



## WEST HANTS REGIONAL MUNICIPALITY REPORT

Information <input type="checkbox"/>	Recommendation <input checked="" type="checkbox"/>	Decision Request <input type="checkbox"/>	Councillor Activity <input type="checkbox"/>
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**To:** Mayor Zebian and Members of West Hants Regional Municipality Council

**Submitted by:** \_\_\_\_\_  
Will Hong, Planner

**Date:** 2025-02-25

**Subject:** HMPS and HLUB Amendments: Housing Accelerator Fund Initiatives#1-3; File #23-21

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### LEGISLATIVE AUTHORITY

Section 230 of the Municipal Government Act

### RECOMMENDATION

Should Council wish to proceed to Public Hearing, the following motion would be in order:

...that Council gives First Reading and hold a Public Hearing to consider amending the text and the maps of the Hantsport Municipal Planning Strategy and Hantsport Land Use By-law to accommodate a wider range of “missing middle” housing forms, create affordable housing policy, and relax parking requirements in a manner substantively the same as the draft set out in Attachment A and B of the Planning and Heritage Advisory Committee report #23-21 dated January 9, 2025.

...that Council gives First Reading and hold Public Hearing to consider amending the map of the Hantsport Land Use By-law to reflect the proposed zoning changes in a manner substantively the same as the draft set out in Figure 1 of the Planning Advisory Committee report #23-21 dated January 9, 2025.

**BACKGROUND**

Property <input checked="" type="checkbox"/>	Public Opinion <input type="checkbox"/>	Environment <input type="checkbox"/>	Social <input type="checkbox"/>	Economic <input type="checkbox"/>	Councillor Activity <input type="checkbox"/>
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West Hants Regional Municipality submitted a Housing Action Plan for the Housing Accelerator Fund (HAF) to the Canadian Mortgage and Housing Corporation (CMHC) on August 16, 2023. This plan identified attainable actions Council could take between 2024-2027 to support the development of new housing units by making policy changes that will enable or incentivize new home construction.

In January 2024, the Municipality secured funding to participate in the HAF program. On January 30, 2024, Council approved the Housing Action Plan as submitted to CMHC and directed staff to begin implementation. The Municipality signed a contribution agreement with the CMHC and was approved for \$1.08 million for the 3-year HAF term. The Municipality received the first disbursement in February 2024.

The Municipality is required to submit the first annual report by March 2025 to CMHC on the progress of its commitments to implementing the Housing Action Plan and the remainder of HAF disbursement is contingent on whether these commitments are being met.

The approved Housing Action Plan outlines seven initiatives that the Municipality committed to undertake. Since May 2024, staff have been prioritizing the first three initiatives, which have earlier completion deadlines. The three initiatives include:

1. Allowing greater density as-of-right in serviced areas of the Municipality;
2. Creating affordable housing policy requirements; and
3. Reducing parking requirements for new residential developments.

This report presents amendments to the Hantsport Municipal Planning Strategy (WMPS) and Hantsport Land Use By-law (WLUB) in order to meet the goals of Initiative #1-3 in the Housing Action Plan and the commitments made as part of funding agreement of the Housing Accelerator Fund (HAF). The agreement requires the Municipality to deliver on Initiative #1-3 by meeting the following objectives by March 2025

**DISCUSSION**

In July 2024, staff provided an information report to update Council on these three initiatives and the public engagement plan. Staff initiated public engagement with an online survey which collected 320 responses between August 21 and September 30, 2024. Additionally, staff hosted

two public open house sessions on September 11 and 19, 2024, to provide other opportunities for the public to give feedback and engage with staff.

In November 2024, all the responses received through the survey and open house sessions have been consolidated and compiled into a What We Heard Report. Staff presented the What We Heard Report to the Planning and Heritage Advisory Committee (PAC/HAC) on November 14, 2024 to update and discuss the public engagement feedback. Staff used the feedback received to refine and finalize the draft amendments. On January 9, 2025, staff presented a recommendation report to the PAC/HAC (Appendix A). There was discussion at PAC/HAC on the incorporation of the Municipal Climate Change Action Plan (MCCAP) into the amendments, income threshold for affordable housing, and reduction of required minimum parking spaces.

Based on the discussion from PAC/HAC, staff have further reviewed the Municipal Climate Change Action Plan and found that the proposed amendments support the goal of the MCCAP and it's the GHG Emission Local Action Plan. Specifically, Action 5.3 of the GHG Emission Local Action Plan is to support land use policies that encourage efficient and sustainable growth models, which states that

*“Emphasis is on policies that drive efficient growth and development when reviewing the Municipal Planning Strategy and Land Use By-law. Such policies should seek to permit growth and development in such a way that does not necessitate the use of a car. This includes ensuring communities have sidewalks and bike lanes to facilitate active transportation, and paths to connect communities. The review should change policies that restrict development from single unit dwellings to two-unit dwellings in more urban areas to encourage greater density, reduce reliance on vehicles and make more efficient use of municipal services.”.*

These proposed amendments directly align with this action item by allowing more density as-of-right and a variety of housing forms, directing housing growth to areas with existing municipal services, encouraging a more efficient and sustainable land use model, and reducing reliance on vehicles by relaxing required minimum parking spaces within growth centres.

MCCAP Coastal Flooding and Inland Flooding map infer where water will naturally flow and/or accumulate in the landscape and may result in flooding. It is important to note that the proposed amendments are meant to provide regulatory opportunities rather than directly create housing development, and they do not guarantee any developments will occur. Environmental risks and site specific conditions will be evaluated through individual planning applications to ensure compliance with municipal policies, regulations and specifications.

Overall, the proposed amendments would allow opportunities to gently increase densities and make better use of land, resources, and existing infrastructure, which align with the goals of the MCCAP related to strategic growth and efficient use of land. This approach helps mitigate

future climate-related challenges and promotes responsible, adaptive land use planning in the face of a changing climate in our Municipality.

The Committee also discussed how these amendments and increased density will increase housing affordability, how as-of-right development may remove public input from the development process, specifics around the definition of Affordable Housing and how the policies will be implemented, and concerns around reduced parking requirements without a public transit system in the region. During the meeting the PAC/HAC recommended in favour the application.

### NEXT STEPS

The process for this application is as follows:



\*anticipated dates; final dates set by Council

## **FINANCIAL IMPLICATIONS**

The Municipality will receive its funding from CMHC under the contribution agreement in four equal installments. The first installment was paid upon signing the agreement in February 2024, while the release of the next two annual installments in 2025 and 2026 will depend on the Municipality's progress in achieving the milestones outlined in the Housing Action Plan. The final installment in 2027 will be contingent on the Municipality's performance in meeting housing supply targets in accordance with the contribution agreement. Any delays or scope changes in implementing these initiatives may have financial implications for the Municipality.

## **ALTERNATIVES**

In response to this application, Council may decide to:

- hold First Reading and authorize a Public Hearing to approve the HMPS and HLUB text amendments as drafted or as specifically revised by direction of Council;
- provide alternative directions such as requesting further information on a specific topic.

## **APPENDICES**

Appendix A            2025-01-09 Staff Report: HMPS and HLUB Amendments: Housing Accelerator Fund Initiatives #1-3; File #23-21

Appendix B of Windsor MPS and LUB Amendments: Housing Accelerator Fund Initiatives #1-3; File #23-21            What We Heard Report

## **CHIEF ADMINISTRATIVE OFFICER REVIEW**

My comments regarding changes to the Hantsport MPS and LUB are very similar to the comments made regarding changes to the community of Windsor.

Land Use Planner Hong has been very thorough with his process of updating Council as well as the PAC/HAC with the noted initiatives which are all in keeping with the intent of the municipality's HAF commitment to as stated above, "to support the development of new housing units by making policy changes that will enable or incentivize new home construction".

He has further addressed comments surrounding climate change, parking comments and communications from the public to the best of his ability to support initiatives 1 to 3 from the HAF program. With the support of PAC/HAC the recommendation is before Council for their consideration.

I support the recommendation and encourage Council to reflect on the January 9, 2025 report as attached, if they require further details.

