

FINAL STAFF REPORT

Prepared For:	Planning Advisory Committee
Submitted by:	Jason Fox, Director of Planning & Development
Date:	July 4, 2018
Subject:	Application by Meech Holdings Limited to amend a 2012 development agreement to include a new two-phase residential development consisting of 38 dwelling units.

Recommendation

That Council approve an application by Meech Holdings Limited to amend a 2012 development agreement and thereby permit a 38-unit residential development on lands at 185 William Barnhill Drive as outlined in this report.

Background

In 2012 Meech Holdings Limited entered into a development agreement with the Town to permit an eighty unit phased development on lands off Upham Drive (PID no. 20232997). This development is to take place in three phases over 12 years. The developer has commenced construction and completed a portion of Phase 1, including a section of the private lane (Newbury Lane) and several of the planned 30 dwelling units that make up this initial phase.

In 2017, Meech Holdings Limited amended the agreement to include a new development off of Curtis Drive that involved changes to the proposed street layout, the addition of a private lane, and a change in the mixture of dwelling types. The applicant's most recent proposal, submitted on May 24, 2018 includes plans for a 38 unit residential development at the southern end of the subject lands with access off of William Barnhill Drive. This proposal includes a mixture of dwelling types on a private lane.

Subject Lands

The lands encompassed by the 2012 development agreement include 14.65 hectares (36.2 acres) situated south of Upham Drive. The lands extend to William Barnhill Drive in the south, the Truro Business Park in the west, and to the rear of lots on Curtis Drive to the east. These lands were subdivided following the approval of the 2012 agreement and now include three separate parcels identified as PID nos. 20232997, 20469292, and 20472304.

The lands affected by the current proposal



Air Photo showing the subject lands and surrounding area

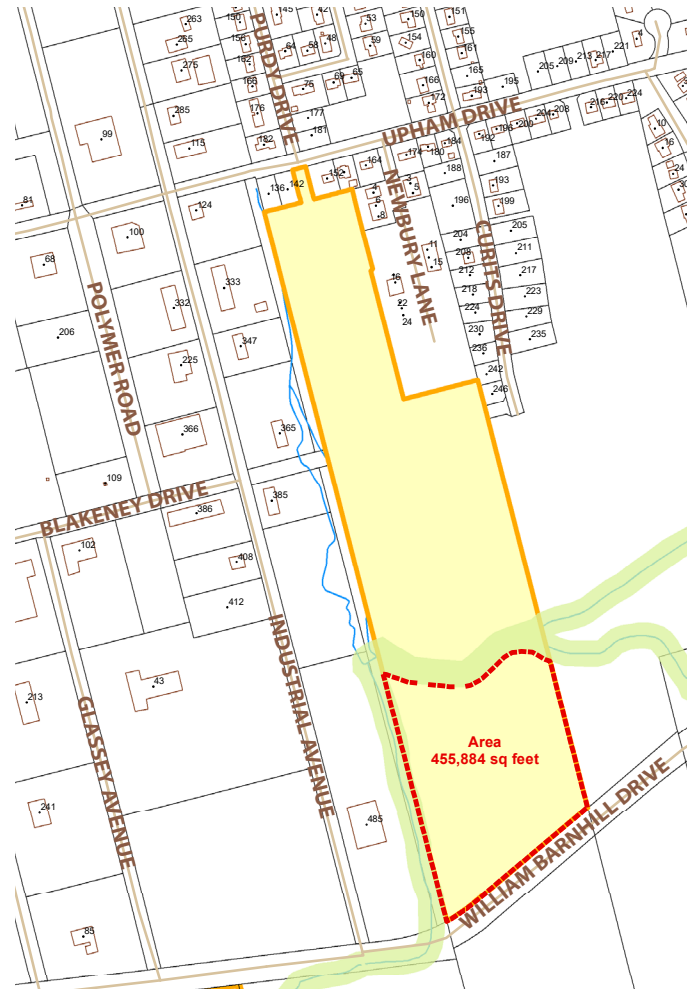
(subject lands) are situated adjacent to William Barnhill Drive at the southern end of the original property (parent parcel) and are part of PID no. 20232997. The subject lands have 205 metres (673 feet) of frontage on William Barnhill Drive and extend back from the street approximately 310 metres (1017 feet) to a watercourse that runs east-west across the applicant's property. The subject lands consist of approximately 42,353 m² (455,884 ft²) of undeveloped and forested land. The subject lands are zoned Rural Residential (R8) while lands within 15 metres (50 feet) of the aforementioned watercourse are zoned Environmental Reserve (E1). The subject lands are in the General Residential Future Land Use Designation. There is no development in the vicinity of the subject lands aside from industrial development in the Truro Business Park to the west.

