

FINAL REPORT

Prepared For:	Town Council
Submitted by:	Jason Fox, Director of Planning & Development
Date:	November 27, 2018
Subject:	Development Agreement Application by Brentwood Developments Limited to permit three 50-unit residential buildings at 185 Kaulback Street.

Recommendation

That Council approve Brentwood Developments Limited's application for a development agreement to permit a multiple unit residential development on lands at 185 Kaulback Street consisting of three 50 unit residential buildings.

Background

On June 7, 2018, Brentwood Developments Limited applied for a development agreement to permit a multiple unit residential development on lands at 185 Kaulback Street. The proposed development will consist of three 50 unit four-storey residential buildings with underground and surface parking. Brentwood had made changes to their proposal during the development application process to address concerns raised by Planning Advisory Committee (PAC) members, Staff, and the public. Brentwood's current development proposal was received by PAC at their October 29th meeting.

Subject Property

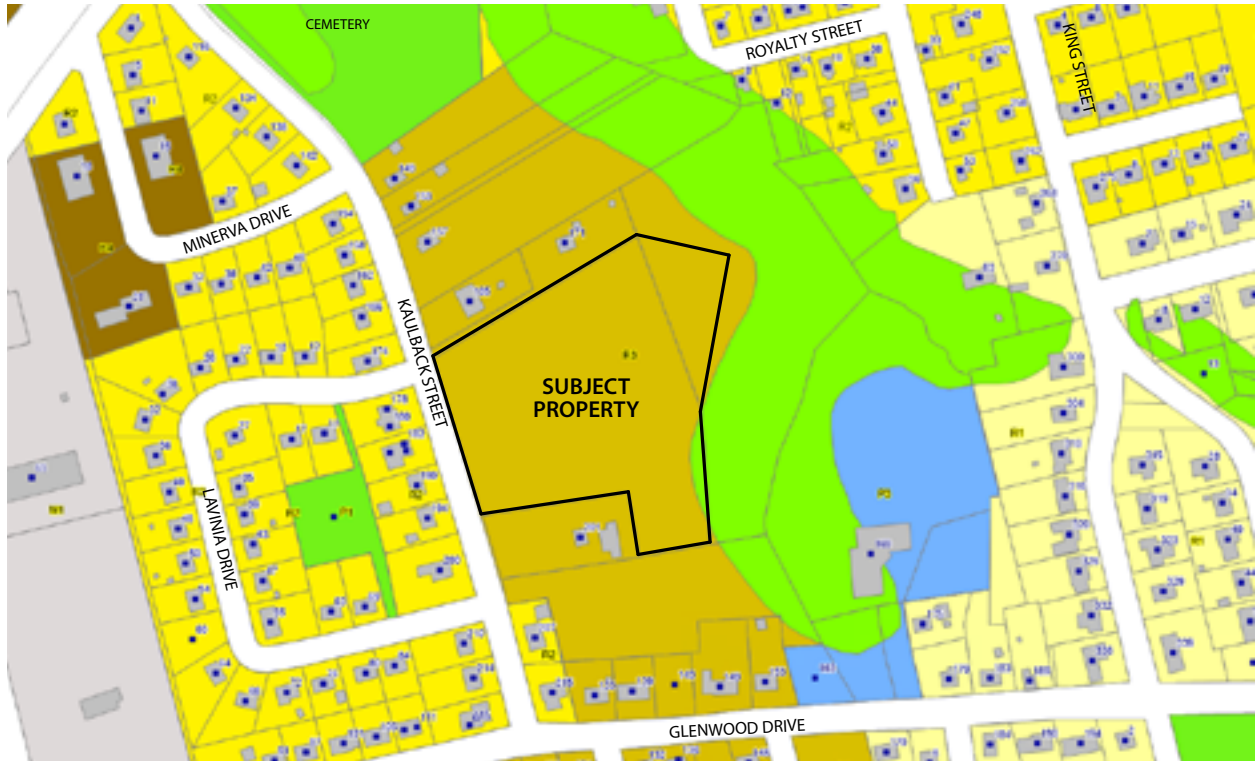
The subject property is 185 Kaulback Street, also identified as PID no. 20166518. The subject property is 1.8 hectares (4.45 acres) in area and has approximately 94.2 metres (309 feet) of frontage on Kaulback Street. The parcel is currently undeveloped and mostly forested including a few stands of mature trees as well as some areas of scrub vegetation. Grades on the subject property are quite steep, dropping from an elevation of 51 metres (167 feet) along the southern edge of the property to 40 metres (131 feet) along the northern edge. Doggett Brook flows in a gully along the eastern edge of the parcel.

The subject lands are zoned General Residential (R3) and are situated in the General Residential Future Land Use Designation. The brook and the gully to the east of 185 Kaulback are owned by the Town and zoned Environmental Reserve (E1).



Air Photo showing the subject property and surrounding area

This section of Kaulback Street is primarily residential and consists mostly of single detached dwellings. There are two and three unit residential conversions nearby as well as several multiple unit buildings in the vicinity, including a 6-unit building situated immediately to the north of the property on Kaulback Street. A church property lies opposite Doggett Brook to the east.



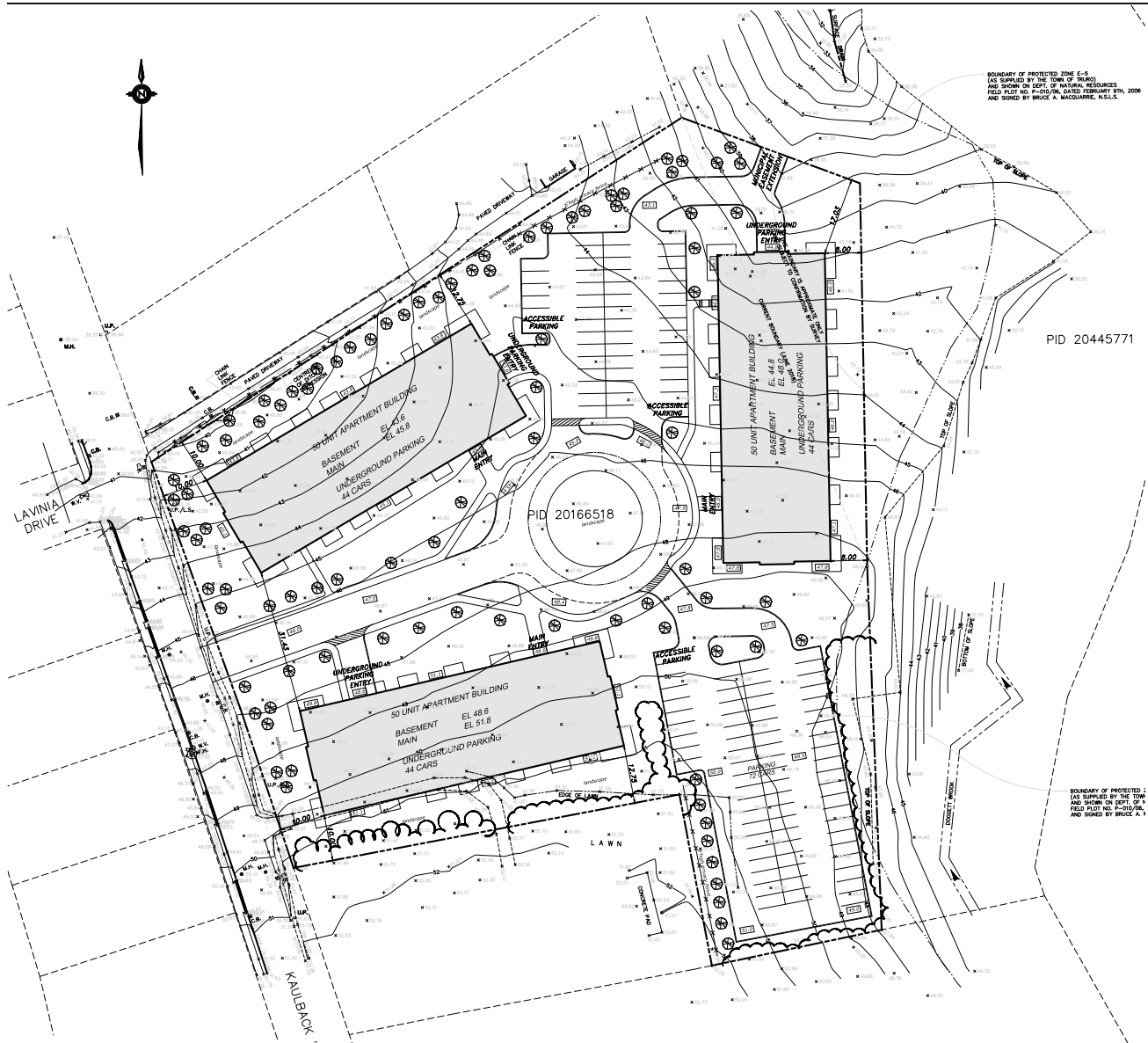
Excerpt from the Town's Land Use By-law Zoning Map showing the zoning of the subject property and surrounding area



