

STAFF REPORT

Prepared For:	Planning Advisory Committee
Submitted by:	Jason Fox, Director of Planning & Development
Date:	April 20, 2016
Subject:	Development Agreement application by Jonathan Creelman to permit the development of a three-storey twelve-unit residential building at 158 Glenwood Drive.

Recommendation

Staff recommend that Council enter into a development agreement with Jonathan Creelman to permit the development of a three-storey twelve-unit residential building at 158 Glenwood Drive.

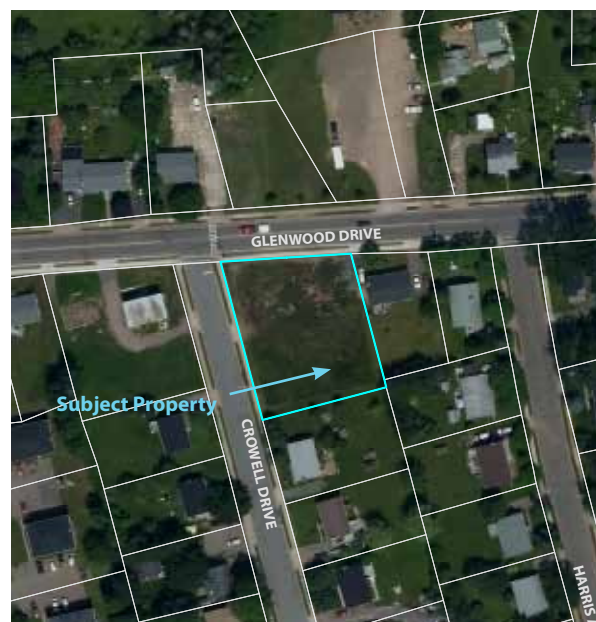
Background

On December 15th, 2015, Jonathan Creelman submitted an application to enter into a development agreement and thereby permit a multiple unit residential development at 158 Glenwood Drive. In 2006 the Town approved a development proposal for 158 Glenwood that included a three-storey, twelve-unit residential building but this building was never constructed and the planning approvals expired. Mr. Creelman has indicated that he intends to reuse the plans that were approved in 2006 and he has included these along with his development agreement application. Mr. Creelman has also submitted a stormwater management plan for the proposed development. This application is being considered concurrently with an amendment to the Town's Municipal Planning Strategy to change the future land use designation of lands along this portion of Glenwood Drive from Limited Residential to General Residential. This amendment has been approved by Town Council and has been sent to the Provincial Director of Planning for final review.

Subject Property

The subject property is 158 Glenwood Drive, also identified as PID no. 20164877. This parcel is 2052 m² (22,089 ft²) in area and has 42.5 m (139.5 ft) of frontage on Glenwood Drive and 53.4 m (175.2 ft) of frontage on Crowell Drive. The property is currently vacant and sparsely vegetated although the property was once developed and contained two three-unit residential buildings. Both of these buildings have been demolished, the first in 2005 and the second in 2007.

The subject property is situated in a residential area that consists primarily of single detached dwellings although there are also several multiple unit buildings and two-unit converted dwellings in the area. There is a Church situated across Glenwood Drive from the subject property. The property is zoned General Residential (R3). The property's future land use designation has tentatively been changed to the General Residential Future Land Use Designation.