Report Prepared by: \_\_\_\_\_

Will Hong, Planner

Report Reviewed by: \_\_\_\_\_

Kari Fougere, Acting Director of Planning and Development

Report Approved by:  \_\_\_\_\_

Mark Phillips, Chief Administrative Officer

**Appendix A - 2025-01-09 Staff Report: HMPS and HLUB Amendments:  
Housing Accelerator Fund Initiatives #1-3; File #23-21**



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**To:** Members of Planning and Heritage Advisory Committee (PAC/HAC)

**Submitted by:** \_\_\_\_\_  
Will Hong, Planner

**Date:** 2025-01-09

**Subject:** HMPS and HLUB Amendments: Housing Accelerator Fund Initiatives#1-3; File #23-21

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### LEGISLATIVE AUTHORITY

Section 230 of the Municipal Government Act

### RECOMMENDATION

To allow the request, staff recommends that the PAC/HAC forward a positive recommendation by passing the following motion:

...that PAC/HAC recommends that Council give First Reading and hold a Public Hearing to consider amending the text and the maps of the Hantsport Municipal Planning Strategy and Hantsport and Use By-law to accommodate a wider range of “missing middle” housing forms, create affordable housing policy, and relax parking requirements in a manner substantively the same as the draft set out in Attachment A and B of the Planning and Heritage Advisory Committee report #23-21 dated January 9, 2025.

...that PAC/HAC recommends that Council give First Reading and hold Public Hearing to consider amending the map of the Hantsport Land Use By-law to reflect the proposed zoning changes in a manner substantively the same as the draft set out in Figure 1 of the Planning Advisory Committee report #23-21 dated January 9, 2025.

## BACKGROUND

Property <input checked="" type="checkbox"/>	Public Opinion <input type="checkbox"/>	Environment <input type="checkbox"/>	Social <input type="checkbox"/>	Economic <input type="checkbox"/>	Councillor Activity <input type="checkbox"/>
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### Housing Accelerator Fund

In March 2023, the Canadian Mortgage and Housing Corporation (CMHC) announced the launch of the Housing Accelerator Fund (HAF); a \$4 billion fund to support local governments across Canada to accelerate the development of a diverse range of quality housing, identify critical solutions to increase housing supply, and promote the development of affordable, inclusive, and diverse communities at the local level.

To participate, municipalities were required to develop a Housing Action Plan as part of the application. This Housing Action Plan identified attainable actions Council could take between 2024-2027 to support the development of new housing units by making policy changes that will enable or incentivize new home construction. West Hants Regional Municipality applied to the HAF funding stream and submitted a Housing Action Plan on August 16, 2023.

In January 2024, the Municipality secured funding to participate in the HAF program. On January 30, 2024, Council approved the Housing Action Plan as submitted to CMHC and directed staff to begin implementation. The Municipality signed a contribution agreement with the CMHC and was approved for \$1.08 million for the 3-year HAF term. The Municipality received the first disbursement in February 2024.

The approved Housing Action Plan outlines seven initiatives that the Municipality committed to undertake. Since May 2024, staff have been prioritizing the first three initiatives, which have earlier completion deadlines. The three initiatives include:

1. Allowing greater density as-of-right in serviced areas of the Municipality;
2. Creating affordable housing policy requirements; and
3. Reducing parking requirements for new residential developments.

In July 2024, staff provided an information report to update Council on these three initiatives and the public engagement plan. Staff initiated public engagement with an online survey which collected 320 responses between August 21 and September 30, 2024. Additionally, staff hosted two public open house sessions on September 11 and 19, 2024, to provide other opportunities for the public to give feedback and engage with staff. All the responses received through the survey and open house sessions have been consolidated and compiled into a What We Heard Report. Staff presented the What We Heard Report to the PAC/HAC on November 14, 2024 to update and discuss the public engagement process and feedback.

The Municipality is required to submit the first annual report by March 2025 to CMHC on the progress of its commitments to implementing the Housing Action Plan and the reminder of HAF disbursement is contingent on whether these commitments are being met.

### Housing Challenges in the Municipality

Like many rural municipalities in Nova Scotia, residents of West Hants Regional Municipality are experiencing housing affordability challenges, where it is becoming increasingly difficult for residents to find suitable housing that is affordable and that meets both their lifestyle and financial needs. The recent Municipal housing survey found that more than 41.2% of residents currently live outside of the definition of affordable housing (i.e., need to spend more than 30% of their before-tax income on shelter costs). Furthermore, renters (76% of respondents) in the Municipality are much more likely to experience housing affordability challenges compared to established homeowners (33% of respondents), indicating housing inequality among tenures.

The 2023 Provincial Housing Needs Assessment reveals that the median sale price of single unit dwellings in West Hants Regional Municipality nearly doubled, rising from \$163,000 in 2016 to \$325,000 in 2022. Table 1 summarizes the percentage share of households, separated by household types, that could afford a home based on their respective income levels versus the median sale prices from 2022. The affordability threshold is the same used by Statistics Canada— 30% of before-tax household income spent on shelter costs.

To afford a home at a median sale price of \$325,000, a household would require an annual income of \$110,000. However, the majority of households in West Hants Regional Municipality earn less than this amount, making it difficult to afford housing or enter homeownership. The latest Census Division data indicates that only about 40% of couple households, 12% of lone-parent households, and 4% of single-person households in the Municipality can afford at this median sale price of \$325,000, highlighting significant challenges in housing affordability for most of households in the Municipality.

To improve housing affordability and respond to increasingly complex housing challenges among residents, the Municipality was selected to participate in HAF and collaborate with other levels of government to be proactive in reducing systemic barriers for housing development, incentivize affordable housing units and encourage missing middle housing developments. Staff recommend a list of proposed amendments to the planning documents to address the key initiatives under both the Housing Action Plan and HAF agreement.

Affordability by Income-level	2022 median sale price:			\$325,000	\$277,500
	% of HHs below income level			Single Detached Dwelling	Semi Detached
	Income level	Couples	Lone parents		
\$50,000	15%	36%	68%	no	no
\$55,000	18%	44%	73%	no	no
\$60,000	20%	51%	78%	no	no
\$65,000	24%	56%	82%	no	no
\$70,000	28%	61%	84%	no	no
\$75,000	32%	66%	87%	no	no
\$80,000	36%	70%	89%	no	no
\$85,000	40%	74%	91%	no	no
\$90,000	44%	79%	92%	no	no
\$95,000	48%	82%	93%	no	yes
\$100,000	53%	84%	94%	no	yes
\$105,000	56%	87%	95%	no	yes
\$110,000	60%	88%	96%	yes	yes

Table 1, Source: 2023 West Hants Regional Municipality Housing Needs Assessment

**DISCUSSION**

This report presents amendments to the Hantsport Municipal Planning Strategy (HMPS) and Hantsport Land Use By-law (HLUB) in order to meet the goals of Initiative #1-3 in the Housing Action Plan and the commitments made as part of the funding agreement of the Housing Accelerator Fund (HAF). The agreement requires the Municipality to deliver on Initiative #1-3 by meeting the following objectives by March 2025:

- Increase the as-of-right number of permitted dwelling units within fully serviced areas instead of through a rezoning or development agreement process prior to full Plan Review being completed.
- Update the minimum zone requirements to permit development on smaller lots with smaller required setbacks prior to the full Plan Review being completed.
- Create affordable housing policies in the planning documents prior to the full Plan Review being completed.
- Revise minimum parking requirements in serviced areas prior to the full Plan Review being completed.

Section 219 (1) of the Municipal Government Act states that where a council adopts a municipal planning strategy amendment that contains policies about regulating land use and development, the council shall, at the same time, adopt a land-use by-law amendment that shall enable the policies to be carried out. This allows both the amendment to the text and the maps of the Municipal Planning Strategy and the Land Use By-law to happen concurrently.

The following section summarizes key changes and associated objective of the amendments, with full text amendments provided in the accompanying appendixes.