Development Proposal

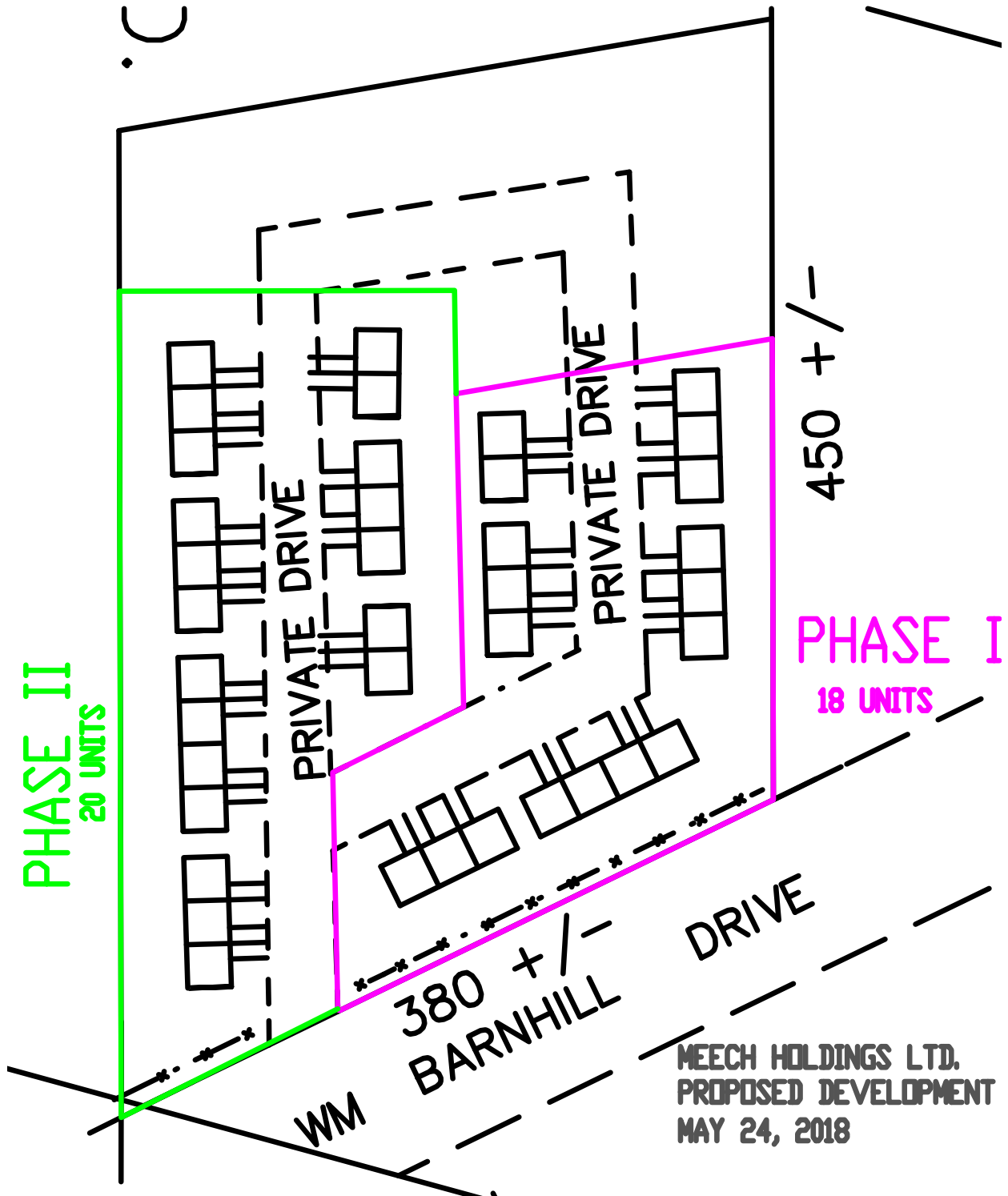
The original 2012 proposal did not include any development concept for the subject lands. That agreement dealt specifically with the area to the north of the watercourse. This area is accessible from Upham Drive and Curtis Drive and cut off from the subject lands by the watercourse. William Barnhill Drive was completed in 2017 and made vehicle access to the subject lands possible without having to develop a roadway over the watercourse. This portion of the applicant's lands is also relatively easy to service when compared to the lands off Curtis Drive. These factors led to the applicant's decision to proceed with the development of the subject lands next to William Barnhill Drive before the rest of the site.

