

STAFF REPORT

Prepared For:	Planning Advisory Committee
Submitted by:	Jason Fox, Director of Planning & Development
Date:	August 17, 2017
Subject:	Application by Meech Holdings Limited to amend a 2008 Development Agreement and thereby permit a new 6 unit residential building on lands at 199 Willow Street.

Recommendation

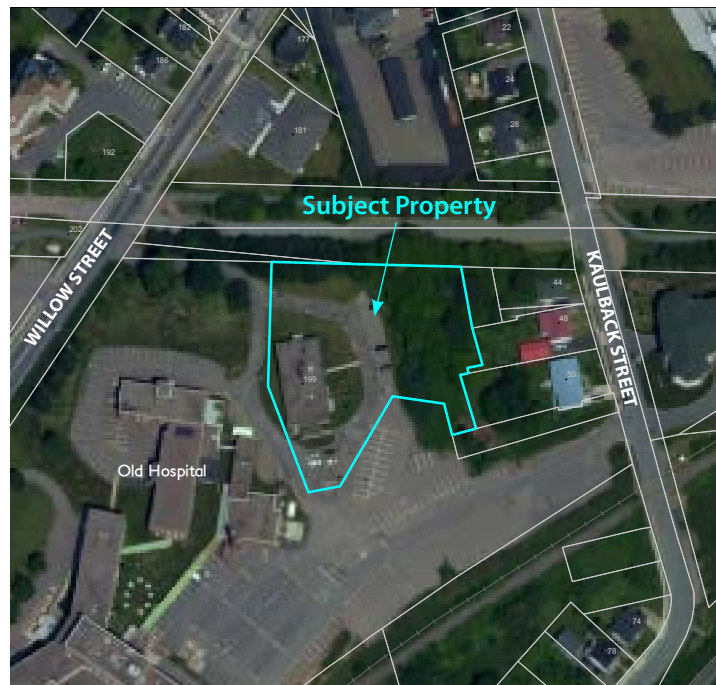
That Council approve an application by Meech Holdings Limited to amend a 2008 development agreement and thereby permit a new 6 unit residential building on lands at 199 Willow Street subject to the submission of a site plan based on a legal survey.

Background

On April 27, 2017 Meech Holdings Limited made application to expand their existing multiple unit residential development at 199 Willow Street (PID no. 20152203) by developing one new 6-unit residential building. The proposed 6-unit building is to be developed just to the east of two 6-unit buildings that were recently constructed on the subject property by the applicant. This proposal, together with those two 6-unit buildings and an existing 14 unit building, will bring the total number of dwelling units on site to 32. 199 Willow Street is currently subject to a 2008 Development Agreement that permitted the conversion of the former Colchester Medical Clinic into a 14 unit residential development. That agreement was amended in 2015 to allow the two new 6-unit buildings that were recently constructed. This application will require an amendment to the 2008 development agreement.

Subject Property

The subject property is 199 Willow Street. The 5383 m2 (1.3 acre) property is zoned Multiple Unit Residential (R4) and its future land use designation is General Residential. The property does not have direct frontage on a public street but it has access to both Willow Street and Kaulback Street via a right-of-way easement. The property is situated adjacent to the former Colchester Regional Hospital site, just to the northeast of the Annex building. Abutting the subject property to the east are three residential dwellings. These homes are situated approximately 75 metres (246 feet) from the existing 14 unit building and about 64 metres from the nearest of the two new 6-unit buildings. There is currently a wooded area between these homes and the existing development. To the north of the property is the former Dominion Atlantic Railway (DAR)



Air Photo showing the subject property and surroundings



Panoramic Photograph of the subject property looking northwest towards Willow Street showing the 14 unit converted medical clinic to the left and the two existing 6-unit buildings at centre. The treed area to the right is the location of the proposed new 6-unit building.



Photo of the subject property looking east from the former DAR right-of-way showing the two new 6-unit buildings on the subject property. The treed area to the left is the location of the proposed new 6-unit building.

right-of-way, a service station and a motel. There is no physical separation (i.e. curbing, landscaping, fencing) between the former hospital property and 199 Willow Street, making it difficult to differentiate between the parking area of the subject property and the parking area and driveways for the former hospital. An aerial photograph showing the subject property and surrounding area is shown on the previous page. On this page are two photos showing the existing development at 199 Willow Street and the location of the proposed new 6 unit building. The properties are zoned Multiple Unit Residential (R4) and are situated in the General Residential Future Land Use Designation.

