

***E.L.T. Property Holdings Ltd.:
MPS and LUB Mapping Amendment Application***

Public Hearing

Planning and Development Department

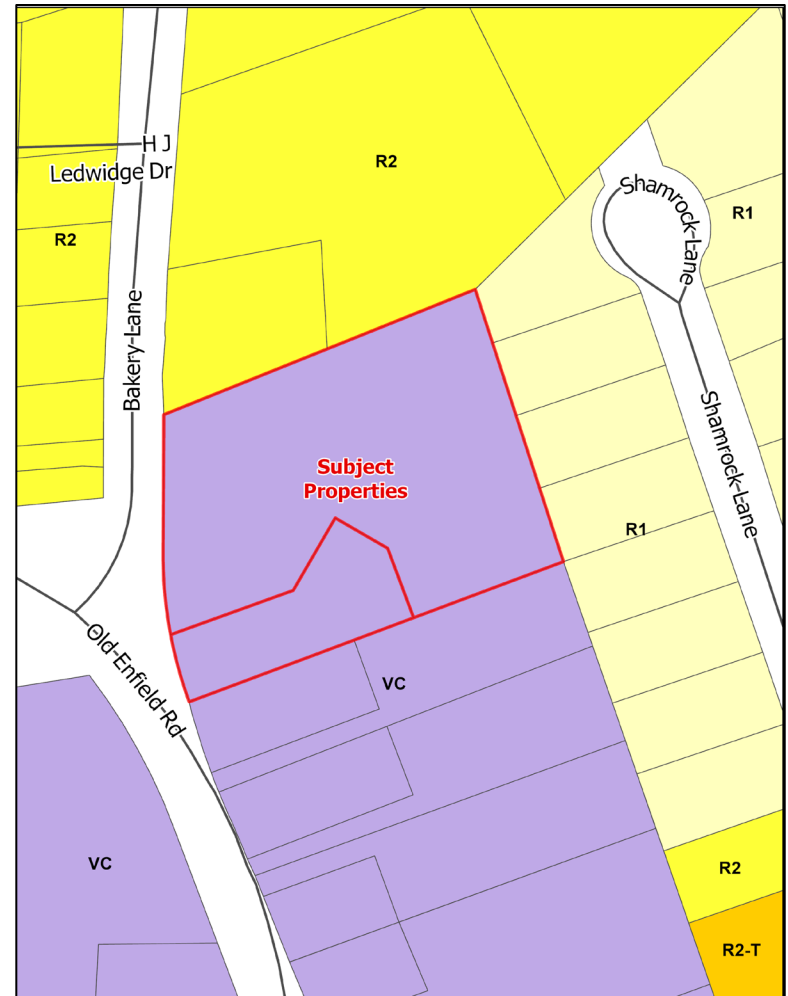
January 24, 2024



EAST HANTS

Subject Property

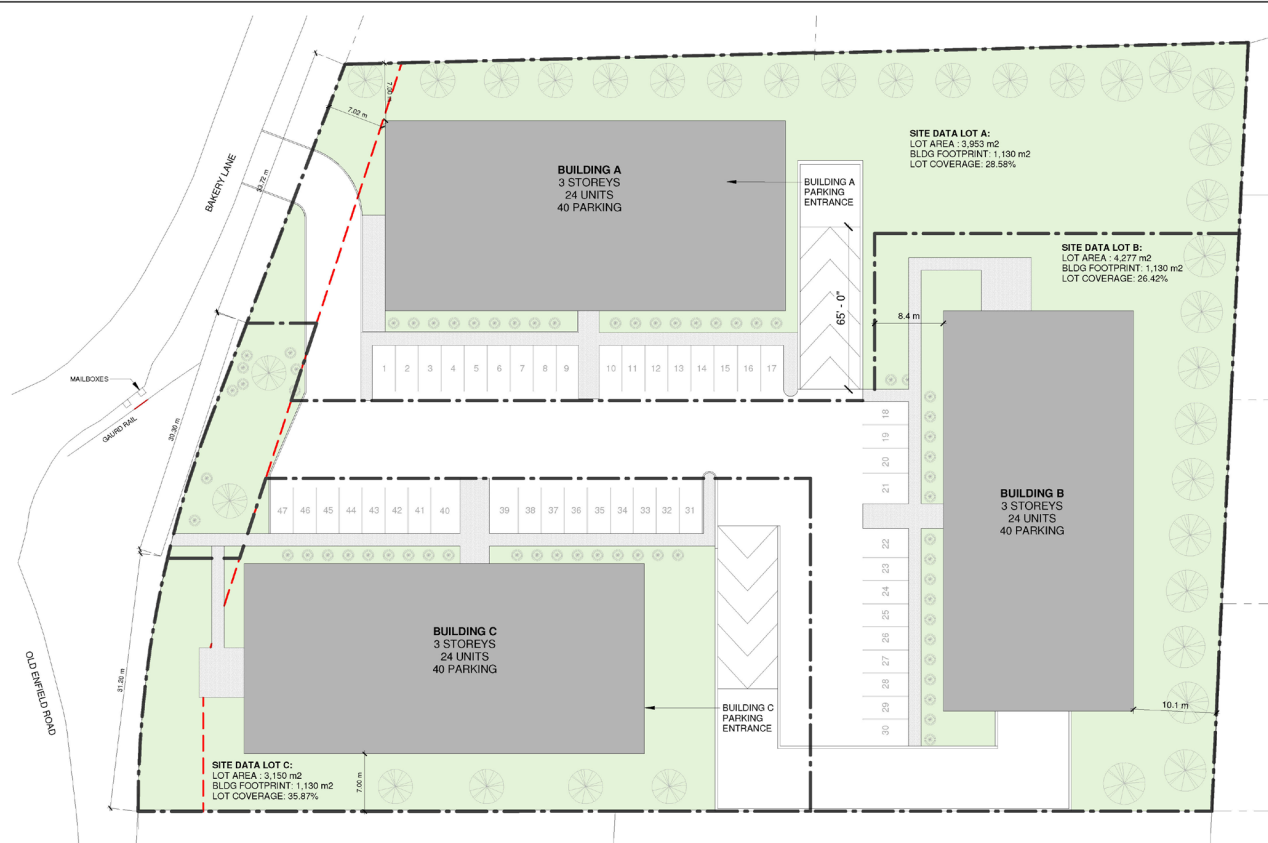
- Applicant: E.L.T. Property Holdings Ltd.
- Location: 51 Old Enfield Road (PID 45118221) and PID 45078748.
- Subject Property Size: 1.13 ha (2.8 acres).
- Proposal: To amend the Municipal Planning Strategy and Land Use Bylaw by changing the Generalized Future Land Use Designation from Village Core (VC) to Medium Density Residential Neighbourhood (MR) and to rezone the same from Village Core (VC) to Multiple Unit Residential (R3) Zone.



Development Proposal

- The purpose of this application is to allow for the development of three, 24-unit multiplexes.
- The property owner currently has site plan approval on the subject lands that permit the development of six, 12-unit apartment buildings, with each building on its own lot, with a zero lot line between every two buildings. Both the approved and the proposed application have a total of 72 dwelling units.
- If the MPS and LUB mapping application is approved, the applicant does not have to develop the site as shown on the concept plan.
- However, the applicant would be restricted by the size and frontage of the land and by requirements of the Land Use Bylaw.