View of the Subject Property looking southeast from Kaulback Street, taken opposite the 6-unit residential building located at 165 Kaulback

Development Proposal

Brentwood Developments proposal consists of three, 4 to 5 storey, 50-unit residential buildings situated in a “U” configuration with a common central driveway and central green space. Brentwood’s proposal has undergone a few revisions since their initial submission in June 2018. The most recent proposal, submitted on October 19th, incorporates a few changes intended to address compatibility issues with neighbouring residential uses. The most significant changes have involved the placement of the north and south buildings. The north and south buildings are situated in the same general location as the original submission but the side yard setbacks have been increased and the buildings angled slightly to increase the distance between the proposed buildings and neighbouring dwellings at 171 and 201 Kaulback. The repositioning of the north and south buildings has also resulted in changes to the configuration of the driveway and the shape of the central green space. The current proposal has a smaller central green space and a more circular shaped driveway. The central green space is smaller than earlier plans but this loss in green space is offset by the larger landscaped areas created by the increased side yard setbacks.



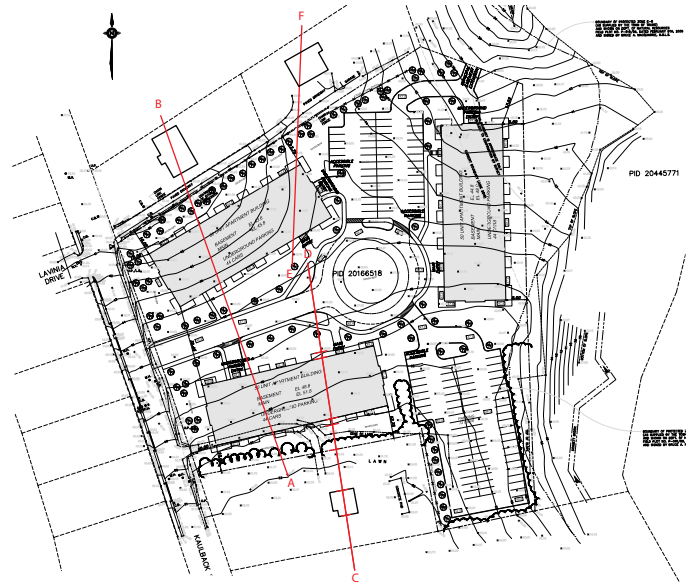
The current site plan features approximately 8500 m² (91,493 ft²) of landscaped areas at grade and balconies provide a further 1800 m² (19,375 ft²) of outdoor amenity space. The Land Use By-law amenity space requirement for this development is 3480 m² (37,458 ft²) while the total amount of outdoor amenity space provided on site is approximately 10,300 m² (110,868 ft²). A copy of a landscaping plan submitted by the applicant is shown on the following page. The proposal includes parking for 255 vehicles, including 123 at grade spaces and an additional 44 spaces on the lower level of each building. The Land Use By-law requires 222 spaces for this development.

As mentioned above, the applicant has repositioned the north and south buildings and angled them slightly so that the side yards abutting 171 and 201 Kaulback Street increase as the distance from the street increases. The sideyard setback increases from 10.0 metres (32.8 feet) at the front of each building to 12.75 metres (41.8 feet) at the rear. This effectively increases the sideyard setbacks where the proposed buildings are situated closest to neighbouring dwellings at 171 and 201 Kaulback. The main wall of the proposed north building is now 12.75 metres (41.8 feet) from the property line and 30.0 metres (98.5 feet) from the dwelling at 171 Kaulback. Balconies encroach within this setback and are situated 26.75 metres (87.8 feet) from the dwelling at 171 Kaulback. For 201 Kaulback, the main wall of the proposed south building is now 11.7 metres (38.4 feet) from the property line and 27.7 metres (90.8 feet) from the dwelling. Balconies encroach within this setback and are situated 25.2 metres (82.8 feet) from the dwelling. Cross sections showing the relative location of the proposed structures and neighbouring dwellings are shown on page 6.



Site Plan Submitted by Brentwood Developments Limited Superimposed Over Aerial Photograph dated Spring 2018