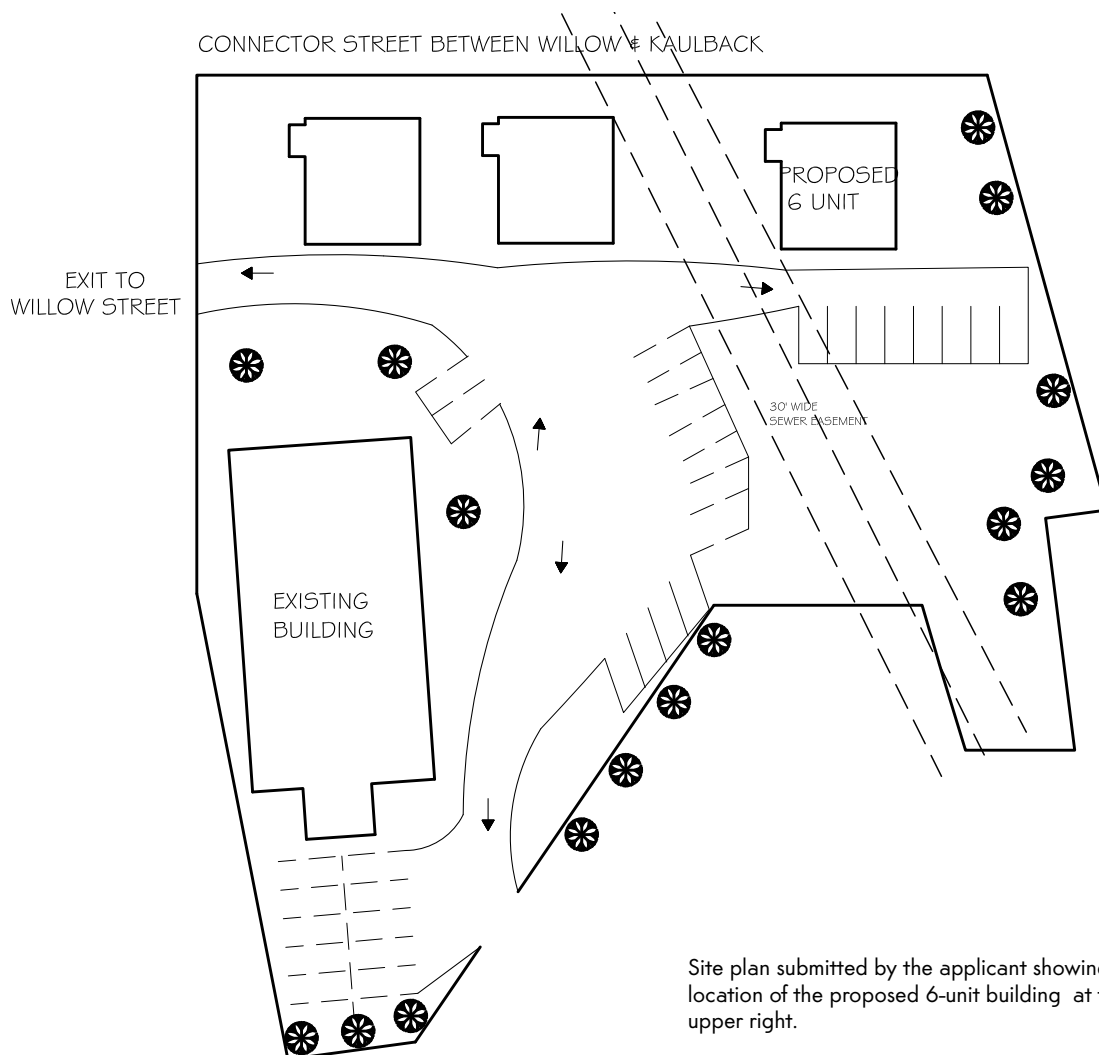
Development Proposal

Meech Holdings Limited has submitted a site plan showing a new three-storey, six-unit residential building. The new building is located in a wooded area at the northern edge of the subject lands where the property slopes down to the former Dominion Atlantic Railway (DAR) right-of-way. The new building will be situated approximately 15 metres (50 feet) to the east of the existing easternmost 6-unit building, about 2.3 metres (7.4 feet) from the former DAR right-of-way, and about 5.8 metres (19 feet) from the rear property line of the residential homes on