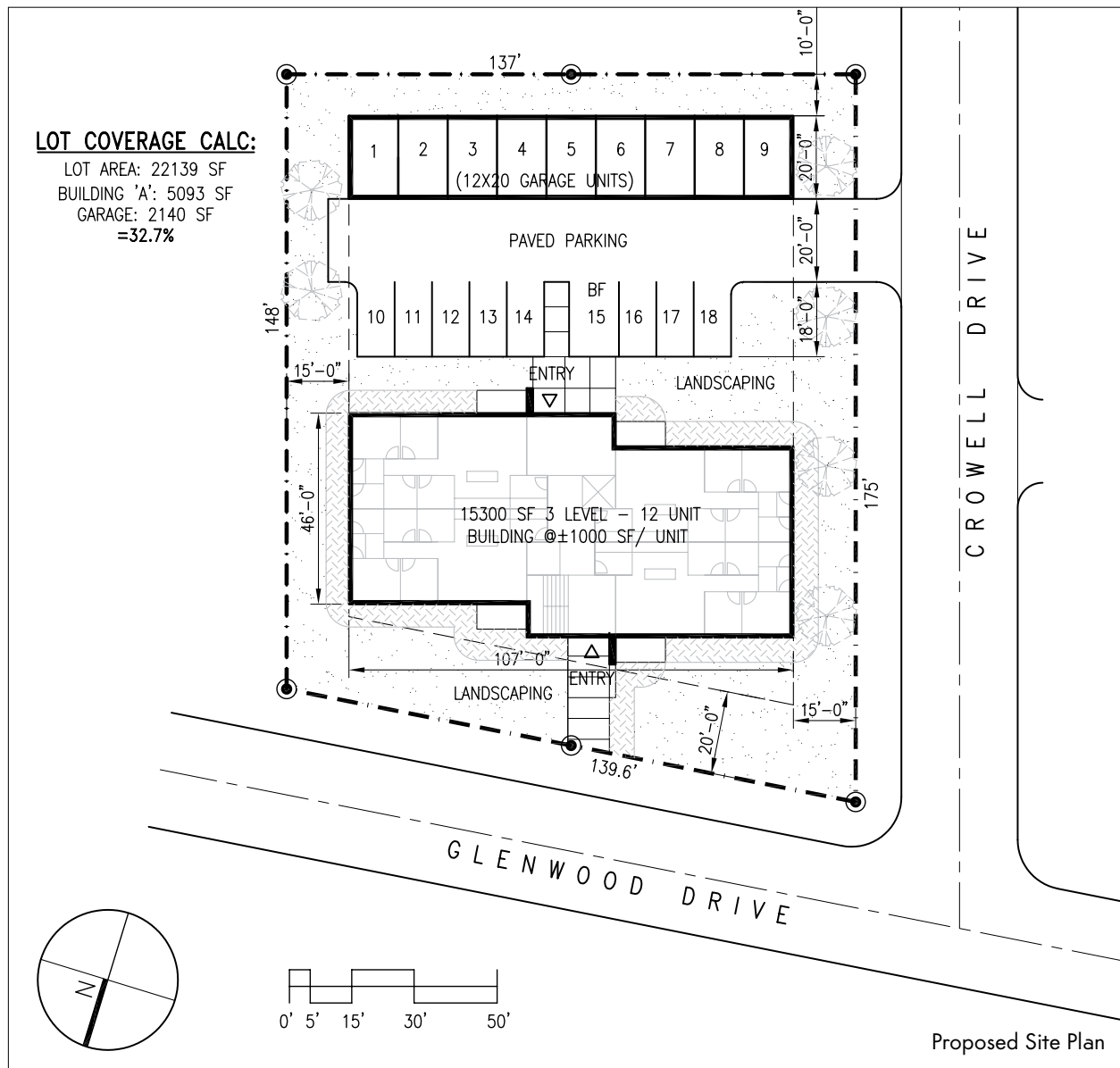


Air Photo showing the subject property and surrounding area

Development Proposal

Mr. Creelman is proposing to develop a three-storey twelve-unit building with a total floor area of 1420 m² (15,300 ft²). Each dwelling unit will be approximately 93 m² (1000 ft²) in area and will contain two bedrooms, two bathrooms, laundry facilities, and will have a balcony. A parking area is to be provided on-site to the rear of the main building that will be accessible from Crowell Drive. The parking area features nine exterior stalls plus an additional nine stalls in 3.6 by 6.1 metre (12 x 20 foot) garage units along the rear property line. There are a total of 18 parking spaces proposed.

The conceptual renderings and elevations drawings of the development submitted by the applicant show a three storey structure with a low pitched roof. As proposed, the exterior cladding of the buildings consists of a mixture of manufactured stone veneer and a cement fibre material designed to resemble wooden clapboard siding. The building's design, materials, window style, and roof pitch are similar to other residential construction in the area and are reminiscent of the period in which many of the dwellings in the area were constructed. The proposed building is setback 6.1 m (20 ft) from Glenwood Drive, 4.6 m (15 ft) from Crowell Drive, and 4.6 m (15 ft) from 170 Glenwood Drive. A site plan of the proposed development is shown below and conceptual renderings are shown on page 3. The separate garage structure to the rear of the building is set back 3.0 m (10 ft) from the rear property line.





Conceptual Rendering Showing North (Glenwood Drive) Side of the Proposed Building



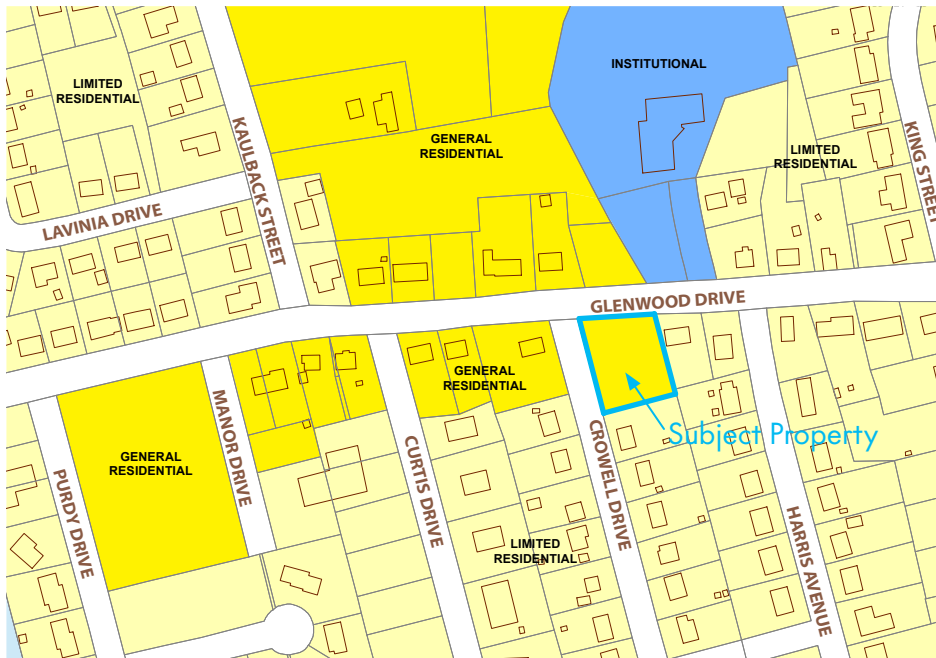
Conceptual Rendering Showing an Overview of the Site with Glenwood Drive in the Foreground



