



Subject: *FH Development Group Inc Application: Master Planned Community*
To: CAO for Planning Advisory Committee, January 16, 2024
Date Prepared: January 10, 2024
Related Motions: PAC22(91), C22(346), PAC23(34), C23(211), PAC23(47) and C23(308)
Prepared by: Debbie Uloth, Project Planner
Approved by: John Woodford, Director of Planning and Development

Summary

The Municipality has received an application from FH Development Group Inc. to amend the Municipal Planning Strategy and Land Use Bylaw and to enter into a development agreement for a mixed use master planned neighbourhood, including a mixture of low, medium and higher density residential development, commercial lands, and open space. Approximately 1,500 residential units are proposed on lands located in the northern portion of the South Corridor and Commercial Growth Management Area. The property is identified as PID 45089802, Highway 2, Milford.

An open house and public information meeting (PIM) were held on May 2, 2023. Notes from the meeting have been attached as Appendix C.

First reading of the proposed mapping amendments and initial consideration of the development agreement was given at the June 20, 2023 meeting of Council. As a result of a supplemental report to Planning Advisory Committee, Council passed Motion C23(308) at their September 27, 2023 meeting to allow for emergency access.

Financial Impact Statement

A fiscal impact analysis has been completed for the proposed application. If completely built out the proposal is estimated to have a financial benefit to the Municipality of \$647,676.

Recommendation

That Planning Advisory Committee recommends that Council give second reading and approve the MPS and LUB mapping amendments and give final consideration of the development agreement.

Recommended Motion

Planning Advisory Committee recommends that Council:

- *give second reading and approve an application from FH Development Group Inc. to amend the MPS and LUB by changing the land use designation and zone of PID 45089802 to Walkable Comprehensive Development District (WCDD) to permit a mixed use master planned development.*

And

That Planning Advisory Committee recommends that Council:

- *give final consideration and approve entering into a development agreement with FH Development Group Inc. for lands identified as PID 45089802 Highway 2, Milford to permit a mixed-use master planned development, signed within one year of Council's approval, and contingent upon Council's approval of the MPS and LUB mapping amendments being approved by the Minister of Municipal Affairs.*

Background

Planning staff received an initial application from FH Development Group Inc. in August 2021 and an updated application in September 2022. The application proposes to change the Generalized Future Land Use Designation of lands identified as PID 45089802 from Established Residential Neighbourhood (ER) Designation to the Walkable Comprehensive Development District (WCDD) Designation and to rezone the same from Two Dwelling Unit Residential (R2) Zone to the Walkable Comprehensive Development District (WCDD) Zone. The WCDD Zone would enable Municipal Council to consider entering into a development agreement to allow for a mixed use master planned neighbourhood including residential, commercial, and open space land uses. Approximately, 1,500 residential units are proposed as part of the application.

A public information meeting for the application was held on May 2, 2023. First reading of the MPS and LUB mapping amendments and initial consideration of the development agreement was given at the June 20, 2023 meeting of Council. Staff also presented a supplemental report on emergency access at the September 19, 2023, meeting of PAC.

Discussion

SUBJECT PROPERTY

The subject property is shown on the map to the right and is identified as PID 45089802 Highway 2, Milford. The total area of the subject property is approximately 111 ha (275 acres).

The property is zoned Two Dwelling Unit Residential (R2) Zone. Adjacent property uses and zones include the Armco Capital Inc. lands to the west, which are zoned Walkable Comprehensive Development District (WCDD) Zone, these lands also have an existing development agreement registered on them for a master planned community. To the east and south are lands zoned Rural Use (RU), which are undeveloped and are not located in the South Corridor and Commercial Growth Management Area. To the north is Highway 102. The subject property is located at the northern end of the boundary in which Municipal services are available.

DEVELOPMENT PROPOSAL

The purpose of this application is to amend the Municipal Planning Strategy and Land Use Bylaw and to enter into a development agreement for a mixed use master planned neighbourhood, including residential development; open space; and commercial uses. Approximately, 1,500 residential units are proposed. A concept plan has been attached as Appendix A.



The concept plan shows a mixture of residential uses including 375 single dwelling units (yellows), 164 semi-detached (darker blue), 232 townhouse units (medium blue), and approximately 690 multiple unit dwelling units. Other land uses include parks and trails (darker green), conservation lands (lighter green), and stormwater management ponds. As part of the single unit residential portion of the plan, the applicant is requesting that Council consider reduced frontages of 10.4 m and 12.2 m for single unit dwellings. Under the LUB the minimum frontage requirement is 16 m. Approved development agreements for other WCDD lands included similar reduced frontages.

FH Development Group Inc. has provided some concept renderings of the higher density and commercial development sites, shown in the presentation. The renderings are only concepts as they do not show items such as amenity space, setbacks, street design, refuse storage, or other design elements. Multiplexes included as part of the development are proposed to be a maximum of 6-storeys, which is the maximum height permitted by the development agreements for the other two WCDD sites in Lantz.

Commercial uses such as a gas station and drive-thru restaurant are proposed for the corner lot fronting on Highway 2 and the new road connecting the development with Highway 2. Other commercial uses and residential multiplexes are also proposed for lands fronting Highway 2.

Walkability and connections to adjoining lands are some of the most important aspects for Council to contemplate when considering a WCDD zone application. Sidewalks are proposed on all streets and are proposed to connect with the adjoining Armco Capital Inc. lands. In addition, the active transportation route proposed for the adjacent lands will continue into the subject property and will be incorporated into Phases 1 and 2 of the development. In Phase 3 the Barney's Brook trail is proposed to continue along Barney's Brook into the subject property and will stop at the northern property line. Extension of the Barney's Brook trail into the subject property will create a trail that is approximately 2.6 km in length from the start of the trail in the future Armco Capital Inc. development, to where it stops in the current development proposal.

WCDD policies indicate that Council should take into consideration the distribution and function of the open spaces. Three parks are proposed, one in each phase of the development. The park in Phase 1 is proposed to service approximately 2,160 residents in 864 dwelling units. The Park in Phase 2 is proposed to service approximately 303 dwelling units and approximately 750 residents in the second phase of the development. The park in the third phase is proposed to be the smallest park but it will connect with the Barney's Brook trail and will service 288 dwelling units and approximately 720 residents.

In general, the parks in the proposal are there to service their surrounding neighbourhood and not the wider community. As part of the Armco Capital Inc. approved development plan a 4-hectare park is required. This park will be within walking distance of the subject lands and will service the wider community, and will be considered a Community Park, as per the Parks, Open Space and Active Transportation Master Plan.