Kaulback Street. The wooded area where the proposed structure is to be located is currently undeveloped and there are several mature trees on the site and along edge of the former DAR right-of-way. The site plan provided by the applicant shows parking for 31 vehicles. Vehicle access to the site is provided via a right-of-way following the existing driveway access to Willow Street. A second right-of-way also provides access to Kaulback Street over the former hospital parking lot. Although not shown on the site plan, the applicant has also developed access to the site from the former DAR right-of-way. The right-of-way is Town owned land but it is not a public street and cannot be considered public street frontage. The site plan also shows the location of a sewer easement that crosses the property. This area can be landscaped and utilized for parking but it cannot contain any structures.

Staff have noticed a discrepancy between the boundaries of the subject property as depicted on the site plan, the Town's property mapping, and those on a survey plan submitted by the applicant. The discrepancy involves the eastern boundary of the subject lands where the proposal abuts residential dwellings to the east. In order to resolve this issue the applicant will need to submit a survey of the property prepared by a licensed land surveyor.

The proposed building is a three level structure that is two stories in height on the south side and three stories on the north side facing the DAR right-of-way. The building is the same design as the two 6-unit buildings that the applicant recently constructed on the site. The proposed building is 11 x 11 metres (36 x 36 feet) and contains two ± 61.5 m² (660 ft²) one-bedroom units on each floor. There are false dormers on the south side giving the building the appearance of a two-and-a-half storey structure although there is no habitable space on the attic level. The first and second floor units each feature a 1.7 x 3.0 metre (5.5 x 9.7 foot) balcony. All units have their own independent covered entrance. Elevation drawings and floor plans are shown on the following page.



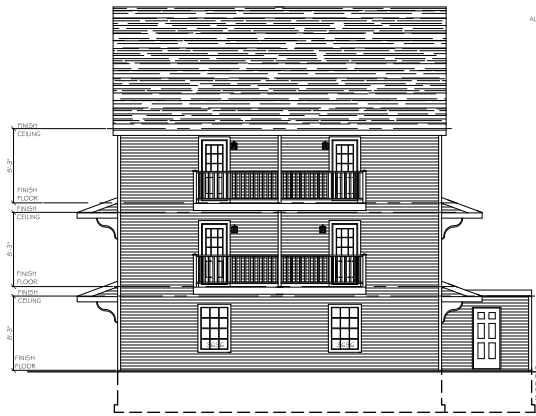
Site plan submitted by the applicant showing the location of the proposed 6-unit building at the upper right.