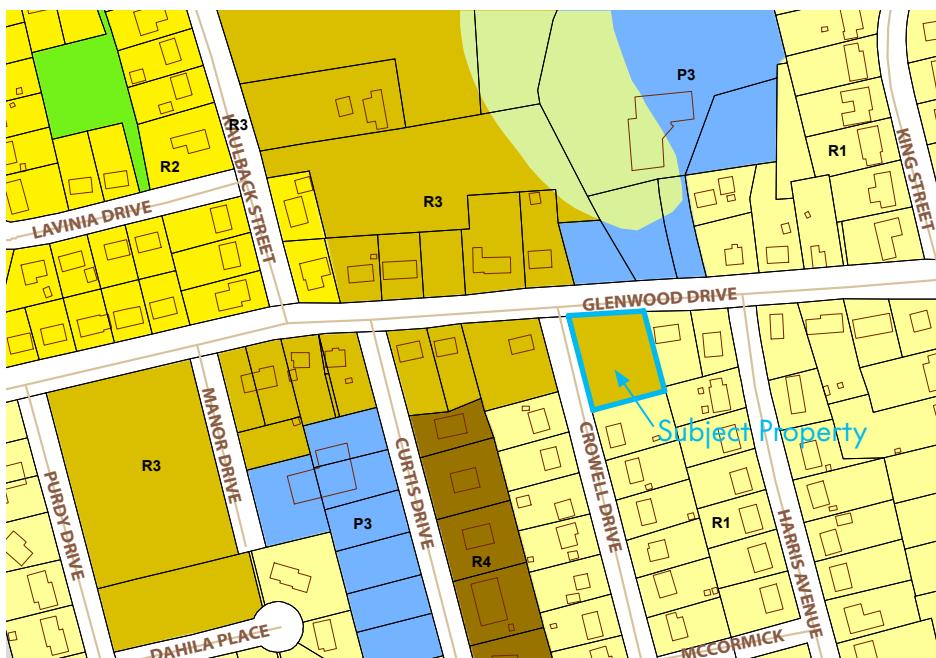
Conceptual Rendering Showing Rear Parking Area at Night

Analysis

The subject property is zoned General Residential (R3). On March 7, 2016, Truro Town Council approved an amendment to the Town's Future Land Use Map that changed the future land use designation of several properties in the Glenwood Drive area from the Limited Residential Future Land Use Designation to the General Residential Future Land Use Designation. The amendment approved by Council included the subject property and, pending a final review by the Provincial Director of Planning, the future land use designation of the subject property will be General Residential. It is expected that the Province will sign off on the proposed amendments and the changes to the Future Land Use Map will come into effect prior to this application going to a public hearing. This application is, therefore, being processed as if the subject property is in the General Residential Designation. Multiple unit residential developments are permitted in the General Residential Future Land Use Designation by development agreement in accordance with Municipal Planning Strategy Policy R-37.



Excerpt from the Town's proposed Future Land Use Map showing the subject property and surrounding area



Excerpt from the Town's Zoning Map showing the subject property and surrounding area

Planning Staff have reviewed the proposal based on the applicable policies found in the Town's Planning Documents. Full details of this review are attached to this report as Appendix A. Potential issues identified as a result of this review included land use compatibility issues related to the proposal's density, scale, and lot coverage.

Density

The density of the proposed development is 58.3 units/hectare (23.6 units/acre) which compares to a neighbourhood average density of around 25.1 units/hectare (10.1 units/acre). The density of the proposal is, therefore, just over two times the neighbourhood average. Staff do not believe that this is sufficient to pose a compatibility issue and note that multiple unit buildings on Curtis Drive have density figures as high as 67.6 units/hectare (27.4 units/acre).

Scale

The scale of the proposal (i.e. the impression of size in relation to surrounding structures) is also a potential concern. The proposed development consists of a three storey building containing 12 dwelling units. This building is higher than single detached homes in the area but it is not significantly higher than the 2½ storey multiple unit buildings found on Curtis Drive. The exterior dimensions of the 12 unit building are larger than typical homes and other multiple unit buildings in the area but the structure is smaller than churches located nearby and it is not significantly larger than some of the multiple unit buildings on Curtis Drive. By incorporating a mixture of materials, by projecting a section of the front facade, and by incorporating a vertical architectural element, the building's design helps to minimize the appearance of scale. Staff are satisfied that the proposed design addresses any potential issues related to compatibility in terms of its scale. The neighbouring property most directly impacted by the scale of this proposal is 170 Glenwood Drive. The proposal, however, maintains a 4.5 m (15 foot) setback from this property which is the standard Multiple Unit Residential (R4) Zone requirement.

Lot Coverage

The building has a ground floor area (footprint) of 473 m² (5093 ft²) and there is a one storey garage building with a ground floor area of 199 m² (2140 ft²). The Total lot coverage of the proposal is 32.7% which is 2.5 times greater than the average lot coverage in the neighbourhood which is 13%. While lot coverage is relatively high, this is partly attributed to the inclusion of the garage structure in the calculation (the building alone covers just 23% of the lot). The proposed garage is just a one storey structure and actually helps create a visual buffer between this development and the neighbour to the rear. The primary concern from a compatibility perspective is how the main building fits into the neighbourhood and lot coverage is one aspect of measuring compatibility. Staff believe that a 23% lot coverage is not significantly higher than the surrounding neighbourhood and actually consistent with multiple unit development on Curtis Drive.