- The applicant would also have to be compliant with other LUB regulations such as amenity space requirements, buffering, design requirements, and parking requirements

Arch C:\18'x24' - Z:\Wmfares Architects\01 Projects\2021-2021-01-Old Enfield Rd2 Concept Design\03.3 Concept Design\03.3_Old Enfield_R3zone.mxd



Proposed Concept Plan - MPS and LUB Mapping Amendment

LAND-USE BY-LAW REQUIREMENTS				
ZONE	R3 ZONE - LARGE MULTIPLEX (SERVICED BY SEWER & WATER)			
	BLDG A	BLDG B	BLDG C	
MIN. LOT AREA PER PRIMARY BLDG	3,000m ²	3,953m ²	4,277m ²	3,150m ²
MIN. LOT FRONTAGE	30m	31.2m	30.3m	33.7m
MIN. FRONT YARD	7m	7m	8.4m	9.25m
MIN. SIDE YARD	One side 7m - Other sides 4m			
MIN. REAR YARD	10m	10m	10m	21m
MIN. FLANKAGE YARD	6m	N/A	N/A	N/A
MAX. BLDG. HEIGHT	11m	max. 11m	max. 11m	max. 11m
MAX. PRIMARY BLDG. SIZE	24 Dwelling units & 1250 m ² of ground area	24 units - 1,130m ²	24 units - 1,130m ²	24 units - 1,130m ²
MAX. NUMBER OF PRIMARY BLDG	1	1	1	1
MAX. LOT COVERAGE	40%	28%	26%	36%
MAX. GROUND FLOOR FINISHING LEVEL	0.5m	max. 0.5m	max. 0.5m	max. 0.5m
MAX. STREET FACING BUILDING LENGTH	50m	23.2m	48.8m	23.2m
MIN. STREET-FACING FACADE TRANSPARENCY	At Grade 30% - Above Grade 10%	TBD	TBD	TBD
PARKING REQUIREMENTS:				
RESIDENTIAL	[24x1.5=36P]+(24/7=3.5) equal 4P = 40 Parking Spots x 3 = 120 PS			
BUILDING CONTAINING MORE THAN 6 DWELLING UNITS	1.5 PARKING SPACES FOR EACH DWELLING UNIT & 1 DEDICATED VISITOR PARKING SPACE FOR EACH 7 DWELLING UNITS			
	40	40	40	