POLICY ANALYSIS

The planning application has two parts, the mapping amendments and the development agreement, both parts of the application are being processed simultaneously; however, the development agreement will be contingent on the MPS and LUB mapping amendments being approved. The following policies allow Council to consider the FH Development Group Inc. application:

Council's Policy Goal of the Walkable Comprehensive Development District is to "establish an avenue for the consideration of relatively large scale mixed use and phased development proposals using the Comprehensive Development District tool. These developments should create a development conducive to active transportation through human-scaled developments designed to create visual interest at street level. Developments are also permitted and encouraged to use creativity through alternative roadway standards and new urbanism development principles."

Policy IM11 - Permits Council to consider private applications to amend the MPS where the proposed amendments are in the best interest of the Municipality.

Policy IM13 - Permits Council to consider map amendments to the MPS as a request for a comprehensive development district that is not already designated as such; and the intent of the MPS could be met through the proposal.

The aforementioned policies support the request by FH Development Group Inc. to change the Generalized Future Land Use Designation of the subject site from Established Residential Neighbourhood (ER) Designation to the Walkable Comprehensive Development District (WCDD) and to rezone the same from Two Dwelling Unit Residential (R2) Zone to the Walkable Comprehensive Development District (WCDD) Zone. Planning staff feel that changing the subject site to the WCDD Designation and Zone would be the best planning tool to use to achieve the most desirable overall design and use of the subject property.

REVIEWING AGENCIES

Staff have received comments from internal and external reviewing agencies. Below are comments from the agencies who have provided feedback on the application.

Nova Scotia Public Works

A Traffic Impact Study for the FH Development Group Inc. application has been completed by Griffin Transportation Group Inc. and has been included with staff's report for PAC's review. Nova Scotia Public Works has accepted the results of the study and has requested that the following text be added to the draft development agreement:

Nova Scotia Public Works Requirements

- 4.12 *The Developer shall construct a new stop-controlled intersection and a northbound left turn auxiliary lane from Trunk 2 to the application site as identified in the Proposed East Milford Mixed Use Development Traffic Impact Study (Griffin Transportation Group Inc., June 2023) prior to the approval of Final Plan of Subdivision. The new intersection shall be located so as to ensure minimum stopping sight and intersection sight distances can be achieved.*
- 4.13 *The driveway for 1520 Highway 2, Lantz (PID 45089752) shall be closed and relocated to connect to Road A to eliminate turning conflicts with the new intersection.*
- 4.14 *The creation of ROW plans and acquisition of properties required for the interim and final intersection configuration are the responsibility of the Developer. Ownership of these lands will be transferred to Nova Scotia Public Works after the construction, commissioning, and approval of the intersection.*
- 4.15 *Commercial driveways with ingress/egress to Trunk 2 shall be constructed in accordance with the requirements of Nova Scotia Public Works.*
- 4.16 *The Commercial driveway access from Comm Site D shall be located so that a minimum corner clearance of 30 metres from Trunk 2 can be achieved. The driveway access shall be designed in accordance with the Municipal Road Access Standards.*

The Study concludes that the new road connecting the proposed development to Highway 2 should be located as close to the south property line as possible. A northbound left turn auxiliary lane from Highway 2 into the development is required. The study also recommends lowering the Highway 2 speed limit by shifting the existing speed transition zone from Robert Scott Drive, northward, to beyond the South Corridor and Commercial Growth Management Area. This would lower the speed limit to 60 km/h in the study area. In addition, the Study also recommends that Nova Scotia Public Works begins long-term transportation planning for the Corridor.

RCMP

The RCMP recognizes that traffic in the Corridor will be increased from the continued growth of the community and traffic will need to be managed. These concerns have been forwarded to Nova Scotia Public Works for their planning purposes.

Chignecto Regional Centre for Education

The Director of Operational Services for the Chignecto Regional Centre for Education has indicated that the proposed development does have the potential to impact schools in the area and while there is capacity currently in the schools, this potential development, along with the current growth will increase the schools towards capacity, and will require additional supporting elements (staff, space and resources). He further states that the Chignecto Regional Centre for Education will consider this information to supplement their planning tools as they evaluate the capacity/utilization during their planning process. Planning staff have offered to meet with the Centre for Education to discuss expected population growth.

Infrastructure and Operations

The Municipal Department of Infrastructure and Operations (I&O) has reviewed the application. In addition to the standard comments regarding servicing, I&O have indicated that traffic calming measures will be required throughout the development and will have to be constructed in accordance with Municipal standards. In Phase 1 of the proposed development, no more than 100 dwelling units shall be serviced by a single public road access, except for HD Site C (196 dwelling units), which may also be serviced by an emergency access approved by the Municipality extending across Comm Site B to Highway 2. Water and sewer servicing will be subject to available capacity at the time of tentative subdivision approval.

Parks, Recreation, and Culture

The Municipal Parks, Recreation and Culture Department has reviewed the application and has provided FH Development Group Inc. with their comments. As a result, the concept plan for the application has been updated.

Parks, Recreation and Culture has requested a combination of land and cash-in-lieu. Section 13 of the SUB requires 10% land contribution or the same cash-in-lieu value of the land. The cash-in-lieu will be used for the development of the parks within the development site. PRC staff are satisfied with the layout and size of the parkland.

- Phase 1: Park Size 4950 m² and 6.9% cash-in-lieu.
- Phase 2: Park Size 4002 m² and 7.65% cash-in-lieu.
- Phase 3: Park Size 2520 m² and 30 m width from Barney's Brook for the length of the brook.

The walkways in between blocks are not part of the open space calculations, as they are an infrastructure requirement under the Subdivision Bylaw.

As part of the Armco Capital Inc. application there is proposed to be a 4-hectare community park that will be within walking distance for the majority of future residents in the proposed application site. The FH Development Group Inc. portion of the Barney's Brook trail is proposed to connect with the Armco lands to create a 2.6 km trail, which will pass through the 4-hectare community park.

Economic Development

Economic Development staff have provided feedback to the consultant regarding the proposed commercial development.

Nova Scotia Environment and Climate Change

Nova Scotia Environment and Climate Change have not provided comments on the application. However, if approved, the applicant will have to consult with NSECC before being able to alter any of the identified wetlands.

Fire Services

Lantz Fire and Emergency Services has not provided comments on the application. However, as part of the fiscal impact analysis for the application, the fire levy was approximated if full build-out of the FH Development Group Inc. lands occurred. Lantz Fire and Emergency Services should receive an additional \$462,277 per year from the development if the fire levy is maintained at the current percentage.

