



Highway 214 Development Agreement Consideration for a Self-Storage Facility

Planning Advisory Committee
December 14, 2021

Planning & Development Department



EAST HANTS

Background

- **Applicant:** River County Estates Subdivision Ltd.
- **Proposal:** To enter into a development agreement to enable construction of a multi structure self-storage facility at the corner of Highway 214 and Highway 14 in Nine Mile River.
- Proposal to construct up to 6 self-storage buildings

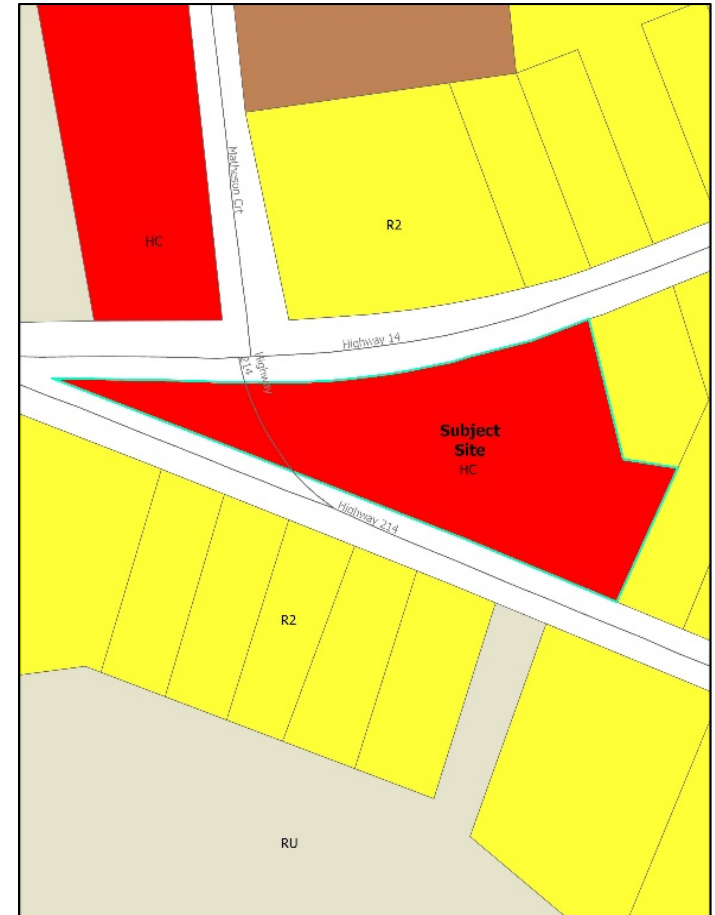
Subject Property

- **Location:** Highway 214 and Highway 14 in Nine Mile River.
- **Subject Area:** 12,025 m². The site has approximately 200 m of frontage on Highway 214 and 158 m of frontage on Highway 14.



