

Case 21982: 20 Sea King Drive

Town House (TH) Rezoning and Land Use By-law Amendment Application

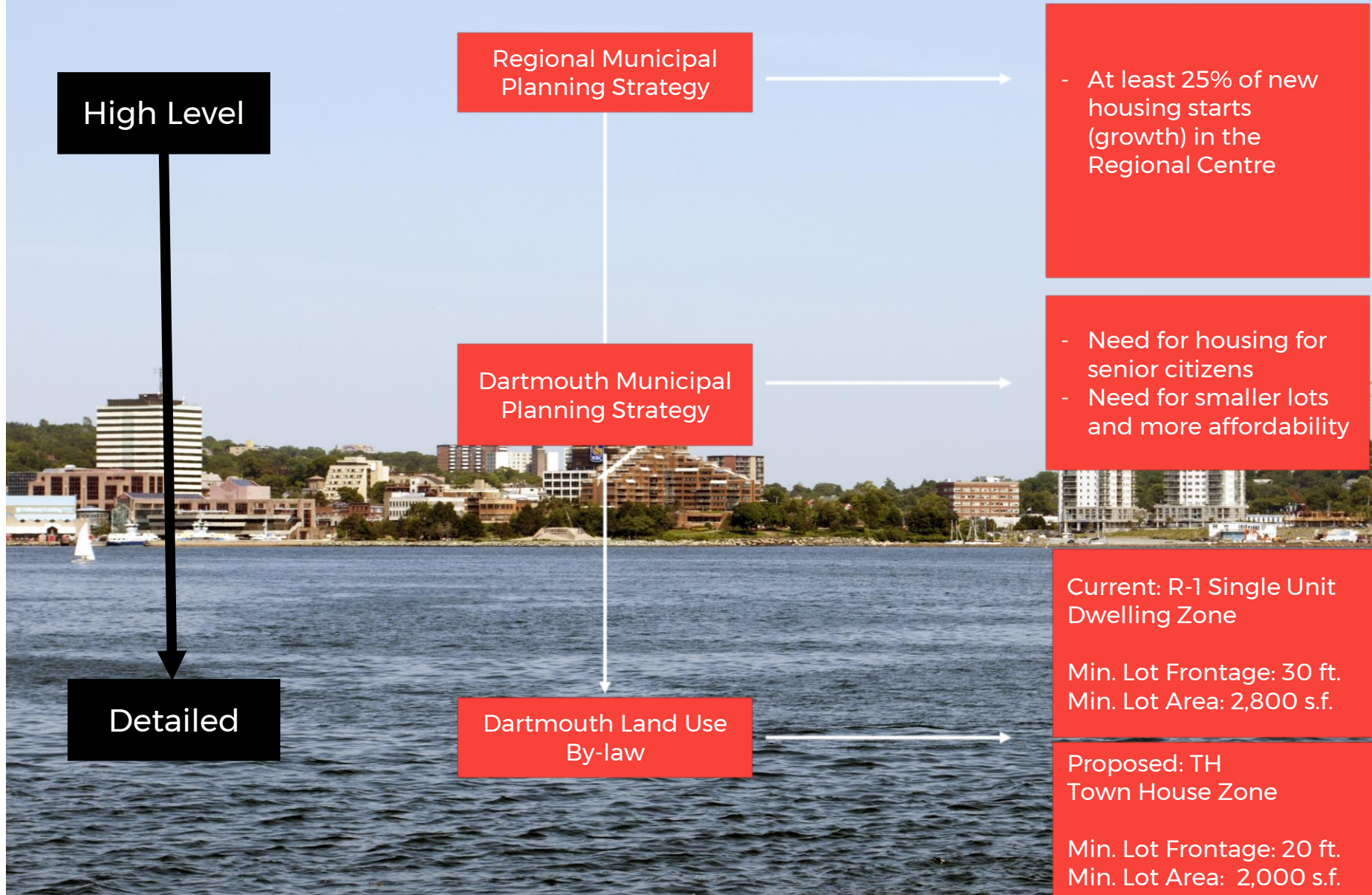


Provincial Perspective

- Aging population = need for more housing for 55+ demographic
- Increasing unaffordability of living = need for more houses close to amenities and services
- Decreasing household sizes = need for smaller homes