CITIZEN ENGAGEMENT

Planning staff have complied with the Citizen Engagement Policies of the Municipal Planning Strategy when processing this application. An advertisement outlining the application and indicating that it had been received and was under review by staff was placed in the *Chronicle Herald* in the fall of 2021. An open house and public information meeting for the application was held on May 2, 2023. Notes from the meeting have been attached as Appendix B.

A questionnaire was sent to property owners within 300 m of the subject property. Only one questionnaire was returned from a resident who was concerned about the size of the development, the height of the buildings, and the impact on swamps. A copy of the returned questionnaire is attached for the information of Planning Advisory Committee.

In regards to the resident's concerns, the two major wetlands located on the subject land are not proposed to be infilled, instead, these areas will be retained as conservation lands and will act as a natural asset to the proposed stormwater management network. Portions of the wetlands are proposed to be altered to allow for the development but the applicant will have to work with Nova Scotia Environment and Climate Change to get wetland alteration permits.

The size of the proposed application is smaller in land area and total number of dwelling units than the approved development on the neighbouring Armco Capital Inc. lands. The overall density of the FH Development Group Inc. proposal is 13.5 dwelling units per hectare, which is greater than the 10 dwelling units per hectare approved in the Armco development agreement. A higher density equates to a more efficient delivery of Municipal services. The height of the buildings proposed for the application site are 6-storeys, the same height that has been approved by Council for both the Armco Capital Inc. site and the Shaw Group site.

A notice advising the public of the January 24, 2024 hearing will be placed in the January 10th and 17th editions of the *Chronicle Herald* for two consecutive weeks prior to the hearing. As well, the date and time of the public hearing has been mailed to all property owners within 300 m of the subject property.

STRATEGIC ALIGNMENT

The 2021-2024 East Hants Strategic Plan identifies 'Strong Community' as one of the four areas of strategic focus. The proposed development provides for a mix of housing types, open space areas, and an active transportation network, which helps to support a strong community. The mix of housing types also encourages 'Economic Prosperity' which is also one of the four areas of strategic focus.

LEGISLATIVE AUTHORITY

The legislative authority is set out in the Municipal Government Act, Part VIII. This part of the MGA sets out the process for MPS and LUB amendments to be considered and for consideration of a development agreement.

FINANCIAL CONSIDERATIONS

Discussion of the financial impacts resulting from the development of this site is a complex issue as it involves costs for the municipality in terms of long term infrastructure maintenance but there are also revenue

considerations from property taxes. Finance staff have completed a fiscal analysis of the proposed development and have determined that the development will have a financial benefit to East Hants.

Finance staff have determined that the FH Development Group Inc. application will provide the Municipality with a financial benefit of approximately \$647,676 per year, upon the complete build-out of the community. The Lantz Fire and Emergency Services should receive an additional fire levy of \$462,277 per year from taxes once the development is complete, to help provide fire and emergency services.

In accordance with the results of the fiscal impact analysis, Municipal staff feel that East Hants can accommodate the development of the FH Development Group Inc. lands and that the development of these lands will have a positive impact on revenue for the Municipality.

Alternatives

Planning Advisory Committee may recommend the refusal of the proposal.

Attachments

- Appendix A - Concept Plan
- Appendix B - Public Information Meeting Notes
- Appendix C- Traffic Impact Study
- Appendix D - Draft Development Agreement
- Appendix E - Policy Analysis
- Appendix F - Draft Amendment Sheets
- Appendix G - Fiscal Impact Analysis Spreadsheet

Conclusion

Planning staff have completed their review of the application by FH Development Group Inc. for a master planned community in Milford. The applicant has demonstrated a commitment to the Walkable Comprehensive Development District (WCDD) goals by submitting a proposal that encourages walkability and active transportation.

New urbanism development principles have been incorporated into the development agreement by providing for a variety of land uses, including residential, commercial, open space, and conservation lands. Residential development is proposed to be comprised of varying densities and housing types, allowing for wide range of price points and tenancy.

Parkland, trails and active transportation routes will not only benefit the development but will also benefit neighbouring proposed residential areas. The concept plan proposes seamless connections to the approved Armco Capital Inc. development lands to create a continuous and connected community.

Community design will serve future residents with a high degree of walkability, a variety of housing, and recreation options while protecting key natural features. The FH Development Group Inc. proposal has been evaluated using all applicable policies in the Municipal Planning Strategy. Based on this evaluation, staff find the proposed development consistent with the spirit and intent of the Municipal Planning Strategy and recommend approval.

Appendix A - Concept Plan - Separate Document



Public Information Meeting Notes

For PLN21-009 - FH Development Group Inc.

Proposed MPS and LUB Amendments and Development Agreement Application
from FH Development Groups Inc.

Meeting Held May 3, 2023

Staff in attendance:

John Woodford, Director of Planning and Development
Debbie Uloth, Project Planner
Abby Reynolds, Administrative Assistant

Applicant:

Ahsan Khan, FH Development Group Inc.

Public In attendance:

Approximately 11 people including Councilors' Tom Isenor and Norval Mitchell.

Questions and Comments:

- Opinion brought up about use of “human scale” wording in reference to development, public member attending did not like this.
- Concern brought up about the height of the buildings close to Highway 2 creating a shadow and darkness in that area.
- Question asked regarding size of proposed parks in each phase. Debbie responded with explanation of PRC team completing studies on the development, also mention neighboring developments that will also have green/park space. Public member responded that he believes the park size proposed are inadequate.
- Concern brought forward regarding impact on waste water and water system with increase of population.
- John explained the subdivision bylaw and how they would not be able to proceed with the project even if the development agreement went through if the water & waste water could not adequately support.
- Question if burn or any other method would be put in place to prevent atv's from traveling through area neighboring woodlands.
- Question brought forward regarding what the land is currently being used for or if there is any active use. Concern about the hay growing out of control on the land as it is no longer being cut.

- Question about if there were core samples done of the ground and if it is stable enough to support the proposed large-scale building.
- Explained by panel geotechnical reports would be done (and are required) prior to the start of construction.
- Discussion had between panel and public members regarding wetland alteration and how the wetlands are protected by storm water management design in place.
- Panel brought up traffic impact study as no questions were brought forward.
- Question asked if there would be a sidewalk expansion done from new developments to existing properties in the area.
- Question asked about new streetlights in place along wooded section in that area. Panel had no answer or knowledge of this. Unrelated to current proposed development.
- Question about CCRCE and if the schools are prepared for this influx in population. John responded that the municipality is in conversation with CCRCE and keeping them up to date so if they need to make changes they can to support new residents.
- Question asked about the water source and where it would come from and what it would be like.
- Comment made by public member about expansion of the gold bond quarry and if the developers were aware of this and if that would impact the traffic study.
- Question asked about “15 minute cities” and if this was in relation to the history of King Henry the 8th in the 1500’s and using these close communities as a way to restrict residents freedom and movement and force control over residents.
- Concern expressed that this is the governments way of taking away the last freedoms for many by restriction their freedom of rights, movement and transportation.
- Question asked about 300 meter parameter for sending out development information and questionnaires. Can this be made broader?