- GENERAL NOTES**
- DRAWINGS ARE NOT TO BE SCALED. CONTRACTOR WILL VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS REQUIRED TO PERFORM THE WORK AND REPORT ANY DISCREPANCIES WITH THE DRAWINGS TO THE ARCHITECT(S) BEFORE COMMENCING WORK.
 - THE ARCHITECT(S) BEARS NO RESPONSIBILITY FOR THE INTERPRETATION OF THE DRAWINGS BY THE CONTRACTOR. UPON APPLICATION, GRAPHIC CLARIFICATION OR SUPPLEMENTARY INFORMATION REGARDING THE INTENT OF THE DRAWINGS WILL BE PROVIDED.
 - ALL PRINTS AND SPECIFICATIONS RELATED TO THIS PROJECT ARE THE PROPERTY OF WM FARES ARCHITECTS. DESIGN CAN NOT BE REPRODUCED, COPIED, OR USED FOR CONSTRUCTION PURPOSES WITHOUT THE APPROVAL OF THE ARCHITECT IN WRITING. CONSTRUCTION MUST CONFORM TO ALL APPLICABLE CODE, BY-LAWS, AND REQUIREMENTS OF AUTHORITIES HAVING JURISDICTION.
 - THE ARCHITECTURAL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE STRUCTURAL DRAWINGS. IN CASES OF DIFFERENCES BETWEEN CONSULTANTS' DOCUMENTS WITH RESPECT TO QUALITY, SIZES OR SCOPE OF WORK, THE GREATER SHALL APPLY.
 - ALL GUARDS & HANDRAILS TO CONFORM TO NATIONAL BUILDING CODE.
 - ALL DIMENSIONS SHOWN TO FINISHED SURFACES AND ELEMENTS UNLESS OTHERWISE NOTED.
 - IF AN ITEM IS NECESSARY FOR THE INSTALLATION AND PROPER WORKMANSHIP OF MATERIALS UNDER THIS CONTRACT AND IS NOT NOTED OR SPECIFIED, THE CONTRACTOR SHALL NOTIFY THE ARCHITECT BEFORE IMPLEMENTATION.
 - THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL ON-SITE DIMENSIONS & MEASUREMENTS AND SHALL BECOME THOROUGHLY FAMILIAR WITH THE EXISTING SITE CONDITIONS WHICH AFFECT THE WORK OF THIS PROJECT. NO ALLOWANCE WILL BE MADE FOR FAILURE TO NOTE SITE CONDITIONS.
 - ALL AREAS TO BE LEFT IN CLEAN CONDITION AT THE END OF EACH DAY'S WORK.

