is to be conveyed for public purposes.	The proposed internal road allowances, sidewalk connections and trail connection and extension are to be included as conditions of draft approval. All relevant staff have reviewed the suitability of the lands to be transferred and deemed them appropriate for the intended uses.
l.	The physical layout of the plan having regard to energy conservation.	Considered appropriate residential density, opportunities for active transportation and community connections and road network connections are addressed through the development.

Parkland and Recreational Trails

No public parklands are proposed within the subdivision. Given the size and location of the proposed subdivision and availability of parkland in Jarvis, County staff feels that it will be more appropriate to require cash-in lieu of parkland rather than a small on-site park. However, there has been discussion with the developer to increase the walkability of the subdivision and provide a linkage with the existing trail system that was developed as part of Phase 1 and Phase 2 of the subdivision, and investigate potential options to continue trails up to the former rail line as identified in the Trails Master Plan. The trail network will be extended by using some of the lands that are going to be conveyed to the County to enhance the Jarvis Municipal Drain. This block is large enough to accommodate the drain works as well as a walkway that can be used to connect to the existing trails systems from the previous phases of the subdivision and to the future planned trail network identified to the north in the County's Trails Master Plan.

In addition to above, to assist in the overall walkability and accessibility factor of the development, sidewalks will also be required as part of the development along the proposed roads. Sidewalk construction, as per the County's Design Criteria, will be located on one-side of the proposed road network. The subdivision is being designed to create a pedestrian friendly environment and a walkable community, which is encouraged through the Provincial Policy Statement 2014, Provincial Growth Plan and Haldimand County Official Plan.

Parkland dedication will be addressed via cash-in-lieu and through acknowledgement within the subdivision agreement.

Functional Servicing - Technical Details

The basic functionality of the subdivision was reviewed via a number of technical reports including a Traffic Study; Stormwater Management report; Geotechnical Investigation; Functional Servicing Report and Planning Impact Analysis. Through review of the reports, the development is considered appropriate and at a high level functional; however, additional detailed analysis will be required for clearance of the conditions of draft plan approval.

A summary of each key technical component is included below:

Traffic Study

The Traffic Study was prepared by Paradigm Transportation Solutions Ltd., and the study was reviewed by staff to assess impacts to/integration with the existing road network, suitability of road design, need/timing for improvements (signalization, widening, turning lanes), etc. As a result of the review, it is estimated that the development will generate 111 new vehicle trips during peak a.m. and 146 trips during peak p.m. weekday hours, and that generally, all intersections within the area are expected to operate within acceptable levels. County Staff are satisfied with the conclusions made in this report and have no recommendations for upgrades to the intersections or roadways.

Stormwater Management/Flood Management

A preliminary stormwater management (SWM) plan has been provided as part of the Functional Servicing Report submitted with the application and prepared by Upper Canada Consultants. A storm water management pond has been constructed as part of phase 2 of the development, and it was sized to accommodate the stormwater requirements of both phases 2 and 3. As such, there are not additional stormwater facilities required as part of this phase of the project. The runoff from phase three of the subdivision is proposed to be in conformity with the design that was reviewed previously, and staff is satisfied that stormwater will be dealt with appropriately.

The technical leads on the review of the SWM plan were the Long Point Region Conservation Authority (LPRCA) and County Staff. The conclusions of the review generally support the concept and confirmed that there are not expected to be any significant impacts to downstream lands, infrastructure, etc. The

pond design and construction as part of phase 2 has been confirmed as being adequate to accommodate all of phase 3. A final detailed stormwater management plan prior to any development commencing and will be part of the detailed design stage. Both the LPRCA and County will be required to review and approve each detailed stormwater submission. This will be addressed as a series of draft plan conditions.

Functional Servicing Report

The functional Servicing report was submitted by Upper Canada Consultants as a component of the completed application package. The following is an overview of the matters discussed:

1. Sanitary Sewers

Phase three of this subdivision will be serviced via a connection to the existing sanitary 200 mm sewers that have been installed under Craddock Boulevard and Mary Jane Lane from phase 2. When originally installed these sewers were sized to accommodate this eventual build-out. There are no issues from a sanitary conveyance standpoint.