Appendix E - Policy Analysis

Policy	Comments
<p>MPS Policy Criteria</p> <p>IM13 Council shall consider map amendments to this Strategy when:</p> <ul style="list-style-type: none"> a) A request is received for a zoning amendment that is not consistent with this Strategy’s maps, but is consistent with the intent of this Strategy. b) Where the boundaries of the comprehensively planning area are altered. c) Where a request for a comprehensive development district is made and it is not already designated as such; and studies show that the intent of the Strategy could be met through said proposal. d) The boundaries of the planning area are altered. e) Housekeeping amendments are warranted. 	<p>Planning staff do not feel that expanding the Walkable Comprehensive Development District (WCDD) for lands owned FH Development Group Inc. will negatively impact the community of Milford and Lantz. In accordance with policy IM13a) and IM13c), FH Development Group Inc. has demonstrated that by expanding the WCDD designation a more comprehensive development may be designed, which considers open space (trails, active transportation, and parks), road networks, stormwater management, and how Municipal services are provided.</p> <p>Comprehensive developments also allow the Municipality to plan for this growth and it allows the Municipality to identify the future fiscal impact of such a development. Planning staff feel that WCDDs lead to better community design than as-of-right development and it also allows the public to comment on the design of the development; whereas, there is no procedure to allow for public input for as-of-right development. In conclusion, Planning staff feel that designating the subject lands not currently designated as WCDD is a positive move in designing and developing a neighbourhood of this scale.</p>
<p>Land Use Bylaw Amendment Criteria</p> <p>IM14 It shall be the policy of Council to consider amendments to the Land Use Bylaw provided the amendment is consistent with the intent of the Municipal Planning Strategy.</p>	<p>The applicant is seeking an amendment to the Municipal Planning Strategy. A request for rezoning is being sought concurrently.</p>
<p>IM15 It shall be the policy of Council to consider an application for an amendment to the Land Use Bylaw only if the application has identified a proposed use for the property. Council shall give consideration to both the proposed use and to the impact of other uses permitted in the requested zone.</p>	<p>The applicant has identified the proposed use of the property. The applicant is proposing to implement the Walkable Comprehensive Development District (WCDD) Designation and Zone so that Council may consider a complete community that considers open space, street design, Municipal services and much more. A concept plan, application letter stating the number and type of dwelling units, servicing plan, and traffic impact study document have been submitted to reviewing agencies, Municipal staff, and Council for their review. Comments from reviewing agencies have been received and inform this final report.</p>
<p>IM16 It shall be the policy of Council to consider an application for amendment to the Land Use Bylaw only if the site meets all of the lot size and zone standards for the zone sought.</p>	<p>As identified in the staff report, the WCDD designation and zone allow Council to consider many different land uses and lot size requirements through the use of a development agreement. WCDD designation and zone does not have a minimum lot standard.</p>
<p>IM17 Council shall consider the Land Use Bylaw Amendments within the applicable Generalized Future Land Use designation as subject to the policies of this Strategy</p>	<p>This LUB amendment is enabled by Policy IM13 as outlined in the Municipal Planning Strategy.</p>
<p>IM18 Council shall, in considering amendments to the Land Use Bylaw, in addition to all other criteria as set out in the policies</p>	

	of this Strategy, have regard for the following matters:	
	a) Whether the proposed development is in conformance with the intent of this Strategy and with the requirements of all other Municipal Bylaws and regulations as applicable matters.	Yes, the application is enabled by Policy IM13 of the Municipal Planning Strategy.
	b) Whether Planning Staff have initiated a review of this Strategy, or any of the Official Community Plan documents.	The application was put forward by the property owner. Planning Staff did not initiate the review.
IM19	Council shall consider if the proposal is premature or inappropriate by reason of:	
	a) The financial capability of the Municipality to absorb any costs relating to the development.	According to the fiscal impact analysis completed by Finance staff, at complete build out of the FH Development Group Inc. property, the development is expected to bring a financial benefit to the Municipality of \$647,676 annually.
	b) The adequacy of municipally approved water and wastewater services or if services are not provided, the adequacy of physical site conditions for private on-site septic and water system. Council shall consider comments from the Municipal Infrastructure and Operations Department or Nova Scotia Environment as applicable.	Capacity will be determined at each phase of the development and the subdivision approval will not be granted unless the Municipal Engineer is satisfied that existing Municipal service systems have sufficient capacity or there is an agreement in place to provide such capacity. Municipal water, wastewater and stormwater systems shall conform to Municipal standards.
	c) The adequacy and proximity of school, recreation, and any other community facilities. Council shall consider comments from Municipal departments and the appropriate School Board as applicable.	The Chignecto Regional Centre for Education has indicated that the proposed development does have the potential to impact schools in the area and while there is capacity currently in the schools, this potential development, along with the current growth will increase the schools towards capacity, and will require additional supporting elements (staff, space and resources). Information provided to the Centre of Education will be used for their planning purposes. PRC staff are satisfied with the Developers proposal to have open space in each phase of the development. In addition, cash-in-lieu of open space will be used to help develop the parks with playground equipment and other facilities.
	d) The potential for significantly reducing the continuation of agricultural land uses.	Not applicable.
	e) The adequacy of existing or proposed road networks in, adjacent to, or leading to the development and ability of the proposed development to satisfy applicable stopping sight distances. Council shall consider comments from the appropriate Municipal Engineer and/or Nova Scotia Transportation and Infrastructure Renewal.	A Traffic Impact Study has been completed by Griffin Transportation Group Inc. Nova Scotia Public Works has accepted the results of the study and has added provisions to the draft development agreement. The Study concludes that the new road connecting the proposed development to Highway 2 should be located as close to the south property line as possible. A northbound left turn auxiliary lane from Highway 2 into the development is required. The concept plan shows connectivity to adjoining lands.
	f) The potential for the contamination of watercourses or the creation of erosion or sedimentation. Council shall consider comments from relevant Provincial Departments as applicable.	Mitigation practices during and after construction shall comply with Nova Scotia Environment and Climate Change (NSECC) regulations. NSECC did not provide comments on the application. The application shows alteration of wetlands which will have to be

