

Attachment 2: Policy Matrix

<p>Policy UR-8: 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:</p>	
<p>(a) the adequacy of separation distances from low density residential developments;</p>	<p>There is low density residential development across Sackville Drive as well as to the south of these proposed multiple unit dwellings on Baker Drive. As a major collector Sackville Drive provides an adequate physical and functional separation with the dwellings on the north of Sackville Drive. In addition tree retention on the Sackville Drive frontage will visually reinforce the separation.</p> <p>With regards to the dwellings on Baker Drive, several factors serve to enhance their separation from the new development. The multiple unit dwellings have been situated as close to Sackville Drive (see site plan- Attachment 1) as possible resulting in a minimum separation distance of 24.2 metres (79 feet) from the proposed buildings to the rear lot line of the closest Baker Drive property. The parking areas have also been situated to result in a minimum 10.6 metre (35 foot) separation to the Baker Drive rear property lines. The variation in the elevation of this property when compared to the dwellings on Baker Drive and the proposed treed buffer, serves to further separate the proposed buildings from the Baker Drive dwellings.</p>
<p>(b) that the height, bulk, lot coverage and appearance of any building is compatible with adjacent land uses;</p>	<p>At four storeys and approximately 11.5 metres (38 feet) in height to the roof line, these two buildings are only marginally taller than those permitted by the underlying R-6 zone at 35 feet and 10.7 metres. In addition, the slope of the property as shown in the attached site cross sections (Attachment 3) serves to reduce any visual impact of the minimal additional height of these buildings from the adjacent Baker Drive properties. The difference in height is further mitigated by the generous separation distance and the proposed treed buffer.</p>

	<p>The proposal to develop this property with two smaller buildings serves to reduce the overall mass of the buildings which are each comparable in footprint to the place of worship across Sackville Drive.</p> <p>With moderate footprints of 12,825 square feet per building and the large lot size, the resultant lot coverage of only 17 percent is well below the limit established for the underlying R-6 zone of 35 percent.</p> <p>The exterior of the building has been designed with a flat roof to limit the overall volume of the development and also features glass elements including large windows and glass balcony and terrace railings providing an open visual impact.</p> <p>Overall, the height, bulk, lot coverage and appearance of this dwelling have been designed to be compatible with and to respect existing adjacent land uses.</p>
(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 residents of the development;	<p>This site has been thoughtfully designed in order to ensure that the needs of the future residents are accommodated and to reduce any impacts on adjacent development.</p> <p>There are two driveways proposed which lead to two surface parking areas. Parking is provided at a ratio of 1.41 spaces per unit. Given this ratio of parking along with the superior transit service available to this site (both a local and an express bus route), and the ability to walk to many facilities, this parking is considered adequate to accommodate all future residents and remove the potential to seek on-street parking on adjacent streets.</p> <p>Trees are to be retained along the Sackville Drive frontage where possible in order to maintain the existing wooded enclave.</p> <p>The landscaping provided features a treed buffer where trees are to be retained and planted as required between these dwellings and their outdoor parking and amenity areas,</p>

	<p>and the rear of the Baker Drive properties. In addition the required watercourse buffer is proposed as a passive natural outdoor amenity area for residents of the new development.</p> <p>The amenity features of a tot lot and a community garden with a south facing aspect, will provide meaningful on-site recreational opportunities for a variety of residents spanning from children to older adults.</p>
(d) preference for a site in close proximity to community facilities such as schools, recreation areas and transit routes;	<p>The site of this proposed development is in close proximity to many community facilities. It is within walking distance of all three levels of schools including Sackville Heights Elementary School (800 metres), Sackville Heights Junior high (850 metres), and Millwood High School (1.25 kilometres). All schools in this area are currently operating under capacity based on 2019/2020 enrollment data.</p> <p>In addition, the Sackville Heights Community Centre and associated fields are located adjacent to the junior high school. Sidewalks and crosswalks (some lighted), are provided along Sackville Drive to allow safe pedestrian access to these community facilities.</p> <p>The property is on two transit routes with stops located within easy walking distance of the site through the established pedestrian infrastructure.</p>
(e) that municipal central services are available and capable of supporting the development;	<p>An analysis of the servicing capacity for this site is provided (Attachment 6) as well as a proposed Servicing Plan (Attachment 7) has been provided. This analysis concludes that the required central services are available and there is sufficient trunk capacity in the system to support this proposed development.</p> <p>In addition, a comparison of the waste water generation of this 100 unit development compared to a 236 bed residential care facility that could be developed by right on this property under the existing R-6 zoning regulations has been provided in Attachment</p>