Meech Holdings Limited is proposing to develop the subject lands as a two phase residential development on a private laneway with access to William Barnhill Drive. The proposal consists of a laneway which will eventually form a "p" shape with a single access to William Barnhill. All units will face the internal private laneway and no units will front directly on the public street. A conceptual site plan showing the proposed development is shown on Page 3 of this report. The applicant is proposing to develop the site in two phases although it appears that the development of this site will also involve a third phase which at this point is undefined. Phase 1 of the proposal consists of 18 one-storey, one-bedroom units. These units will be configured as one two-unit building, four three-unit buildings, and one four-unit building. These units are all arranged in townhouse (row-house) style structures. Phase 2 will consist of 20 two-bedroom units in one and two-storey structures. These units are to be configured as two two-unit buildings, four three-unit buildings, and one four-unit building.

The applicant has not yet completed any detailed design work for the proposed development and at this point has submitted a conceptual plan only. The applicant has submitted photos showing the types of units that they are proposing to construct. These are shown on page 4 of this report. The proposed units are consistent with the units that the applicant is planning to develop on their lands off Curtis Drive. Planning Staff have also included elevation drawings submitted by the applicant as part of that earlier proposal. These elevations are shown on page 5 of this report.



Map showing the subject lands. The watercourse and associated Environmental Reserve (E1) Zone area depicted as light green.



MEECH HOLDINGS LTD.
PROPOSED DEVELOPMENT
MAY 24, 2018

Conceptual Site Plan Submitted by the Applicant



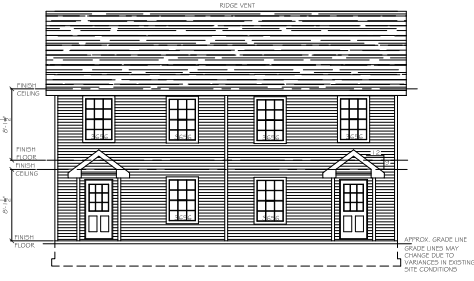
One-Storey Townhouse-Style Units



One-Storey Two-Unit Dwelling



Two-Storey Three-Unit Dwelling



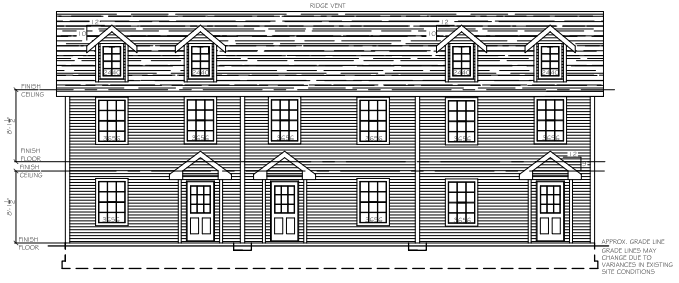
Front Elevation | two-storey 2-unit dwelling



Front Elevation | one-storey 3-unit dwelling



Front Elevation | one-storey 2-unit dwelling



Front Elevation | two-storey 3-unit dwelling



Front Elevation | two-storey 4-unit dwelling



Front Elevation | one-storey 4-unit dwelling

Analysis

Planning Staff have reviewed the proposal based on the applicable policies found in the Town's Planning Documents and identified a few minor issues for Council's consideration. The proposed residential use abuts the Truro Business Park and there is a potential for future land use conflict between the proposed development and industrial or commercial uses in the business park. Staff recommend that the proposed development incorporate some landscaping elements along the abutting property line to help address this potential issue. Planning Staff also note that the proposal is isolated from other development and not connected to the Town's pedestrian network.

The proposal is, therefore, unlikely to meet Council's policy objectives that encourage development proposals that support walking and cycling as an alternative to travel by private vehicles. It is hoped that the Town will eventually extend sidewalks and trails to serve this development.

As part of this review, details of the application were forwarded to other Town Departments for comment. The Director of Parks, Recreation, & Culture has expressed interest in the potential development of an east-west green corridor connecting Industrial Avenue to Young Street and noted that this development could include green space that would contribute to the creation of this corridor. There is a watercourse that runs along the northern edge of the subject lands and it is recommended that the development agreement include a provision that this area be preserved as a green corridor and for potential trail development. At this point the development proposal submitted by the applicant does not include any plans for this portion of the site, but preservation of a green corridor will be incorporated into the draft agreement.