	approved by Nova Scotia Environment and Climate Change at time of tentative plan of Subdivision.
g) Creating a leap frog, scattered, or ribbon development pattern as opposed to compact and orderly development.	The subject property is located within the South Corridor and Commercial Growth Management Area (serviceable boundary). The lands under consideration for the mapping MPS and LUB amendments are adjacent to lands that are also designated and zoned WCDD. The total area of land proposed to be changed to WCDD is 111 hectares. This development has been designed to create an extension of the neighbouring Armco Capital Inc. development to create a community that is complementary in its development pattern and street design.
IM20 Council shall consider if the proposed development is shown on a professionally drawn site plan as being in compliance with the applicable sections of the Subdivision Bylaw, with the following matters of the Land Use Bylaw:	The applicant has provided a concept plan of the proposed development. Through the development agreement portion of the application the land use requirements will be identified and the applicable section, of the Subdivision Bylaw will be followed.
a) Type of use.	The WCDD zone allows Council to consider a variety of land uses through the use of a development agreement. In this application, Council is considering a mix of residential uses, a mix of commercial uses, and open space land uses.
b) Number of buildings.	The total number of buildings have not been determined; however, the total number of dwelling units permitted by the DA is 1,500.
c) Yard setbacks.	Yard setbacks will have to comply with the provisions identified in the proposed development agreement.
d) Height, bulk, setback requirements, and lot coverage of any proposed structures.	The height, bulk, setback, and lot coverage requirements will all have to comply with the land use provisions identified in the proposed development agreement or with the Land Use Bylaw regulations.
e) External appearance of any structures where design standards are in effect.	The external appearance of any structures will have to comply with the provisions of the proposed development agreement.
f) Street layout and design.	The street layout will have to generally comply with the concept plan submitted by the applicant. Detailed surveying has not been completed, minor adjustments may have to be made to the street layout.
g) Access to and egress from the site, parking.	Access to the FH Development Group Inc. site from Highway 2 will have to adhere to the requirements of NSPW. Details of the NSPW requirements have been included in the draft development agreement. In general, parking requirements for commercial development and the multiplexes will have to comply with the requirements of the LUB, as amended.
h) Open storage and outdoor display.	No commercial open storage or outdoor display is proposed as part of the application.

i) Signage.	All LUB regulations will have to be met unless otherwise permitted in the draft development agreement.
j) Similar matters of planning concern.	WCDD zone requires that Council enter into a development agreement with the applicant for the proposed use of the lands. Land use requirements will be identified in the proposed development agreement.
IM21 Council shall consider the suitability of the proposed site in terms of the environmental features of the site, particularly susceptibility to flooding and other nuisance factors, and where applicable, comments from relevant Provincial Departments concerning the suitability of the site for development.	The concept plan submitted by the applicant identifies wetlands to be maintained and identifies wetlands to be altered. A preliminary stormwater management plan has been submitted. Detailed stormwater management plans will have to be submitted for each phase of the development during the subdivision process.
IM22 Council shall consider the provision of buffering, screening, and access control to minimize potential incompatibility with adjacent and nearby land uses, rail lines and traffic arteries.	The WCDD Zone enables Council to enter into a development agreement with FH Development Group Inc. for the subject lands. No screening or buffering will be required around the 111 hectares of land under consideration. Other details will be included in the draft development agreement.
IM23 Council shall consider the extent to which the proposed development, where applicable, provides for efficient pedestrian circulation and integrates pedestrian walkways and sidewalks within adjacent developments.	Efficient pedestrian circulation is one of the requirements of the WCDD zone. The concept plan shows an active transportation sidewalk through the main spine of the development and joining with a street from the Armco lands, other roads will have 1.8 m concrete sidewalks. A nature trail along Barney's Brook and connecting with the proposed trail on the Armco lands will also allow for pedestrian circulation.
IM24 Council shall consider the proposed development is shown to manage stormwater on-site in a manner which does not negatively impact on other properties.	Detailed stormwater management plans will be required at the time of tentative subdivision approval, for each phase of the proposed development. In addition, the Lot Grading and Drainage Bylaw is applicable to the development.
IM25 Council shall consider massing, and compatibility of the proposed development's external appearance with adjacent buildings by means of design features, roof type, exterior cladding materials, and overall architectural style that is reasonably consistent with the style and character of the community or compliments the character of the community.	In general, most types of dwellings are similar to residential units already constructed in the Corridor area, single unit dwellings, semi-detached dwellings and townhouse dwellings. New to this area of Lantz 6-storey apartment buildings, which is taller than apartment buildings permitted as-of-right by the LUB in the R3 Zone. Planning staff feel that this height is acceptable due to the development being a greenfield development and much of the lands adjacent to the subject properties are vacant and/or have already been approved for development. Therefore, the six-storey apartment buildings will have a minimal impact on existing residential development. In addition, 6-storey apartment buildings have been enabled in both the Shaw Group Development Agreement and the Armco Capital Inc. Development Agreement; however, no buildings of this height have been constructed to date.
IM26 Council shall consider the following matters in Growth Management Areas and other areas where applicable to determine if the proposed development contributes to a favourable community	

form, and the proposed development's ability to:	
a) Provide for efficient pedestrian movement into, out of, and within the development, especially between commercial and residential neighbourhoods, as well as the ability for pedestrian routes to link with existing sidewalks, active transportation routes and walking trails on abutting lands to provide for a cohesive network of same.	Efficient pedestrian circulation is one of the requirements of the WCDD zone. The concept plan shows an active transportation sidewalk through the main spine of the development and joining with a street from the Armco lands, other roads will have 1.8 m concrete sidewalks. A nature trail along Barney's Brook and connecting with the proposed trail on the Armco lands will also allow for pedestrian circulation. The proposed development has good pedestrian movement throughout the development and connecting to adjoining lands.
b) Council shall consider, where appropriate, the impact of the development on the comfort and design of proposed streets and existing street users. This shall include whether the proposed development is humanscaled, is easily accessible to active transportation users, and if it promotes visual variety and interest for active transportation users.	The streets have been designed to be human-scaled and to promote active transportation. The streets are connected and make connections to the Armco Capital Inc lands, there are a variety of housing options and property widths to provide visual variety and interest for active transportation users.
Criteria for Entering into a Development Agreement for a WCDD	
UD38 Council shall consider entering into a development agreement for a WCDD in satisfaction of the following policies.	
UD39 Council shall not consider Mini-home communities within the WCDD Zone or designation to be compatible with the residential character of those areas.	Mini-homes are not being considered as part of the application.
UD40 Council shall consider entering into a development agreement for an WCDD where the WCDD is consistent with the intent and policies of the Municipal Planning Strategy and no one development within the WCDD shall compromise or overwhelm the walkable, mixed use residential development focus of the WCDD.	The applicant has ensured that the focus of the development is a mixed-use community that has a variety of housing types and encourages walkability through the use of active transportation sidewalks, normal sidewalks, and trails.
UD41 Council shall consider entering into a development agreement for a WCDD where the WCDD is not premature or inappropriate in terms of:	
a) The financial capability of the Municipality to absorb any costs relating to the development.	According to the fiscal impact analysis completed by the Finance staff, at complete build out of the FH Development Group Inc. property, the development is expected to bring a financial benefit to the Municipality of \$647,676 annually.
b) The adequacy of any proposed, expanded, or improved Municipally approved central water and wastewater systems to support the WCDD.	Capacity of water and wastewater systems will be determined at subdivision approval for each phase of the development. Upgrades to Municipal services may need to be completed as the development progresses. The Municipality does not commit to have upgrades completed as per the Developers time-table. However, the Municipality may enter into an agreement with the