In terms of sanitary treatment, the community of Jarvis presently has capacity constraints. The introduction of new technology in 2017 (i.e. new flow monitors installed on the force main pipe to the lagoons) has provided more accurate information on capacity. This information indicates that there is less reserve than previously thought and thus the community of Jarvis is experiencing a wastewater constraint. To ensure the plant is operating within its rated capacity and that well advanced projects can continue to/through the construction stage, the capacity has been drawn down to zero.

This restriction has an impact on the subject Jarvis Meadows Phase 3. This project (and any others to follow) will require sewage treatment facility upgrades before it can advance to construction. That said, the project is able to proceed through the application process and can be approved by the County conditional upon sewage treatment capacity being in place prior to development proceeding. It should be noted that the draft approval and subsequent detailed design stages will take numerous months to complete and likely extend to the end of 2018 or into early 2019. That timing is expected to align with the identification of a preferred option to obtain additional wastewater treatment capacity. The County has approved as part of its 2018 rate budget funds to undertake the Environmental Assessment process in 2018 and \$5.249 million in funds for the implementation of the preferred approach in 2019. Depending on the preferred solution, there may be an opportunity at that stage to consider advancement of some level of development for the project (e.g. an initial phase of the 139 units in Phase 3).

In addition to the above, staff will be completing the Jarvis Master Servicing Plan update in 2018 which will define the long term servicing strategy for Jarvis.

Continued focus on I/I abatement in Jarvis will also continue in 2018 in an effort to claw back some wastewater treatment capacity in the short term. This may provide an opportunity for projects to move forward in a phased manner if sufficient capacity is achieved.

2. Water Distribution System

Phase 3 of the Jarvis Meadows subdivision will be serviced by connecting to existing 200 mm utilities on Mary Jane Lane and an existing 200 mm stub that was installed on Craddock Boulevard to satisfy this intent. There are no issues or challenges with respect to the conveyance of water.

In terms of supply, potable water is supplied to Jarvis from the Nanticoke Water Treatment Plant (WTP) which receives raw water from Lake Erie via an intake that utilizes the Ontario Power Generation forebay. The maximum day demand on the Nanticoke water system is at 65% of the current capability of the facility. There are no capacity/supply issues as it relates to this project.

Archaeological Assessment

A stage 4 archaeological study was completed for the site and submitted to the Ministry of Tourism, Culture and Sport for review and acceptance into the register. The Ministry has effectively cleared the site for development through this process and no additional archaeological issues exist or require further analysis.

Geotechnical Investigation

The project consultants have provided the County with a geotechnical study that was conducted by Landtek Limited, dated January 26, 2017. This work concluded that the native silt and clay soil types are sufficient to be able to support the loads imposed by the structures and their associated foundations that are to be erected, without the need for unique design considerations. The study also serves as the basis to confirm that roads and infrastructure that will be placed as part of the development (and ultimately assumed by the County) can be supported and there is minimal risk of failure.

Based on the report and conclusions contained therein, the subdivision development is generally feasible and functional. The specific details and technical matters will be addressed via Conditions of Draft Plan approvals.

City of Nanticoke Zoning By-law NE 1 2000

The subject lands are presently zoned "Agriculture (A)" which permits a farm, and a variety of farm related activities, as well as a single detached dwelling. The rezoning application will rezone the lands to permit a site-specific residential "Urban Residential Type 1-B (R1-B)" zone for the development of the proposed subdivision. The requested special provisions are intended to provide more flexibility when it comes to achieving provincial and County density requirements - these provisions have been implemented in Phase 2 with success. The following is a summary of the proposed zoning amendments:

Current Provision	Special Provisions	Rationale
Minimum Lot Area: Interior lot - 360 square metres; Corner lot - 450 square metres	Minimum Lot Area: Interior lot - 300 square metres; Corner lot - 375 square metres	The reduced lot area allows for more efficient use of land, compact urban development and achievement of Growth Plan targets.
Minimum Lot Frontage: Interior lot - 12 metres; Corner lot - 15 metres	Minimum Lot Frontage: Interior lot - 10 metres; Corner lot - 13 metres	The reduced lot frontage allows for more efficient use of land, compact urban development and achievement of Growth Plan targets.
Minimum Front Yard: 6.0 metres	Minimum Front Yard: 4.5 metres to the dwelling, 6.0 metres to an attached garage	This will allow more compact development and also gives dwelling more prominence along street and lessens impact of garage on streetscape. Parking space can still be accommodated in front of garage and second required space within the garage to achieve parking compliance.