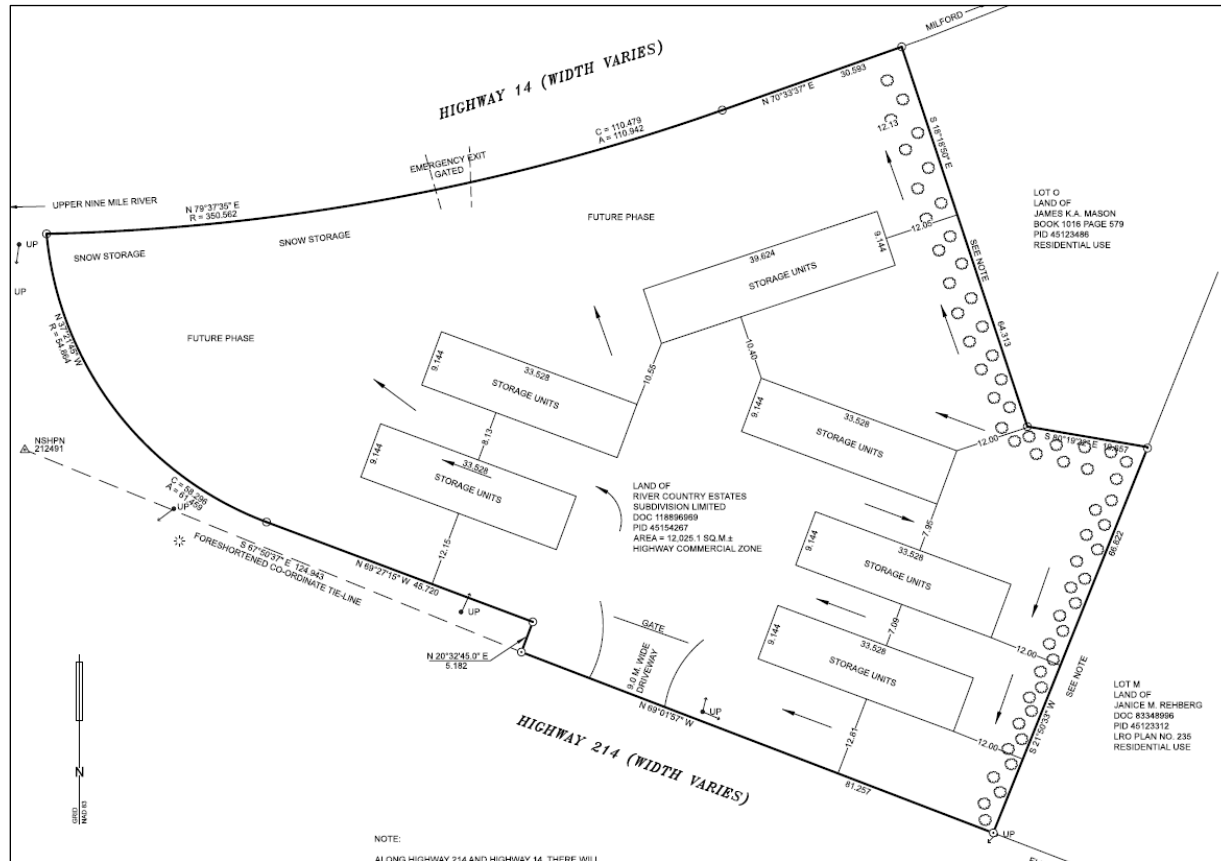
Subject Property

- **Zoning:** Highway Commercial (HC)
- **Surrounding Uses:** Adjacent properties are zoned Two Dwelling Unit (R2) Zone, as are the properties directly across highways 214 and 14. The property diagonally across Highway 14 is zoned Highway Commercial (HC).



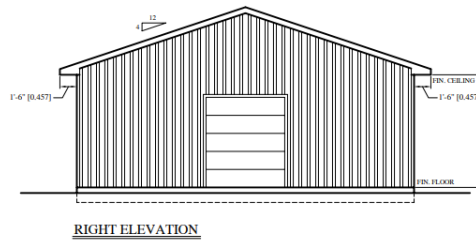
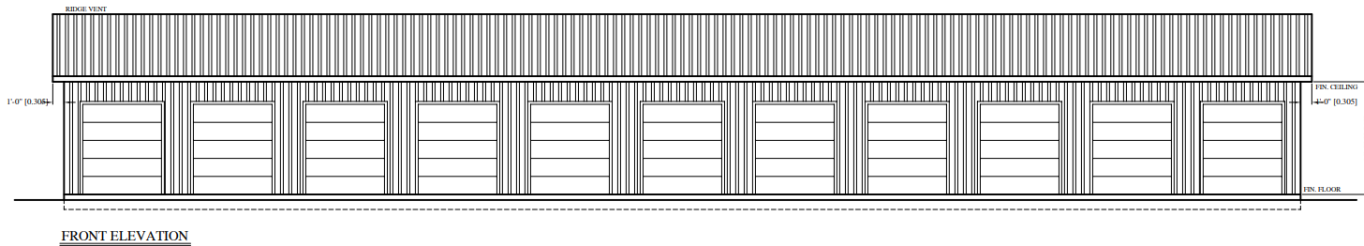
Site Plan

- The developer is seeking a development agreement for a self-storage development, with up to a total of six buildings.
- The proposed buildings have a combined footprint of 1,894 Sqm. and would be distributed throughout the site.
- The main driveway for this property would be located along Highway 214, emergency exit located along Highway 14.