Amenity Space

Related to Lot Coverage and Density is the issue of amenity space. With so much of the property covered by building and parking, there is limited opportunity for outdoor amenity/recreation space for use by residents of the proposal. Each of the proposed units feature an exterior balcony that is at least 1.8 x 3.7 metre (6 x 12 foot) in area. While the site does have sufficient outdoor green space to meet the minimum amenity space requirements in the Land Use By-law, there is no dedicated common outdoor recreation space proposed as part of this development. While not ideal, staff believe the balconies provided for each unit are sufficient to provide a reasonable amount of outdoor amenity space for residents of the proposal.

External Review

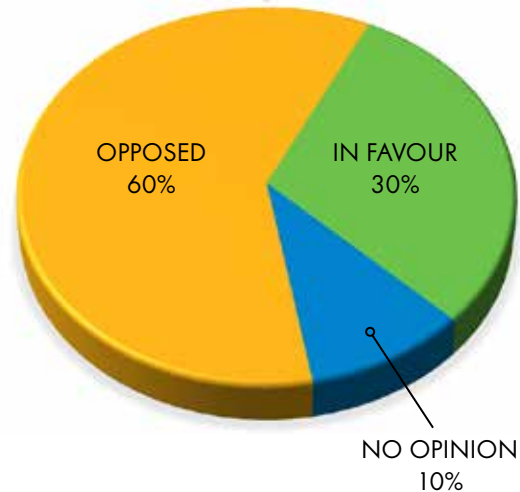
As part of this review, details of the application were forwarded to other Town Departments and the Town's Building Inspector for comment. At the time this report was written, Planning Staff had not received comments from the Building Inspector, Tree Technician, and the Director of Parks, Recreation, and Culture. Comments have been received from the Town Engineer, the Chief of Police, and the Fire Inspector. There were no issues identified in their comments.

Public Participation

The proposed development has been handled in accordance with the Town's development review process. Mr. Creelman submitted this application in December 2015 but the application has been on hold for several months -- at Mr. Creelman's request -- pending a decision by Council on a related plan amendment application to change the future land use designation of the subject property. Council approved this amendment in March and the applicant is now requesting that his application proceed.

On January 21st, 2016 details of the application were posted on the Town's website under "current development applications" and an public notice sign was posted on the subject property. On February 1st a letter was sent out to 64 property owners within 150 metres (492 feet) of the subject property. The letter directed people to the Town's website where they could obtain more information about the proposed development and complete an on-line survey. At the time this report was written there were ten responses to the on-line survey. Six or 60% of the responses were opposed to the proposed development, three or 30% were in favour, and one or 10% had no opinion.

158 Glenwood Drive
On-line Public Participation Survey Results



Conclusion

Planning Staff have completed a review of Jon Creelman's application to enter into a development agreement with the Town and thereby permit a multiple unit residential development at 158 Glenwood Drive. Staff acknowledge that the intensity of the proposed residential use and the scale of the development in relation to the surrounding neighbourhood are potential concerns. These issues are not, however, so significant that this proposal would be considered to be inconsistent with the Town's Residential Development Policies. Staff are recommending that Council enter into a development agreement to permit the proposal as outlined in this report.

Respectfully Submitted

Jason H. Fox, MCIP, LPP
Director of Planning & Development

Appendix A

RELEVANT POLICY	STAFF COMMENTS
<p>Policy R-1</p> <p><i>It shall be a policy of Council to encourage new residential development that will promote a high quality of life for Truro's residents and result in the creation of attractive streetscapes, vibrant public open spaces, and welcoming pedestrian environments.</i></p>	<p>This proposal will create 12 dwelling units in a central area of Town. The proposed 93 m² (1000 ft²) units are well-appointed and will offer high quality housing within walking distance of schools and many employers in the Truro Business Park.</p> <p>The proposed development features a main entrance oriented to the Glenwood Drive. The building is appropriately set back from the Glenwood and Crowell Drives and will contribute to a welcoming pedestrian environment on both these streets. The parking area and a garage are located at the rear of the property and will not be readily visible from Glenwood Drive and proposed landscaping will screen the parking area from Crowell Drive. This will minimize the visual impact of the parking area and help create attractive streetscapes.</p>
<p>Policy R-2</p> <p><i>It shall be a policy of Council to promote sustainable and vibrant neighbourhoods which convey a sense of belonging, neighbourliness, community pride, civic responsibility, safety, and which foster creative expression, entrepreneurialism, recreation, and collective action.</i></p>	<p>The proposed development will improve the appearance of this area by redeveloping a vacant and unimproved lot in a high profile location. This should help to foster a sense of community pride.</p>
<p>Policy R-3</p> <p><i>It shall be a policy of Council to encourage new residential development to emphasize and facilitate bicycling and walking as alternatives to private vehicular travel.</i></p>	<p>The proposal is situated in a built up area of town where sidewalks have been developed and provide pedestrian connections through-out Town. The development is within walking distance to Victoria Park, schools, and employers in the Truro Business Park.</p>
<p>Policy R-4</p> <p><i>It shall be a policy of Council to encourage new residential development that facilitates active sustainable lifestyles.</i></p>	<p>See comments under Policy R-3.</p>
<p>Policy R-5</p> <p><i>It shall be a policy of Council to encourage new residential development to make more efficient use of land, infrastructure, and services.</i></p>	<p>Municipal services are available for this proposal and it will not require any extension of municipal services or infrastructure.</p>
<p>Policy R-6</p> <p><i>It shall be a policy of Council to encourage population growth and to accommodate new sustainable residential development in a manner that ensures the best possible quality of life for all residents.</i></p>	<p>The proposal is expected to bring new residents and encourage population growth within the Town. The development is sustainable in that it will utilize existing infrastructure and create new housing where many amenities are accessible by walking and cycling.</p>

RELEVANT POLICY

Policy R-7

It shall be a policy of Council to encourage context sensitive intensification and infill residential development that complements surrounding homes and preserves or enhances neighbourhood integrity.