The Town Engineer and the Chief of Police have both indicated they have no concerns with the proposed development. The Fire Inspector has indicated that access for emergency vehicles must be accommodated on the private lane and this will be addressed as part of the development agreement. 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 Town's Planning Advisory Committee (PAC) has opted to expedite this development application and at their last meeting chose to proceed immediately with a recommendation to Council and forgo the normal extended public participation process. In reaching its decision, the PAC cited the isolated location of the subject property, the limited potential for land use conflicts associated with the proposal, and the desire to accommodate the developer's request to be able to proceed with construction before the winter.

Planning Staff have conducted the minimum required public consultation process. In mid June, details of the application were posted on the Town's website under "current development applications" and a public notice sign was posted on the subject property. On June 19th a letter was sent out to the 4 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. There have been no responses to the on-line survey.

Conclusion

Planning Staff have completed a review of Meech Holdings Limited's application to amend a 2012 Development Agreement and thereby permit a 38 unit residential development at 185 William Barnhill Drive. Based on this review, Planning Staff find that the proposal is consistent with the Town's Planning Policies and Staff believe that the proposed development will make a positive contribution to our community. 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.

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 38 dwelling units in an isolated development with an internal focus. This style of development will foster a sense of community among its residents.</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 isolated from the surrounding community and this development is expected to result in the creation of its own little community. The development is oriented inward and this will encourage interaction and a sense of community amongst 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 subject property abuts a watercourse and potential east-west green corridor to the north which if developed as a trail, would provide excellent connections to the Town's pedestrian network. There is no existing pedestrian network near the subject property and no amenities are located within walking distance of the subject property. This proposal is not expected to encourage walking and cycling as an alternative to private cars.</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 where it will utilize existing infrastructure. The lack of connections to a pedestrian network or trail connection is a concern although the potential development of a green corridor and trail along the watercourse that abuts the property to the north would alleviate this issue.</p>

RELEVANT POLICY	STAFF COMMENTS
<p>Policy R-7</p> <p><i>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.</i></p>	<p>The proposal is located in an undeveloped area and is not considered an infill development.</p>
<p>Policy R-8</p> <p><i>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.</i></p>	<p>This proposal features a range of unit types that that will offer quality affordable housing.</p>
<p>Policy R-9</p> <p><i>It shall be a policy of Council to encourage new residential development and redevelopment opportunities that enhance and complement established and intact residential neighbourhoods.</i></p>	<p>The subject property is isolated from surrounding development and this proposal is not expected to have any impact on nearby residential uses or neighbourhoods.</p>
<p>Policy R-12</p> <p><i>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.</i></p>	<p>This proposal includes a mixture of dwelling types such as one and two storey townhouse style structures with 2, 3 and 4 units per structure.</p>
<p>Policy R-15</p> <p><i>It shall be a policy of Council to encourage residential development in Truro that includes affordable housing units.</i></p>	<p>This proposal features modest units that will offer quality affordable housing.</p>
<p>Policy R-37</p> <p><i>It shall be a policy of Council to consider multiple unit residential developments in the General Residential Designation by development agreement.</i></p>	<p>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.</p>
<p>Policy R-38</p> <p><i>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:</i></p> <ul style="list-style-type: none"> a) <i>that the proposal be reviewed using the evaluative criteria for development agreements as outlined in Part 11: Implementation of this Strategy;</i> b) <i>that the proposal be compatible with adjacent structures in terms of height, bulk, scale, and lot coverage;</i> 	<p>This proposal has been evaluated using the evaluative criteria found in Part 11. Details of this evaluation are found below.</p> <p>There are no existing structures in the vicinity of the subject property. There are, therefore, no issues with compatibility in terms of height, bulk, scale, or lot coverage.</p>

