

C009 Atholea Drive water service area

C047 Atholea Drive (Zzap)

C077 Pearl Drive, Cole Harbour

Internal staff request to include lots currently in the Water Service Area in the Urban Service Area boundary

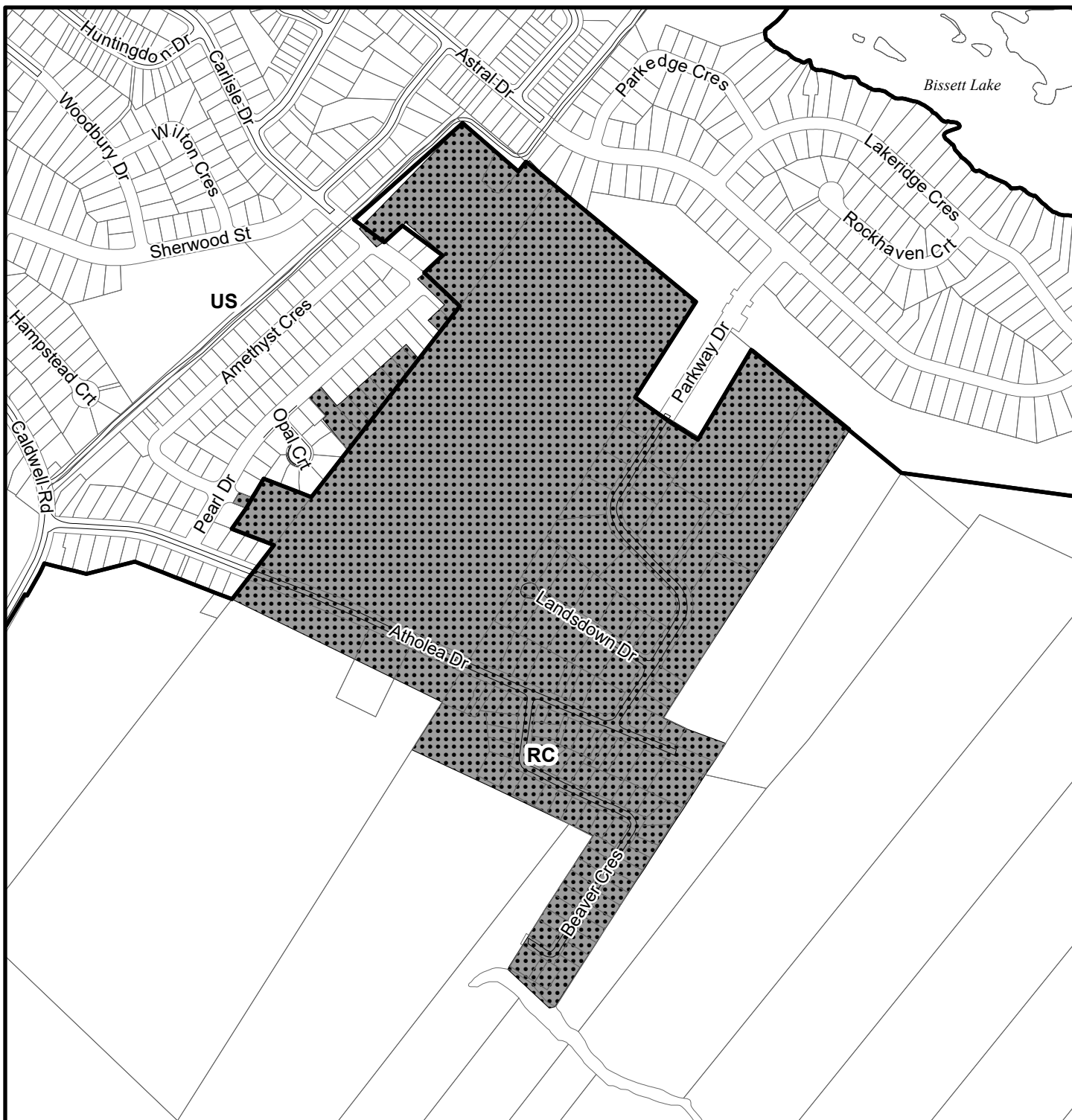
Request from ZZap Consulting Inc. on behalf of the property owner to include these lands within the Urban Service Area and permit serviced residential subdivision.