Cross Sections of the Proposed Development

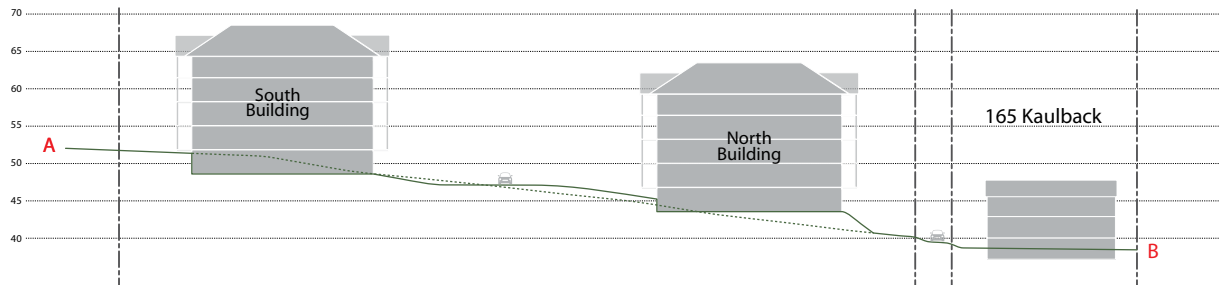


CROSS SECTIONS
 185 Kaulback Street

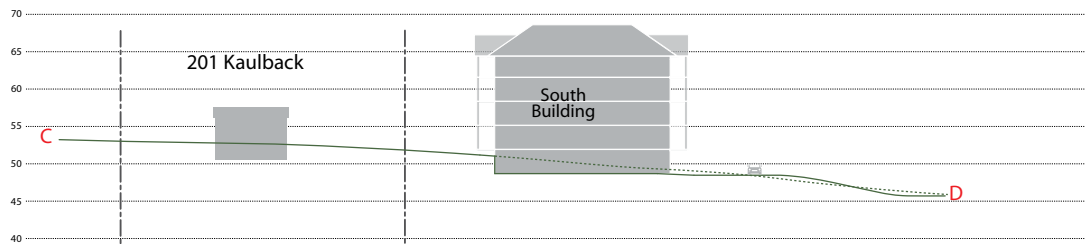


- Existing Grade
- Finished Grade
- - - - - Property Line

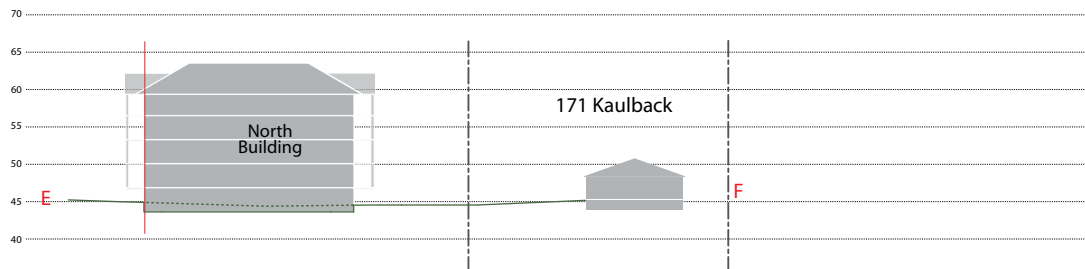
CROSS SECTION A-B



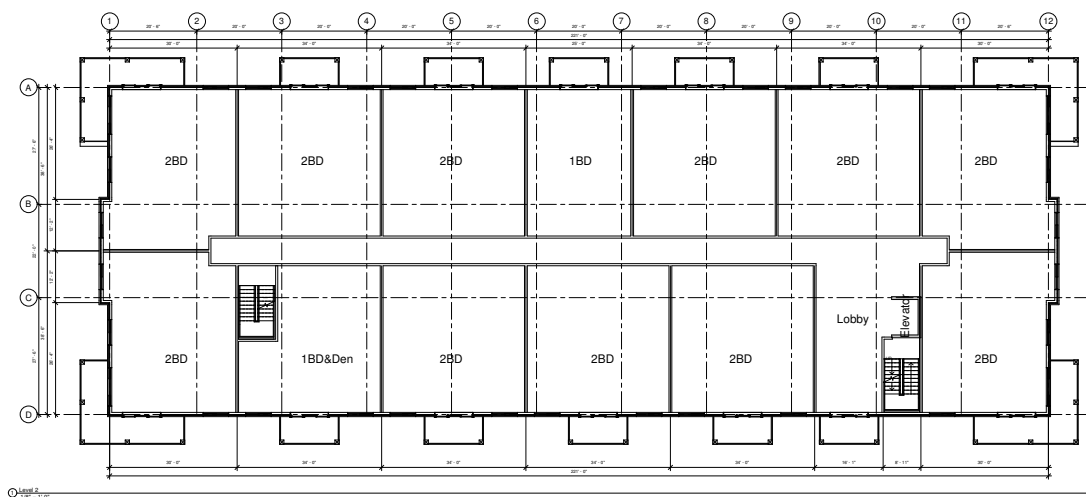
CROSS SECTION C-D



CROSS SECTION E-F



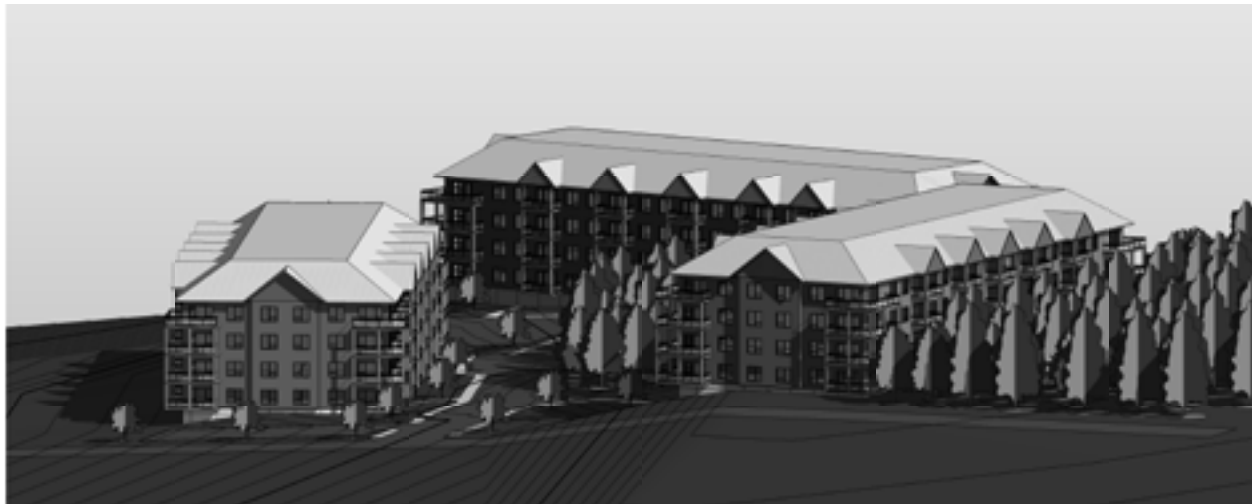
Typical Elevations of Proposed 50-unit Building



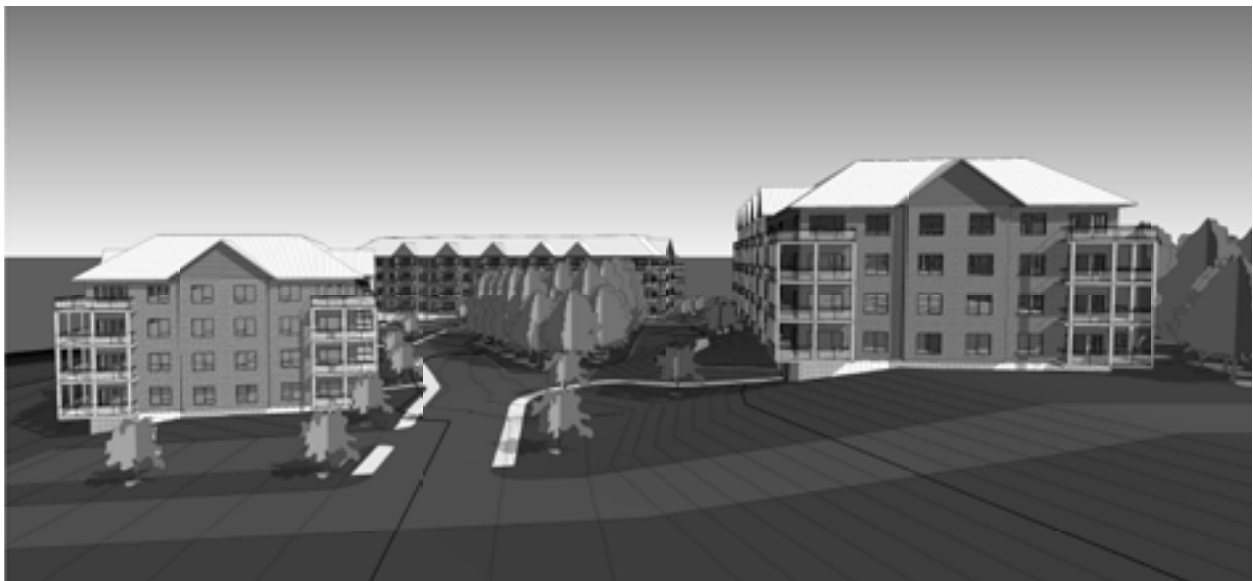
Typical Floor Plan of Proposed 50-unit Building