### **Summary of Key Changes to Planning Documents**

- Delineating a revised hierarchy of residential zones to guide the development of inclusive, resilient, and diverse communities.
- Ensuring a diverse range of housing options to support people at all life stages and meet the needs of households of various sizes and incomes.
- Permitting “missing middle” housing on a residential lot serviced with both Municipal water and sewer to promote gentle density and ensure the most efficient use of existing services and protects current and future investments in infrastructure while reducing urban sprawl.
- Updating development standards to accommodate future “missing middle” housing and promote infill development to better align with statement of Provincial Interest on housing.
- Introducing the requirement of lot coverage to residential lots to better manage stormwater runoff.
- Introducing policies and provisions to encourage affordable housing units within a development to improve equity and inclusion in the Municipality.
- Introducing policies to allow Council to identify suitable Municipal-owned surplus properties for the purpose of affordable housing development.
- Relaxing residential parking requirements in Growth Centres to allow developers to provide parking based on market demand and build what is needed.

### **Provincial Support for Housing**

All municipalities in Nova Scotia are required to have specific policies for housing as there is a *Statement of Provincial Interest* regarding housing. The Provincial goal is to provide housing opportunities to meet the needs of all Nova Scotians. Furthermore, the Province requires the Municipality to consider permitting higher densities, smaller lot sizes and reduced yard requirements that encourage a range of housing types. Amendments in this report reflect this Provincial intention and further align the planning documents with the *Statement of Provincial Interest* on housing.

## **Amendments in relation to Initiative#1- Allowing greater density as-of-right**

### **1. Adding Missing Middle Housing Options to Serviced Areas**

Based on staff research, technical analysis, and public engagement feedback, the amendments to the HMPS and HLUB include adding missing middle housing options as a permitted use (applicant can proceed as-of-right provided meeting all zoning standards) to residential zones. Proposed amendments to the Windsor and West Hants Municipal Planning Strategies and Land Use By-laws are similar in nature and as a whole will allow greater density as-of-right within the Municipality's serviced areas (Windsor, Hantsport, Falmouth and Three Mile Plains). To reflect these changes, staff propose to rezone the current Single Unit Residential (R-1) and Two Unit Residential (R-2) zones in the HLUB to Low Density Residential (R-1) and Medium Density Residential (R-2), which will allow up to four and six dwelling units on a lot, respectively. Additionally, the current Multiple Unit Residential (R-3) will be rezoned to High Density Residential (R-3), allowing up to 12 dwelling units. This revised hierarchy of residential zones standard in Hantsport aligns with planning documents from West Hants and Windsor, ensuring consistency across the Municipality.

### **2. Maintaining One Main Building on a Lot and Building Typologies**

The amendments propose to allow up to four dwelling units in R-1 zone. Currently, a maximum of two dwelling units per lot can be considered in the R-1 zone (one main dwelling unit and one secondary suite). Should the amendment be adopted, applicants can build up to four dwelling units on a fully serviced lot in a proposed Low Density Residential (R-1) zone. Section 5.13 of the HLUB, which limits each lot to a single main building and specifies how a building with up to four dwelling units can be configured on a single lot, remains compliant. For example, the combination of four standalone single-unit dwellings on a single lot and two standalone semi-detached or duplex dwellings on a single lot will not be permitted.

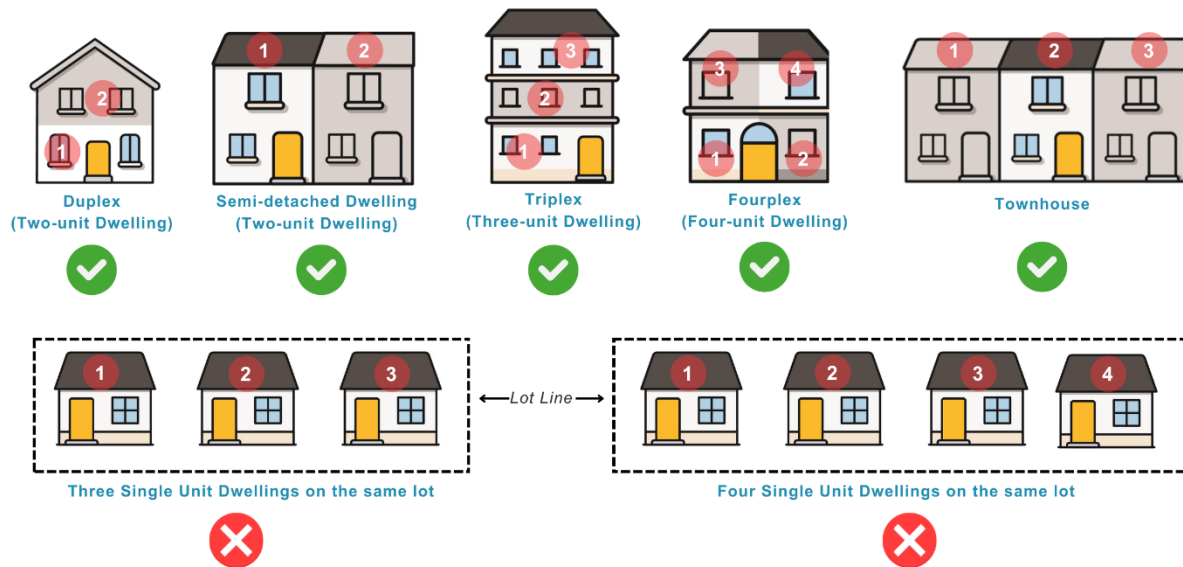


Figure 1

Source: City of St. John's

To be eligible to build up to four dwelling units, the development will be limited to one main building with four units or less (e.g., a fourplex, a triplex, a semi-detached/duplex) or four townhouse units with each unit situated on a sperate lot, as illustrated in Figure 1. In addition, residential lots that are outside of serviced areas can only build single or two-unit dwellings. Each dwelling unit in a single or two-unit dwelling may also include one secondary suite, either attached or detached.

### 3. Updating development standards and Introducing Lot Coverage Requirements

Residential zones in the Municipality currently have varying regulations for setbacks and lot area. The proposed amendments aim to establish consistent development standards across all three planning documents, which include revised minimum lot sizes and setbacks. To maintain neighborhood compatibility and promote seamless integration in the existing neighborhoods, the proposed amendments will not change the maximum building height in these areas.

Lot coverage is one of the land-use metrics by which the intensity of development on a parcel is regulated. Lot coverage is expressed as a percentage, calculated by dividing the footprint of all buildings on a lot by the size of the lot and multiplying by 100. The current HLUB doesn't have regulation of lot coverage.

The proposed amendments will require a maximum of 50 percent lot coverage for future residential development in proposed Low Density Residential (R-1) and Medium Density Residential (R-2), and a maximum of 40 percent lot coverage for future residential development in High Density Residential (R-3). The purpose behind regulating lot coverage is to limit the size of buildings, in conjunction with setbacks and other standards, to ensure a consistent and compatible pattern of development with existing neighborhoods and protect the pervious

surfaces that support groundwater recharge and effective stormwater management. The lot coverage requirement will apply only to properties zoned R-1, R-2, or R-3 under the HLUB.

## **Amendments in relation to Initiative#2 - Creating affordable housing policy requirements**

### **1. Adding Definition of Affordable Housing Unit**

To better guide future development and support the provision of affordable housing units while ensuring their affordability over time, the HLUB will be amended to add a definition of Affordable Housing Unit. The proposed definition is consistent with those defined by the Canada Mortgage and Housing Corporation (CMHC) or the Province of Nova Scotia and requires such units be constructed as part of provincial or federal affordable housing cost-sharing or funding programs. This requirement ensures that proposed developments must qualify for funding from the Nova Scotia Department of Municipal Affairs or federal agency (e.g., CMHC), with annual reporting requirements to the respective funding agencies to confirm occupancy and rental rates for affordable rental units to ensure compliance requirements and affordability over the agreement period.

### **2. Adding Bonus Zoning**

Section 220 (5) (k) of the MGA allows municipalities to establish bonus zoning provision in the Land Use By-law. The current HLUB doesn't include any incentive provisions for affordable housing. Windsor is the only area in the Municipality that has a similar bonus zoning provision for affordable housing. To encourage the provision of affordable housing units across a broader area within the Municipality, the amendments to HMPS and HLUB add the option of bonus zoning for Medium Density Residential (R-2) and High Density Residential (R-3). This bonus zoning incentive only applies when the units meet the definition of affordable housing unit in the Land Use By-law. Although the proposed amendments on affordable housing incentive policies may be limited at this time, further options or programs can be explored during the full Plan Review based on feedback received from the public and developers.