Request from Tony Lajo, Dora Construction to extend the Urban Service Area to enable subdivision for 5 lots.

Subject Site Details:

General Location	Near Atholea Drive, Cole Harbour North of Atholea Drive, Cole Harbour Pearl Drive, Cole Harbour
Subject Site	Developed portion of the water service area near the end of Atholea Drive PID 40400624 PID 40852931
Size of Site	17 ha (43 ac) PID 40400624 – 14 ha (35 ac) PID 40852931 - 0.5 ha (1.1 ac)
Current Land Use(s)	Mix of single-unit and two-unit, plus a handful of undeveloped lots Vacant - forested
Surrounding Uses(s)	Vacant land and some serviced single-unit Serviced single-unit dwelling
Service Area (per Schedule B, Regional Subdivision By-Law)	Water Service Area
Community Plan Designation	Cole Harbour / Westphal Municipal Planning Strategy : Urban Residential (UR)
Zoning	Cole Harbour / Westphal Land Use Bylaw : Single-Unit Dwelling (R-1) and Two-Unit Dwelling (R-2)
Regional Plan Designation	Rural Commuter
Existing Planning Policy Considerations	Regional Plan ; C009 - Under the Regional Plan, the lands are within the Rural Commuter designation, which envisions a rural pattern of development; however, some of the lands within the Water Service Area are already serviced with central sewer

	C047 There is a large mapped wetland on this property where development is not permitted (per Regional Plan Policy E-15 and Schedule C, Cole Harbour/Westphal LUB) C047, C077, Under the Regional Plan, the lands are designated Rural Commuter and within a Water Service Area, outside the Urban Service Area; adjacent development is serviced with both central water and Wastewater Under the Cole Harbour/Westphal MPS and LUB, the lands are designated and zoned for low-density residential development
Regional Plan Review Considerations	• There are lands in this Water Service Area that are serviced with both water and sewer; recently, limited additional subdivision has been approved for properties in this situation. • Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development. The ongoing Portland Street Functional Plan project is exploring whether the Mount Hope extension will be required to support additional transportation needs in this area. • C047 Proposed housing units (estimated): 635 units (estimated at 7 units per acre). This estimate is likely high due to environmental constraints. (Note that the applicant for C047 has proposed 305 units (including 96 units in multi-unit buildings); however, the proposal does not account for a significant wetland on the property.) • C077 Proposed housing units: 5
Recommended Approach	Possible Categorizations: Regional Plan Phase 3: Quick Adjustments for Capacity Regional Plan Phase 4: Draft Regional Plan Regional Plan Phase 5: Future Capacity Advance Outside Regional Plan No Change Recommended Regional Plan Phase 3: Quick Adjustments for Capacity • As part of this review: - Consider redesignating these lands to the Urban Settlement designation and consider applying the Urban Service Area to the same lands. This will allow the lands to be developed under the existing zoning of the Cole Harbour/Westphal LUB; - Consult with Halifax Water to understand whether there are servicing constraints in this area; - Consider the results of the ongoing Portland Street Functional Plan and study of the potential for a Caldwell-Mount Hope Connector Road to understand the implications for transportation infrastructure, which may inform how development in this area proceeds



C009 - Lands near Atholea Drive Cole Harbour (Water Service Area)