Rendering: view of the proposed buildings, looking southeast from Kaulback Street



Rendering: view of the proposed buildings, looking northeast from Kaulback Street



Rendering: view of the proposed buildings, looking east from Kaulback Street

Analysis

185 Kaulback Street is situated in the General Residential future land use designation. In accordance with Municipal Planning Strategy Policy R-37, Council may consider new multiple unit residential proposals in this designation by development agreement. This application is being processed under the policies and evaluative criteria found in the Town's Municipal Planning Strategy. Full details of this review are attached to this report as Appendix A. The following is a description and discussion of the key issues and policy considerations identified as part of this review.

Encourage New Residential Development

This proposal will create 150 dwelling units in three 50 unit buildings. The proposed units will be well suited to empty-nesters, seniors looking to downsize, and young professionals who are not ready to purchase a home. Each building features an elevator and indoor parking. All of the units feature an exterior patio or balcony and the development includes a common green space for use by residents. These units will provide an excellent quality of life for residents who are seeking an apartment style home in a central location near downtown and other amenities. The proposal will also contribute to an increased variety of housing types in the neighbourhood around Lavinia Drive and allow people to stay in their neighbourhood as their housing needs change. This proposal will increase residential densities near the downtown core and will provide increased demand for goods and services in the community.

Complementary and Compatible Development (Height, Bulk, Scale, Density and Lot Coverage)

The intensity of the proposed 150 unit residential development presents a potential compatibility issue with the comparatively low density residential development in the Lavinia Drive/Kaulback Street neighbourhood. Policy R-38 states that it shall be a policy of Council to require that the proposal be compatible with adjacent structures in terms of height, bulk, scale, and lot coverage. The proposed buildings are clearly higher, larger, and cover more of the lot than other development in the surrounding neighbourhood. This does not in itself mean that the proposal is incompatible with adjacent structures. To be "compatible" the proposed buildings do not have to be the same size and height, but they should not be so large as to have a negative impact on adjacent homes or, if they are large, potential compatibility issues have been addressed through proper design.

In its evaluation of the applicant's September 12th proposal, Staff noted that, with respect to 171 and 201 Kaulback, a 10 metre (32.8 foot) setback for a 4-5 storey building would not be sufficient to fully address concerns related to visual impact and loss of privacy. The developer has since revised their proposal and the proposed buildings have been repositioned to increase side yard setbacks. Where the proposed buildings will have the greatest impact on the dwellings at 171 and 201 Kaulback, setbacks have been increased so that even the balconies are set back more than 10.0 metres (32.8 feet) from the property boundary while the main wall of the building is set back 12.75 metres (41.8 feet). The applicant has also agreed to provide privacy fencing where the proposed parking areas abut 171 and 201 Kaulback. The landscaping plan submitted by the applicant also shows several trees situated along the periphery of the property that will, when mature, provide an effective visual barrier between the subject lands and adjacent dwellings at 171 and 201 Kaulback. It is recommended that the landscaping plan be subject to approval by the Town's Development Officer in consultation with the Town's Urban Forestry Technician. The proposed combination of increased setbacks, fencing, and landscaping is deemed to be sufficient to address compatibility issues between the proposed development and neighbouring structures.

The negative impacts associated with the intensity of a proposed use typically relate to traffic and noise. This proposal has three buildings arranged in a "U" configuration with the main entrances and traffic oriented to a central driveway and common green space. The intensity of the proposed use is, therefore, largely internalized to the development and will have little or no impact on homes fronting directly on Kaulback Street and on Lavinia Drive. The proposed surface parking areas are situated to the rear of the property away from Kaulback Street. The parking areas will not be readily visible from the street but they are situated adjacent to neighbouring properties at 171 and 201 Kaulback. The applicant is proposing to create a visual barrier between the proposed parking areas and these neighbouring homes through a combination of fencing and landscaping.

The layout of the proposal also helps to address some of the impacts associated with the scale of the proposed buildings. The north and south buildings are oriented perpendicular to the street and the third building is situated at the rear of the property. This configuration helps to minimize the buildings' apparent size when viewed from

Kaulback Street. This configuration also places the bulk of the development towards the eastern edge of the property away from the existing residential development along Kaulback Street and Lavinia Drive and towards the undeveloped Town owned lands and Doggett Brook to the east.

Neighbourhood Integrity

New development can have a negative impact on the integrity of an existing residential area by affecting the stability, uniformity, and identity of a neighbourhood. The proposed development is focussed around a central driveway and common green space and much of the activity and noise associated with the land use will be internalized and have limited impact on existing development along Kaulback Street and Lavinia Drive. This neighbourhood already includes a variety of housing types including several smaller multiple unit buildings so this proposal will simply add to the existing mixture of housing types. There is, therefore, little risk that this proposal will change the character of the neighbourhood or result in a loss of the sense of uniformity and stability that make it attractive to current residents. This proposal is not expected to make the population more transitory or result in a loss of neighbourhood integrity.

Sustainable Residential Development

This proposal will accommodate new residential development without requiring any new services, roads or other infrastructure. By creating new housing within walking distance of many amenities, shops, and services, the proposal has the potential to encourage alternative modes of transportation such as walking or cycling.

Impact on the Streetscape

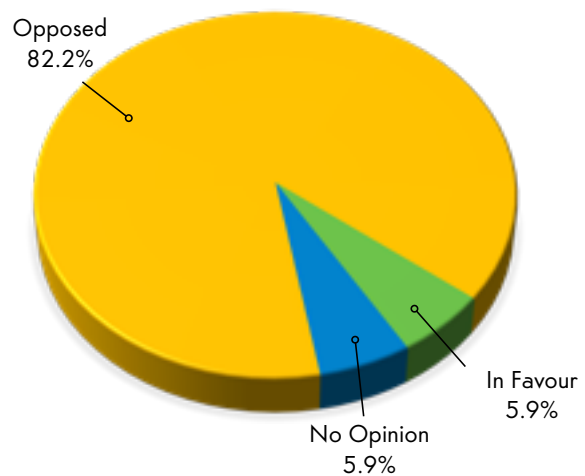
Building height and setbacks vary along this portion of Kaulback Street, particularly along the east side of the street where the subject property is located. There is no established pattern of building heights or setbacks that would help to define a streetscape. While each of the three buildings are oriented towards the central greenspace and not towards the street, the development as a whole is oriented towards Kaulback Street. The “U” shaped configuration of the development with a central green space that opens up to the street will help create a welcoming pedestrian environment and will add to the vitality and visual appeal of this portion of Kaulback Street.