### **3. Surplus Municipal-owned Properties**

Section 51 (1) of the MGA allows municipalities to sell or lease property at a price less than market value for any purpose that the council considers to be beneficial to the municipality. To leverage this municipal tool in addressing affordable housing needs, the amendments to HMPS create policies to allow Council to identify Municipal-owned surplus properties for the purpose of affordable housing development and sell such properties below market value if Council determines that it is in the best interest of the Municipality to do so. Staff recognize that proposed policies represent an initial step toward promoting affordable housing, further studies and discussions with Council are required to establish the specific criteria and conditions for property identification and disposal.

## **Amendments in relation to Initiative#3**

### **1. Relaxing Parking Regulations**

The current HLUB requires 1.5 parking spaces per dwelling unit for any dwelling with three (3) or more units. In the past, many residential developments have already used a relaxing parking ration of one (1) parking space per unit through the development agreement process. To better accommodate future development of “missing middle” housing and promote a consistent parking requirement standard, staff originally proposed to reduce parking requirements to one (1) parking space per dwelling unit for all dwelling types. However, the recent housing survey showed that almost half (49%) of the residents opposed this blanket approach to reducing parking requirements across the Municipality. Additionally, feedback from the Municipal Traffic Authority indicated that lowering parking requirements could create operational challenges for street maintenance during weather events. As a result, staff now propose to reduce parking requirements only in the Growth Centres of the Municipality, with a ratio of one (1) parking space per dwelling unit for residential developments. It is important to note that this relaxed standard does not prevent applicants from providing additional parking spaces if desired. In addition, parking requirements for other uses (e.g., commercial or industrial) will remain the same.

## **Public Engagement**

### **Overview**

The public engagement plan was designed to gather both qualitative and quantitative feedback through various tools. Staff initiated public engagement with an online survey which collected 320 responses between August 21 and September 30, 2024. Additionally, staff hosted two public open house sessions on September 11 and 19, 2024 in two different communities to provide other opportunities for the public to give feedback on these three initiatives, with staff available to answer any questions from attendees. These sessions were attended by 20 members of the public. In total, staff received 376 unique comments and written feedback over 41-days engagement period. *Table 2* summarizes the engagement results, the feedback through engagement process was beneficial for staff to help understand the community’s perspective

on future housing policy directions.

<b>Channels/Event</b>	<b># of Touchpoints</b>
<b>Social Media (17 Facebook Posts)</b>	1,200 people per post
<b>HAF Project Webpage</b>	127 visitors
<b>Open House Sessions</b>	20 Attendees
<b>Online Survey</b>	320 Responses
<b>Unique Comments</b>	376 comments

*Table 2, Engagement Summary over 41-days engagement period*

Feedback received on Initiative #1

Engagement results indicated a strong support from the public for “missing middle” housing development and gentle density in the Municipality, where 77% of surveyed residents agree that the Municipality should have a variety of housing options to meet the needs of diverse demographics. Additionally, 63% support greater housing density in areas within serviced areas of the Municipality. 62% agree with allowing residential property owners more flexibility, and 79% of surveyed residents support regulation of lot coverage requirements.

Residents who supported this initiative highlighted its potential to retain young families and professionals in the Municipality, promote equity for vulnerable groups (e.g., single parents and individuals with support needs), enable multi-generational living, and increase housing options through "missing middle" development. However, some residents expressed concerns about the impact of increased density on infrastructure and its compatibility with the character of existing neighborhoods.

Feedback received on Initiative #2 and #3

Engagement results showed overall support for Initiative #2 for creating affordable housing policies, with 55% of surveyed residents agreeing that Municipality should incentivize large development to provide affordable housing units within proposal. Residents expressed low support for Initiative #3 to reduce parking requirements, with only 27% of residents in favor of this approach.

Residents who supported Initiative #2 emphasized that affordable housing would enable seniors to age in place and foster a more inclusive community. Supporters of Initiative #3 highlighted its potential to promote a more walkable community. However, concerns were raised about both initiatives, with residents questioning for mechanisms to ensure affordable housing remains affordable long-term, noting that most families in the Municipality require two cars for work and the lack of public transit as a challenge to reducing parking requirements.

## Hantsport Municipal Planning Strategy

Section 3.2.6, Housing, of the HMPS outlines the intention for Council to encourage the provision of housing that includes all residents in Hantsport and provide flexible residential development standards. The background for this section states the following (underlining emphasis added by staff).

“Council acknowledges it is important to encourage the provision of housing that includes all residents in Hantsport regardless of socio-economic status, age or physical or mental disability. Demographic changes, such as an aging population, smaller household size and a growing number of single-parent families mean that a community needs to enable diverse housing types to satisfy the housing needs of its population. Housing must be available for seniors and individuals in the community with special needs. Housing choices and the affordability of those choices can be increased by providing flexible development standards allowing for smaller lots and setbacks, narrower streets, clustered developments and opportunities for multiple-unit development in appropriate locations. Secondary suites can provide a solution for those wishing to keep elderly or dependent family members nearby and can increase affordable housing options for the greater community. By regulating the size and appearance of these suites, Council can ensure they have minimal effect on the overall built form and are compatible with the neighbourhood.”

Policy GP-11 would allow Council to encourage the provision of housing adequate to meet the needs of all residents in Hantsport.

Policy GP-12 would allow Council to provide for the development of a range of housing types.

Policy GP-13 would allow Council to include flexible development standards which encourage innovative housing development in the Municipal Planning Strategy and Land Use By-law.

Policy IM-1 of the HMPS states that *“It shall be a policy of Council to review the Municipal Planning Strategy and Land Use By-law as deemed necessary by Council due to changing conditions but not later than every seven years.”* With a growing number of residents in the Municipality facing challenges in finding suitable, affordable housing that meets their lifestyle and financial needs, these proposed amendments to HMPS represent a significant response to the development environment. The amendments aim to address housing needs and improve housing affordability in the Municipality and would be consistent with Policy IM-1, which guides Council in considering amendments to the HMPS.

## HMPS General Criteria

Staff have reviewed the general criteria for amendments set out in Policy IM-3 in considering amendments to the Hantsport Land Use by-law. In summary the criteria are met since:

- the Public Works Engineering division have no concerns with regard to the adequacy of sewer and water services;
- the Manager of Building and Fire Inspection Services have no concerns with regard to the adequacy of fire protection;
- the Municipal Traffic Authority have no concerns with regard to the adequacy of road network which the proposed amendments may create within serviced areas.
- no municipal costs related to these amendments, as all associated costs are funded under Housing Accelerator Fund (HAF) provided by the Canadian Mortgage and Housing Corporation (CMHC).

## MUNICIPAL CLIMATE CHANGE ACTION PLAN

As these amendments are not related to a specific property, the Municipal Climate Change Action Plan (MCCAP) for Hantsport was not reviewed in detail in relation to these amendments. It is the responsibility of a property owner to ensure their site is suitable for any proposed uses.

## NEXT STEPS

As noted above, the proposed amendments have been considered within the context of the general policies of the HMPS and are consistent with the intent, objectives, policies and criteria of the HMPS. As a result, it is reasonable to amend the text and the maps of the HMPS and the HLUB to expand housing options in the serviced areas of the Municipality and create affordable housing policy and relax parking requirements to meet the commitments made as part of funding agreement of the Housing Accelerator Fund (HAF).



What We Heard Report presented to the Planning and Heritage Advisory  
Committee – November 14, 2024



**Amendments presented to the Planning and Heritage Advisory Committee for  
Review and Recommendation– January 9, 2025**



Council First Reading – February 2025\*



Public Hearing & Second Reading – March 2025\*



Ministerial Approval



Notice of Approval in Local Paper

\*anticipated dates; final dates set by Council

## **FINANCIAL IMPLICATIONS**

The Municipality will receive its funding from CMHC under the contribution agreement in four equal installments. The first installment was paid upon signing the agreement in February 2024, while the release of the next two annual installments in 2025 and 2026 will depend on the Municipality's progress in achieving the milestones outlined in the Housing Action Plan. The final installment in 2027 will be contingent on the Municipality's performance in meeting housing supply targets in accordance with the contribution agreement. Any delays or scope changes in implementing these initiatives may have financial implications for the Municipality.