Elevation Drawings

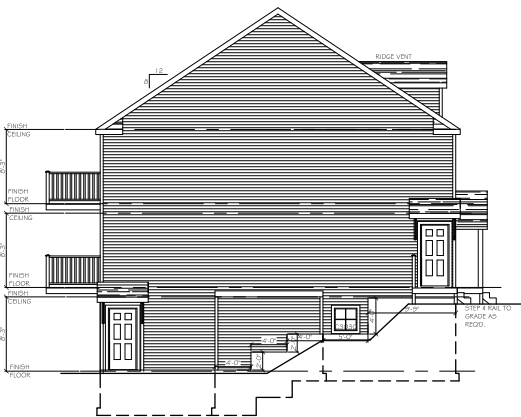
South Elevation



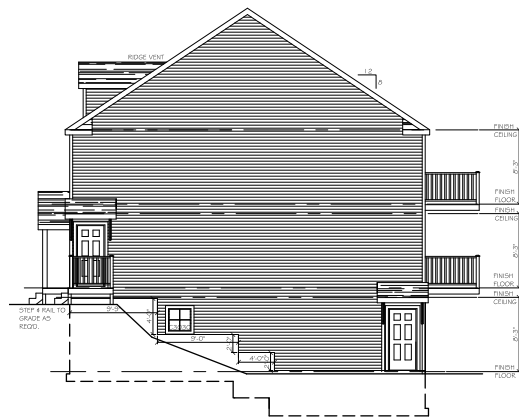
North Elevation



Side Elevation

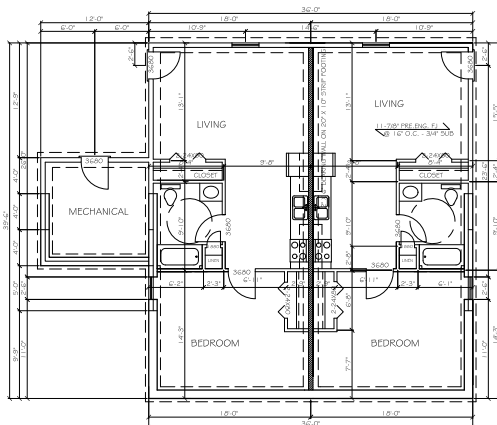


Side Elevation

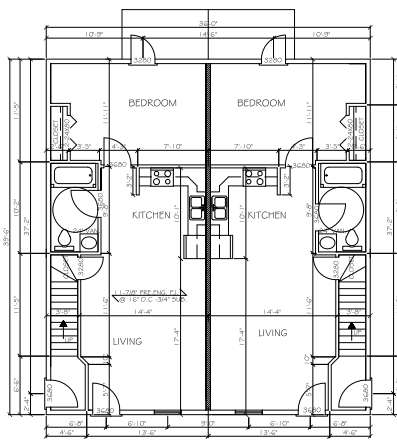


Floor Plans

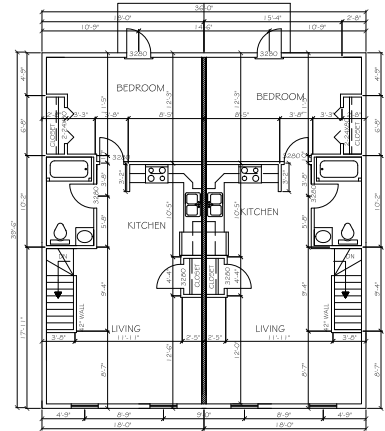
Basement



Ground Floor



Second Floor



Analysis

Planning Staff have reviewed the proposal based on the applicable policies found in the Town's Planning Documents. As part of this review, details of the application were forwarded to other Town Departments and the Town's Building Inspector for their review. This request for feedback was sent out on June 12, 2017. The Director of Parks, Recreation, & Culture, Town Engineer's Office, Building Inspector, Fire Inspector, and Police Chief all responded. None of the respondents had any concerns about the proposed development.

Based on the Town's parking requirements the proposed building with its 6 one-bedroom units will require 6 parking spaces (0.5 spaces/unit plus 0.5 spaces/bedroom). The existing development on the property requires 30 spaces which brings the total number of required parking spaces to 36. The site plan submitted by the applicant shows parking for 31 vehicles but the actual conditions found on site do not match the site plan. The site appears to have been recently repaved and there seems to be fewer stalls than shown on the site plan. Also, driveways appear to have been added on the former Dominion Atlantic Rail (DAR) right-of-way which is not a public street and Meech Holdings Limited does not have legal access to these driveways. Without an accurate site plan based on a legal survey plan and showing the current configuration of parking, Staff are unable to assess the adequacy of the amount of parking provided. Based on a review of the site plan, it does not appear that the current proposal includes sufficient parking to meet the Town's requirements, particularly if the developer does not have legal access to the driveway parking off of the former DAR right-of-way.

The Town may consider a relaxation of the normal parking requirements in this instance where demand for parking is expected to be less than usual. Given that existing development includes affordable housing units and housing for individuals with special needs, it is likely that many tenants may not own a vehicle. A relaxation of normal parking requirements may be warranted in this instance. A total of 32 spaces (one space per unit) would likely be sufficient for this development, however, the applicant will be required to submit an accurate site plan showing existing and proposed parking prior to making this recommendation.