Regional Plan



Subject Area



Regional Plan Generalized Future Land Use Designation

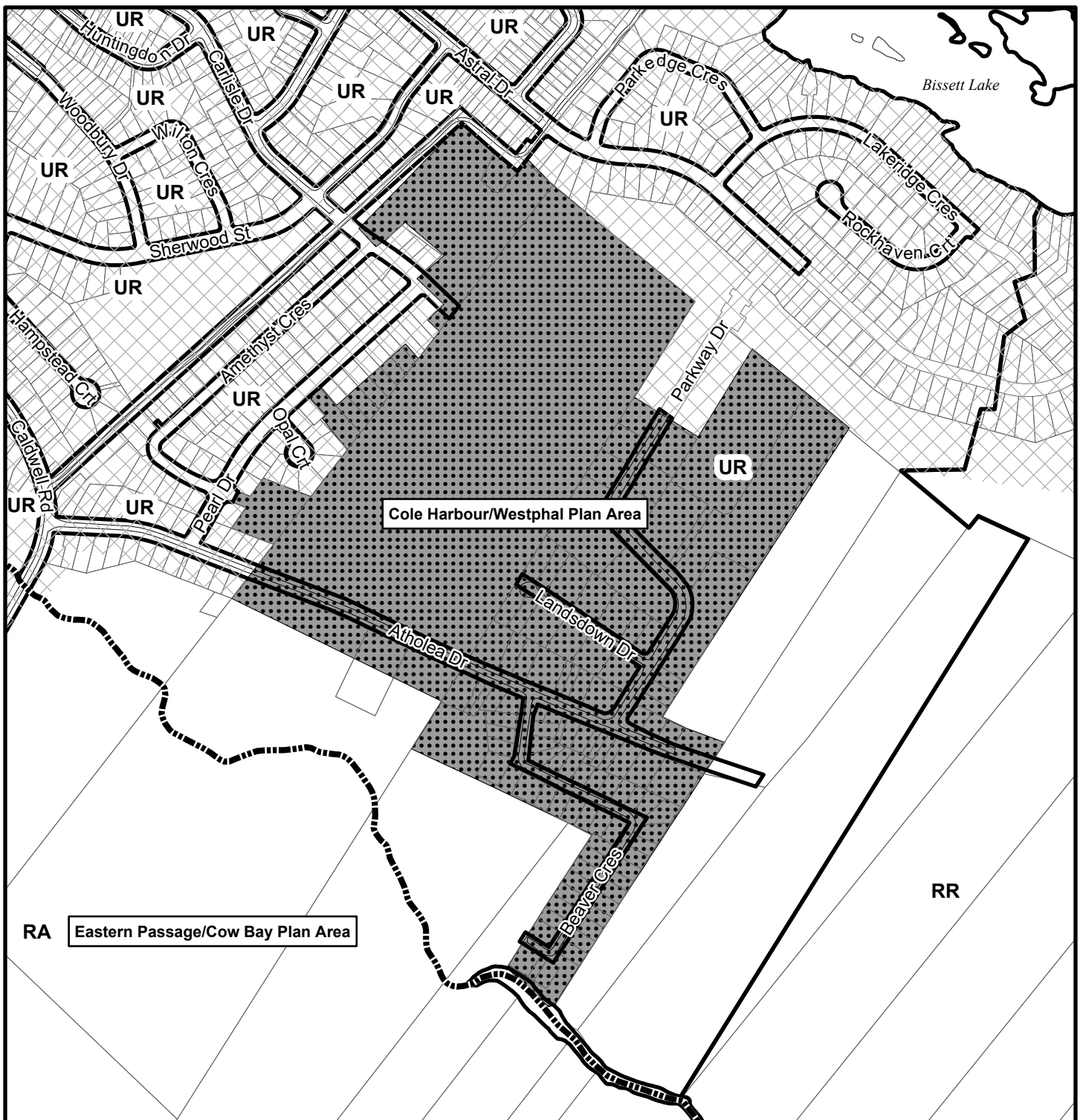


HALIFAX

0 40 80 120 160 200 m

This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the Regional Plan.

The accuracy of any representation on this plan is not guaranteed.



C009 - Lands near Atholea Drive Cole Harbour (Water Service Area)