Regional Perspective



Dartmouth Perspective

- Site Location
- Parks
- Shopping
- Major Transit Routes
- Nearby Transit Stops



Neighbourhood Perspective



Site Location



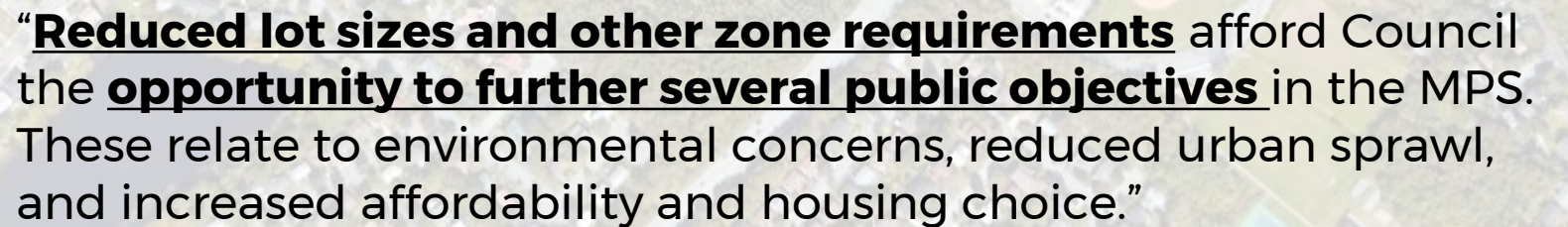
Pedestrian Routes



Direction from the Municipal Planning Strategy



“Senior citizens are a growing segment of our population ... Seniors need a flexible environment that would **enable the person to remain independent as his/her physical conditions change.”**



“Reduced lot sizes and other zone requirements afford Council the **opportunity to further several public objectives in the MPS. These relate to environmental concerns, reduced urban sprawl, and increased affordability and housing choice.”**

The Proposal

- Approx. 100 townhouses
- Single-Storey homes
- New pedestrian connections through the neighbourhood
- Enhanced buffering and screening between new and existing homes
- Geared towards 55+ demographic
- 50% lot coverage



Why rezone to TH?

- Catering better to 55+ demographic
- Creating smaller homes (more affordable)
- Create more diverse housing forms in Dartmouth



Proposed development



Existing neighbourhood context



Why is this housing good for 55+ demographic?



Why amend the TH Zone?

- Reducing yard sizes
- Slightly increased density for TH versus R-1
- Promotes walkability

Current Land Use By-law:

R-1 Zoning

Maximum lot coverage: 35%

TH Zoning

Maximum lot coverage: 35%

Proposed Land Use By-law Amendment:

TH Zoning

Maximum lot coverage: 50%
(for single-storey townhomes)

Supporting Information

Traffic Impact Statement

- Original TIS completed in September 2018
- Traffic Impact Statement addendum completed in August 2019
- Both concluded that low numbers of trips estimated to be generated by the proposal are not expected to have any significant impact to the operation of adjacent streets and intersections, or the regional street system.
- HRM currently studying circulation in the neighbourhood and HRM engineering will make a final decision on access

Considerations from Public Feedback

Summary of Comments

- Support for housing form.
- Support for places for seniors to age in place.
- Concerns about traffic generation in the neighbourhood.
- Concern that the site plan and proposal for townhouses will change after the approval.
- Concerns about lot coverage.

Response

Traffic

- Traffic Impact Statement addendum completed in August 2019
- Counts showed that the proposal will not have significant impact on adjacent streets/intersections
- This was accepted by HRM traffic engineers

Concerns about the project 'changing' after approval:

- Only uses permitted in the Townhouse (TH) Zone are
 - Townhouses
 - Schools
- Fewer uses than permitted in R-1 Zone
- If someone wanted to do a different use, they would have to go back through this process to rezone to a new zone

Lot coverage:

- Lot coverage being requested has been reduced from 55% to 50% for single-storey buildings
- Lot coverage amendments facilitate smaller homes, smaller lawns, and the one-storey townhomes (floorplate)



Thank You

Jenny Lugar

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