## **ALTERNATIVES**

In response to this application, the PAC/HAC may recommend that Council:

- hold First Reading and authorize a Public Hearing to approve the HMPS and HLUB text amendments as drafted or as specifically revised by direction of PAC/HAC;
- provide alternative direction such as requesting further information on a specific topic.

## **ATTACHMENTS**

Figure 1                      Proposed LUB Hantsport Zoning Map

Attachment A                Draft HMPS

Attachment B      Draft HLUB

Attachment C      General Criteria for Amendments

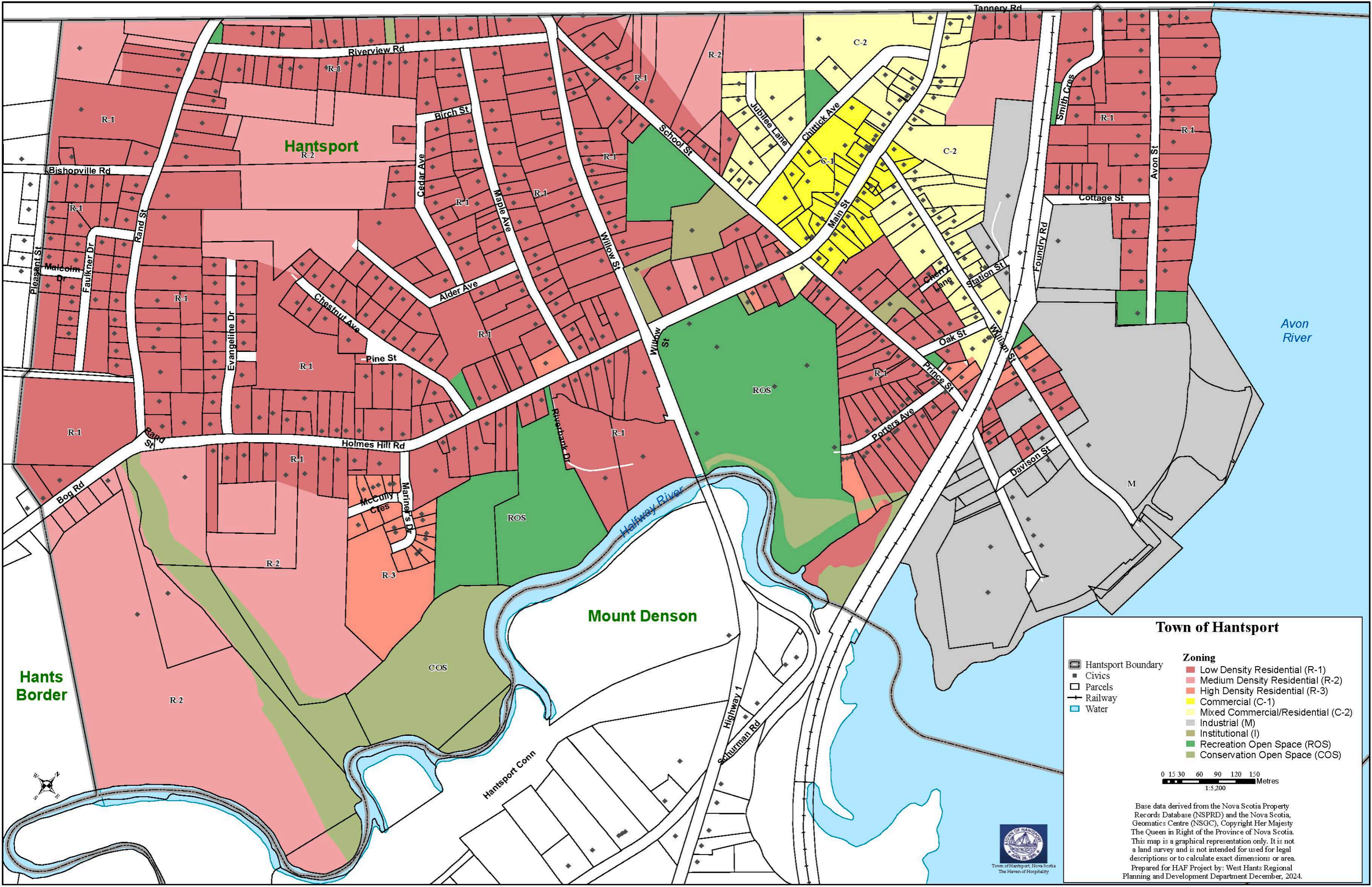
Report Prepared by: \_\_\_\_\_

Will Hong, Planner

Report Reviewed by: \_\_\_\_\_

Kari Fougere, Acting Director of Planning and Development

**Figure 1**  
**Proposed LUB Hantsport Zoning Map**



**Hantsport**

**Mount Denson**

**Hants Border**

Avon River

**Town of Hantsport**

<ul style="list-style-type: none"> <li> Hantsport Boundary</li> <li> Civics</li> <li> Parcels</li> <li> Railway</li> <li> Water</li> </ul>	<p><b>Zoning</b></p> <ul style="list-style-type: none"> <li> Low Density Residential (R-1)</li> <li> Medium Density Residential (R-2)</li> <li> High Density Residential (R-3)</li> <li> Commercial (C-1)</li> <li> Mixed Commercial/Residential (C-2)</li> <li> Industrial (M)</li> <li> Institutional (I)</li> <li> Recreation Open Space (ROS)</li> <li> Conservation Open Space (COS)</li> </ul>
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0 15 30 60 90 120 150  
Metres  
1:5,200

Base data derived from the Nova Scotia Property Records Database (NSPRD) and the Nova Scotia, Geomatics Centre (NSGC), Copyright Her Majesty The Queen in Right of the Province of Nova Scotia. This map is a graphical representation only. It is not a land survey and is not intended for use for legal descriptions or to calculate exact dimensions or area.  
Prepared for HAF Project by: West Hants Regional Planning and Development Department December, 2024.



**Attachment A**  
**Draft HMPS Amendments**

*Note: purple text indicates a change from the present HMPS or HLUB and is provided only for the convenience of PAC/HAC and Council.*

**Hantsport Municipal Planning Strategy**

- 1. Amend Part 3.2.6, Housing, of the Hantsport Municipal Planning Strategy to acknowledge the needs of planning for a range of housing options to support people at all life stages and different households sizes and incomes in the background material and create policies for affordable housing, so that Part 3.2.6 reads as follows:**

### **3.0 General Land Use Policies**

#### **3.2.6 Housing**

Council acknowledges that it is important to encourage the provision of housing that includes all residents in Hantsport regardless of socio-economic status, age or physical or mental disability. Demographic changes, such as an aging population, smaller household size and a growing number of single-parent families, mean that a community needs to provide diverse housing types to satisfy the housing needs of its population. *To achieve the foregoing, the Municipality will continue to plan for a range of housing types, including low density, medium density, and high density housing in appropriate locations, with the intent to provide a range and mix of housing types, sizes, costs and tenure.* Housing must be available for seniors and individuals in the community with special needs. Housing choices and the affordability of those choices can be increased by providing flexible development standards allowing for smaller lots and setbacks, narrower streets, clustered developments and opportunities for multiple-unit development in appropriate locations. Secondary suites can provide a solution for those wishing to keep elderly or dependent family members nearby and can increase affordable housing options for the greater community. By regulating the size and appearance of these suites, Council can ensure they have minimal effect on the overall built form and are compatible with the neighbourhood.

#### ***Affordable Housing***

*Council acknowledges that affordable housing is needed to ensure a high quality of life for all residents. In order to address housing affordability challenges, the Municipality will encourage the provision of affordable housing units through creating affordable housing policies and develop partnership with local housing providers, agencies, and other levels of government to meet the varying financial needs of current and future residents.*

- GP-15 It shall be the policy of Council to incentivize affordable housing through the use of bonus zoning, where additional units will be permitted if the development provides a certain number of dwelling units that meet the definition of Affordable Housing Unit in the Land Use By-law, in the following zones:***

a) Medium Density Residential (R-2); and

b) High Density Residential (R-3).