Policy R-8

It shall be a policy of Council to encourage new residential development in the Town that supports a variety of lifestyles and includes a range of housing choices and household types.

Policy R-9

It shall be a policy of Council to encourage new residential development and redevelopment opportunities that enhance and complement established and intact residential neighbourhoods.

Policy R-12

It shall be a policy of Council to support and give preference to residential proposals that either consist of a mixture of dwelling types or will contribute to a mixture of dwelling types in the neighbourhood. This policy shall not apply to lands in the Limited Residential Designation.

Policy R-15

It shall be a policy of Council to encourage residential development in Truro that includes affordable housing units.

STAFF COMMENTS

The proposal is considered an infill residential development because it will occupy an undeveloped area of land in an existing developed area. The proposed building's scale, design, materials, window style, and roof pitch are consistent with that of nearby residential development. The subject property is currently vacant and unimproved and, along with other vacant and underdeveloped lands in the area, gives this area of Glenwood Drive a transitional or non-residential character. This development is expected to reaffirm that this area is residential and help to make this area feel more like it is part of the surrounding residential neighbourhoods.

This proposal building offers standard apartment units in a three storey security building with an elevator. This proposal will offer quality housing suitable for seniors looking to downsize and remain in their community.

The proposed development will see the redevelopment of a currently vacant parcel of land that currently contributes to a sense that this area is not part of a residential neighbourhood and in transition. The proposal is expected to reintroduce a more residential character into this area and complement surrounding residential neighbourhoods.

This proposal, consisting of apartment style two bedroom units, will add to the existing mix of dwelling types in the surrounding area.

This proposal features well appointed units that will demand rents that are higher than average in the Truro area. These units are, however, intended to provide an affordable housing option for seniors looking to downsize from detached homes but still have amenities like a garage and in-suite laundry.

RELEVANT POLICY

Policy R-37

It shall be a policy of Council to consider multiple unit residential developments in the General Residential Designation by development agreement.

Policy R-38

When considering multiple unit residential development proposals in the General Residential Designation pursuant to Policy R-37, it shall be a policy of Council to require the following:

- a) that the proposal be reviewed using the evaluative criteria for development agreements as outlined in Part 11: Implementation of this Strategy;*
- b) that the proposal be compatible with adjacent structures in terms of height, bulk, scale, and lot coverage;*

STAFF COMMENTS

On March 7, 2016, Truro Town Council approved an amendment to the Town's Future Land Use Map that changed the future land use designation of several properties in the Glenwood Drive area from the Limited Residential Future Land Use Designation to the General Residential Future Land Use Designation. The amendment approved by Council included the subject property and, pending a final review by the Provincial Director of Planning, the future land use designation of the subject property will be General Residential.

Once the redesignation is finalized, this is the enabling policy that will allow Council to consider this application by development agreement.

This proposal has been evaluated using the evaluative criteria found in Part 11. Details of this evaluation are found below.

The proposed development consists of a three storey building containing 12 dwelling units. This building is higher than single detached homes in the area but it is not significantly higher than the 2½ storey multiple unit buildings found on Curtis Drive.

The exterior dimensions of the 12 unit building are larger than typical homes and other multiple unit buildings in the area but the structure is smaller than churches located nearby and it is not significantly larger than multiple unit buildings on Curtis Drive. .

The building has a ground floor area (footprint) of 473 m² (5093 ft²) and there is a one storey garage building with a ground floor area of 199 m² (2140 ft²). The Total lot coverage of the proposal is 32.7% which is 2.5 times greater than the average lot coverage in the neighbourhood which is 13%. While lot coverage is relatively high, this is partly attributed to the inclusion of the garage structure in the calculation (the building alone covers just 23% of the lot). The proposed garage is just a one storey structure and actually helps create a visual buffer between this development and the neighbour to the rear.