The proposed development is not expected to create any land use compatibility issues with surrounding development or have any negative impact on neighbourhood integrity. The structure is consistent with typical residential construction in terms of scale and materials and it is expected to complement surrounding residential development. There is also an existing wooded area that separates the proposal from neighbouring homes on Kaulback Street. The draft agreement will include provision for tree retention in the 6 metre (20 foot) side yard between the proposed structure and the rear yard of neighbouring dwellings on Kaulback.

No other significant issues were identified by Staff based on a review of the applicable policies. Full details of this review are attached to this report as Appendix A.

Public Participation

The proposed development is being handled in accordance with the Town's development review process. The applicant appeared before the Town's Planning Advisory Committee (PAC) and presented their initial development concept at the Committee's June meeting. PAC agreed that the proposal is likely to generate little public interest and decided to allow Meech Holdings Limited's application to follow the Standard (Short) Application Process. In early July, details of the application were posted on the Town's website under "current development applications" and a public notice sign will be posted on the subject property before the last week of August. Once Council establishes a public hearing date, Planning Staff will notify neighbourhood residents by mail. A letter will be mailed to all property owners within 150 metres (492 feet) of the subject lands. The letter will direct people to the Town's website where they could obtain more information about the proposed development and complete an on-line survey.

Conclusion

Planning Staff have completed a review of Meech Holdings Limited's application to amend a 2008 Development Agreement and thereby permit a multiple unit residential development at 199 Willow Street. Based on this review, Planning Staff find that the proposal is consistent with the Town's Planning Policies. Staff, therefore, support the proposed development and are recommending that Council enter into a development agreement to permit the proposal as outlined in this report. Staff's recommendation is conditional upon receipt of an accurate site plan based on a legal survey that clearly shows the location of all existing and proposed site conditions, including the location of all structures, driveways, and parking.

Respectfully Submitted

A handwritten signature in blue ink, appearing to read 'J. Fox', written over a faint circular stamp.

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 6 dwelling units in a central area of Town. The modest sized one-bedroom units will offer high quality affordable housing within walking distance of many amenities.</p> <p>The proposed development is oriented away from the street and faces an internal parking area. The development is not, therefore, expected to have a significant impact, either positive or negative, on the abutting streetscape.</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 subject property is somewhat isolated from the surrounding community but this development, together with the two existing 6-unit buildings and the 14-unit building, are beginning to create their own little community. The development features a central parking area which will encourage interaction and a sense of community among the tenants.</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 Cobequid Trail abuts the subject property to the north and the sidewalks on Kaulback and Willow Streets provide excellent connections to the Town's pedestrian network. Many amenities are located within walking distance of the subject property.</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 into the downtown area 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

STAFF COMMENTS

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.

The proposal is considered an infill residential development in that it will occupy an undeveloped area of land in an existing developed area. The subject property is somewhat isolated from surrounding development and this proposal is not expected to have any significant impact on nearby residential uses.

The proposed structure is consistent with typical residential construction in terms of scale and materials, so the proposal is expected to complement surrounding development.

The proposed structure is situated approximately 6 m (20 ft) from the rear property line of 44 Kaulback. This setback is currently a wooded area. 44 Kaulback has a 27 m (88 ft) rear yard, a large portion of which is a wooded area with several mature trees. The wooded area comprised of the rear yard of 44 Kaulback and the proposed 6 m (20 ft) setback on the subject property will provide an effective buffer between the proposed 6 unit building and the neighbouring dwelling. It is unclear from the site plan, but there appears to be a similar buffer provided between the proposal and dwellings at 48 and 50 Kaulback.

The proposal is, therefore, not expected to have any impact on neighbouring dwellings to the extent that it would have a negative impact on 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.

This proposal features modest one-bedroom units that will offer quality affordable housing.

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.

The subject property is somewhat isolated from surrounding development and this proposal is not expected to have any impact on nearby residential uses or neighbourhoods. (see comments for Policy R-7)

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.

This proposal, consisting of apartment style one bedroom units, will add to the existing 26 unit development on the subject property. The subject property is not part of an existing residential neighbourhood but the proposal will add to the existing mix of dwelling types in the surrounding area.

