

### APPLICATION BRIEFING

<b>SUBMITTED BY:</b>	Nelson Nolan, Junior Planner
<b>DATE:</b>	June 8, 2020
<b>SUBJECT:</b>	Application for Rezoning of 42 Riverview Drive

#### Background

An application was received on March 10, 2020 for a rezoning of the property located at 42 Riverview Drive, PID 60474475 (the "subject property"). The subject property is currently zoned Single Unit Residential (R1) and the owners are requesting to rezone the property to Two Unit Residential (R2) to enable a two-unit residential dwelling. The requested zoning will require a map amendment to the Zoning Map of the Land Use By-law (LUB).

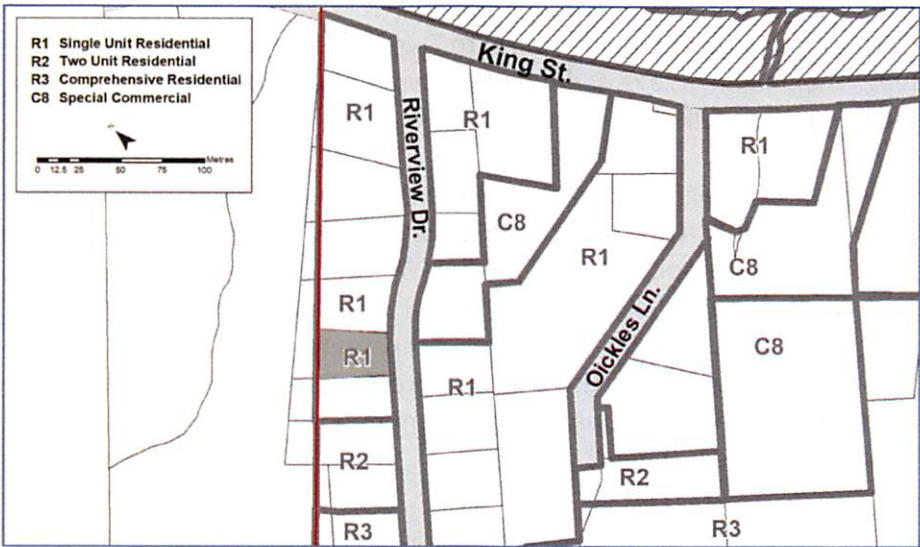
#### Subject Property

The property, located on Riverview Drive off King Street, as identified in the Context Map, was recently purchased by the property owners, who would like to enable a future change of use to a two-unit residential dwelling; it is currently a single unit dwelling.



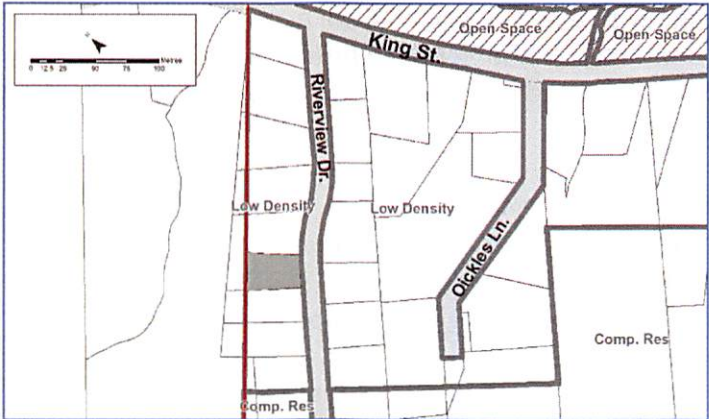
*Context Map*

As shown in the Zoning Map below, the property is zoned as Single Unit Residential (R1) and the surrounding zoning is Single Unit Residential (R1), Two Unit Residential (R2), and Special Commercial (C8) with Comprehensive Residential nearby. The surrounding land uses are single- and two-unit dwellings with an automotive shop and undeveloped land nearby.



Zoning Map

The Future Land Use designation in the area is primarily Low Density Residential with Comprehensive Residential nearby.



Future Land Use Map

### Development Proposal

The owners are requesting to rezone the property to Two Unit Residential (R2) to enable a two-unit residential dwelling. The building is a raised bungalow and the applicant intends to have one unit on the main level and one in the walkout basement.

The Low-Density Residential designation in the Municipal Planning Strategy (MPS) supports rezoning from Single Unit Residential (R1) to Two Unit Residential (R2), as this land designation is reserved primarily for single unit and two-unit dwellings. The MPS states that two-unit dwellings are typically more efficient than single unit dwellings in terms of land use, material consumption and the use of municipal infrastructure, while still being consistent in function and appearance as single unit dwellings. Council has zoned designated three nearby properties on Riverview Drive as Two Unit Residential (R2); similarly, Council has zoned a significant portion of properties west of the 42 Riverview Drive Comprehensive Residents (R3).