External Review

On September 13, 2018 Planning Staff sent details on the proposed development to the Parks, Recreation & Culture Department, Building Inspector, Fire Service, Police Service, and the Engineering and Public Works Department and asked them to review the proposed development and provide any comments or concerns. The Town Engineer has requested that the applicant submit a stormwater management plan for review prior to the Town entering into any development agreement. A draft stormwater plan has been submitted to the Town Engineer’s office for review. No significant concerns, other than those already discussed in this report, were identified as part of this review.

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 on June 25th, 2018. Following the initial meeting, a public notice sign was posted on the subject property and details of the application were posted on the Town’s website under “current development applications”. The proposal was before PAC again on August 27th and September 24th. During these meetings the Committee heard from area residents concerning the development. On September 11th, 2018 a letter was sent out to 90 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 17 valid on-line survey responses. Of those 17 responses, 15 or 82.2% were opposed, 1 or 5.9% was in favour and 1 or 5.9% had no opinion. The graph on the previous page shows the survey results. A summary of responses and a copy of individual comments has been circulated to Council for consideration.

Conclusion

Planning Staff have completed a review of Brentwood Development's application to enter into a development agreement with the Town and thereby permit a multiple unit residential development at 185 Kaulback Street. Staff acknowledge that the intensity of the proposed residential use and the scale of the development are a potential concern, particularly the proposal's impact on dwellings at 171 and 201 Kaulback Street. The applicant has, however, made changes to their proposal to address potential incompatibility issues and ensure that the proposal is consistent with the Town's Development Policies.

In making its recommendation, Staff noted that the subject lands and this section of Kaulback Street are one of the few remaining undeveloped parcels of land in the urbanized area of Truro. Road infrastructure and municipal services are in place to accommodate the development of these lands. The Town's Municipal Planning Strategy stresses the need to increase residential densities in serviced areas and the need to provide more housing opportunities in our community. The proposed development satisfies the Town's Residential Development Policies, and despite the scale and intensity of the proposed use, the development is expected to have a positive impact on the surrounding neighbourhood and community as a whole. 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	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 includes 3 buildings, each with 50 dwelling units. Each building features an elevator and indoor parking. All of the units feature an exterior patio or balcony and the development includes a common green space for use by residents. These units will provide an excellent quality of life for residents who are seeking an apartment style home in a central location near downtown and other amenities.</p> <p>The proposed development is situated on Kaulback Street and will be readily visible from the public right-of-way. The north and south buildings are four to five storeys in height and are situated 10.0 metres (32.8 feet) front the street.</p> <p>The "U" shaped configuration of the development with a central green space that opens up to the street will help create a welcoming pedestrian environment and will add to the vitality and visual appeal of this portion of Kaulback Street. Although there are no entrances facing the street the buildings do not present a blank unwelcoming facade to the street. There a number of balconies and windows that will be oriented to the street and the buildings will contribute to the creation of an attractive and welcoming 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 development has a "U" shaped configuration that creates a common green space for the residents of the proposal. This space also opens up to the street. This configuration is ideal for creating a sense of community among the development's residents and with the local neighbourhood.</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 proposed development is situated within walking distance to downtown Truro and the Truro Business Park. Walking and biking will be a reasonable alternative to the private car for residents of the development to travel to employment opportunities, services, and community amenities.</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>Victoria Park and the Cobequid Trail are situated 1.3 kilometres (0.8 miles) and 650 metres (0.4 miles) respectively from the proposal. These amenities are located close enough to provide active recreational opportunities for residents. Also, see comments under Policy R-3.</p>

RELEVANT POLICY

Policy R-5

It shall be a policy of Council to encourage new residential development to make more efficient use of land, infrastructure, and services.

Policy R-6

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.

COMMENTS

The proposal will result in the development of a vacant parcel of land that is currently surrounded by existing streets and municipal services. The proposal will increase residential densities on existing services and accommodate new residential development without requiring any expansion of municipal services.

The proposed development will create a housing option for seniors looking to downsize from detached homes or younger professionals who are not ready to purchase a home.

The proposal is expected to bring new residents into the central area of Truro and encourage population growth within the Town. The development is sustainable in that it will utilize existing infrastructure and create new housing where residents are within walking distance of many amenities.

This proposal will introduce new housing opportunities in the area and allow residents to remain in their neighbourhood as they grow older and their housing needs change. This can have a positive impact on quality of life for these individuals.

The proposal will have an impact on neighbouring low density residential uses, specifically those at 171 and 201 Kaulback Street. Although these properties are fully serviced and located in the central area of Truro, they are currently surrounded by trees and these residents enjoy a great deal of privacy. The proposed development will introduce new 4-5 storey buildings into the neighbourhood. The applicant had made several changes to the proposal over the course of the development review process to address the potential impact on neighbouring property owners. Setbacks from neighbouring properties have been increased from the original 8.0 metre (26.2 foot). The north and south buildings are angled slightly so that the side yards abutting 171 and 201 Kaulback Street increase as the distance from the street increases. The sideyard setback increases from 10.0 metres (32.8 feet) at the front of each building to 12.75 metres (41.8 feet) at the rear. This effectively increases the sideyard setbacks where the proposed buildings are situated closest to neighbouring dwellings at 171 and 201 Kaulback.

The applicant has also submitted a landscaping plan showing fencing and trees along the abutting property lines in an effort to maintain the level of privacy enjoyed by neighbouring property owners.

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.

COMMENTS

The proposal is considered an infill residential development in that it will occupy an undeveloped parcel of land surrounded by established residential development.

In order to be context sensitive, the development must be compatible with and complement surrounding development in terms of its height, massing, scale, use, intensity of the land use and architectural design.

By any measure, the proposed buildings are much larger and the proposed development much more intensive than the surrounding residential development. It is noted, however, that the proposal's design helps minimize the negative impacts attributed to the intensity of the proposed residential use.

Most of the traffic and activity associated with the development is directed away from surrounding development and towards a central green space and driveway. The north and south buildings are oriented perpendicular to the street and the third building is situated at the rear of the property. This configuration helps to minimize the buildings' apparent size when viewed from Kaulback Street. This configuration also has the bulk of the development at the eastern edge of the property away from homes fronting directly on Kaulback Street and Lavinia Drive. These design features will help to ensure that the proposal complements these homes and has minimal impact on neighbourhood integrity.

Compatibility of the proposed development with the single unit dwellings at 171 and 201 Kaulback is a potential concern. The proposed buildings will be visible from these homes and the privacy these property owners currently enjoy will be impacted. The applicant has modified his original submission to increase the separation between the proposed buildings and these dwellings and he has indicated that fencing and landscaping will be used to mitigate potential negative impacts associated with traffic and vehicle headlights.

The proposed development will create a housing option for seniors looking to downsize from detached homes or younger professionals who are not ready to purchase a home. The proposal consists of security buildings featuring indoor parking, an elevator, and balconies for each unit. Rents are expected to be above average. This development will add to the existing mix of housing options in the community.

RELEVANT POLICY

COMMENTS

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.