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RELEVANT POLICY

STAFF COMMENTS

	<p>The primary concern from a compatibility perspective is how the main building fits into the neighbourhood and lot coverage is one aspect of measuring compatibility. Staff believe that a 23% lot coverage is not significantly higher than the surrounding neighbourhood and actually consistent with multiple unit development on Curtis Drive.</p> <p>The scale of the proposal (i.e. the impression of size in relation to surrounding structures) is also a potential concern, specifically in relation to 170 Glenwood Drive given the proximity of the development to this dwelling. The proposal, however, maintains a 4.5 m (15 foot) setback from this property which is the standard Multiple Unit Residential (R4) Zone requirement. By incorporating a mixture of materials, by projecting a section of the front facade, and by incorporating a vertical architectural element, the building's design helps to minimize the appearance of scale. Staff are satisfied that the proposed design addresses any potential issues related to compatibility in terms of height, bulk, scale, or lot coverage.</p>
<p>c) <i>that the proposal be compatible with adjacent uses in terms of architectural design, including roof pitch, roof type, materials, and fenestration;</i></p>	<p>The proposal's architectural design is consistent with traditional residential construction. Staff do not anticipate any compatibility issues in terms of architectural design.</p>
<p>d) <i>that the proposal does not detract from an established or developing streetscape by significantly varying from the typical height and setback of abutting structures or by having a building that is oriented away from the street;</i></p>	<p>The proposed building is appropriately oriented to the adjacent streets and, through a combination of landscaping and architectural design, the building is expected to have a positive impact on the adjacent streetscape making it seem more of a residential street and less of a suburban thoroughfare.</p>
<p>e) <i>that the parking area be suitably landscaped or fenced and situated where it will not be readily visible from neighbouring properties and the public right-of-way;</i></p>	<p>The proposed parking area will not be readily visible from any adjoining streets or public right-of-way.</p>
<p>f) <i>that suitable recreational space is available for use by residents of the development; and</i></p>	<p>On April 19th the Director of Parks, Recreation, & Culture was forwarded details regarding this development proposal and asked to comment. No comments have been received at this time. It is expected that the lack of outdoor amenity/recreation space on site will be a concern of the Parks, Recreation and Culture Department. There is some green space on site that is available for passive outdoor recreation, but most of this area is comprised of side yards or yards abutting streets which limits the recreational potential of these areas.</p>

RELEVANT POLICY

STAFF COMMENTS

g) *that the proposal contribute to a mixture of dwelling types in the neighbourhood as a whole.*

There are a number of multiple unit buildings in the area at present, but this proposal will feature higher quality modern units in a security building featuring balconies, a parking garage, and an elevator. The proposal will add to the existing mix of dwelling types in the surrounding area.

Policy P-3

It shall be a policy of Council to use the Recreation Plan as a policy statement that will guide Council when evaluating development proposals and negotiating planning approvals where the proposed development may have an impact on the implementation of projects identified on the Future Recreation Map.

see comments under Policy R-38 (f) above

Policy P-4

It shall be a policy of Council to only consider those development proposals that are either consistent with or do not hinder the implementation of objectives and projects identified on the Town's Recreation Plan.

see comments under Policy R-38 (f) above

Policy P-9

It shall be a policy of Council to take into consideration the recommendations of the Parks & Recreation Strategic Plan, where applicable, when reviewing development proposals.

see comments under Policy R-38 (f) above

Policy P-12

It shall be a policy of Council to require that any new multiple unit residential development include provision for recreation and amenity space. The Land Use By-law shall allow for the provision of such space either externally or internally to the building, and that such space may consist of common or individual unit space.

Each of the proposed units feature an exterior balcony that is at least 1.8 x 3.7 metre (6 x 12 foot) in area. While there is sufficient outdoor green space to meet the minimum amenity space requirements in the Land Use By-law, there is no dedicated common outdoor recreation space proposed as part of this development. While not ideal, staff believe the balconies provided for each unit are sufficient to provide a reasonable amount of outdoor amenity space for residents of the proposal.

Policy P-13

It shall be a policy of Council to consult the Parks, Recreation, and Culture Committee when considering the suitability of amenity space included in any development proposal.

see comments under Policy P-3 above

RELEVANT POLICY

STAFF COMMENTS

Policy G-18

It shall be a policy of Council to consider allowing a reduction in the number of required parking spaces where it can be demonstrated the proposed development is intended for residents who are less likely to own an automobile due to factors such as age, income, or mobility issues.

The proposal includes parking for 18 vehicles including one barrier free stall. Nine of the parking stalls are located in a garage structure. Based on the Town's parking requirements, the proposal would require 18 parking spaces (0.5 spaces/unit plus 0.5 spaces/bedroom). No relaxation of parking requirements is necessary.

Policy G-29

It shall be a policy of Council to permit reasonable uses of outdoor lighting for nighttime safety, utility, security, and enjoyment while preserving the ambiance of the night.

The draft development agreement will require that outdoor lighting be limited to full cut-off fixtures that illuminate the subject property only and not cause any light trespass. Proposed walkways, parking areas, and common area will be required to be illuminated.

Policy G-30

It shall be a policy of Council to prohibit outdoor lighting that is misdirected, excessive, or unnecessary.

See comments on Policy G-29 above.

Policy G-31

It shall be a policy of Council to require that all outdoor lighting fixtures in or abutting a residential zone or designation be full cut-off fixtures approved by the International Dark Sky Association.

See comments on Policy G-29 above.

Policy G-35

It shall be a policy of Council to require that all development proposals or other proposals that may impact upon vehicle access to a public street be subject to the approval of the Town's Traffic Authority.

On April 19th the Town's Traffic Authority was forwarded details of the proposal and asked to provide comments. The Traffic Authority has indicated that the site design is optimal for traffic access management and will not generate significant traffic volumes. He concluded that the proposal should not have a negative impact on the traffic system.

Policy IN-34

It shall be a policy of Council to require that all new construction that is subject to a development agreement, to submit a Storm Water Management Plans for the development, either as a condition of approval or for Council's consideration as part of a development agreement application.