	developer for them to complete construction of any necessary upgrades.
c) The adequacy of existing and proposed active transportation and automobile distribution networks within and adjacent to the WCDD, including the manner in which proposed roadways within the development are linked with streets of adjacent developments to provide for a cohesive, grid-like network of local and collector streets.	The concept plan for the application shows connections to the adjoining Armco Capital Inc. lands creating a cohesive neighbourhood of local and collector streets, and a connected active transportation network.
d) The adequacy of school, recreation, and community facilities to accommodate development.	<p>The Chignecto Regional Centre for Education has indicated that the proposed development does have the potential to impact schools in the area and while there is capacity currently in the schools, this potential development, along with the current growth will increase the schools towards capacity, and will require additional supporting elements (staff, space and resources). The Chignecto Regional Centre for Education will consider this information to supplement their planning tools as they evaluate the capacity/utilization during their planning process.</p> <p>There is a park proposed for each of the three phases of the proposed development and there is good pedestrian connectivity proposed between the phases. A larger community park is proposed for the Armco Capital Inc. development and there is good pedestrian connectivity leading from the proposed development to the community park, including the extension of the Barney's Brook trail through the subject lands.</p>
e) The potential for the development to landlock or reduce subdivision potential of adjacent parcels.	The proposed development does not landlock adjacent land and it does not reduce the subdivision potential of adjacent parcels.
UD42 Council shall consider the extent to which the proposed phased development provides for efficient pedestrian movement into, out of, and within the development, especially between commercial and residential neighbourhoods.	Efficient pedestrian circulation is one of the requirements of the WCDD zone. The concept plan shows an active transportation sidewalk through the main spine of the development and joining with a street from the Armco lands, other roads will have 1.8 m concrete sidewalks. A nature trail along Barney's Brook and connecting with the proposed trail on the Armco lands will also allow for pedestrian circulation. The proposed development has good pedestrian movement throughout the development and connecting to adjoining lands.
UD43 Council shall consider the extent to which, where applicable, proposed pedestrian routes link up with existing sidewalks, active transportation routes and walking trails on abutting lands to provide for a cohesive network of same.	There are sidewalks, an active transportation route, and trail that are proposed to provide a variety of pedestrian routes throughout the proposed development. The pedestrian routes connect to the adjoining Armco Capital Inc. lands to provide for a cohesive network.
UD44 Council shall consider the relative comfort and design of streets and buildings to promote a development conducive to active transportation by means of human-scaled developments, visual variety and interest for active transportation users.	The streets have been designed to be human scaled and to promote active transportation. The streets are connected and make connections to the Armco Capital Inc lands, there are a variety of housing options and property widths to provide visual variety and interest for active transportation users.
UD45 Council shall require that the development of any Walkable Comprehensive Development District	