This area of Kaulback Street features a variety of housing types including several smaller multiple unit developments and single unit dwellings that have been converted to multiple unit developments. This proposal will simply add to the existing mixture of dwelling types in the neighbourhood and is expected to add new residents and vitality to the neighbourhood.

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.

The proposal will introduce new and well appointed rental units into the existing mixture of dwellings in the Kaulback Street area. These units are expected to command higher rents than existing apartment units in the area. This development, together with the existing mixture of dwellings in the area will ensure that the neighbourhood includes a variety of unit types and units which will have higher rents when compared to the existing housing stock. A neighbourhood with a variety of unit types that command a range of rent levels helps minimize the risk that the neighbourhood will only attract tenants from one socioeconomic class. This can lead to disparity amongst different areas of Town with neighbourhoods defined based on income levels. This in turn can lead to a whole range of social issues in the future.

Policy R-15

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

This development does not include any affordable housing units. There is to be a range of unit types in the building, some of which will have lower rents, but it is not expected that these would be classified as “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.

The proposed development is situated within the General Residential land use designation. This is the enabling policy that allows Council to consider this application by development agreement.

RELEVANT POLICY	COMMENTS
<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"><i>a) that the proposal be reviewed using the evaluative criteria for development agreements as outlined in Part 11: Implementation of this Strategy;</i><i>b) 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>Existing development in the vicinity of the proposed development consists primarily of 1 to 1.5 storey dwellings with an average building footprint (ground floor area) of around 133 m² (1432 ft²). The average lot coverage in the neighbourhood is 13.4 percent.</p> <p>The proposed 150 unit development consists of three 4-5 storey 50-unit buildings. Each 23.5 x 67.4 metre (77 x 221 feet) building has a ground floor area (footprint) of 1584 m² (17,050 ft²) which is about 12 times greater than the neighbourhood average. The proposed buildings cover about 26.4 percent of the subject property.</p> <p>The proposed buildings are clearly higher, larger, and cover more of the lot than other development in the surrounding neighbourhood. This does not in itself mean that the proposal is incompatible with adjacent structures. To be “compatible” the proposed buildings do not have to be the same size and height, but they should not be so large as to have a negative impact on adjacent homes.</p> <p>The proposed 4-5 storey buildings are higher than neighbouring structures which consist mostly of 1 to 1.5 storey dwellings. This difference in height does pose a potential compatibility issue, but it is noted that appropriate setbacks can address this issue. In this instance, the proposed north and south buildings are setback 10 metres (32.8 feet) from the Kaulback Street right-of-way. The north and south buildings are angled slightly so that the side yards abutting 171 and 201 Kaulback Street increase as the distance from the street increases. The sideyard setback increases from 10.0 metres (32.8 feet) at the front of each building to 12.75 metres (41.8 feet) at the rear. This effectively increases the sideyard setbacks where the proposed buildings are situated closest to neighbouring dwellings at 171 and 201 Kaulback. These setbacks will help minimize the impact of the buildings’ height on these neighbouring properties and on development along Kaulback Street.</p> <p style="text-align: right;"><i>continued...</i></p>

RELEVANT POLICY

COMMENTS

The issues of scale and bulk are partly addressed by the architectural design of the proposed structures which incorporates detailing such as balconies and accent gables that help break up the facade of the structures and minimize the appearance of scale. The layout of the site is also important. By turning the north and south buildings perpendicular to the street and placing the third building at the back of the property, the impression of the buildings' size is minimized when viewed from Kaulback Street.

This configuration also has the bulk of the development at the eastern edge of the property away from homes fronting directly on Kaulback Street and Lavinia Drive. The bulk of the proposal is primarily oriented to the vacant Town owned lands to the east of the subject lands. This effectively addresses issues related to the proposed buildings' bulk and scale and their impact on dwellings along the western side of Kaulback Street and on Lavinia Drive.

The lot coverage of the proposed development is about two times that of the surrounding neighbourhood. While this is high relative to surrounding properties, buildings that include structured (indoor) parking typically cover a higher percentage of the property. With less area needed for surface parking, the percentage of landscaped open space on the property would be comparable to other properties in the neighbourhood. Lot coverage is not, therefore, expected to create any compatibility issues with neighbouring properties.

Compatibility of the proposed 4-5 storey buildings with the neighbouring one storey structures at 171 and 201 Kaulback presents a potential issue. Setbacks have been increased where the proposed north and south buildings are situated nearest to these neighbouring properties. The main wall of the proposed north building is now 12.75 metres (41.8 feet) from the property line and 30.0 metres (98.5 feet) from the dwelling at 171 Kaulback. Balconies encroach within this setback and are situated 26.75 metres (87.8 feet) from the dwelling at 171 Kaulback. For 201 Kaulback, the main wall of the proposed south building is now 11.7 metres (38.4 feet) from the property line and 27.7 metres (90.8 feet) from the dwelling at 171 Kaulback. Balconies encroach within this setback and are situated 25.2 metres (82.8 feet) from the dwelling. The proposed setbacks and landscaping measures will be sufficient to address the visual impact and loss of privacy attributable to the height and proximity of the proposed development.

RELEVANT POLICY	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 found in the area. The developer has not provided finish material specifications at this time.</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>Building height and setbacks vary along this portion of Kaulback Street, particularly along the east side of the street where the subject property is located. There is no established pattern of building heights or setbacks that would help to define a streetscape. While each of the three buildings are oriented towards the central greenspace and not towards the street, the development as a whole is oriented towards Kaulback Street. The "U" shaped configuration of the development with a central green space that opens up to the street will help create a welcoming pedestrian environment and will add to the vitality and visual appeal of this portion of Kaulback Street.</p> <p>The proposal will not, therefore, detract from any established or developing 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>The proposed parking areas are situated to the rear of the property away from Kaulback Street. The parking areas will not be readily visible from the street. The parking areas are adjacent to neighbouring properties at 171 and 201 Kaulback. The applicant will be required to incorporate fencing and landscaping to create an effective visual barrier between the parking areas and these neighbouring homes.</p>
<p>f) <i>that suitable recreational space is available for use by residents of the development; and</i></p>	<p>The proposal was reviewed by Parks, Recreation, & Culture Staff. It was agreed that although there are limited recreational facilities in the immediate vicinity of the development, Victoria Park was reasonably close and overall there were no concerns with the proposal.</p>
<p>g) <i>that the proposal contribute to a mixture of dwelling types in the neighbourhood as a whole.</i></p>	<p>This proposal, consisting of larger apartment buildings with amenities such as elevators, underground parking, and balconies, will add to the existing mix of dwelling types in the surrounding area which consists of smaller apartment dwellings, converted dwellings, and single detached dwellings.</p>