HALIFAX

Generalized Future Land Use

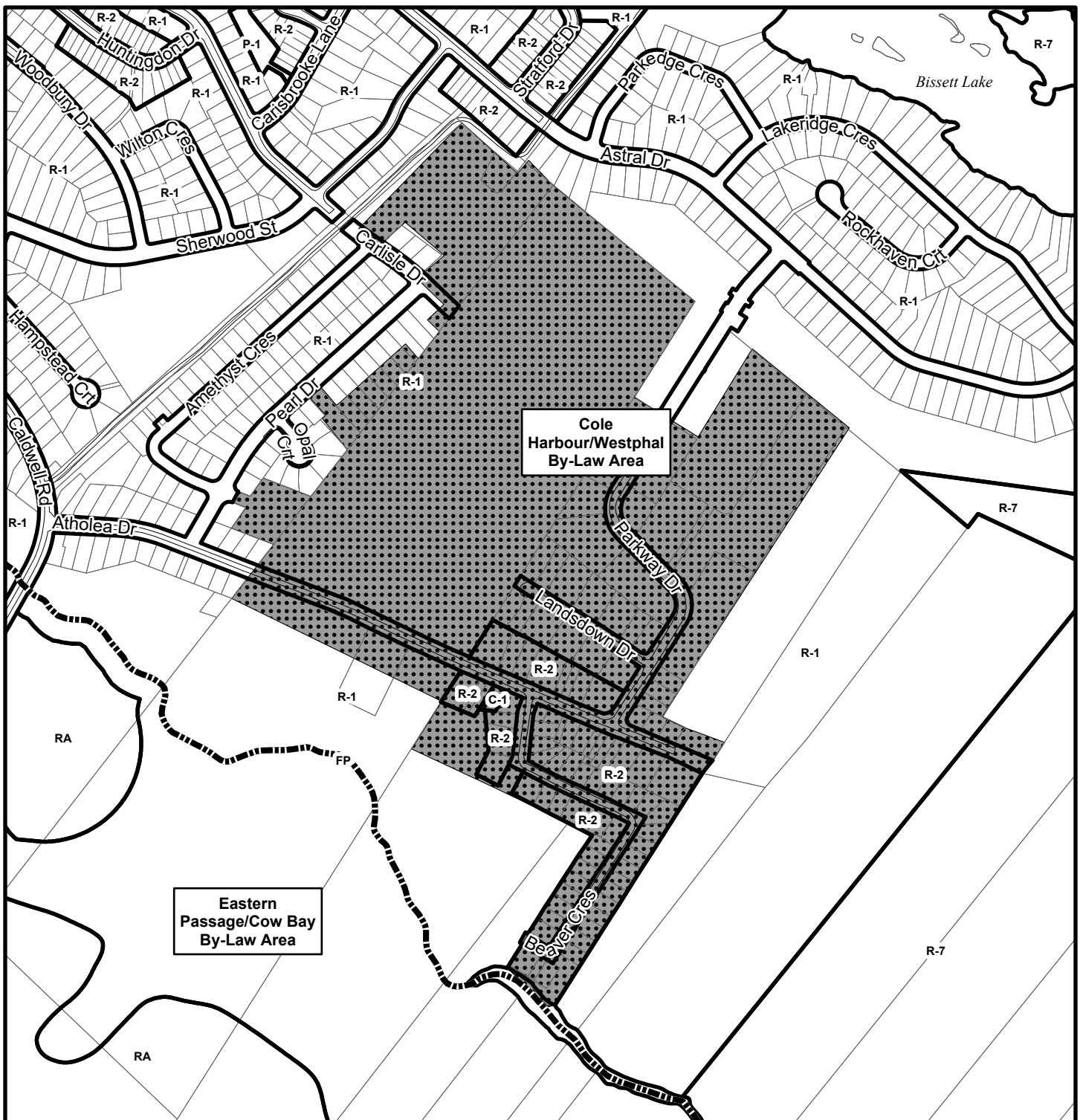
-  Subject Area
-  Plan Area
-  Designation
-  Urban Service Area

0 40 80 120 160 200 m



This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.



C009 - Lands near Atholea Drive Cole Harbour (Water Service Area)

Zoning

-  Subject Area
-  By-law Area
-  Zoning



HALIFAX

0 40 80 120 160 200 m

This map is an unofficial reproduction of a portion of the Zoning for the by-law area indicated.

The accuracy of any representation on this plan is not guaranteed.

C009

Hi Leah,

Take a look at PID 41471780. Original PID 40074007 was retired. The issue is the land use mapping shows that area as serviced with water only (shows up as blue shaded area). You will see on the approval stamps of the attached plans that we have confirmed these properties are serviced with water and sewer. I'm not sure the extent of the area that is serviced with sewer but we wanted the Urban Service Area accurately reflected so we can answer development inquiries accurately. Hope this helps. Let me know if you have any questions.