Site plans are not required for rezonings; there will be no structural changes to the building inside or out.

### Application Process

The application was received by staff on March 10, 2020. The proposal has been reviewed by Engineering and Community Development staff against the criteria of Policy IM-6 and other relevant policies (as identified in this report). A public meeting is also required prior to any Council consideration. Following the public meeting staff will provide a full analysis of the proposed development and the draft map amendment at a future meeting of Council. If given consideration by Council, the application will proceed to public hearing. Staff will present a final report and recommendation at that time.

Step 1: Application is made | Staff review

Step 2: Public Engagement | Recommendation to Council

Step 3: Public Hearing & Decision by Town Council

Step 4: Adoption of Amendment | Building & Development Permits

### Policy Index

#### *Policy R-1*

*It shall be a policy of Council to identify areas where residential development will be encouraged and accommodated, in accordance with the Zoning Map of the Land Use By-law, to ensure that Bridgewater's growth occurs in a well-planned manner and is supported by the town's service infrastructure.*

#### *Policy R-2*

*It shall be a policy of Council to control land use and development in a manner that will minimize conflicts between land uses, in accordance with the Land Use By-law.*

#### *Policy R-3*

*It shall be a policy of Council to support a full range of housing options and styles in order to meet the diverse residential needs and preferences of all residents, in accordance with the Land Use By-law.*

***Policy R-9***

***It shall be a policy of Council to promote residential densification in strategic areas of Bridgewater, in accordance with the Zoning Map and the Land Use By-law.***

***Policy R-12***

***It shall be the policy of Council to designate as Low Density Residential the areas shown on Map 2 - Future Land Use.***

***Policy R-17***

***It shall be a policy of Council to permit the following developments as-of-right in the Two Unit Residential (R2) Zone:***

- a) Single unit dwellings;***
- b) Two unit dwellings; and***
- c) Residential conversions of dwellings established before August 27, 1975, to a maximum of three units, subject to specific off-street parking requirements established in the Land Use By-law.***

***Policy IM-2***

***It shall be the policy of Council to consider amendments to the Land Use By-law provided the amendment is consistent with the intent of the Municipal Planning Strategy.***

***Policy IM-3***

***It shall be the policy of Council to consider an application for amendment to the Land Use By-law 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.***

***Policy IM-4***

***It shall be the policy of Council to consider an application for amendment to the Land Use By-law only if the site meets all of the lot size and zone standards for the zone sought.***

***Policy IM-6***

***When considering any proposed development agreements or amendments to the Land Use By-law, it shall be a policy of Council to have regard for the following matters:***

- a) Compatibility of the proposed land use with adjacent land uses; and***
- b) Compatibility of the development with adjacent properties in terms of height, scale, lot coverage, density, bulk, and architectural style; and***
- c) Compatibility of the development with adjacent properties in terms of lighting, signage, outdoor display, outdoor storage, traffic impacts, and noise; and***
- d) Integration of the development into the surrounding area by means of appropriate landscaping, with screening provided by existing and new vegetation and fencing as required; and***
- e) The adequacy of sanitary services, water services, and storm water management services; and***
- f) Contribution of the proposal towards an orderly and compact development pattern that makes efficient use of existing and new municipal infrastructure and services; and***
- g) The adequacy of the road network in, and adjacent to, or leading to the development, regarding connectivity, congestion and traffic hazards; and***
- h) The adequacy of site access as determined by the Traffic Authority; and***

- i) The ability of emergency services to respond to an emergency at the location of the proposed development; and*
- j) The adequacy of active transportation infrastructure to support walking and cycling to and from the proposed development; and*
- k) The provision of off-street vehicle and bicycle parking to prevent significant congestion, nuisance and inconvenience in the area; and*
- l) Consideration of any previous uses of the site which may have caused soil or groundwater contamination; and*
- m) Suitability of the site in terms of slope and flood and erosion risk in accordance with Map 6 – Environmental Constraints; and*
- n) Consideration of any anticipated environmental impacts resulting from the development, such as air and water pollution, soil contamination, and potential for the contamination or sedimentation of watercourses. Where Council determines, on the advice of a qualified person, that there is a significant risk of environmental damage from any proposed development, an environmental impact assessment shall be carried out by the developer for the purpose of determining the nature and extent of any impact and no agreement shall be approved until Council is satisfied that the proposed development will not create or result in undue environmental damage;*
- o) The application of sustainable design principles and energy efficient technology, including but not limited to renewable energy infrastructure, environmentally friendly paving alternatives, provision of alternative transportation parking, integration of landscaping into the design of parking lots, green roofs, etc.; and*
- p) The financial ability of the Town to absorb any costs relating to the proposal; and*
- q) The proposal's conformance with the intent of the Municipal Planning Strategy and to all other applicable Town By-laws and regulations, except where the application is for a development agreement and the requirements of the Land Use By-law are regarded as guidelines.*