RELEVANT POLICY	COMMENTS
<p>Policy P-3</p> <p><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>The proposal was reviewed by Parks, Recreation, & Culture Staff. It was agreed that although there are limited recreational facilities in the immediate vicinity of the development, Victoria Park was reasonably close and overall there were no concerns with the proposal.</p>
<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>see comments under Policy P-3 above</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>see comments under Policy P-3 above</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>Each dwelling unit features a balcony ranging in size from 8.4 m² to 22.3 m² (90 ft² to 240 ft²) providing approximately 1811 m² (19,493 ft²) of outdoor amenity space. The proposal also includes approximately 8500 m² (91,493 ft²) of landscaped areas at grade. The Land Use By-law amenity space requirement for this development is 3480 m² (37,458 ft²) while the total amount of outdoor amenity space provided on site is approximately 10,300 m² (110,868 ft²).</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>see comments under Policy P-3 above</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>The proposal includes parking for a total of 123 spaces in 2 surface parking lots. An additional 44 spaces are provided on the lower level of each building bringing the total number of parking spaces provided to 255 spaces. Based on the Town's parking requirements, this development would require 222 parking spaces (0.5 spaces/unit plus 0.5 spaces/bedroom). The proposal does not require a relaxation of normal parking requirements.</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 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.</p>

RELEVANT POLICY	COMMENTS
<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>See comments on Policy G-29 above.</p>
<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>See comments on Policy G-29 above.</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 September 13, 2018 the Town's Traffic Authority was forwarded details of the proposal and asked to provide comments. The Traffic Authority has verbally indicated there are no concerns with the proposal related to traffic.</p> <p>The applicant has submitted a traffic impact statement which concludes that the proposal is not expected to have any significant impact on the levels of service of adjacent streets or intersections. A copy of the statement has been attached to this report as Appendix B.</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>On September 13, 2018 the Town Engineer's Office was forwarded details of the proposal and asked to provide comments. The Town Engineer has verbally indicated there are no concerns with the proposal related to the provision of municipal water and sewer services. The Town Engineer will require that the developer submit a storm water management plan prepared by a professional engineer. On November 26, 2018, the applicant submitted a draft stormwater management plan to the Town Engineer's Office for review.</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. On November 26, 2018, the applicant submitted a draft stormwater management plan to the Town Engineer's Office for review.</p>

RELEVANT POLICY	COMMENTS
<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"> 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. 	<p>see comments on Policy E-10 above</p>
<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>The developer will be required to submit a storm water management plan prepared by a professional engineer prior to the Town entering into any development agreement. On November 26, 2018, the applicant submitted a draft stormwater management plan to the Town Engineer's Office for review.</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"> a) the location, area, and dimensions of the subject property based on a survey or location certificate prepared by a licensed surveyor.; b) elevation drawings of the proposed structure or structures; 	<p>The applicant has submitted a detailed site plan with dimensions based on a survey plan prepared by a licensed surveyor.</p> <p>The applicant has submitted a set of design drawings including elevation drawings.</p>

RELEVANT POLICY	COMMENTS
c) <i>the proposed location, dimensions, height, and proposed use of all buildings;</i>	The detailed plans submitted by the applicant clearly describe the location, dimensions and height of the proposed buildings. The use of the buildings is to be residential.
d) <i>the means by which the site is to be serviced by sanitary and storm sewers, water, electrical service and other utilities;</i>	The applicant has submitted a detailed site plan. Servicing details have not been provided at this time but Staff, in consultation with the Town Engineer's Office, do not anticipate any issues related to servicing.
e) <i>the proposed location and nature of any outdoor storage or display;</i>	No outdoor storage or display is proposed as part of this development.
f) <i>the proposed location, design, and content of any signage;</i>	Any signage will have to comply with the Land Use By-law signage requirements.
g) <i>the proposed location and dimensions of any parking stalls, driveways, and walkways;</i>	The site plan illustrates the locations and dimensions of all parking areas and driveways. The site plan shows the location of 3 accessible stalls. According to the Land Use By-law parking requirements, this development will require a minimum of 8 accessible stalls which will need to be shown on the final plans.
h) <i>the proposed location of any fencing, refuse containers, and snow storage;</i>	The current site plan does not show fencing nor does it indicate where refuse storage will be located. There is sufficient room for snow storage and refuse storage on site. All refuse storage will have to be wholly enclosed within a structure.
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 requires 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>	The site plan delineates areas that are to be landscaped open space including a common green space at the centre of the development.
k) <i>landscaping elements including the type and location of any existing and proposed trees or other vegetation;</i>	The applicant has submitted a landscape plan identifying the location of landscaped areas, walkways, driveways, parking areas, and the general location of existing and proposed trees.
l) <i>architectural features including type of materials,</i>	The applicant has submitted design drawings showing what the proposed buildings will look like. The draft agreement will require that all units adhere to the basic architectural details illustrated in these drawings.

RELEVANT POLICY	COMMENTS
<p>m) <i>the location of any watercourses on or near the site;</i></p>	<p>Doggett Brook flows in a gully on a Town owned parcel at the eastern edge of the subject property. Staff are not aware of any defined watercourses on the subject property itself.</p>
<p>n) <i>existing and proposed drainage patterns including any stormwater management measures;</i></p>	<p>The developer will be required to submit a storm water management plan prepared by a professional engineer prior to the Town entering into any development agreement. On November 26, 2018, the applicant submitted a draft stormwater management plan to the Town Engineer's Office for review.</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>The applicant has indicated that they intend on developing the site in three phases. Phase 1 is to be complete in 4 years and will consist of the driveway, south building, and parking area to the rear. Phase 2 is to be complete in 7 years and consist of the north building and parking area to the rear. Phase 3 is to be complete in 10 years and consist of the east building.</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>Staff do not anticipate any code issues that cannot be overcome with minor modifications to the plans. Code compliance will be a condition of any development agreement.</p>

RELEVANT POLICY	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>While the proposed use is residential and the adjacent development is residential, it is the intensity of the proposed use that creates a potential compatibility issue. The intensity of a residential use can be gauged by looking at factors such as residential density, lot coverage, and height.</p> <p>The density of the proposal is 83 units/hectare (33.71 units/acre) which is 5 times higher than the neighbourhood average of 15.2 units/hectare (6.13 units/acre). The proposed buildings cover about 26.4 percent of the subject property while the average lot coverage in the neighbourhood is 13.4 percent. The proposed buildings are 4-5 storeys while homes in the area are typically 1 storey. The proposed buildings have a ground floor area 12 times greater than the average home in the area.</p> <p>While the proposed use is demonstrably more intensive than the surrounding neighbourhood, it is noted that the intensity of the proposed use is largely internalized to the development. The design directs most of the traffic and activity away from surrounding development and towards a central green space and driveway. Surface parking areas are located to the rear of the property and the buildings themselves are oriented in such a way that the bulk of the development is situated away from nearby homes along Kaulback Street and Lavinia Drive.</p> <p>Compatibility of the proposed development with the single unit dwellings at 171 and 201 Kaulback is a concern. The applicant has modified the site plan to increase the separation between the proposed buildings and these dwellings and he has indicated that fencing and landscaping will be used to mitigate potential negative impacts associated with traffic and vehicle headlights. Planning Staff are satisfied that the proposed setback together with fencing and an appropriate landscaped buffer, will be sufficient to address potential incompatibility issues associated with a more intensive residential use such as traffic and vehicle headlights.</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 IM-22(a) and Policy R-38(b) above.</i></p>