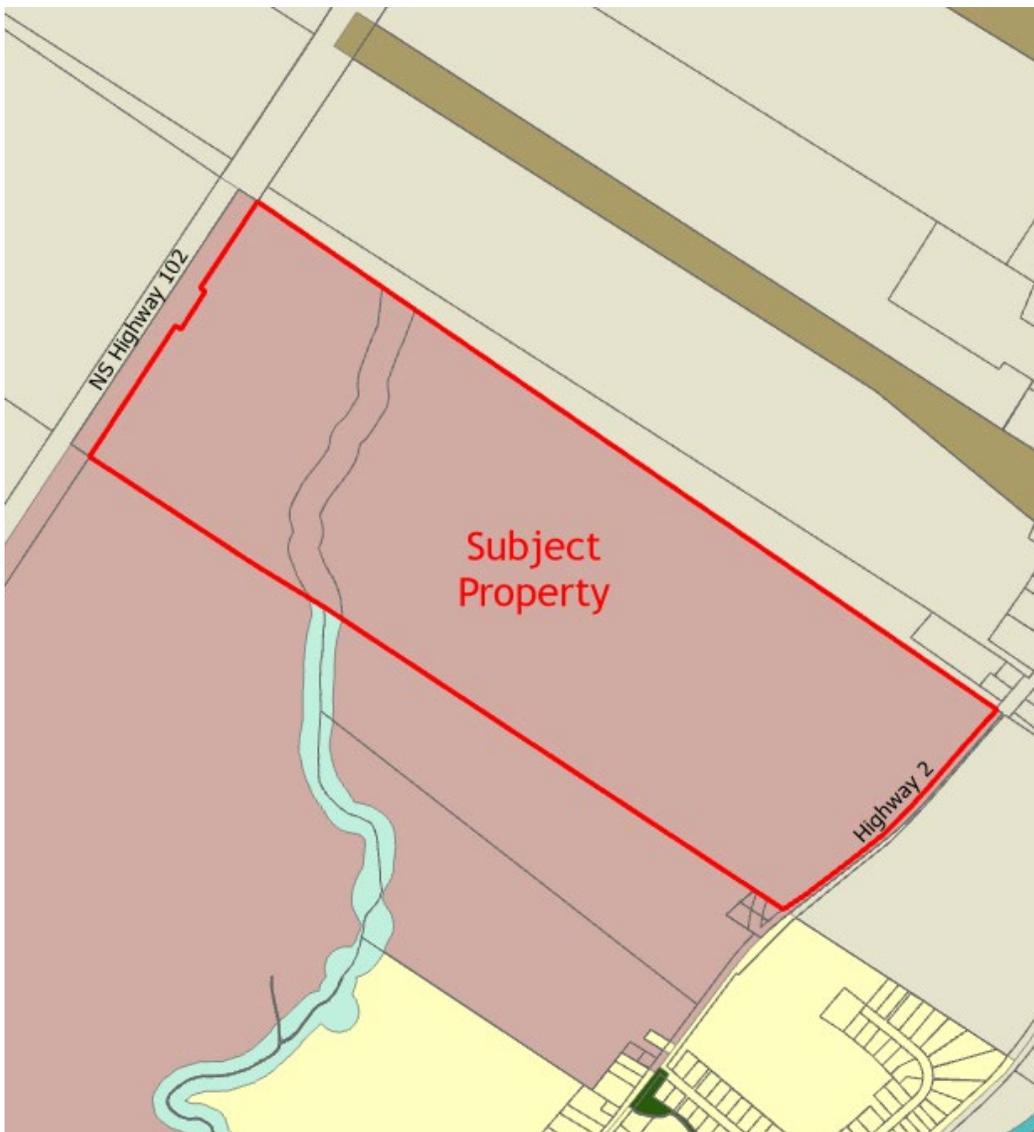
(WCDD) only be considered through development agreements which shall specify:	
a) The type of land use zoning classification(s) proposed and locations of development(s) within the WCDD site.	The development agreement has been broken into different land use areas based on the density and the proposed uses. There are single-unit dwelling areas; two-unit dwelling areas, on-street townhouse dwelling areas, cluster townhouse dwelling areas, multiplex areas, and commercial areas.
b) The general phasing of the development relative to the distribution of the specific land uses within all or a portion of the WCDD site.	There are only three phases in the proposed development and they are dependent on connections made to the neighbouring Armco Development. A portion of the Armco Capital Inc. lands have tentative subdivision approval but no construction has been initiated.
c) The distribution and function of proposed community facilities, amenity space, playgrounds, and public land uses.	Each phase of the development has a proposed park. The park in the first phase of the development is larger than the other two parks to support the surrounding residential density which is greater in Phase 1 compared to other phases of the development. The park in phase three is the smallest park but the Barney's Brook trail, proposed as part of the Armco Development, extends into phase three along Barney's Brook, providing for a 2.6 km trail along the brook through both developments. The location and types of playgrounds will be determined as part of the park planning process.
d) Architectural controls, site controls, and stormwater controls, and without limiting the generality of the foregoing, the following are examples: controls for external appearance and design of structures; yard and setback variations; berms, buffers, screens, fences, recontouring, and landscaping treatments; maximum lot coverage; and stormwater controls.	Detailed stormwater management plans will have to be submitted to the Municipality as part of the subdivision process for the subject lands. The external appearance and design of the structures are controlled by either the terms of the Development Agreement or the Land Use Bylaw. Buffering and screening is not required around the entire 111 hectare property and screening is not required around the multiplex or commercial properties.
e) Matters regarding subdivision of lands within the WCDD including the quality, quantity and placement of proposed open space.	The quantity, quality, and placement of the open space parcels have all been identified as part of the Development Agreement negotiations. The locations of the open space parcels are shown on the proposed concept plan and are acceptable to PRC.
f) For residential, community, and business uses, matters addressing maintenance of the development(s) and hours of operation when appropriate.	Hours of operation for commercial uses have not been identified as part of the development agreement. The commercial sites are required to be landscaped and the development agreement includes details on the location of buildings on the properties.
g) Any other matter relating to the development's impact upon uses within the WCDD, uses adjacent to the WCDD, and uses within the general community, based upon the intent of this strategy.	The subject land is the last property in the South Corridor and Commercial Growth Management Area, at the north end of the serviceable boundary. Due to this hard boundary, there are only three road reserves to the lands to the north.
h) Matters identified as: unsubstantial; uses not requiring a development permit, and; the basis for discharging the agreement upon completion of the development or phases of the development.	The draft Development Agreement, under Part 6: Amendments, identifies items to be considered as an unsubstantial amendment, and the DA outlines the basis for discharging the agreement.

Draft Amendment Sheet

The Municipality of East Hants
Official Community Plan
Municipal Planning Strategy

Generalized Future Land Use Map 1: South Corridor & Commercial Growth Management Area
Generalized Future Land Use Map 7: Lantz Growth Reserve Area

The GFLUM designation of PID 45089802, Lantz, shown on the Generalized Future Land Use Map 1: South Corridor & Commercial Growth Management Area and Generalized Future Land Use Map 7: Lantz Growth Reserve Area, is changing from Established Residential Neighbourhood (ES) Designation to Walkable Comprehensive Development District (WCDD) Designation.