RELEVANT POLICY

Policy R-15

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

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;*
- c) *that the proposal be compatible with adjacent uses in terms of architectural design, including roof pitch, roof type, materials, and fenestration;*
- d) *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;*
- e) *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;*

STAFF COMMENTS

This proposal features modest one-bedroom units that will offer quality affordable housing.

The proposed buildings are situated within the General Residential land use designation. This is the enabling policy that allows 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 6-unit building that is two to three storeys in height and has a ground floor area (footprint) of 120 m² (1296 ft²). The structure is not much larger than a typical single detached dwelling. The subject property is oriented away from surrounding development and the proposed buildings are not expected to have any impact on nearby residential uses. There are no issues with compatibility in terms of height, bulk, scale, or lot coverage.

The proposal's architectural design is consistent with traditional residential construction. Staff do not anticipate any compatibility issues in terms of architectural design.

The proposed buildings are set far back from both Willow and Kaulback Streets and will not have any impact, either positive or negative, on any adjacent streetscape.

The proposed parking area will not be readily visible from any adjoining streets or public right-of-way.

RELEVANT POLICY

STAFF COMMENTS

f) *that suitable recreational space is available for use by residents of the development; and*

On June 12th, 2017 the Director of Parks, Recreation, & Culture was forwarded details regarding this development proposal and asked to comment. The matter was discussed at the June 13th, 2017 meeting of the Truro Parks, Recreation & Culture Committee. The Committee agreed that there is adequate recreational facilities in the area for the residents of the proposal.

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

This proposal, consisting of apartment style one bedroom units, will add to the existing 26 unit development on the subject property. The subject property is not part of an existing residential neighbourhood but 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.

Four of the proposed units feature an 1.7 x 2.9 metre (5.5 x 9.5 foot) exterior balcony. While there is no dedicated common outdoor recreation space proposed as part of this development there is sufficient green space on site to provide dedicated outdoor amenity space. It is recommended that provision of outdoor amenity space be a requirement of the development agreement.

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

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.

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.

Policy G-30

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

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.

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.

STAFF COMMENTS

Based on the Town's parking requirements the proposed building with its 6 one-bedroom units will require 6 parking spaces (0.5 spaces/unit plus 0.5 spaces/bedroom). The existing development on the property requires 30 spaces which brings the total number of required parking spaces to 36. The site plan submitted by the applicant shows parking for 31 vehicles but the actual conditions found on site do not match the site plan. The site appears to have been recently repaved and there seems to be fewer stalls than shown on the site plan. Also, driveways appear to have been added on the former Dominion Atlantic Rail (DAR) right-of-way which is not a public street and Meech Holdings Limited does not have legal access to these driveways. Without an accurate site plan based on a legal survey plan and showing the current configuration of parking, Staff are unable to assess the adequacy of the amount of parking provided. It does not appear that there is sufficient parking on site to meet the Town's parking requirements, particularly if the developer does not have legal access to the driveway parking off of the former DAR right-of-way.

The draft development agreement requires 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.

See comments on Policy G-29 above.

See comments on Policy G-29 above.

On June 12th, 2017 the Town's Traffic Authority was forwarded details of the proposal and asked to provide comments. The Town's Senior Engineer has indicated that traffic impact from the proposed development will be minimal.

RELEVANT POLICY

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.

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.

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:

- 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.

STAFF COMMENTS

The applicant will be required to submit a storm water management plan prepared by a professional engineer. The development agreement requires the submission of a stormwater management plan prior to the issuance of any building permits.

The development will be required to conform to a stormwater management plan that maintains the pre-development hydrologic regime. The Town Engineer's office encourages new development to make an effort to utilize alternative forms of retention (i.e. bio swales, rain gardens, etc.)”

