

## Planning Report: PID 40117236 and 40485252 - Beaver Bank Road

<b>Request:</b>	Application by WM Fares Architects for a Development Agreement at PID 40117236 and 40485252 - Beaver Bank Road to allow the development of 2 multiunit residential buildings.
<b>Subject Site:</b>	PID 40117236 and 40485252 - Beaver Bank Road.
<b>Location:</b>	East side of Beaver Bank Rd between Wingate Dr. and Millwood Drive.
<b>Regional Plan Designation:</b>	Urban Settlement (US)
<b>Community Plan Designation:</b>	Urban Residential (UR) Sackville Municipal Planning Strategy
<b>Zoning:</b>	R-6 (Rural Residential Zone) under the Sackville Land Use By-law
<b>Size of Site:</b>	Approximately 3.7 acres
<b>Street Frontage:</b>	Approximately 455 ft
<b>Current Land Use:</b>	Vacant
<b>Surrounding Use:</b>	Single Family residential to the rear and to the side of the property. Land directly across Beaver Bank Road is a gravel lot used by a lumber milling company.

**Proposal details:**

We are proposing 2 multiunit residential buildings, one facing Beaverbank Road and one facing Windgate Drive. The major aspects of the proposal are as follows:

- The buildings contain 46 residential units each and are 4 floors in height.
- The lot coverage is less than 20% and there are generous setbacks and buffering from adjacent uses.
- Both buildings are intended to be accessed and serviced from Beaverbank Road. Building “B” requires a service and access easement from HRM.
- The buildings will have underground and surface parking with a ratio of 1.5.
- Class A and Class B bicycle parking spaces will be provided as per LUB requirements.

**Enabling Policy:**

The subject property is designated Urban Residential under the Sackville Municipal Planning Strategy. The property is zoned R-6 (Rural Residential) Zone under the Sackville Land Use By-Law which allows for single family dwellings, home day care, bed and breakfasts, pet care facilities within the home, and home businesses as well as agricultural, forestry, fishing, open space, and a variety of institutional uses.

The Urban Residential designation (Policy UR-8) allows for consideration of low-rise residential buildings by development agreement. The following are the relevant policies from the Dartmouth MPS along with our assessment as to how this proposal adheres to these policies.

***Multiple Unit Dwellings***

*The demand for multiple unit dwellings is expected to continue in response to the diversified housing needs of the general population. In order to provide high quality multiple unit accommodation while avoiding significant impacts of existing land uses, such uses will be considered by both rezoning and development agreement. Smaller scale multiple unit developments up to six units will be considered by rezoning, while larger scale multiple unit developments over six units will be considered by*

*development agreement. The development agreement approach will provide site-specific control intended to ensure that community concerns with such matters as appropriate density and scale of development, landscaping, site design and separation from low density residential development are adequately addressed.*

<p style="text-align: center;"><b>POLICY UR-8</b></p> <p><b>Notwithstanding Policies UR-2 and UR-7, within the Urban Residential Designation, it shall be the intention of Council to consider multiple unit dwellings over six (6) dwelling units, according to the development agreement provisions of the Planning Act. In considering such an agreement, Council shall have regard to the following:</b></p>	<p style="text-align: center;"><b>COMMENT</b></p>
<p><b><i>(a) the adequacy of separation distances from low density residential developments;</i></b></p>	<p>The buildings’ position and orientation provides for good separation and buffer from existing low density residential dwellings. Refer to Plan D0</p>
<p><b>(b) that the height, bulk, lot coverage and appearance of any building is compatible with adjacent land uses;</b></p>	<p>The proposed building size and articulation including choice of building materials, and roof design provides for good compatibility with adjacent uses. Refer to Building Plans</p>
<p><b>(c) that site design features, including landscaping, amenity areas, parking areas and driveways, are of an adequate size and design to address potential impacts on adjacent development and to provide for the needs of residential of the development;</b></p>	<p>Design features include:</p> <ul style="list-style-type: none"> <li>• Less than 20% building coverage;</li> <li>• Surface parking concealed;</li> <li>• Non-disturbance areas and new landscaping measures to maintain existing buffer;</li> <li>• Pedestrian connectivity to sidewalk along Beaverbank</li> </ul>
<p><b>(d) preference for a site in close proximity to community facilities such as schools, recreation areas and transit routes;</b></p>	<p>Close proximity to Millwood Elementary and High Schools, and transit routes.</p>
<p><b>(e) that municipal central services are available and capable of supporting the development;</b></p>	<p>We have included servicing schematics and sanitary flow confirmation for review</p>

<p><b>(f) that appropriate controls are established to address environmental concerns, including stormwater controls, based on a report from the appropriate Municipal, Provincial, and/or Federal Government authority;</b></p>	<p>This will be covered under the terms of the agreement</p>
<p><b>(g) that the proposed development has direct access to a local street, minor collector or major collector as defined in Map 3 - Transportation;</b></p>	<p>The site has direct access to Beavenbank Road which is classified as an arterial road</p>
<p><b>(h) that it is not being considered on lands which are presently zoned and developed for either single or two unit dwelling purposes nor where it is intended to replace a single or two unit dwelling which has been demolished, removed or destroyed by fire;</b></p>	<p>The properties are zoned R6 and are currently vacant</p>
<p><b>(i) the impact on traffic circulation and, in particular, sighting distances and entrances and exits to the site;</b></p>	<p>A traffic Impact Statement by a qualified firm has been submitted for review</p>
<p><b>(j) general maintenance of the development; and</b></p>	<p>This will be covered under the terms of the agreement</p>
<p><b>(k) the provisions of Policy IM-13.</b></p>	<p>We have Implementation Policy 13 and found our proposal to be in conformance with all of its provisions</p>