No.	Description	Date



STAMP

PROJECT: **BAKERY LANE**

TRUE NORTH

CLIENT: Owner

PROJECT ADDRESS: 51 OLD ENFIELD ROAD + LOT W BAKERY LANE, EAST HANTS NS

DRAWING TITLE: **Site Plan**

SCALE: As indicated

DATE: Issue Date

DRAWN BY: Author

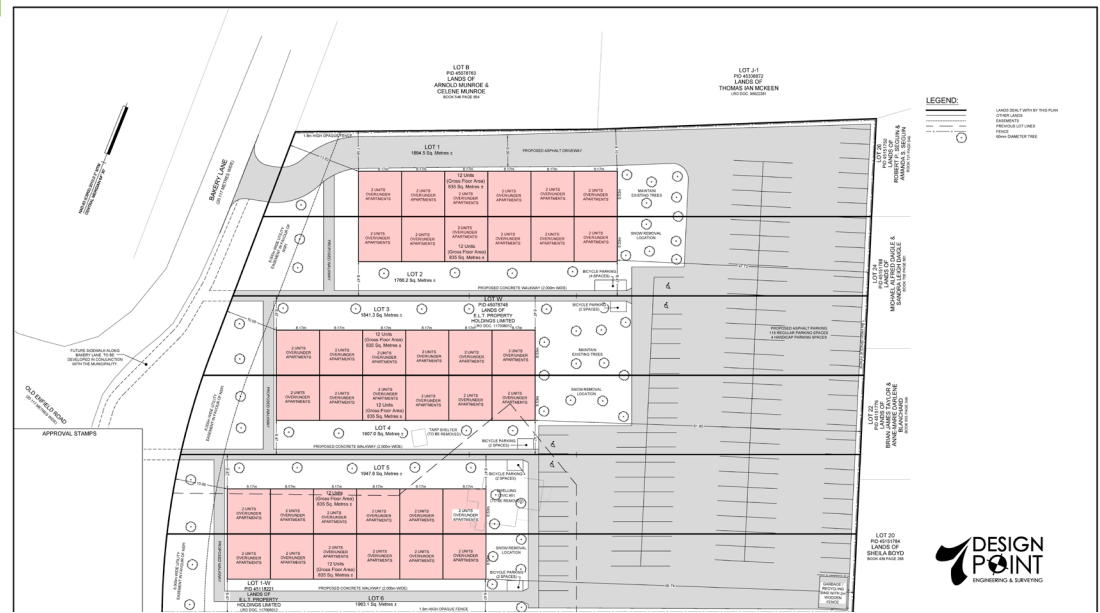
CHECKED BY: Checker

PROJECT NUMBER: 2021-20

D1

Approved Site Plan

- Site plan has more surface parking compared to the proposed R3 plan that utilizes underground parking, which results in higher lot coverage with hard surfaces.
- Also shown are the elevation drawings as part of the site plan approval.





Subject Property—51 Old Enfield Rd.



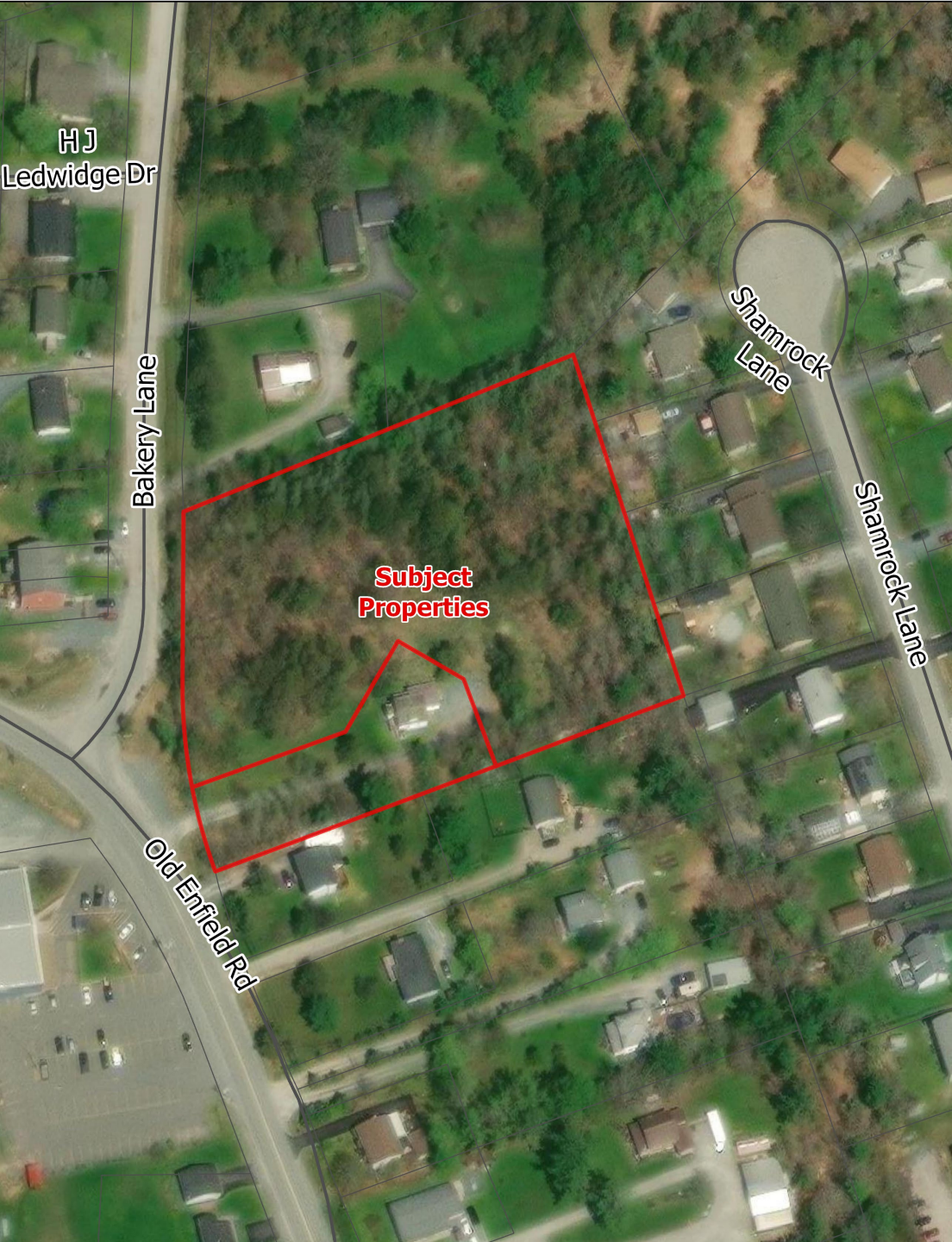
Looking north from subject property along Old Enfield Road