Site Plan

- The elevation below shows 24 units but the applicant has indicated that this may vary depending on market demands.



Policy Analysis

- **Policy that allows Council to Consider Application: ED23**
- Policy ED23: Council shall consider Self-Storage Warehousing uses by development agreement in the Highway Commercial zone.
- **Policy that allows Council to Consider Development Agreement: IM26, IM27, IM28**
- Allows Council to consider the evaluation criteria, terms, and conditions for development agreements enabled by this Strategy

Policy Analysis

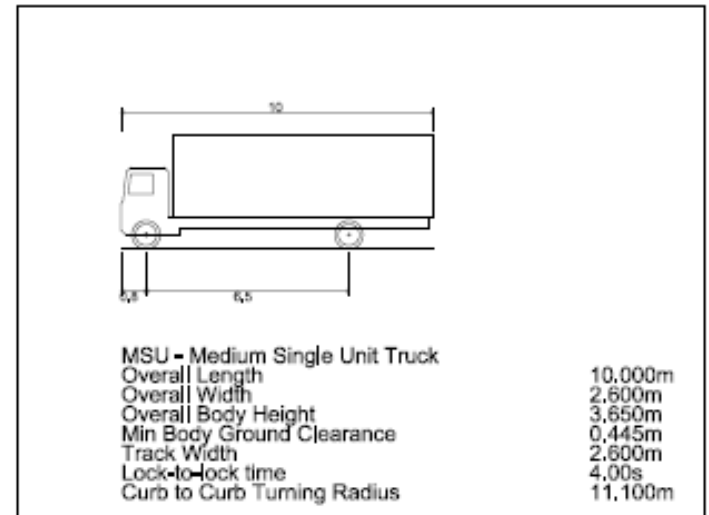
- **Comments from consultees**
- No concerns have been raised by NS Public Works; RCMP and Volunteer Fire Department.
- **Design and Policy Analysis**
- Staff have worked with the applicant to address the zone requirements for the Highway Commercial (HC) Zone and to deal with concerns raised by staff.
 - The number of buildings proposed have been reduced from ten to six.
 - The setbacks from the buildings to the property boundaries have been increased from the original proposal to over 12 m along Highway 214 and increased along the property boundary with the adjacent residential properties. All of the yard setbacks meet the requirements of the land use bylaw for the HC Zone.
 - Vegetation has been added to the site plan along the abutting residential properties.
 - The property boundary screening with Highway 214 and Highway 14 has been increased. The berm height and width has been increased in size and landscaping has been added at the base of the berm. The applicant is proposing a chain link fence to the top of the berm for security.

Policy Analysis

- **Design and Policy Analysis continued.**
- The proposal does not comply with the maximum commercial floor area in the Highway Commercial Zone. Under the Zone requirement, the maximum is 930sq. m, and this development proposal would have a commercial floor area of 1,894 sq.m.
- Policy 28d. of the Municipal Planning Strategy enables the terms and conditions of the development agreement to include any matter that may be addressed in the Land Use Bylaw, which would include commercial floor area.
- The size of the property is over 3x the size of the required minimum lot size for an unserviced lot. This means that the ratio of the area of property being developed (sqm of all the buildings) is less than it would be for as-of-right with a minimum sized lot.

Truck Turning

- Planning staff were concerned with the layout of the site as previously proposed and whether larger vehicles could move around the site effectively. In particular staff were concerned with how close the buildings were located to property boundaries.
- The applicant provided a truck turning plan for the site showing the movement of a 10 metre length truck.
- The truck turning information demonstrated that in some locations there was not enough room for a vehicle to move around where boundary screening is being provided.
- Based on comments from staff the applicant has decided to remove some of the buildings which were closest to Highway 14.