Regards,
Janice

JANICE MACEWEN
PRINCIPAL PLANNER/DEVELOPMENT OFFICER
LAND DEVELOPMENT & SUBDIVISION
CURRENT PLANNING

HALIFAX
T. 902.717.6911

macewej@halifax.ca

From: Perrin, Leah <perrinl@halifax.ca>
Sent: Wednesday, January 20, 2021 3:37 PM
To: MacEwen, Janice <macewej@halifax.ca>
Subject: RE: Urban Service Area Boundary

Hi Janice,

As part of the Regional Plan Review, I'm in the process of pulling together a list of requests to adjust the Urban Service Area. I found this request from 2019, but the PID and address don't seem to exist any longer and I looked up the subdivision application # in Hansen and I'm still not sure which property this is. Maybe the issue was sorted, but if not, are you able to shed any light on what property it's referencing?

Thanks!
Leah

LEAH PERRIN
T. 902.476.3792

From: MacEwen, Janice
Sent: Friday, May 3, 2019 10:59 AM
To: Pyle, Kurt <pylek@halifax.ca>
Cc: Greene, Katherine <greenek@halifax.ca>; MacIntyre, Erin <macInte@halifax.ca>
Subject: Urban Service Area Boundary

Hi Kurt,

The Urban Service Area boundary outlined on the attached map does not accurately reflect all of the properties that are serviced with water and sewer. A final subdivision application (#22252) was submitted for PID #40074007 (155 Atholea Drive, Cole Harbour). This address is within the area on the map that is shaded blue. The map indicates the property is serviced with water only, and outside the Urban Service Area. The applicant advised us the existing dwelling on the lot is serviced with water and sewer, and has been for years. We contacted HRWC and confirmed same.

Based on your conversation with Meaghan Maund, I understand this area may have originally been serviced with a private sewer system, but at some point that system was taken over by HRWC. I also understand that you are aware the Urban Service boundary outlined on the property mapping does not include all of the properties that are actually serviced with water and sewer, but that the property mapping cannot be corrected until Council has approved an amendment to the Urban Service boundary. We are requesting that the necessary steps be taken to correct to the boundary.

The development potential (minimum required lot areas, eligibility for exemptions in the RSBL and/or proposed new infrastructure) of land is based on the Urban Service Boundary.

Please let me know if you have any questions.

Regards,
Janice

JANICE MACEWEN
PRINCIPAL PLANNER/DEVELOPMENT OFFICER
LAND DEVELOPMENT & SUBDIVISION
CURRENT PLANNING

HALIFAX
T. 902.490.3993
C. 902.717.6911

halifax.ca

Table of Coordinate Values		
NAD83 (CSRS) 2010.0		
N.S.C.M.	Northing (ft)	Easting (ft)
204480	16,224,541.64	83,929,144.18
204479	16,224,683.68	83,928,536.32

HALIFAX REGIONAL MUNICIPALITY THIS FINAL PLAN OF SUBDIVISION IS APPROVED FOR

LOT(S) 1A and 1B

DATE: JUL 26 2019

endorsed by Development Officer
Rosemary MacNeil

WATERCOURSE ALTERATION & PROVINCIAL PERMITS
In the interest of water quality preservation, it is advised that there is a legal requirement under the NS Environment Act and the Activities Designation Regulations to obtain approval from the Dept. of Environment and Labour prior to commencing any work in or around the immediate vicinity of any watercourse, including the bed and shore of every river, stream, lake, creek, pond, spring, lagoon, swamp, marsh, wetland, ravine, gulch or other natural body of water, whether it contains water or not.

HRM WATERCOURSE BUFFERS & DEVELOPMENT
HRM by-laws contain requirements for watercourse buffers relative to adjacent development. Buffers vary in width from a minimum of 20 metres increasing to a maximum of 60 metres, depending on slopes. Activity within buffers is limited and may affect the development of the lots shown on this plan. For specific information concerning watercourse buffer requirements, please contact HRM before applying for construction permits.