Current Provision	Special Provisions	Rationale
Exterior Side Yard: 6 metres	Exterior Side Yard: 3 metres	This will allow more compact development and also gives dwelling more prominence along street.
Interior Side Yard: 1.2 on each side with an attached garage	Interior Side Yard: 1 metre on each side with an attached garage	Allows more compact development and efficient use of land. No impacts on surrounding or traditional neighbourhood character would result due to the location of the development.

It is noted that the balance of the zone provisions of the “Urban Residential Type 1-B (R1-B)” would apply to the subject lands.

Zoning Rationale

The proposed site specific zoning provisions would facilitate the subdivision and new development standards. The regulations for smaller lot areas, frontages and setbacks would aid in implementing the growth plan density requirements and create a functional compact urban form. As this is a new development, it allows for varied provisions in these areas and would not negatively impact on established character, etc. Additionally, by introducing a setback of 4.5 metres (14.7 feet) to the front face of the dwelling, while still requiring 6.0 metres (19.7 feet) to the garage, creates a stronger street presence, with less of a focus on the garage. It will create more of a traditional neighbourhood character that is pedestrian friendly and aesthetically pleasing. The provisions and lot frontages are similar to those found in the first and second phases of the Jarvis Meadow subdivision.

Next Steps

Planning staff have completed a detailed review of the proposed subdivision and the proposed Zoning By-law Amendment and, based on the presented information, the development generally complies from a policy perspective and at a functional level. Based on comments and requirements of the various departments and agencies, Draft Plan Conditions will be produced and provided to the General Manager of Planning and Economic Development for approval. Draft Plan Conditions will include, but not be limited to the following:

- Detailed evaluation and completion of infrastructure requirements, including water; storm and sanitary systems;
- Detailed Stormwater Management works;
- Final approval requirements from external agencies including Long Point Region Conservation Authorities, Hydro One and telecommunications providers;
- Final acceptance and approvals of technical studies including Geotechnical Investigation; and
- Confirmation of servicing allocation.

Further, if at the public meeting no major concerns are expressed, once the detailed technical reviews are completed by all circulated agencies and any subdivision revisions resulting from this are made, staff will move forward with the production of draft plan conditions for the first phase of the project with rationale to the General Manager of Planning and Economic Development for his consideration. If approved, notice of approval will be provided to Council (including outlining how any public comments were addressed), all required parties under the *Planning Act* and those requesting a copy of the notice through the public meeting process. Pursuant to the delegation by-law, if the proponent objects to a proposed condition or the General Manager of Planning and Economic Development does not approve the subdivision, the matter would be referred to Council for a decision. Conditions for the second phase,

and associated draft plan approval will be delayed until further analysis regarding land use compatibility issues relative to the adjacent quarry are fully addressed.

With regards to zoning approval, once the detailed technical matters are dealt with and functionality/appropriateness of design is determined, the final zoning requirements for the project can be established and the implementing zoning by-law will then be brought forward to Council for consideration and approval as part of the Council Agenda process. This is intended as an implementation step based upon the complete policy analysis and technical review being completed in the previous stages and the required public meeting having been held previously.

The holding provision placed on the subject lands will remain in place until such time as servicing capacity is confirmed, all matters of a technical nature are addressed, and the developer completes and registers a subdivision agreement. The General Manager of Planning and Economic Development can then remove the Holding to allow for development to proceed. This is an in-house process and does not require a return to Council for passage of a further by-law.

Ultimately, this process recognizes that subdivision approval is largely a technical matter and it allows the subdivision to proceed through the approvals process in a more expeditious manner, while still allowing for public input prior to decision making and further eliminating the presentation of long and detailed technical reports that address conditions of draft approval.

FINANCIAL/LEGAL IMPLICATIONS:

All financial requirements will be addressed through the required subdivision agreement for the proposed development. Additionally, development charges will be required at the time of building permit application.