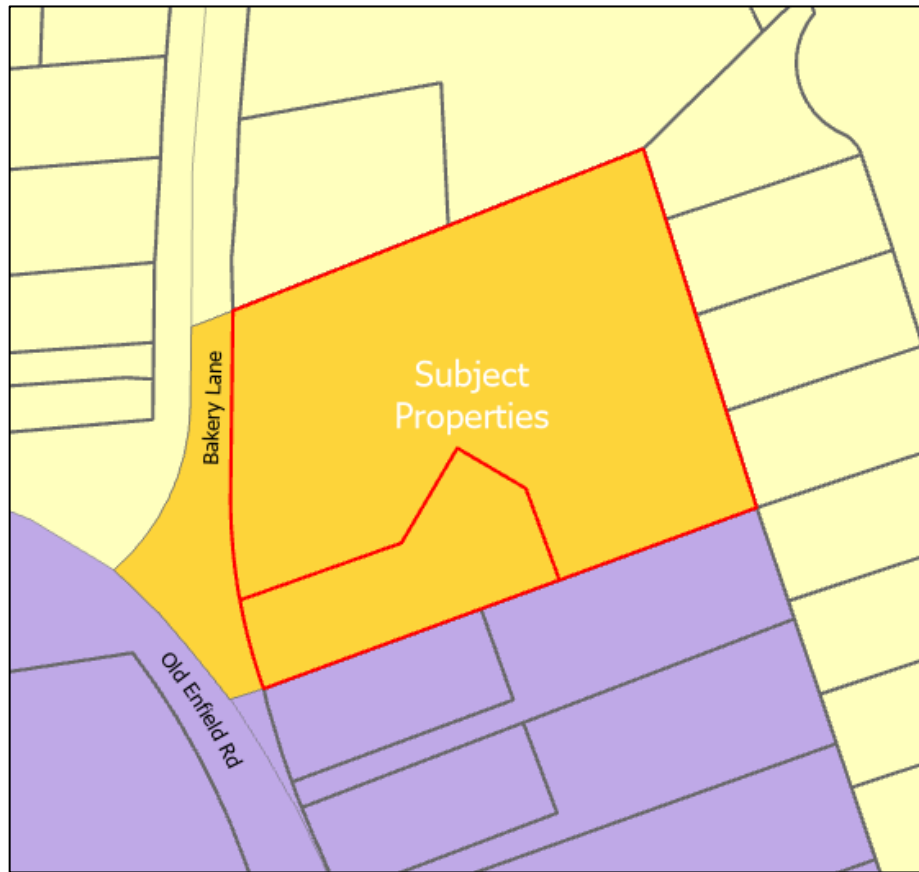
Looking south from subject property along Old Enfield Road