Citizen Engagement

- 56 questionnaires were mailed to property owners within 300 metres of the application property and ten were returned.
- Seven were supportive or neutral. The remaining three had concerns or raised questions.
- Returned questionnaires have been scanned and provided for PAC to review.
- A letter confirming the details of the public hearing has been mailed to property owners and a notice will be placed in the Chronicle Herald for two successive weeks.

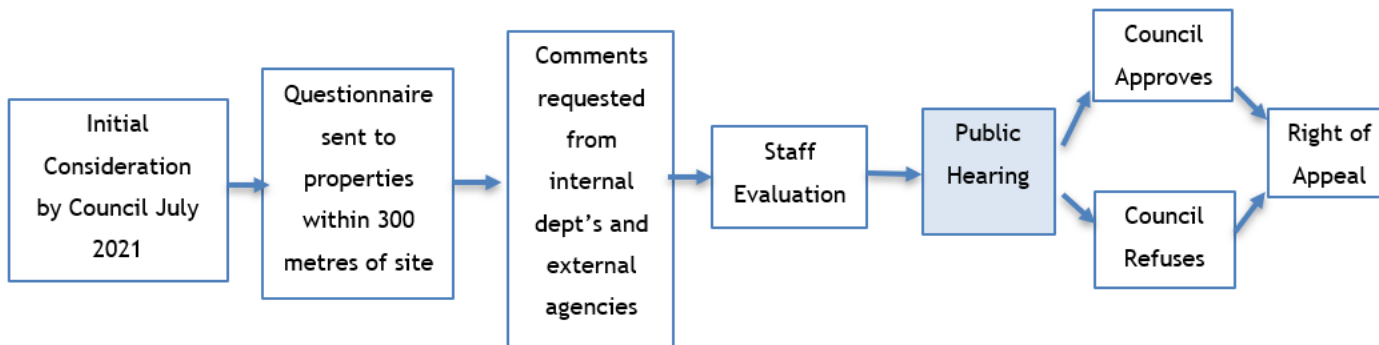
Citizen Engagement

Comments on returned questionnaires include:

- Will this affect my property taxes and value ? - we have no evidence that this type of development affects individual property values and taxes. However as commercial assessment grows, residential tax rates can be lowered.
- Is a higher volume of traffic in the area expected? - this is not known. The property is located on the corner of two provincial roads. NS Public Works did not raise any concerns or ask for a traffic study.
- Will the site be secured? - the applicant will have security fencing around the site and access to the property will be restricted with a coded pin pad gate.
- This will be an eye sore for the area, should be located in industrial park and not in a highly visible residential area - the property is zoned for Highway Commercial which enables the use to be considered by development agreement. The applicant will be providing some screening with a landscape berm and landscaping at the base of the berm.
- Concerned about setting a precedent for other industrial buildings - this will not set a precedent as the land is zoned to enable this type of development to be considered by development agreement.
- These facilities are accessible 24 hours a day which brings noise after hours - the applicant has suggested that they anticipate the hours of operation to be 7am to 10pm although he acknowledges that there may be some people using the site outside of these hours. As-of-right development in the Highway Commercial Zone are not limited to specific hours of operation. A self-storage use is not anticipated to generate excessive noise for nearby residents.
- Concern about safety for children and pedestrians due to an increase in traffic - NS Public Works and the RCMP did not raise any concerns about impact to safety due to any potential increase in traffic.

Conclusion

- Staff have completed a review of the application for a self-storage facility in Nine Mile River.
- The applicant has amended the site plan to address concerns raised by staff and to setback the buildings in accordance with the setback requirements of the Highway Commercial (HC) Zone. Staff consider that the proposed development will provide a service to the surrounding community, and increase the taxable value for the Municipality.
- Staff recommend approval of this proposal.



Recommendation

- That Planning Advisory Committee recommend that Council give final consideration and approve the application.

Recommended Motion

Planning Advisory Committee recommends that Council:

- *give final consideration and approve entering into a Development Agreement for a self-storage facility at the corner of Highway 214 and Highway 14 in Nine Mile River;*
- *within one year of Council's approval.*