RELEVANT POLICY	STAFF COMMENTS
<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. There are no nearby residential uses that are expected to be impacted by this development. 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 buildings are oriented away from William Barnhill Drive. This roadway is a limited access road designed to carry large volumes of traffic and it is not expected or appropriate that adjacent development be oriented to the road or contribute to the creation of a welcoming pedestrian-friendly streetscape.</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>Parking will be located adjacent to each unit. The proposal does not include a large parking area that would require landscaping to soften its visual impact on adjacent properties.</p>
<p>f) <i>that suitable recreational space is available for use by residents of the development; and</i></p>	<p>All units will feature their own dedicated outdoor amenity areas located immediately adjacent to each unit. On July 3rd the Director of Parks, Recreation, & Culture was forwarded details regarding this development proposal and asked to comment. The Director has expressed interest in the potential development of an east-west green corridor connecting Industrial Avenue to Young Street and noted that this development could include green space that would contribute to the creation of this corridor. There is a watercourse that runs along the northern edge of the subject lands and it is recommended that the development agreement include a provision that this area be preserved as a green corridor and for potential trail development. At this point the development proposal submitted by the applicant does not include any plans for this portion of the site, but preservation of a green corridor will be incorporated into the draft agreement</p>
<p>g) <i>that the proposal contribute to a mixture of dwelling types in the neighbourhood as a whole.</i></p>	<p>The subject property is not part of an existing residential neighbourhood.</p>
<p>Policy P-3 <i>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.</i></p>	<p><i>see comments under Policy R-38 (f) above</i></p>

RELEVANT POLICY	STAFF COMMENTS
<p>Policy P-4</p> <p><i>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.</i></p>	<p><i>see comments under Policy R-38 (f) above</i></p>
<p>Policy P-9</p> <p><i>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.</i></p>	<p><i>see comments under Policy R-38 (f) above</i></p>
<p>Policy P-12</p> <p><i>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.</i></p>	<p><i>see comments under Policy R-38 (f) above</i></p>
<p>Policy P-13</p> <p><i>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.</i></p>	<p><i>see comments under Policy P-3 above</i></p>
<p>Policy G-18</p> <p><i>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.</i></p>	<p>Each unit features its own driveway with parking for a single vehicle. Based on the site plan submitted, it appears that each driveway will accommodate parking for one vehicle, resulting in a total of 38 parking spaces. Based on the parking requirements set out in the Land Use By-law, each two-bedroom unit will require 1.5 spaces per unit, bringing the total requirement to 57 spaces. The draft development agreement will require that the applicant include parking for an additional 19 spaces.</p>
<p>Policy G-29</p> <p><i>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.</i></p>	<p>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.</p>
<p>Policy G-30</p> <p><i>It shall be a policy of Council to prohibit outdoor lighting that is misdirected, excessive, or unnecessary.</i></p>	<p><i>See comments on Policy G-29 above.</i></p>

RELEVANT POLICY	STAFF COMMENTS
<p>Policy G-31</p> <p><i>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.</i></p>	<p><i>See comments on Policy G-29 above.</i></p>
<p>Policy G-35</p> <p><i>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.</i></p>	<p>On July 3rd the Town's Traffic Authority was forwarded details of the proposal and asked to provide comments. The Traffic Authority did not express any concern regarding traffic impact from the proposed development.</p>
<p>Policy IN-34</p> <p><i>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.</i></p>	<p>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.</p>
<p>Policy E-10</p> <p><i>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.</i></p>	<p>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.)"</p>
<p>Policy E-11</p> <p><i>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:</i></p> <ul style="list-style-type: none"><i>a) permeable pavement;</i><i>b) infiltration trenches/chambers and bio-retention;</i><i>c) rainwater harvesting systems in building design;</i><i>d) green roofs;</i><i>e) roof drains directed to permeable areas with stormwater infiltration measures in place; and</i><i>f) utilizing open drainage such as swales.</i>	<p><i>see comments on Policy E-10 above</i></p>

RELEVANT POLICY	STAFF COMMENTS
<p>Policy E-13</p> <p><i>It shall be a policy of Council to encourage the use of existing natural drainage systems where possible.</i></p>	<p>see comments on Policy E-10 above</p>
<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>see comments on Policy IN-34 above</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 to, 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> 	<p>The applicant has submitted a general site plan.</p> <p>The applicant has submitted elevation drawings of the types of structures being proposed.</p> <p>The detailed plans submitted by the applicant generally describe the location and dimensions of the proposed buildings.</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. The applicant will be required to provide additional details regarding the location of additional 19 required parking spaces (<i>See comments on Policy G-18 above</i>)</p> <p>The proposal includes decorative fencing along the William Barnhill frontage of the development. Refuse will be stored in bins outside each of units. There is sufficient room for snow storage on site.</p>