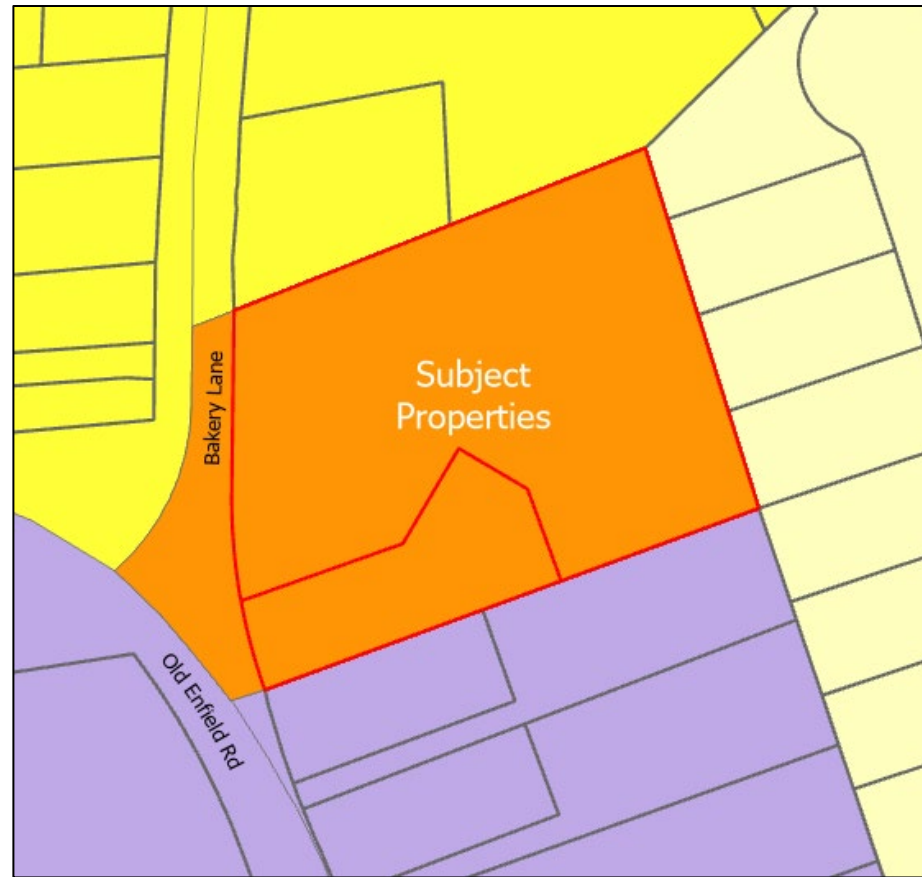
Enfield Legion—Across the street from subject property



Proposed Amendment Maps



GFLUM



LUB Map

Policy Analysis

- Staff have received comments from internal departments and external agencies.
- Policy IM11 of the MPS is the policy that permits Council to consider the proposed mapping amendments. East Hants Council has to determine if the proposed application is in the best interest of the Municipality.
- *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 Analysis Continued

Nova Scotia Public Works

- They have commented that a negative impact to the Provincial road network is not anticipated. However, the applicant will have to shift the location of the proposed driveway northerly, away from the Old Enfield Road and Bakery Lane intersection. The concept plan has been updated to show the shift in the driveway location. As of note, Nova Scotia Public Works has provided approval for the existing site plan approval application.

Infrastructure and Operations

- In addition to standard comments around servicing, I&O has indicated that the proposal may require upgrades to the existing sanitary sewer infrastructure and that a stormwater management plan will be required.

Policy Analysis Continued

RCMP

- The RCMP has commented that the *“additional automobiles that 72 dwelling units would bring to a densely populated area pose the typical issue of traffic. This is in an already heavily trafficked area. This in itself poses safety concerns, but is easily mitigated with appropriate signage, signed traffic control and of course enforcement.”*
- Staff have provided the comments to Nova Scotia Public Works for their consideration. NSPW has raised no concerns regarding increased traffic.
- The RCMP also noted that there is no sidewalk in this area of the Municipality for pedestrian traffic.
- There is a sidewalk along the Old Enfield Road connecting the Legion to Highway 2 but it is on the opposite side of the street as the application site.
- If Council is interested in constructing a sidewalk in the future, the Local Improvement Bylaw is a tool they may want to consider using.
- Comments also stated that *“With the increase of population there is a presumed increase of police calls for service that are more typical for denser populations, noise complaints, damage to property etc...”*

Policy Analysis Continued

Chignecto Central Regional Centre for Education

- They have indicated that they will use the information provided to them for their planning purposes.
- Further to their comments, Planning staff are meeting with staff from the Centre of Education to discuss growth in the Corridor in early 2024.

Enfield Volunteer Fire Department

- They have provided comments and in response all buildings will have to adhere to the Nova Scotia Building Code requirements, including items related to fire safety, such as building construction, distance to fire hydrants (there is an existing fire hydrant located along the frontage of the subject lands), and other items.

Financial Impact Assessment

- A fiscal impact analysis has been completed for this application.
- When completing the analysis staff assumed, based on the value of similar buildings in Enfield, the buildings would be assessed at \$3 million per building for a total of \$9 million in assessment for the development site.
- Based on these assumptions, the total potential tax revenue for the site could be \$107,550 minus the cost of providing services to the proposed development per year of \$54,891, which would equal a potential financial benefit to the municipality of \$54,659.
- The Enfield Volunteer Fire Department could receive an extra \$12,600 a year from the proposed development.