The applicant has submitted a storm water management plan prepared by a professional engineer. The draft development agreement will require that the Town Engineer accept the stormwater management plan prior to the issuance of any building permits.

RELEVANT POLICY

STAFF COMMENTS

Policy E-10

It shall be a policy of Council to encourage development that either maintains or enhances the pre-development hydrologic regime through innovative site design and engineering techniques aimed at infiltrating, filtering, evaporating, harvesting and retaining runoff, as well as preventing pollution.

The development will be required to conform to the stormwater management plan submitted by the applicant which maintains the pre-development hydrologic regime.

Policy E-11

It shall be a policy of Council to adopt performance standards for each land use zone that specifies a maximum percentage for impervious surface. Development that exceeds the maximum percentage of impervious surface will be permitted, up to a specified limit, where development implements on-site stormwater retention and maximizes infiltration by incorporating design elements such as:

see comments on Policy E-10 above

- a) permeable pavement;*
- b) infiltration trenches/chambers and bio-retention;*
- c) rainwater harvesting systems in building design;*
- d) green roofs;*
- e) roof drains directed to permeable areas with stormwater infiltration measures in place; and*
- f) utilizing open drainage such as swales.*

Policy E-13

It shall be a policy of Council to encourage the use of existing natural drainage systems where possible.

see comments on Policy E-10 above

Policy E-14

It shall be a policy of Council to, where requested by the Town Engineer, require that a grading and stormwater drainage plan be submitted as part of any new multiple lot subdivision or large development.

see comments on Policy IN-34 above

RELEVANT POLICY	STAFF COMMENTS
<p>Policy IM-19</p> <p><i>It shall be a policy of Council to require the submission of a detailed proposal as part of any development agreement application. The proposal shall include any information or materials required by Council in order to effectively evaluate the submission. The submission shall be accompanied by professionally prepared plans that effectively illustrate the proposal and include details such as, but not necessarily limited too, the following:</i></p> <ul style="list-style-type: none"><i>a) the location, area, and dimensions of the subject property based on a survey or location certificate prepared by a licensed surveyor.;</i><i>b) elevation drawings of the proposed structure or structures;</i><i>c) the proposed location, dimensions, height, and proposed use of all buildings;</i><i>d) the means by which the site is to be serviced by sanitary and storm sewers, water, electrical service and other utilities;</i><i>e) the proposed location and nature of any outdoor storage or display;</i><i>f) the proposed location, design, and content of any signage;</i><i>g) the proposed location and dimensions of any parking stalls, driveways, and walkways;</i><i>h) the proposed location of any fencing, refuse containers, and snow storage;</i><i>i) the proposed location and type of any exterior lighting.</i>	<p>The applicant has submitted a detailed site plan.</p> <p>The applicant has submitted a complete set of design drawings including elevation drawings.</p> <p>The detailed plans submitted by the applicant clearly describe the location and dimensions the proposed building.</p> <p>The applicant has submitted a site plan showing proposed servicing details. The draft development agreement will require that all servicing connections be approved by the Town Engineer's office.</p> <p>No outdoor storage or display is proposed as part of this development.</p> <p>Any signage will have to comply with the Land Use By-law signage requirements.</p> <p>The site plan illustrates the locations and dimensions of all parking areas and driveways.</p> <p>There is no fencing proposed as part of the development. Refuse will be stored in bins outside. The draft agreement will require that these bins be enclosed in a opaque fence. There is sufficient room for snow storage on site.</p> <p>Information with respect to the location and type of lighting fixtures has not been provided. The draft development agreement will require that all lighting comply with the Land Use By-law lighting regulations and adequate lighting will have to be provided for all parking areas and walkways.</p>

RELEVANT POLICY	STAFF COMMENTS
<p>j) <i>the proposed location of any outdoor amenity space;</i></p>	<p>The site plan delineates areas that are to be landscaped open space. There is no dedicated outdoor amenity space proposed as part of the development.</p>
<p>k) <i>landscaping elements including the type and location of any existing and proposed trees or other vegetation;</i></p>	<p>The landscaping elements shown on the site plan are not specific and are limited to identifying the location of trees, lawn, open spaces, parking areas, and structures.</p>
<p>l) <i>architectural features including type of materials,</i></p>	<p>The applicant has submitted detailed elevations drawings. The draft agreement will require that all units adhere to the basic architectural details illustrated in these drawings.</p>
<p>m) <i>the location of any watercourses on or near the site;</i></p>	<p>Staff are not aware of any defined watercourses on or near the subject property.</p>
<p>n) <i>existing and proposed drainage patterns including any stormwater management measures;</i></p>	<p>The applicant has submitted a storm water management plan prepared by a professional engineer.</p>
<p>o) <i>the delineation of any 1:20 and 1:100 flood elevations and a description of any proposed floodproofing measures; and</i></p>	<p>The subject property is not situated within the 1:20 or 1:100 floodplains. No floodproofing measures are proposed.</p>
<p>p) <i>any proposed phasing of the development.</i></p>	<p>No phasing has been proposed by the developer.</p>
<p>Policy IM-20 <i>It shall be a policy of Council to require the submission of additional information to address issues such traffic impact, stormwater management, landscaping, servicing, heritage preservation, and impact on the streetscape where Council considers this information to be pertinent to the development process. This information may be required prior to Council's approval or as a condition of approval and required prior to issuance of any development permit.</i></p>	<p>No other information has been requested at this time.</p>
<p>Policy IM-21 <i>Where a structure proposed as part of a development agreement application raises concerns with respect to compliance with the National Building Code, it shall be a policy of Council to require that the applicant submit conceptual building plans for review by the Town's Building Inspector.</i></p>	<p>Plans of the proposed building were forwarded to the Town's Building Inspector for review and comment on April 19th. No response has been received at this time. Staff do not anticipate any building code issues that cannot be addressed by minor modifications to the plan.</p>