	<p>6.</p> <p>This analysis concludes that the average daily design flow for the by-right residential care facility would be more than double that of the proposed multiple unit dwellings. The development of this site for the multiple unit dwelling will result in a reduction in the impact of site development on the overall waste water system.</p>
(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;	<p>A storm water plan is provided as Attachment 7. Stormwater will be managed on site and directed to existing municipal infrastructure. Runoff will be controlled such that the peak flows from the 5, 10, 25, 50 and 100-year storms will match or be less than the respective pre-development flows as per Halifax Water design specifications.</p> <p>The required watercourse buffer of 20 metres is to be retained in order to protect the existing watercourse on the west side of the property from any impacts of site development.</p>
(g) that the proposed development has direct access to a local street, minor collector or major collector as defined in Map 3 - Transportation;	<p>This development will have direct access using two driveways from Sackville Drive which is listed as a major collector on Map 3- Transportation</p>
(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;	<p>This property is vacant and did not previously contain a single or two unit dwelling.</p>
(i) the impact on traffic circulation and, in particular, sighting distances and entrances and exits to the site;	<p>The TIS (Attachment 5) has determined that the proposed locations of the two driveways accessing this development meet or exceed TAC's minimum driver stopping site distance requirements. In addition the two driveways have acceptable corner clearance distances to adjacent intersections.</p> <p>The presence of an existing TWLTL (centre two-way left turn lane) for both of these driveways will serve to further reduce any impact on the flow of traffic on Sackville Drive as vehicles enter this site from either direction.</p>

*Lot RL- Sackville Drive, Middle Sackville
Development Agreement- Multiple Unit Dwellings*

	Finally, the proximity of the traffic signals at Millwood Drive to the proposed driveways will serve to create gaps in the traffic streams along Sackville Drive which suggests there will be adequate gaps for site generated traffic to enter and exit the proposed development, further minimizing the impact on traffic circulation.
(j) general maintenance of the development; and	This development including the buildings, parking areas, landscaping, amenity areas and treed buffer will be maintained to the highest standard.
(k) the provisions of Policy IM-13.	See below

Policy IM-13: In considering amendments to the land use by-law or development agreements, in addition to all other criteria as set out in various policies of this planning strategy, the Sackville Community Council shall have appropriate regard to the following matters:	
(a) that the proposal is in conformity with the intent of this planning strategy and with the requirements of all other municipal by-laws and regulations;	<p>The proposed multiple unit dwelling in this location is in conformity with the intent of the Sackville MPS to encourage additional residential development in areas that are well served in terms of transportation links and community facilities, and will encourage a diverse housing mix to provide for all residents of the plan area in a way which minimizes any impacts on existing residential development.</p> <p>All applicable municipal bylaws and regulations will be adhered to with this development.</p>
(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;	The costs of this development will be borne by the developer of this property.
(ii) the adequacy of sewer and water services;	Sewer and water services are adequate to serve this development. See additional relevant discussion under Policy UR-8.
(iii) the adequacy or proximity of school, recreation and other community facilities;	As noted this property is in an excellent location relative to community facilities which are all within walking distances with established pedestrian infrastructure.
(iv) the adequacy of road networks leading or adjacent to, or within the development; and	<p>It has been determined by the TIS that Sackville Drive is currently operating below capacity in this location. It has also been determined that the proposed development will generate approximately 36 total vehicle trips per hour during the AM peak and 47 vehicle trips per hour during the PM peak. This is a small and manageable increase which will only have marginal impacts on traffic operations on Sackville Drive. (Please note that the site generation values were originally based on 106 units which has since been reduced to the proposed 100 units. This means that the total vehicle trips generated are expected to be even lower).</p> <p>Furthermore the proximity to the site to both local and express transit service suggests that</p>

	there is added incentive to use this mode of travel which is likely to further reduce the peak hour vehicle trip forecasts provided above.
(v) the potential for damage to or for destruction of designated historic buildings and sites.	This vacant property is not a designated heritage site.
(c) that controls are placed on the proposed development so as to reduce conflict with any adjacent or nearby land uses by reason of:	
(i) type of use;	This proposal is a residential use which is in keeping with adjacent and nearby residential, institutional, and commercial land uses.
(ii) height, bulk and lot coverage of any proposed building;	These multiple unit dwellings have been thoughtfully sized, designed, and sited in order to reduce any conflicts with adjacent or nearby land uses.
(iii) traffic generation, access to and egress from the site, and parking;	See above for the results of the TIS for this development.
(iv) open storage;	As this is a residential building there will be no open storage. All waste material storage and sorting will occur within the buildings.
(v) signs; and	Only appropriate residential signage will be provided.
(vi) any other relevant matter of planning concern.	All relevant matters of planning concern have been considered in the design and layout of this multiple unit dwelling.
(d) that the proposed site is suitable in terms of steepness of grades, soil and geological conditions, locations of watercourses, potable water supplies, marshes or bogs and susceptibility to flooding;	<p>The geology of this site is suitable for this development and the slope of the site from Sackville Drive will be managed with the use of retaining wall and fencing as required and appropriate.</p> <p>The required watercourse buffer is provided along with western portion of the property as shown on the site plan. There are no wetlands located on this property.</p>
(e) any other relevant matter of planning concern; and	All relevant matters of planning concern have been considered in the design and layout of this multiple unit dwelling proposal.
(f) Within any designation, where a holding zone has been established pursuant to Infrastructure Charges - Policy IC-6", 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.	N/A