CENTRAL SERVICES

LOTS 1A and 1B
ARE CAPABLE OF BEING SERVICED
WITH MUNICIPAL WATER AND SEWER.
SERVICE LATERALS FROM THE MAINS
TO THE BUILDING SHALL BE THE
RESPONSIBILITY OF THE OWNER

PUBLIC STREETS
THE FOLLOWING STREETS ARE OWNED AND
MAINTAINED BY HALIFAX REGIONAL
MUNICIPALITY:

Atholea Drive

NOTE: ACCESS CANNOT BE LOCATED WITHIN 25 FEET
(8M) OF THE INTERSECTION WITH A LOCAL STREET

P.I.D. No. 40084634
Lot 31A
see plan reference no. 3
lands of
Bassett Realty Limited
R.O.D. Book 3648 Page 75

P.I.D. No. 40084642
Lot 31B
see plan reference no. 3
lands of
Darcy Skeete
L.R. Document No. 95625225

P.I.D. No. 40084543
Lot 194-B
see plan reference no. 1
lands of
Richard Sorensen
L.R. Document No. 93047869
L.R. Document No. 83817933

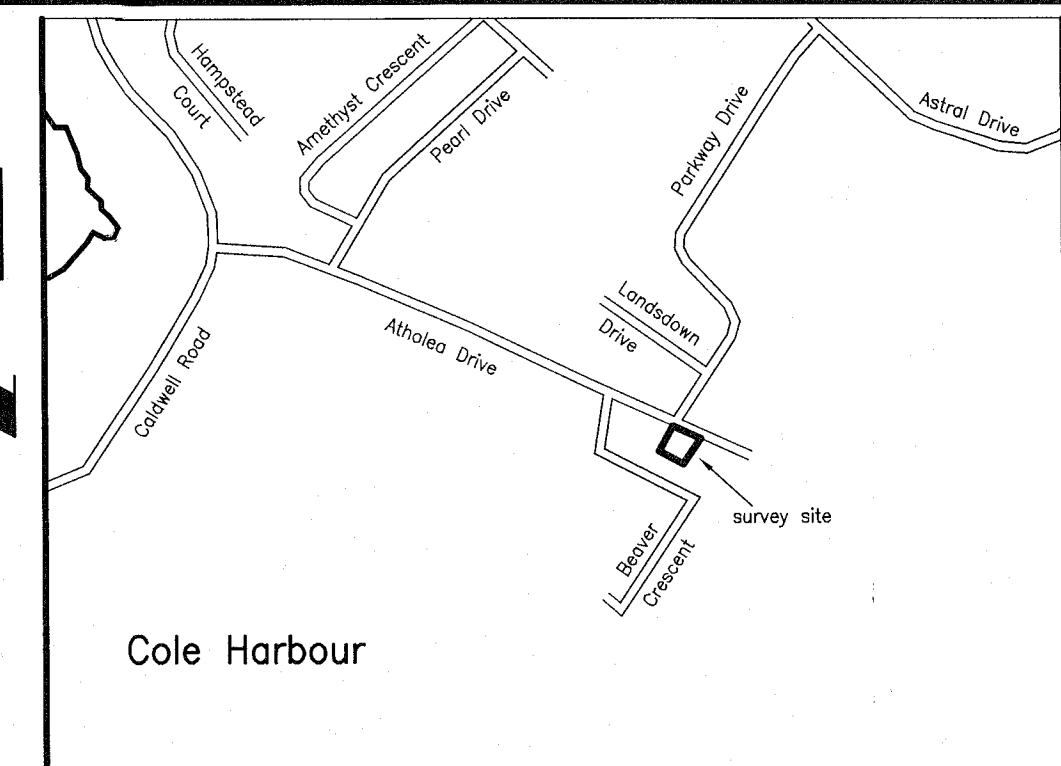
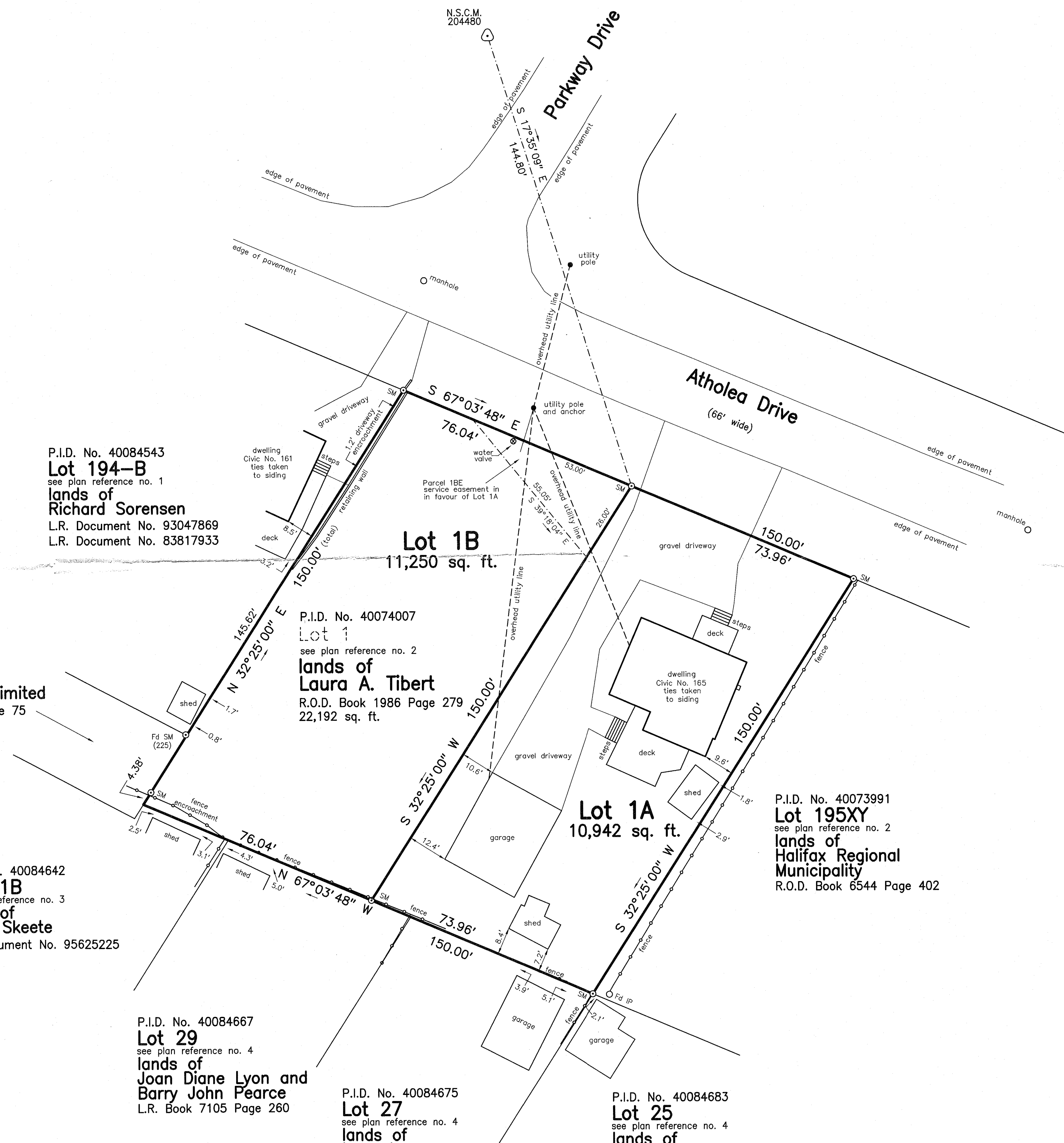
P.I.D. No. 40074007
Lot 1
see plan reference no. 2
lands of
Laura A. Tibert
R.O.D. Book 1986 Page 279
22,192 sq. ft.