RELEVANT POLICY	STAFF COMMENTS
<p>Policy IM-22</p> <p><i>When considering a development agreement application it shall be a policy of Council to have regard for the following matters:</i></p> <p>a) <i>compatibility of the proposed land use with adjacent land uses;</i></p>	<p>The proposed residential use is considered to be compatible with the surrounding residential uses. Planning Staff are satisfied that the proposed setback from the neighbouring property to the east is sufficient to deal with any minor incompatibility issues that may be attributed to a more intensive residential use such as traffic or noise.</p>
<p>b) <i>compatibility of the development with adjacent properties in terms of height, scale, lot coverage, density, and bulk;</i></p>	<p><i>See comments for Policy R-38(b) above.</i></p> <p>The density of the proposed development is 58.3 units/hectare (23.6 units/acre) which compares to a neighbourhood average density of around 25.1 units/hectare (10.1 units/acre). The density of the proposal is, therefore, just over two times the neighbourhood average. Staff do not believe that this is sufficient to pose a compatibility issue and note that multiple unit buildings on Curtis Drive have density figures as high as 67.6 units/hectare (27.4 units/acre).</p>
<p>c) <i>compatibility of the development with adjacent properties in terms of lighting, signage, outdoor display, outdoor storage, traffic, vehicle headlights, and noise;</i></p>	<p>Signage and lighting will be subject to the normal Land Use By-law requirements which are designed to mitigate potential compatibility issues. Outdoor storage will be limited to refuse containers and the draft agreement will require that these be fenced and screened from view.</p> <p>The Traffic Authority has indicated that the site design is optimal for traffic access management and will not generate significant traffic volumes. Traffic generated by the proposal is not expected to have any impact on surrounding properties.</p>
<p>d) <i>the adequacy of sewer services, water services, waste management services and storm water management services;</i></p>	<p>On April 19th, the Town Engineer was forwarded details of the proposal and asked to provide comments. No concerns regarding servicing were identified. The draft development agreement will require that all servicing and connections to municipal services will be subject to the approval of the Town Engineer.</p>
<p>e) <i>that the proposal contributes to an orderly and compact development pattern that makes efficient use of existing and new municipal infrastructure and services;</i></p>	<p>This development is an infill development that will make use of existing infrastructure. The proposal will increase residential densities while utilizing existing infrastructure.</p>

RELEVANT POLICY	STAFF COMMENTS
f) <i>the adequacy and proximity of schools;</i>	Staff do not anticipate any issues related to the ability of the school system to accommodate any increase in enrollment as a result of this development.
g) <i>the adequacy and proximity of recreation and community facilities;</i>	<i>see comments under Policy P-3 above</i>
h) <i>the adequacy of the road network in, and adjacent to, or leading to the development;</i>	On April 19 th the Traffic Authority was forwarded details of the proposal and asked to provide comments. The Traffic Authority has indicated that the proposed site design is optimal for traffic access management and will not generate significant traffic volumes, therefore should not have a negative impact on the traffic system
i) <i>the potential for the contamination or sedimentation of watercourses or for erosion;</i>	Standard sedimentation controls during construction will be a requirement of any development agreement.
j) <i>environmental impacts such as air and water pollution and soil contamination;</i>	This proposal is not expected to cause any negative environmental impacts.
k) <i>previous uses of the site which may have caused soil or groundwater contamination;</i>	Staff are not aware of any soil or groundwater contamination.
l) <i>suitability of the site in terms of grades, soil and bedrock conditions, location of watercourses, marshes, swamps or bogs;</i>	Staff are not aware of any site constraints.
m) <i>the ability of emergency services to respond to an emergency at the location of the proposed development;</i>	On April 19 th the Police Service and Fire Inspector were forwarded details of the proposed development and invited to comment. The Police Chief does not have any concerns about the Police Service's ability to respond to an emergency at this location. The Fire Inspector did not have any concerns about the proposal but wanted to ensure that proper access is maintained for emergency vehicles. The draft development agreement will require that the driveway meet minimum requirements under the national building code.
n) <i>the application of sustainable and energy efficient design principles;</i>	The applicant has not indicated if the proposal includes any energy efficiency initiatives.
o) <i>that the proposal is in conformance with the intent of this strategy and with the requirements of Town By-laws and regulations other than the Land Use By-law;</i>	The draft development agreement will require that the proposal conform to all other applicable by-laws and regulations.

RELEVANT POLICY

p) the financial ability of the Town to absorb any costs relating to the amendment.

Policy IM-34

It shall be a policy of Council to consider scheduling an evening public hearing and to consider holding an advertised public information meeting where there is a great deal of public opposition or concern regarding a development proposal or amendment application. The cost of advertising these meetings shall be the responsibility of the applicant.

STAFF COMMENTS

The Town is not expected to incur any costs as a result of this development proposal.

Staff do not believe any additional public information meeting or evening hearing is required.