**GP-16** It shall be the policy of Council to identify surplus Municipal-owned properties that may be suitable for affordable housing development.

**GP-17** It shall be the policy of Council to consider the disposal of identified surplus Municipal-owned properties to housing providers at a price less than market value for the purpose of affordable housing development, where Council determines that it is in the best interest of the Municipality to do so.

2. Renumber all subsequent Part 3.2.7, Accessory Use and Buildings, so that Part 3.2.7 reads as follows:

**GP-18** regulate accessory uses and buildings by:

(a) regulating the number, size, location and height of accessory buildings; and

(b) regulating the types, location, and size of accessory uses.

**GP-19** permit accessory uses to be located on a lot held in the same ownership and:

(a) within the same zone as the main building or use it is intended to serve or within an abutting zone in which the main use or building is permitted; and

(b) on a lot which directly abuts or is directly across a public street or highway or private road from the lot containing the main building or use it is intended to serve.

**GP-20** permit an accessory building to be constructed prior to construction of a main building only if development and building permits have been issued for the main building.

3. Amend Part 4, Residential Policies, of the Hantsport Municipal Planning Strategy by replacing Policy RP-1, so that Part 4 reads as follows:

**Policy RP-1**

It shall be a policy of Council to designate an area as “~~Service~~ Residential” as shown of the Generalized Future Land Use Map. Council shall establish three residential zones in the Land Use By-law which shall apply to this designation, the ~~Residential Single Unit~~ Low Density Residential (R-1)

Zone, the ~~Two-Unit Medium Density Residential (R-2) Zone~~ and the ~~Residential Multiple High Density Unit (R-3) Zone~~.

4. Amend Part 4.1, Residential Low Density, of the Hantsport Municipal Planning Strategy by replacing the preamble and policies to allow a diverse range of housing options and reflect name changes of residential zones, so that Part 4.1 reads as follows:

#### 4.1 Residential Low Density and Medium Density

While a majority of the residential area of the Town consists of detached single unit development, Council is in favour of increasing residential density in order to provide housing opportunities to encourage new residents, as well as to more fully utilize central water and sewer services. In the adjacent vacant areas shown as “Future Development Areas” on the Opportunities Map Council will establish a ~~two-unit Medium Density~~ residential zone. Council may consider rezoning additional land to R-2 as demand requires. *(Amendment HMPS 16-01 – effective June 26, 2017)*

#### RP-2

It shall be a policy of Council to establish the ~~Single-Unit Low Density Residential (R-1)~~ and apply the zone to ~~existing single unit residential development and adjacent areas shown as “infill” areas of the Opportunities Map~~ areas where zoned Single Unit Residential (R-1) under the previous Hantsport Land Use By-law. Permitted uses in the zone shall include single unit, ~~two-unit and multiple-units~~ dwelling units, residential daycare facilities (accommodates more than three but less than 9 children) and home based businesses.

#### Policy RP-2A

It shall be a policy of Council to consider rezoning land within the Residential Designation to R-2 subject to the following:

- (a) the area to be rezoned is serviced, or capable of being serviced, with municipal water and sewer.
- (b) the proposed use will not conflict with adjacent existing uses;
- (c) any other matter which may be addressed in a Land Use By-law;
- (d) Policy IM-3. *(Amendment HMPS 16-01 – effective June 26, 2017)*

#### RP-3

It shall be a policy of Council to establish the ~~Two-Unit Medium Density Residential (R-2) Zone~~ and to apply this zone to the areas ~~shown as “Future Development Areas” on the Opportunities Map~~ where

zoned **Two Units Residential (R-2)** under the previous **Hantsport Land Use By-law**. Uses permitted in the R-1 Zone ~~and two unit residential development~~ shall be permitted in the R-2 Zone.

5. Amend Part 4.2, Residential Multiple Unit, of the Hantsport Municipal Planning Strategy by replacing the preamble and policies to allow a diverse range of housing options and reflect name changes of residential zone, so that Part 4.1 reads as follows:

#### 4.2 Residential ~~Multiple-Unit~~ High Density

There are few residential buildings in Hantsport containing three or more units. The largest multi-unit buildings are for senior citizens, Jubilee Lodge on Jubilee Avenue and Jubilee Court on Chittick Street. These two buildings are owned by the Nova Scotia Housing Authority.

Council would like to see more multiple unit residential development occur in the Town, provided it is compatible with lower density residential uses. Therefore new ~~multiple-unit~~ high density development shall only be permitted through rezoning subject to criteria, including criteria to protect adjacent existing low density residential development. A new multiple unit development is proposed on a site on the southeastern side of Holmes Hill Road. Unless Council receives information that the project is no longer active, Council will also zone this site R-3.

##### Policy RP-5

It shall be the policy of Council to establish the ~~Multiple-Unit High Density Residential (R-3) Zone~~ and ~~to place existing multi-unit residential development and a site off of Holmes Hill Road in this zone in areas where zoned Multiple Unit Residential (R-3) Zone under the previous Land Use By-law.~~

##### Policy RP-6

Permitted uses in the R-3 Zone are residential uses of ~~three up to twelve or more units, including triplexes, row housing, and apartment buildings.~~ Converted dwellings of four or more units are also permitted.

##### Policy RP-7

It shall be the policy of Council to allow new ~~multi-unit~~ high density residential uses within the ~~Serviced~~ Residential Designation by rezoning to the R-3 zone provided proposed rezoning will not have a negative impact on adjacent residential uses and subject to the criteria contained in Section 11.3.1

## Attachment B

### Hantsport Land Use By-law

Text amendments to the Hantsport Land Use By-law to meet the goals of Initiative #1-3 in the Housing Action Plan and the commitments made as part of funding agreement of the Housing Accelerator Fund (HAF) to enable a diverse range of housing options, create affordable housing provisions and relax parking requirements for residential developments.

- 1. Amend Part 2, Definitions, of the Hantsport Land Use By-law to add the definition of “AFFORDABLE HOUSING UNIT” and “LOT COVERAGE”, so that Part 2 reads as follows:**

**AFFORDABLE HOUSING UNIT** means

- (a) housing costs less than 30% of before-tax household income or as otherwise defined by the Canada Mortgage and Housing Corporation (CMHC) or the Province of Nova Scotia; and
- (b) dwellings constructed under the Province of Nova Scotia and/or Federal Affordable Housing cost sharing or funding program.

**LOT COVERAGE** means the percentage of the lot that is covered by buildings, also known as the building footprint; maximum lot coverage means the largest allowable area that can be covered by any building or buildings on a lot;

- 2. Amend Part 3.1, Zones, of the Hantsport Land Use By-law to reflect the revised zone symbol, so that Part 3 reads as follows:**

#### **3.1 Zones**

For the purposes of this Bylaw the Town is divided into the following zones, the boundaries of which are shown on the attached Schedule 'A'. Such zones may be referred to by the appropriate symbols.

<b>ZONES</b>	<b>SYMBOLS</b>
<del>Single Unit</del> Low Density Residential	R-1
<del>Two Unit</del> Medium Density Residential	R-2
<del>Multiple Unit</del> High Density Residential	R-3
Commercial	C
Industrial	M
Institutional	I
Open Space	ROS
Conservation Open Space	COS

**3. Amend Part 6.1, Parking Requirements, of the Hantsport Land Use By-law to reduce parking requirements, so that Part 6.1 reads as follows:**

**Part 6 – Parking and Loading Requirements**

**6.1 Parking Requirements**

For every building or structure to be erected or enlarged, off-street parking located within the same zone as the use and having unobstructed access to a public street shall be provided and maintained in conformity with the requirements below.