Citizen Engagement

- An advertisement outlining the application and indicating that it had been received and was under review by staff was placed in the *Chronicle Herald*.
- A PIM for the application was held on September 5, 2023. Notes have been included in the staff report.
- There was a wide range of viewpoints from public members who attended the PIM.
- A questionnaire was mailed to property owners and residents within 300 m of the subject property. Questionnaire results have been provided to Councillors for their information. There were 204 letters mailed and 27 responses received.

Citizen Engagement Continued

- There was a mix of positive and negative questionnaires received.
- Some of the comments received from neighbouring residents include:
 - Increased traffic congestion from the proposed development.
 - Increased demand for water and wastewater services.
 - Concerns over the proposed height of the buildings.
 - Concerns regarding shadows and neighbouring properties.
 - Concerns about a transient population.
 - Issues with the style of development not fitting into the neighbourhood.
 - Worried about the impact of noise.
 - Concerns regarding stormwater runoff.
 - Better design than the as-of-right development.
 - Would like to see more shopping and soft services in the future.
 - Good idea more housing is needed.

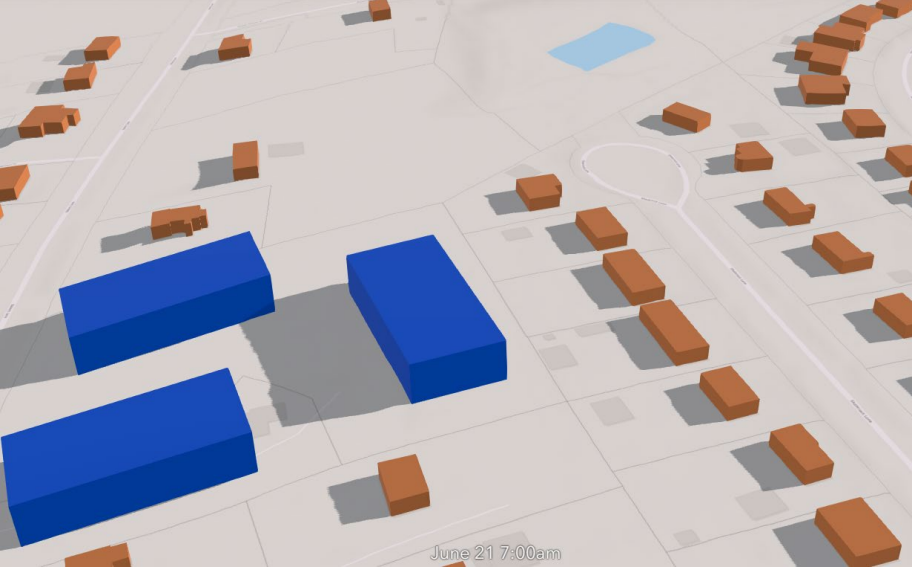
Citizen Engagement Continued

- In regards to traffic congestion, Nova Scotia Public Works owns and maintains both the Old Enfield Road and Bakery Lane, as the traffic authority for these two roads they have indicated that they do not anticipate a negative impact to their road network. No new roads are being proposed as part of the development.
- Capacity for water and wastewater services will be determined at the site plan approval stage of the application, if the MPS and LUB mapping amendments are approved. It should be noted that the applicant has already been allocated capacity for their existing site plan approval, which is also for 72 dwelling units.



Citizen Engagement Continued

- Under the R3 zone the maximum height of a building can be 11 m from the established grade. On average each storey is approximately 3 m.
- Because the application is for a mapping amendment, the location of the buildings shown on the concept plan are subject to change.
- The minimum setback requirements for the R3 Zone are 10 m from the rear property line and 7 m from the side yard and front yard property lines. It is also important to note that a home in the R1 Zone has a maximum height of the lesser of 2½ storeys or 11 m and may be located 1.8 m from the side yard and 10 m from the rear yard.
- Therefore, if the subject property was to be developed as an R1 property, the new homes could have the same or greater shadow reach than the proposed three-storey apartment buildings.