see comments on Policy E-10 above

see comments on Policy E-10 above

RELEVANT POLICY	STAFF COMMENTS
<p>Policy E-14</p> <p><i>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.</i></p>	<p><i>see comments on Policy IN-34 above</i></p>
<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"><li data-bbox="190 785 808 890"><i>a) the location, area, and dimensions of the subject property based on a survey or location certificate prepared by a licensed surveyor.;</i><li data-bbox="190 1037 808 1100"><i>b) elevation drawings of the proposed structure or structures;</i><li data-bbox="190 1131 808 1194"><i>c) the proposed location, dimensions, height, and proposed use of all buildings;</i><li data-bbox="190 1268 808 1373"><i>d) the means by which the site is to be serviced by sanitary and storm sewers, water, electrical service and other utilities;</i><li data-bbox="190 1436 808 1499"><i>e) the proposed location and nature of any outdoor storage or display;</i><li data-bbox="190 1541 808 1604"><i>f) the proposed location, design, and content of any signage;</i><li data-bbox="190 1646 808 1709"><i>g) the proposed location and dimensions of any parking stalls, driveways, and walkways;</i>	<p>The applicant has submitted a site plan but the plan is not based on a legal survey. There appears to be a few discrepancies between existing site conditions and the plan, specifically the location and number of parking stalls. It is recommended that the applicant submit an accurate site plan prior to any public hearing on this application.</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 but servicing details have not been provided at this time. The development agreement requires 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. There appears to be a few discrepancies between the location and number of existing parking stalls that currently exist on the site and the location and number of stalls shown on the site plan. It is recommended that the applicant submit an accurate site plan prior to any public hearing on this application.</p>

RELEVANT POLICY	STAFF COMMENTS
<p>h) <i>the proposed location of any fencing, refuse containers, and snow storage;</i></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 by an opaque fence. There is sufficient room for snow storage on site.</p>
<p>i) <i>the proposed location and type of any exterior lighting,</i></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>
<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 open spaces, parking areas, and structures. No additional landscaping is proposed.</p>
<p>l) <i>architectural features including type of materials,</i></p>	<p>The applicant has submitted detailed elevation drawings. The development agreement requires 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 development agreement requires that the applicant submit a storm water management plan prepared by a professional engineer. This plan should be submitted prior to the Town issuing any building or development permits.</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>Prior to entering into a development agreement, the applicant will be required to provide a site plan based on a legal survey. No other information has been requested at this time.</p>

RELEVANT POLICY	STAFF COMMENTS
<p>Policy IM-21</p> <p><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>The Town's Building Inspector has reviewed the proposed development and did not have any concerns with the proposal based on the preliminary plans.</p>
<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> <ul style="list-style-type: none">a) <i>compatibility of the proposed land use with adjacent land uses;</i>b) <i>compatibility of the development with adjacent properties in terms of height, scale, lot coverage, density, and bulk;</i>c) <i>compatibility of the development with adjacent properties in terms of lighting, signage, outdoor display, outdoor storage, traffic, vehicle headlights, and noise;</i>d) <i>the adequacy of sewer services, water services, waste management services and storm water management services;</i>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>The proposed residential use is considered to be compatible with the surrounding residential uses. Planning Staff are satisfied that the size of the lot and the setbacks from neighbouring properties to the east are 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>The proposed structures are not much larger than a typical single detached dwelling. There are no issues with compatibility in terms of height, bulk, scale, density or lot coverage.</p> <p>The subject property is isolated from surrounding development and the proposed buildings are not expected to have any impact on nearby residential uses. 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 development agreement requires that these be fenced and screened from view.</p> <p>The Town's Senior Engineer has reviewed the proposal and indicated that traffic impact should be minimal and he has not requested a traffic impact statement.</p> <p>On June 12th, 2017 the Town Engineer was forwarded details of the proposal and asked to provide comments. No concerns regarding servicing were identified. The development agreement requires that all servicing and connections to municipal services will be subject to the approval of the Town Engineer.</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 June 12 th , 2017 the Traffic Authority was forwarded details of the proposal and asked to provide comments. The Town's Senior Engineer has reviewed the proposal and indicated that traffic impact should be minimal and he has not requested a traffic impact statement.
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 June 12 th , 2017 the Police Chief 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 noted that it is important to maintain site access for emergency vehicles. The development agreement requires 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 development agreement requires that the proposal conform to all other applicable by-laws and regulations.
p) <i>the financial ability of the Town to absorb any costs relating to the amendment.</i>	The Town is not expected to incur any costs as a result of this development proposal.

RELEVANT POLICY

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

There has been little public response to this development proposal and there was no apparent need for any additional public information meetings or for an evening public hearing.