<i>TYPE OF STRUCTURE</i>	<i>PARKING REQUIRED</i>
<del>a structure not containing more than three (3) dwelling units</del> All dwellings	one (1) parking space for each dwelling unit
<del>all other multiple dwelling structures</del>	<del>1.5 parking spaces for each dwelling unit</del>
churches, church halls, auditoria, restaurants, theatres, arenas, halls, stadia, private clubs and other places of assembly	one (1) parking space for each 100 square feet (9.3 square metres) of floor devoted to public use
hospitals and nursing homes	one (1) space per 540 square feet (50.2 square metres)
hotels, staff houses, motels, and tourist cabins	one (1) parking space per suite or rental unit PLUS one (1) additional parking space for each 100 square feet (9.3 square metres) of floor area devoted to public use exclusive of lobbies and hallways.
Industrial uses	one (1) space per 540 square feet (50.2 square metres)
offices and all other commercial uses	one (1) parking space per 320 square feet (29.7 square metres) of floor space

**4. Amend Part 8.2 of the Hantsport Land Use By-law which outlines the new permitted uses and a revised zone requirement to allow a diverse range of housing options, so that Part 8.2 reads as follows:**

**8.2 ~~Single Unit Residential~~ LOW DENSITY RESIDENTIAL (R-1) Zone**

**8.2.1 Permitted Uses**

- ~~single detached dwellings~~
- Dwellings containing up to 4 units
- Converted dwellings containing up to 4 units
- residential day care centre
- the keeping of horses provided they are kept in a fenced area at a minimum of 0.4 hectares (44,560 sq. ft.) for each horse. *(As amended August 17, 2015)*

- ~~existing two unit dwellings (Amendment HLUB 16-01 Effective October 4, 2016)~~

## 8.2.2 Zone General Requirements

(a) In the R-1 zone, no development permit shall be issued except in conformity with the following:

	Minimum Specifications
Minimum Lot Area	465 square metres (5005 square feet)
Minimum Lot Frontage	15 metres (49.2 feet)
Required Yards	8 metres (26.2 feet)
Front	
Rear	6 metres (19.7 feet)
Flanking	4.5 metres (14.7 feet)
Sides	3 metres (9.8 feet) on one side, and 1.8 metres (5.5 feet) on the other

	Single unit Dwelling, Dwellings with two or more units
Minimum lot area	5,005 ft <sup>2</sup> (465 m <sup>2</sup> )
Minimum lot frontage	50 ft (15.24 m)
Minimum front yard	15 ft (4.57 m)
Minimum rear yard	20 ft (6.1 m)
Minimum side yard	6 ft (1.83 m)
Minimum Flanking yard	15 ft (4.57 m)
Maximum height of main building	35 ft (10.67 m)
Maximum height of accessory building	20 ft (6.1 m)
Maximum Lot Coverage	50%

(b) A development permit shall not be issued for a new residential dwelling of two or more units in the R-1 zone where the proposed development is not serviced with Municipal water and sewer.

## 8.2.3 Converted Dwellings – Special Requirements

In addition to all other regulations, the following provisions shall apply to converted dwellings in the R-1 zone:

- (a) a converted building shall be limited to a maximum of four dwelling units;
- (b) no alterations shall change the roof line or increase the height of the existing dwelling except for the addition of dormers or structures necessary for public safety;

- (c) no alteration shall be undertaken which will extend into the front or side yard of the lot;
- (d) lot coverage of the entire structure shall be limited to 50 percent; and
- (e) parking shall be provided as required in Section 6.1 in the side or rear yard of the lot.

### 8.2.4 Subdivision of Semi-detached and Townhouse Dwellings

Notwithstanding the specifications in 8.2.2, semi-detached and townhouse dwellings located on an approved water and sewer serviced lot may be subdivided into lots provided each dwelling unit has separate service connections and provided all applicable provisions of the Hantsport Subdivision By-law and this By-law are met. No side yard shall be required along the common lot boundary dividing a semi-detached or townhouse dwelling, and the following reduced specifications apply:

	Semi-detached Dwelling	Townhouse Dwelling
Minimum Lot Area	2500 ft <sup>2</sup> (232.26 m <sup>2</sup> ) / unit	2000 ft <sup>2</sup> (185.8 m <sup>2</sup> ) / unit
Minimum Lot Frontage	25 ft (7.62m) / unit	20 ft (6.1m) / unit
Minimum Side Yard	6 ft (1.83m) for one side and zero along the common wall	6 ft (1.83m) for one side of the end unit and Zero for the other side of the end units or interior units

5. Amend Part 8.3 of the Hantsport Land Use By-law which outlines the new permitted uses and a revised zone requirement to allow a diverse range of housing options, with affordable housing incentive provision, so that Section 8.3 reads as follows:

### 8.3 ~~Two Unit Residential~~ MEDIUM DENSITY RESIDENTIAL (R-2) Zone

#### 8.3.1 Permitted Uses

- ~~• single detached dwellings~~
- ~~• semi-detached dwellings~~
- ~~• duplex dwellings~~
- Residential dwellings contain 4 to 6 units Dwellings containing 5 or 6 units
- Uses permitted in the R-1 Zone subject to the requirements of the R-1 Zone

- ~~converted dwellings (to a maximum of 2 units)~~
- guest houses
- bed & breakfast homes
- boarding rooms
- residential day care centre
- the keeping of horses provided they are kept in a fenced area at a minimum of 0.4 hectares (44,560 sq. ft.) for each horse. *(As amended August 17, 2015)*

### 8.3.2 Zone General Requirements

The following minimum specifications apply to all lots:

(a) In the R-2 zone, no development permit shall be issued except in conformity with the following:

	Minimum Specifications
Minimum Lot Area	465 square metres (5005 square feet)
Minimum Lot Frontage	15 metres (49.2 feet)
Required Yards	8 metres (26.2 feet)
Front	
Rear	6 metres (19.7 feet)
Flanking	4.5 metres (14.7 feet)
Sides	3 metres (9.8 feet) on one side, and 1.8 metres (5.5 feet) on the other

	Dwellings with 5 or 6 units
Minimum lot area	6,500 ft <sup>2</sup> (603.87 m <sup>2</sup> )
Minimum lot frontage	82 ft (25 m)
Minimum front yard	15 ft (4.57 m)
Minimum rear yard	25 ft (7.62 m)
Minimum side yard	10 ft (3.05m)
Minimum flanking yard	15 ft (4.57 m)
Maximum height of main building	35 ft (10.67 m)
Maximum height of accessory building	20 ft (6.1 m)
Maximum number of units on Lot	6
Maximum Lot Coverage	50%*

\*Bonus zoning subject to 8.3.6

(b) A development permit shall not be issued for a new residential dwelling of two or more units in the R-1 zone where the proposed development is not serviced with Municipal water and sewer.

### 8.3.3 Subdivision of Townhouse Units

A lot containing townhouse dwelling shall comply with Section 8.2.2 and 8.2.4.

### ~~8.3.3 Subdivision of Semi-detached Dwellings~~

~~Notwithstanding the specifications in 8.3.2, a lot containing a semi-detached structure may be subdivided into two lots along the common wall, with a minimum lot frontage of 9 metres (29.5 feet), and a minimum lot area of 280 square metres (3014 square feet).~~

### 8.3.4 Landscaping

In the case of a building containing more than four units, outdoor parking and service areas shall be screened from the street and adjacent residential properties through the use of a landscaping or opaque fencing.

### 8.3.5 Recreational Space

Notwithstanding anything else in this By-law, no development permit shall be issued for a dwelling with more than four units unless useable space for recreational uses is provided on the same lot according to the following schedule:

- (a) bachelor unit - 150 ft<sup>2</sup> (13.94 m<sup>2</sup>) per unit
- (b) 1 bedroom unit - 200 ft<sup>2</sup> (18.58 m<sup>2</sup>) per unit
- (c) 2 bedroom unit - 250 ft<sup>2</sup> (23.22 m<sup>2</sup>) per unit
- (d) 3 bedroom unit - 270 ft<sup>2</sup> (25.08 m<sup>2</sup>) per unit
- (e) 4 bedroom unit - 400 ft<sup>2</sup> (37.16 m<sup>2</sup>) per unit.

### 8.3.6 Bonus Zoning for Affordable Housing Units

Notwithstanding Section 8.3.2, the following bonus zoning shall be permitted if the proposal provides a minimum of five dwelling units that meet the definition of Affordable Housing Unit under this By-law, by way of subsidization through written agreement between the applicant and the Province and/or Federal Government(s) for a specified period of time:

- (a) Maximum number of dwelling units: increased by up to 35%; and
- (b) Lot coverage: increased to a maximum of 60%.