RELEVANT POLICY	STAFF COMMENTS
i) <i>the proposed location and type of any exterior lighting;</i>	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.
j) <i>the proposed location of any outdoor amenity space;</i>	There is no dedicated outdoor amenity space proposed as part of the development.
k) <i>landscaping elements including the type and location of any existing and proposed trees or other vegetation;</i>	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.
l) <i>architectural features including type of materials,</i>	The applicant has submitted detailed elevations drawings. The development agreement requires that all units adhere to the basic architectural details illustrated in these drawings.
m) <i>the location of any watercourses on or near the site;</i>	Although not indicated on the site plan, there is a watercourse that runs along the northern edge of the subject lands.
n) <i>existing and proposed drainage patterns including any stormwater management measures;</i>	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.
o) <i>the delineation of any 1:20 and 1:100 flood elevations and a description of any proposed floodproofing measures; and</i>	The subject property is not situated within the 1:20 or 1:100 floodplains. No floodproofing measures are proposed.
p) <i>any proposed phasing of the development.</i>	The developer is proposing to develop the site in two phases, likely to be followed by a third phase to complete the full build-out of the site.
<p>Policy IM-20</p>	
<p><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 that clearly indicates the location of the 19 additional required parking spaces. No other information has been requested at this time.</p>
<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>Staff do not anticipate any Code compliance issues that cannot be addressed by minor modifications to the plans.</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> <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> f) <i>the adequacy and proximity of schools;</i> g) <i>the adequacy and proximity of recreation and community facilities;</i> h) <i>the adequacy of the road network in, and adjacent to, or leading to the development;</i> i) <i>the potential for the contamination or sedimentation of watercourses or for erosion;</i> 	<p>The proposed residential use abuts the Truro Business Park and there is a potential for future land use conflict between the proposed development and industrial or commercial uses in the business park. The proposed development should incorporate some landscaping elements to help address this potential issue.</p> <p>The subject property is isolated from surrounding development and this proposal is not expected to result in any compatibility issues in terms of height, scale, lot coverage or bulk.</p> <p>The subject property is isolated from surrounding development and the proposed buildings are not expected to have any impact on nearby uses. Signage and lighting will be subject to the normal Land Use By-law requirements which are designed to mitigate potential compatibility issues. There is no outdoor storage associated with this development.</p> <p>The Town's Traffic Authority has reviewed the proposal and did not identify any issues related to traffic and has not requested a traffic impact statement.</p> <p>On July 3rd, 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 situated outside of the built-up area of Town although it will make use of existing infrastructure. The proposal will increase residential densities while utilizing existing infrastructure.</p> <p>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.</p> <p><i>see comments under Policy P-3 above</i></p> <p>On July 3rd, the Traffic Authority was forwarded details of the proposal and asked to provide comments. The Town's Traffic Authority has reviewed the proposal and did not identify any issues related to traffic and has not requested a traffic impact statement.</p> <p>Standard sedimentation controls during construction will be a requirement of any development agreement.</p>

RELEVANT POLICY	STAFF COMMENTS
<p>j) <i>environmental impacts such as air and water pollution and soil contamination;</i></p>	<p>This proposal is not expected to cause any negative environmental impacts.</p>
<p>k) <i>previous uses of the site which may have caused soil or groundwater contamination;</i></p>	<p>Staff are not aware of any soil or groundwater contamination.</p>
<p>l) <i>suitability of the site in terms of grades, soil and bedrock conditions, location of watercourses, marshes, swamps or bogs;</i></p>	<p>Staff are not aware of any site constraints.</p>
<p>m) <i>the ability of emergency services to respond to an emergency at the location of the proposed development;</i></p>	<p>On July 3rd, 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 has indicated that the development must be accessible for emergency vehicles and that private driveway must accommodate the movements of fire apparatus that is 14 metres (46 feet) long. The development agreement will address this requirement and ensure that the driveway meets minimum requirements under the national building code.</p>
<p>n) <i>the application of sustainable and energy efficient design principles;</i></p>	<p>The applicant has not indicated if the proposal includes any energy efficiency initiatives.</p>
<p>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></p>	<p>The development agreement requires that the proposal conform to all other applicable by-laws and regulations.</p>
<p>p) <i>the financial ability of the Town to absorb any costs relating to the amendment.</i></p>	<p>The Town is not expected to incur any costs as a result of this development proposal.</p>
<p>Policy IM-34 <i>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.</i></p>	<p>There has been no public response to this development proposal and there was no apparent need for any additional public information meetings or for an evening public hearing.</p>