

Attachment A: Policy Tables

Table 1: Enabling Policy P-39

| P-39 Within the Residential Designation, it shall be the intention of Council to consider permitting senior citizen housing by development agreement and according to the provisions of the Municipal Government Act. In considering a development agreement, Council shall have regard to the following: | |
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| Policy Criteria | Applicant Response: |
| (a) that the architectural design, including the scale of any building(s) and its exterior finish are compatible with adjacent land uses; | The proposed architectural design within the development is intended to be compatible with the established commercial and residential architectural design in the immediate area. Building design includes variation within the building facades, pitched roofs, high quality materials and at-grade entrances. |
| (b) that adequate separation distances are maintained from low density residential developments and that landscaping measures are carried out to reduce visual effects; | <p>The proposed multi-unit building is located in the northernmost corner of the sight, furthest away from existing low rise residential units fronting on Crestfield Drive. The building is also proposed to be 3 storeys, which is consistent with the established height framework in the area.</p> <p>The proposed single-level townhouse units are located to the south, closer to existing low rise residential. However, the height, scale and design of the townhouse units is compatible with its surroundings. In addition, generous landscape buffer is proposed between the development and the rear yards of existing low rise dwellings on Crestfield Drive.</p> |



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| <p>(c) that open space and parking areas are adequate to meet the needs of senior citizens and that they are attractively landscaped;</p> | <p>Individual balconies are proposed for each unit, as well as a shared outdoor amenity area.</p> <p>Common outdoor amenities are provided within open spaces such as a community garden and recreation space.</p> <p>Parking areas are proposed to be separated from the access driveway and are surrounded by landscaping.</p> |
| <p>(d) preference for a site which has access to commercial and community facility uses;</p> | <p>The subject site is in close proximity (within 350m) to the Hammonds Plains Commercial Designation (lands zoned C-5) where there are a number of services available that would be of interest to a seniors population (pharmacy, dentistry and optical services, market, coffee shop, etc.).</p> |
| <p>(e) general maintenance of the development;</p> | <p>Indoor or outdoor common areas of the development will be continually maintained by the developer or their property management company. Maintenance equipment will be stored within the rec house and/or utility rooms within the multi-unit dwelling.</p> |
| <p>(f) preference for a development which serves a local community need; and</p> | <p>The development of senior citizen housing provides an opportunity for residents to continue to reside within their communities as they age.</p> <p>There is an obvious increase in demand (via an increase in the number of planning applications) for senior citizen housing in the area.</p> |
| <p>(g) the provisions of Policy P-137.</p> | <p>See Table 2</p> |

Table 2: Additional Applicable Policy P-137

| P-137 In considering development agreements and amendments to the land use by-law, in addition to all other criteria as set out in various policies of this Plan, Council shall have appropriate regard to the following matters: | |
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| Policy Criteria | Applicant Response: |
| (a) that the proposal is in conformity with the intent of this Plan and with the requirements of all other municipal by-laws and regulations; | The MPS recognizes the need for senior citizen housing and allows for development of this use as-of-right within the MU-1 (Mixed Use 1) zone, MU-2 (Mixed Use 2) zone, and the GU-1 (General Use) zone as well as by development agreement within the Residential Designation by Policy P-39. The proposed site is within the Residential Designation and is therefore eligible for Policy P-39. |
| (b) that the proposal is not premature or inappropriate by reason of: | |
| (i) the financial capability of the Municipality to absorb any costs relating to the development; | All costs associated with the development within the site will be the developers responsibility. |
| (ii) the adequacy of central or on-site sewerage and water services; | <p>The subject site is within the Municipal Water Service Boundary and eligible to connect to the municipal central water system.</p> <p>Although the MPS discourages the construction of privately operated sewerage collection and treatment systems (Policy P-82) it is evident from reviewing the preamble that "under certain circumstances ... new private central services may have an important positive role to play in serving new development in the Municipality. In the case of developments located on one lot ... the owner maintains responsibility for the on-going maintenance of the system"</p> |



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| | <p>The proposed development is on one lot and the developer will be responsible for the ongoing maintenance of the sewage treatment system. Please refer to Attachment E of this application for more details.</p> |
| <p>(iii) the adequacy or proximity of school, recreation or other community facilities;</p> | <p>It is not anticipated that the proposed seniors citizen housing development would have a significant impact on schools or other community facilities in the area from a user demand perspective.</p> <p>Uplands Park (park) is located opposite the site at 6 Crestfield Drive. No significant impact to park operations, or existing park users, from the proposed development is anticipated.</p> |
| <p>(iv) the adequacy of road networks leading or adjacent to or within the development; and</p> | <p>We have factored additional developments in the area into our traffic analysis, to understand the cumulative impact of these developments with regards to traffic impact. Please refer to Attachment D for additional details on the traffic impact analysis.</p> <p>Multi-unit building includes a drop off loop at the main building entrance to enable pick-up/ drop-off via personal automobile (for medical procedure appointments etc.) and enhances emergency access.</p> |
| <p>(v) the potential for damage to or for destruction of designated historic buildings and sites.</p> | <p>With older cemeteries it is not uncommon for remains to be located beyond the extent of property boundaries.</p> <p>As such, site intervention and grade alteration around the cemetery that abuts the development is minimized through site design elements in these locations that do not require significant alterations to grades (surface parking and landscaping).</p> |



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| <p>(c) that controls are placed on the proposed development so as to reduce conflict with any adjacent or nearby land uses by reason of:</p> | |
| <p>(i) type of use;</p> | <p>Through the mechanism of a development agreement provisions can be included to limit the use of the site for a residential development which is "designed for seniors", and control the residential form, and certain design elements in accordance with the proposed development concept.</p> |
| <p>(ii) height, bulk and lot coverage of any proposed building;</p> | <p>The maximum proposed buildings heights are consistent with the surrounding building height framework (35 ft. / 3 storeys).</p> <p>Overall lot coverage is reduced and a significant amount of open spaces are provided within the development which is consistent with the fabric of the surrounding area.</p> |
| <p>(iii) traffic generation, access to and egress from the site, and parking;</p> | <p>Please refer to Attachment D for additional details regarding traffic generation and site access/egress.</p> <p>With regards to parking, 2 'off-street' parking spaces are provided for each single-storey townhouse dwelling.</p> <p>The multi-dwelling includes one underground parking stall for each dwelling unit (29 total). An additional 30 surface parking stalls are provided for tenants and guests.</p> <p>Ten parking stalls are provided adjacent the cemetery for visitors use.</p> <p>Additional parking stalls are provided adjacent to the rec house.</p> |



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| (iv) open storage; | On site storage of service and maintenance items will be contained within the rec house or utility rooms within the multi-unit dwelling. |
| (v) signs, and; | As noted in Attachment B, a community sign is proposed at the entrance of the development, in front of to the rec house. |
| (vi) any other relevant matter of planning concern | N/A |
| (d) that the proposed site is suitable in terms of the steepness of grades, soil and geological conditions, locations of watercourses, marshes or bogs and susceptibility to flooding; | Civil and geotechnical engineers have confirmed that the site is not susceptible to flooding. The provisions of the new Grade Alteration By-law (G-200) will apply. |
| (e) Within any designation, where a holding zone has been established pursuant to "Infrastructure Charges - Policy P-81", Subdivision Approval shall be subject to the provisions of the Subdivision By-law respecting the maximum number of lots created per year, except in accordance with the development agreement provisions of the MGA and the "Infrastructure Charges" Policies of this MPS. (RC-Jul 2/02;E-Aug 17/02) | N/A |