6. Amend Part 8.4 of the Hantsport Land Use By-law which outlines the new permitted uses and a revised zone requirement to allow a diverse range of housing options, with affordable housing incentive provision, so that Section 8.4 reads as follows:

## 8.4 ~~Multiple Unit Residential~~ High Density Residential (R-3) Zone

### 8.4.1 Permitted Uses

The following uses are permitted in this zone:

- ~~townhouses~~
- ~~apartment buildings (three or more units)~~
- converted dwellings (~~three~~ five or more units)
- ~~Dwellings with more than 6 units~~ Dwellings with more than 6 and to a maximum of 12 units
- grouped dwellings
- uses permitted in the R-1 Zone and R-2 Zone subject to the requirements of the R-1 and R-2 Zone

### 8.4.2 ~~Lot Specifications~~ Zone General Requirements

The following minimum specifications apply to all lots:

(a) In the R-3 zone, no development permit shall be issued except in conformity with the following:

	Townhouse Development	Apartment Buildings and Grouped Homes
Minimum Lot Area	660 square metres (7104.4 square feet) for the first two units, plus 150 square metres (1614.5 square feet) for the third and each additional unit	660 square metres (7104.4 square feet) for the first two units, plus 100 square metres (1076 square feet) for the third and each additional unit
Minimum Lot Frontage	22 metres (72.2 feet) for the first two units, plus 19.6 feet (6 metres) for the third and each additional unit	22 metres (72.2 feet) for the first two units, and 30 metres (98.4 feet) for three or more units
Required Yards Front	8 metres (26.2 feet)	8 metres (26.2 feet)
Rear Minimum rear yard	8 metres (26.2 feet) 26.2 ft (8 m)	8 metres (26.2 feet) 26.2 ft (8 m)
Side	3 metres (9.8 feet)	3 metres (9.8 feet) or one-half the height of the building, whichever is greater.
Flanking	5 metres (16.4 feet)	5 metres (16.4 feet)

Maximum number of units per building	4	20
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(Amendment HLUB 17-03 Effective November 1, 2017)

	Dwellings with more than 6 units	Grouped Dwellings
Minimum lot area	9000 ft <sup>2</sup> (836.13 m <sup>2</sup> )	3,000 ft <sup>2</sup> (278.70 m <sup>2</sup> ) for each dwelling unit
Minimum lot frontage	100 ft (30.48 m)	100 ft (30.48 m)
Minimum front yard	20 ft (6.1 m)	
Minimum rear yard	20 ft (6.1 m)	
Minimum side yard	10 ft (3.05 m)	
Maximum height of main building	35 ft (10.67 m)*	
Maximum height of accessory building	20 ft (6.1 m)	
Maximum Lot Coverage	40%*	

\*Bonus zoning subject to 8.4.7

### 8.4.3 Townhouse Subdivision

Notwithstanding 8.4.2 above, a lot containing a townhouse structure may be subdivided along common walls, and the following reduced specifications apply:

	END LOTS	INTERNAL LOTS
Area	3229 square feet (300 square metres)	1937 square feet (180 square metres)
Frontage	36.0 square ft (11 metres)	19.7 feet (6 metres)
Required Side Yard	9.8 feet (3 metres) one side, zero the other	zero

A lot containing townhouse dwelling shall comply with Section 8.2.2 and 8.2.4.

### 8.4.4 Grouped Dwellings

Notwithstanding anything else in the By-law, in the High Density Residential (R-3) Zone more than one (1) main building shall be permitted on a lot provided that the minimum distance between grouped dwellings is 10 metres and provided that all other requirements of the High Density Residential (R-3) Zone are met.

In addition to the requirements of Section 8.4.2, the following special provisions shall apply to grouped dwellings:

- (a) the minimum distance between grouped dwellings shall be 15 ft (4.6 m) or ½ the height of the higher of any two adjacent buildings, whichever is greater; and
- (b) the maximum number of units in an attached grouped dwelling shall be eight.

#### 8.4.5 Recreational Space

Recreational space shall be provided as required in Section 8.3.5.

#### 8.4.6 Landscaping

Landscaping shall be provided as required in Section 8.3.4.

#### 8.4.7 Bonus Zoning for Affordable Housing Units

Notwithstanding the Section 8.4.2, the following bonus zoning shall be permitted if the proposal provides a minimum of five dwelling units that meet the definition of Affordable Housing Unit under this By-law, by way of subsidization through written agreement between the applicant and the Province and/or Federal Government(s) for a specified period of time:

- (a) Height of the main building: increased to a maximum of 4 storeys (45 feet);
- (b) Maximum number of dwelling units: increased by up to 40%; and
- (c) Lot coverage: increased to a maximum of 50%.

**Attachment C**  
**General Criteria for Amendments**

**Hantsport Municipal Planning Strategy**

**Policy IM-3** In considering development agreements and amendments to the Hantsport Land Use By-law, in addition to the criteria set out in various policies of this Strategy, Council shall consider:

CRITERIA	COMMENT
(a) whether the proposal is considered premature or inappropriate in terms of:	
(i) the adequacy of sewer and water services;	In response to questions from Planning staff, the Public Works Engineering Division commented that they had no concerns regarding the adequacy of Municipal sewer and water services for the proposed amendments.
(ii) the adequacy of school facilities;	Generally, Annapolis Valley Regional Centre for Education (AVRCE) does not provide individual responses on projects or applications. In the past, we have received a general response from the AVRSB stating that they will accommodate educational needs for all students within the appropriate catchment areas.
(iii) the adequacy of fire protection;	In response to an inquiry, the Manager of Building and Fire Inspection Services noted that "I don't see any issues with Fire Safety, they will need to meet Building & Fire codes."
(iv) the adequacy of road networks adjacent to, or leading to the development; and	In response to questions from Planning staff on whether the proposed amendments are premature or inappropriate in terms of adequate of road networks which the proposed amendments may create within serviced areas, the Municipal Traffic Authority commented that they had no concerns.  In relation to reduce parking requirements, the Municipal Traffic Authority stated,

	<p>“Parking on streets as an alternative has proven to create an operational hurdles for street maintenance as well as a safety concern in the winter months.” And they further stated that “On street parking should not be considered to be residential full time parking. This is not only an operational and safety issue we are seeing tenants realizing they don’t have parking after the fact during weather events”.</p>
<p>(v) the financial capacity of the Town to absorb any costs relating to the development.</p>	<p>All costs to the Municipality regarding these amendments and associated public engagement events are covered by the Housing Accelerator Fund (HAF) provided by the Canadian Mortgage and Housing Corporation (CMHC).</p>
<p>(b) the suitability with any aspect relative to the movement of auto, rail and pedestrian traffic;</p>	<p>Not applicable, as these amendments are not site-specific.</p>
<p>(c) the adequacy of the dimensions and shape of the lot for the intended use;</p>	<p>Not applicable, as these amendments are not site-specific.</p>
<p>(d) the pattern of development which the proposal might create;</p>	<p>The Development Officer commented that they did not have any concerns regarding the pattern of development that the proposal may create.</p> <p>The proposed HMPS and HLUB amendments change the zoning from Single Unit Residential (R-1) to Low Density Residential (R-1), Two Unit Residential (R-2) to Medium Density Residential (R-2), and Multiple Unit Residential (R-3) to High Density Residential (R-3). These new zones will allow a variety of housing types as-of-right including but not limited to semi-detached/duplex, triplex, townhouse/rowhouse.</p>

	It is important to note that these amendments are not site-specific, nor do they directly create housing supply. Instead, proposed amendments aim to create the opportunity for more small-scale housing options.
(e) the suitability of the area in terms of steepness of grade, soil and geological conditions, location of water courses, marshes or bogs and susceptibility of flooding;	Not applicable, as these amendments are not site-specific.
(f) whether the proposal meets the requirements of the appropriate provincial or federal agencies as well as whether it conforms to all other relevant municipal by-laws and regulations; and	All Municipal, Provincial and Federal regulations will have to be met.
(g) any other matter required by relevant policies of this Strategy.	There are no other relevant policies of this Strategy.