STAKEHOLDER IMPACTS:

Planning and Development (Development & Design Technologist): Minor comments to be addressed. In general, supportive of the proposed draft zoning provision and the overall design approach outlined in the Functioning Service Report to support the proposed new draft plan of subdivision.

Long Point Region Conservation Authority (LPRCA) – comments provided by GRCA: No concerns raised.

Emergency Services: No objections.

Public Works (Solid Waste Operations): No objections – servicing capacity issues, addressed above.

Building Controls and By-law Enforcement: No concerns.

Finance: No comments received.

Community Development and Partnerships: No concerns.

Facilities and Parks Operations: No concerns.

Haldimand-Norfolk Health Unit: The Health Unit encourages developments that make it easier for people to choose active forms of transportation for short trips. Details should be provided with a detailed subdivision submission that support residents safely walking throughout the neighbourhood. Offering mixed housing options would increase housing density.

Canada Post: No objections.

Union Gas: No concerns.

Trans-Northern: No objections.

Brant Haldimand Norfolk Catholic District school Board: No objections.

Ministry of Municipal Affairs: No concerns.

Comments from the Public to Haldimand County Staff: No concerns received.

Comments from the Public via Public Open House: See (Attachment 3) of this report.

The developer conducted a public open house on January 9th which was attended by six members of the public. This open house is a new requirement of private developers under the *Planning Act*. The below represents the summary of issues raised and responses thereto provided by the developer's consulting team:

- Height concerns with the new dwellings looking into the backyard of the existing dwellings.
- Concern with two storey dwellings backing onto existing bungalow dwellings along Marley Cres.
- Prefer bungalows over two storey singles.
- The subdivision will be elevated higher than the existing dwellings.

Response: When the residents inquired about building height and two storey dwellings, it was explained that the proposed zoning by-law amendment permits the same type of dwellings that are permitted in Phase 2 of Jarvis Meadows. This could possibly be a bungalow or two storey dwelling. The permitted height in the by-law is 11 metres. With the additional land going towards the Municipal Drain #2, there is a large setback distance of 24 metres or (80 feet) to the rear property line. This additional space mitigates concerns regarding second storey overlooks into the existing neighbourhood.

- Concern with the developer already moving dirt around, running machines.

Response: At this point the developer has begun some preliminary grading, this is currently permitted within agricultural zones. No one expressed specific impacts or complaints other than the fact that some machinery had been active.

- Sewage capacity concerns, not enough capacity.

Response: Concerns were also brought forward regarding the sanitary sewer capacity. These issues are still existing and it was explained that the project won't be moving forward until all issues are resolved. It was also explained that the existing Stormwater Management facility fronting Talbot Street was sized to accommodate the proposed development.

- Storm Drainage concerns, making sure the Municipal Drain is maintained.
- Is it possible to have the subdivision connect to Highway 6.
- Traffic concerns with people speeding along the straightaways in the subdivision.
- Safety concerns with children and traffic.

Response: There were concerns with traffic and the additional trips that are going to be created by the development, it was explained that a traffic study was completed by Paradigm Transportation Solutions for the subdivision and that trips generated from the development did not pose capacity issues for the existing street network or the two arterial street Main Street North and Talbot Street. Additionally, sidewalks would be provided within the development for safe pedestrian access.

- Will there be a park provided for this development.

Response: When concerns were raised that there was no park proposed, it was explained that the cash-in-lieu option was being used and that 5% of the value of the land within the development would go into a Park fund for the Country. This will be used on existing park infrastructure within the community. Additionally, the existing Jarvis Public School is within the vicinity and offers a large greenspace with ample space for surrounding area residents to use.

- Moving forward what is the anticipated timing of construction.

Response: Lastly, in regard to the construction timeline, we explained that we anticipate moving forward through the construction season of 2018 with completion in 2019. However, that is dependent on obtaining the necessary approvals.

REPORT IMPACTS:

Agreement: Yes

By-law: Yes

Budget Amendment: No

Policy: No

ATTACHMENTS:

1. Location Map.
2. Owner's Sketch – Draft Subdivision Layout.
3. Public Information Meeting Report.