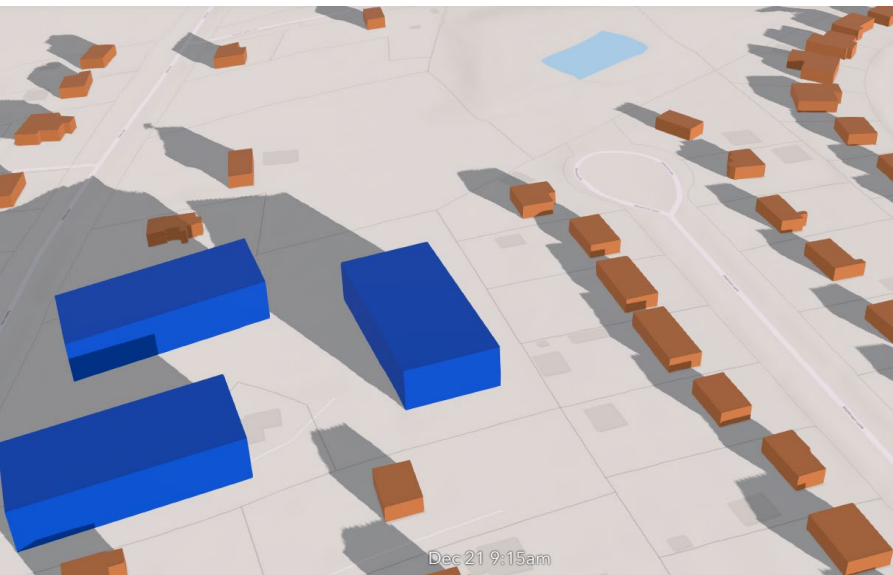
June 21 7:00am

June 21, 7:00 am



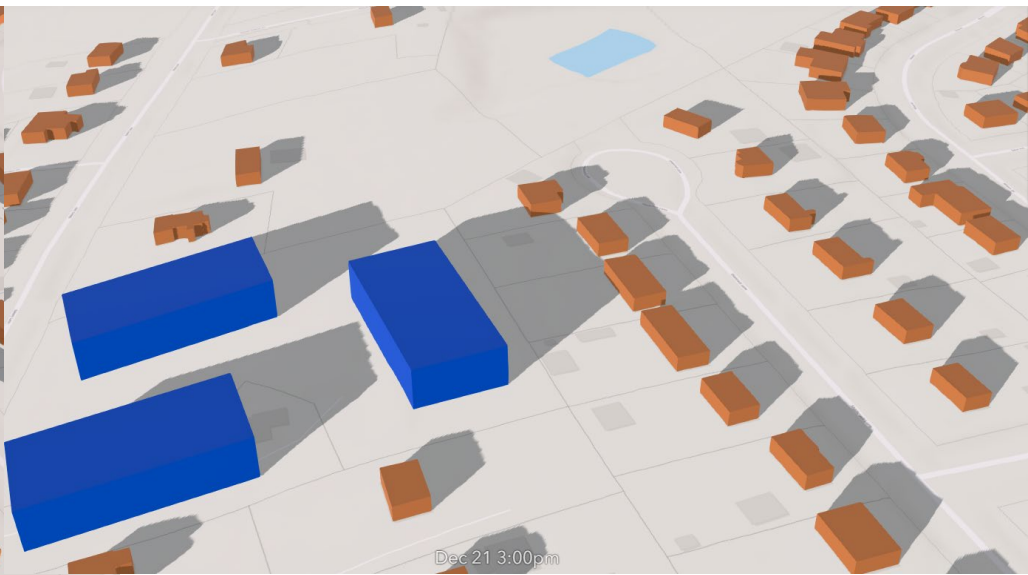
June 21 6:30pm

June 21, 6:30 pm



Dec 21 9:15am

Dec 21, 9:15 am



Dec 21 3:00pm

Dec 21, 3:00 pm

Citizen Engagement Continued

- The proposed multiplex buildings could be created as rental units or condo units.
- Concerns about noise may be addressed through enforcement of the Community Standards Bylaw.
- As part of the site plan approval process in the R3 Zone, developers are required to complete a stormwater management plan, so stormwater will have to comply with the Municipal Standards.
- As well, a lot grading and drainage plan will be required for each lot, and shall be completed per the Lot Grading and Drainage Bylaw.

Citizen Engagement Continued

- The date of the public hearing has been advertised in the January 10th and 17th editions of the Chronicle Herald.
- A letter indicating the date and time of the public hearing has been mailed to property owners and residents within 300 m of the subject lands.

Conclusion

- Both the VC Zone and the R3 Zone permit 72 dwelling units.
- The VC Zone is comprised of smaller lots, with smaller buildings on each lot.
- The R3 Zone permits larger lots with larger buildings, although small multiplexes could still be constructed in the R3 Zone.
- The height in each zone can be three stories.
- Enabling a larger building footprint allows for parking to be located underground in the R3 Zone, allowing for more green and landscaped areas.
- The buildings in the VC zone are smaller and therefore parking is likely to be located above ground, creating more hard surface area and less options for landscaping.
- Both zones are required to provide buffering.
- It is more economical for three larger buildings to be constructed than 6 smaller buildings, which is one of the reasons why the applicant has applied for the proposed amendments.
- The application complies with the MPS policies and Staff recommend approval.