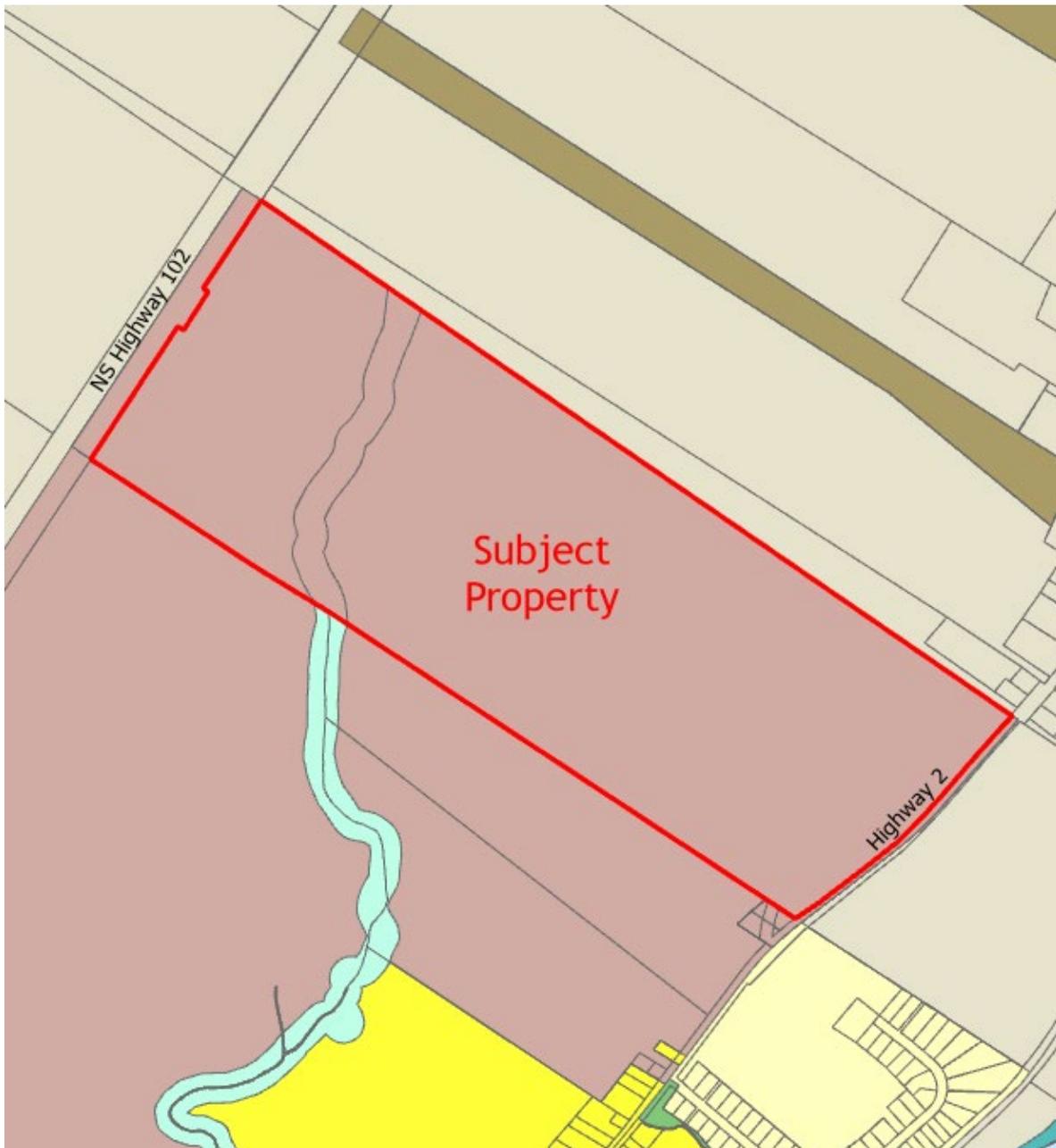


Draft Amendment Sheet

The Municipality of East Hants
Official Community Plan
Municipal Planning Strategy

Land Use Bylaw Map 1: South Corridor & Commercial Growth Management Area
Land Use Bylaw Map 7: Lantz Growth Reserve Area

The land use zone of PID 45089802, Lantz, shown on the Land Use Bylaw Map 1: South Corridor & Commercial Growth Management Area and Land Use Bylaw Map 7: Lantz Growth Reserve Area, is being rezoned from Two Dwelling Unit Residential (R2) Zone to the Walkable Comprehensive Development District (WCDD) Zone.



Appendix G - Fiscal Impact Analysis Spreadsheet

FH Developments - Lantz					
Type of Construction (Residential/Commercial)	Assessment	Per Unit Price	Unit of Measurement	Total	
Estimated Assessed Value					
Residential	\$ 325,727,763				
Commercial	\$ 4,470,371				
Total	\$ 330,198,133				
Residential Taxes per Assessed Value		\$ 0.2917			\$ 950,147.88
Commercial Taxes per Assessed Value		\$ 2.0517			\$ 91,718.60
RCMP Services		\$ 0.2284			\$ 754,172.54
Mandatory Provincial Contribution (Library, Social Family, Corrections, School Education)		\$ 0.2899			\$ 957,244.39
Fire Rates		\$ 0.1400			\$ 462,277.39
Urban Service Rates Residential (includes sidewalks and streetlight rates)		\$ 0.0650			\$ 211,723.05
Urban Service Rates Commercial (includes sidewalks and streetlight rates)		\$ 0.6570			\$ 29,370.34
Wastewater Management Fee (Based on avg annual consumption) - Household		\$ 330.00	771	Dwelling Units	\$ 254,430.00
Wastewater Management Fee (Based on avg annual consumption) - Apartment		\$ 225.00	690	Dwelling Units	\$ 155,250.00
Wastewater Management Fee Commercial (Based on avg annual consumption)		\$ 5,234.00			\$ 5,234.00
Total Tax Revenue per Year (Excludes Infrastructure Charges)					\$ 3,866,334.19
General Tax Rate Expenses					
	Road Type	Width			
			5,658		
Cost of Maintenance Municipal Roads per metre per Year	Asphalt	9	\$ 44.07	5,658	Metres \$ 249,331.09
Cost of providing Stormwater Services per Year (Municipal Roads)			\$ 34,644.80		\$ 34,644.80
Cost of Ditching		yes	\$ 11.62	5,658	Metres \$ 65,757.35
Cost of resurfacing roads per metre per year	Asphalt	9	\$ 45.00	5,658	Metres \$ 254,583.29
RCMP Services			\$ 209,000	2	Officers \$ 418,000.00
Replacement cost of Storm System per year			\$ 39,556.35		\$ 39,556.35
Mandatory Provincial Contribution (Library, Social Family, Corrections, School Education)					\$ 957,244.39
Cost of maintaining a park/trails (Parks and Rec) Estimate					\$ 13,500.00
Urban Service Rate Expenses					
Cost of providing Waste Water Services per Year - Household			\$ 330.00	771	Dwelling Units \$ 254,430.00
Cost of providing Waste Water Services per Year - Apartment			\$ 225.00	690	Dwelling Units \$ 155,250.00
Cost of providing Waste Water Services per Year Commercial			\$ 5,234.00		\$ 5,234.00
Replacement Cost of Downstream External Wastewater Infrastructure			\$ 10.45	5,658	Metres \$ 59,150.00
Replacement cost of Internal Wastewater Collection per year			\$ 15.42	5,658	Metres \$ 87,227.50
Cost of Snow Removal for Municipal Sidewalks per metre per Year			\$ 4.81	8,158	Metres \$ 39,272.65
Cost of Mowing & Maintenance for Municipal Sidewalks per metre per Year			\$ 5.44	8,158	Metres \$ 44,415.78
Cost of repaving sidewalks per year		concrete	\$ 8.16	5,658	Metres \$ 46,169.28
Cost of repaving sidewalks per year (additional if needed)		asphalt AT Trail	\$ 9.09	2,500	Metres \$ 22,734.38
Replacement cost of Streetlights per year			\$ 52.50	86	Streetlights \$ 4,515.00
Annual cost of maintaining streetlights (power/insurance)			\$ 62.38	86	Streetlights \$ 5,364.90
Fire Expenses					
Fire Rates					\$ 462,277.39
Total Tax Revenue from Development					\$ 3,866,334.19
Total Cost of Providing Services to Proposed Development per Year					\$ 3,218,658.14
Financial Benefit to the Municipality					\$ 647,676.05