RELEVANT POLICY	COMMENTS
<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. There is no outdoor storage or display proposed as part of this development. The applicant has submitted a traffic impact statement that concludes that the number of vehicle trips generated by the proposed 150 unit residential development is not expected to create any issues with the surrounding street network. Vehicle circulation is focused at the centre of the site away from neighbouring properties except where the surface parking areas abut 171 and 201 Kaulback Street. Fencing and landscaping elements will be required in the yard abutting these parking areas to ensure that vehicle movements and headlights do not create compatibility issues.</p>
<p>d) <i>the adequacy of sewer services, water services, waste management services and storm water management services;</i></p>	<p>On September 13, 2018 the Town Engineer was forwarded details of the proposal and asked to provide comments. The Town Engineer has indicated he has no concerns regarding servicing. The draft development agreement will require that all servicing and connections to municipal services will be subject to the approval of the Town Engineer. The applicant has submitted a stormwater management plan to the Town Engineer's Office for approval.</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>
<p>f) <i>the adequacy and proximity of schools;</i></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>g) <i>the adequacy and proximity of recreation and community facilities;</i></p>	<p>see comments under Policy P-3 above</p>
<p>h) <i>the adequacy of the road network in, and adjacent to, or leading to the development;</i></p>	<p>On September 13, 2018 the Traffic Authority was forwarded details of the proposal and asked to provide comments. Written comments have not been received at this time but the Traffic Authority has verbally indicated that he does not anticipate any issues regarding traffic. The applicant has submitted a traffic impact statement (TIS) that concludes that the proposal will have no significant impact on the performance of the surrounding street network or intersections. A copy of the TIS is attached to this report as Appendix B.</p>

RELEVANT POLICY	COMMENTS
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 other than the steep grade of the site. The grades have been accounted for as part of the development's design.
m) <i>the ability of emergency services to respond to an emergency at the location of the proposed development;</i>	The Police Service and Fire Inspector have reviewed the proposal and did not have any concerns about their ability to respond to an emergency at this location. The draft development agreement will require that the driveway meet minimum requirements under the national building code to ensure adequate access for emergency vehicles.
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.
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.
<p>Policy IM-34</p> <p><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>Neighbourhood residents have been in attendance at Planning Advisory Committee meetings concerning this application and there have been 20 responses to the on-line survey (including 3 incomplete responses). Staff consider this to be representative of the neighbourhood given the small number of homes in the immediate area. The public seem well informed and engaged in the application process and there is no indication that an additional public information meeting will be required for this application.</p>

Appendix B Traffic Impact Statement



181-09441

August 15, 2018

Mr. Blair Wallace
Brentwood Developments Ltd.
5537 Kane Place
Halifax, NS, B3K 2B2

[Via Email: bdwallace@eastlink.ca]

**RE: Traffic Impact Statement – Multi-Family Residential Development
185 Kaulback Street, Truro, NS**

Dear Mr. Wallace:

Plans are being prepared for the development of three apartment buildings (up to 150 units total) with underground and surface parking. The subject land for the development is in the process of being consolidated. The properties (PID 20166518 and 20445571) once consolidated will be 5.005 acres and have approximately 94.2m of frontage on Kaulback Street. This development will be accessed from Kaulback Street via a single two-way driveway leading to a centralized parking area with onsite access to underground parking for each of the buildings (See Figure 1). This is the Traffic Impact Statement (TIS) required to accompany the development application.



Figure 1 – Site Plan

1 Spectacle Lake Drive
Dartmouth, NS, Canada B5B 1X7
Tel.: +1 902-835-9955
Fax: +1 902-835-1645
www.wsp.com



**Traffic Impact Statement – Multi-Family Residential Development
185 Kaulback Street, Truro, NS**

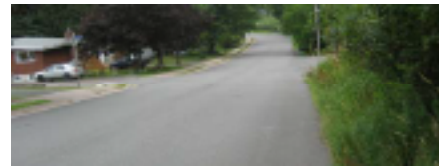
SITE DESCRIPTION –

The unoccupied site is bounded by Kaulback Street in the west and future development areas to the east and south. Development is expected to be three apartment buildings (up to 150 apartment units total) with connection to Kaulback Street via a single driveway.

Observations of Stopping Sight Distance (SSD) at the site access found that there is over 100 metres of available stopping sight distance for southbound traffic on Kaulback Street and 73 metres of available stopping sight distance for northbound traffic (See Photos 1 and 2). This northbound SSD is more than the 70 metres required for a vehicle traveling 50 km/h on a -8% grade.



**Photo 1 – Looking Left (to the south) on
Kaulback Street from the proposed Access**



**Photo 2 – Looking right (to the north) on
Kaulback Street from the proposed Access**

DESCRIPTION OF EXISTING STREETS AND INTERSECTIONS

Kaulback Street (See Photos 1-4) is a local street that runs north-south between Willow Street and Glenwood Drive. It is approximately one kilometer in length. Kaulback Street has a two-lane cross section and a 50 km/h speed limit.



**Photo 3 – Looking South on
Kaulback Street toward the site**



**Photo 4 – Looking North on
Kaulback Street toward the site**

The T-intersection of Kaulback Street at Glenwood Drive is STOP controlled on Kaulback Street and free flow on Glenwood Drive.



Traffic Impact Statement - Multi-Family Residential Development
185 Kaulback Street, Truro, NS

TRIP GENERATION

Trip generation estimates for the site, prepared using 2011 trip rates from the generation trip calculator developed by Transportation Engineers, Washington, DC, are included in Table 1. It is estimated that the developed site will generate:

- 14 two-way trips, 14 entering and 14 exiting during the AM peak hour, and
- 14 two-way trips, 14 entering and 14 exiting during the PM peak hour.

Table 1 - Trip Generation Estimates

Land Use ¹	Area ²	Trip Generation Rates ³				Trip Generation ⁴			
		AM Peak Hour ⁵		PM Peak Hour ⁶		AM Peak Hour		PM Peak Hour	
		In	Out	In	Out	In	Out	In	Out
Trip Generation Estimates for Proposed Developments									
Multi-Family (Apartment Units)	50	0	14	14	14	0	14	14	0
Notes: 1. Land use classification is based on the Nova Scotia Building Code, 2012, and the Nova Scotia Building Code, 2012, Schedule 1, Table 1.1.1. 2. Area is based on the site plan. 3. Trip generation rates are based on the 2011 Trip Generation Manual, published by the Institute of Transportation Engineers, Washington, DC. 4. Trip generation estimates are based on the 2011 Trip Generation Manual, published by the Institute of Transportation Engineers, Washington, DC. 5. AM Peak Hour is defined as the hour with the highest number of trips during the morning peak. 6. PM Peak Hour is defined as the hour with the highest number of trips during the afternoon peak.									

SUMMARY

1. Plans are being prepared for the development of three apartment buildings (up to 150 apartment units total) on the east side of Kaulback Street.
2. Vehicular access to the site will be from a new two-way driveway onto Kaulback Street.
3. It is estimated that the developed site will generate a total of 14 two-way trips (14 entering and 14 exiting) during the AM peak hour and 14 two-way trips (14 entering and 14 exiting) during the PM peak hour.

CONCLUSION

1. The estimated trip generation by the development of up to 150 apartment units on this site is not expected to have any significant impact on levels of performance on adjacent streets and intersections or on the regional street system.

It is recommended that the applicant provide a traffic impact study to the satisfaction of the Department of Transportation and Infrastructure.

Sincerely,

Patrick Foster

Patrick Foster, P.Eng.
Traffic & Transportation Engineer
WSP | CONSULTANTS