P.I.D. No. 40084667
Lot 29
see plan reference no. 4
lands of
**Joan Diane Lyon and
Barry John Pearce**
L.R. Book 7105 Page 260

P.I.D. No. 40084675
Lot 27
see plan reference no. 4
lands of
Irene Lee
L.R. Book 7749 Page 297

P.I.D. No. 40084683
Lot 25
see plan reference no. 4
lands of
Kamil Toulany
L.R. Document No. 113377965

P.I.D. No. 40073991
Lot 195XY
see plan reference no. 2
lands of
**Halifax Regional
Municipality**
R.O.D. Book 6544 Page 402



Notes:
All bearings are referenced to the Three Degree Modified Transverse Mercator Grid North, Zone 5, Central Meridian 64° 30' West Longitude, and have been derived from Nova Scotia Coordinate Monuments numbers 204480 and 204479.
Distances shown on this plan are ground distances using a combination of total station measurements and derived GNSS ground distances.
This survey was carried out during the period of time from March 5, 2019, to March 15, 2019.
The designation of the subject lands as Lot 1 originates with this plan.

- Plan References:**
- #1 Plan of survey of Lots 194-A & 194-B, a subdivision of Lot 194, lands of Spryfield Mobile Home Park Limited, dated July 3, 1985, by K. W. Robb, N.S.L.S.; R.O.D. Plan No. 22070, Drawer 252
 - #2 Plan of survey of Lot 195XY, DeSaid Lake Subdivision, dated December 1, 1969, and last revised May 22, 1975, by K. W. Robb, N.S.L.S.; R.O.D. Plan No. 14488, Drawer 200
 - #3 Plan of survey of Lots 31A & 31B, a subdivision of Lot 31, Ettinger and Beaver Subdivision, dated May 11, 1967, by R. J. Donovan, P.L.S.; R.O.D. Plan No. 8598, Drawer 129
 - #4 Plan of survey of Lots 1 to 32, Ettinger and Beaver Subdivision, dated August 29, 1961, and revised November 7, 1961, by John F. Ross, P.L.S.; R.O.D. Plan Nos. 6312, 6313 and 6314, Drawer 99
 - #5 Plan of survey of Lots 1C-A & 1C-B, a subdivision of Lot 1C, Ettinger and Beaver Subdivision, dated November 21, 1984, by K. W. Robb, N.S.L.S.; R.O.D. Plan No. 21542, Drawer 244
 - #6 Plan of survey of lands of Edward DeYoung, dated July 8, 1982, by Walter Jackson, N.S.L.S.; R.O.D. Plan Book 3608, Page 666

Symbol Legend

Fd	found
SM	survey marker
N.S.C.M.	Nova Scotia Coordinate Monument
P.I.D. No.	Property Identification Number
.....	perimeter of subject lands
O.H.W.M.	ordinary high water mark
IB	iron bar
IP	iron pipe
PC	point of curvature
A	arc
R	radius
(000)	N.S.L.S. Registration No.
L.R.	Land Registration
R.O.D.	Registry of Deeds

Surveyor's Certificate:
I, G. R. Myra, Nova Scotia Land Surveyor, hereby certify that the survey represented by this plan was conducted under my supervision and that the survey and plan were made in accordance with the Land Surveyors Act, regulations and standards made there under.

dated this 15th day of March, 2019

G. R. Myra, N.S.L.S. No. 584

To ensure the originality of this document, all copies must be signed in red ink.

Plan of survey of
Lots 1A and 1B
a subdivision of Lot 1,
DeSaid Lake Subdivision
lands of
Laura A. Tibert
Atholea Drive
Cole Harbour, Halifax County, Nova Scotia
date : March 15, 2019 scale : 1 inch = 20 feet
Bar Scale 20 15 10 5 0 20 40
G. R. Myra, N.S.L.S. 584 File No. 11888

Form 28

Purpose: to record a non-enabling document in a parcel register

For Office Use

Registration District: HALIFAX COUNTY
Submitter's User Number: 2766
Submitter's Name: HFX REGIONAL MUN - HALIFAX

Take notice that the attached plan/document relates to the following parcels registered under the Land Registration Act

PID: 40074007	PID: 41471780	PID: 41471798
---------------	---------------	---------------

Municipal file number or land registration file number (insert file number used when PIDs were originally assigned during pre approval): MF22252

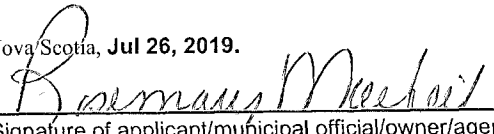
In the matter of the recording of the following non-enabling instrument (select one) :

- ☒ plan
☐ boundary line agreement
☐ instrument of subdivision
☐ statutory declaration regarding de facto consolidation
☐ condominium declaration
☐ initial condominium bylaws
☐ condominium plan
☐ repeal of subdivision
☐ termination of condominium
☐ other (specify)

And in the matter of registered owner (insert name): **LAURA A TIBERT**

Note: An amending Parcel Description Certification Application may be required.

Dated at HALIFAX, in the County of HALIFAX, Province of Nova Scotia, Jul 26, 2019.


Signature of applicant/municipal official/owner/agent

Name: HFX REGIONAL MUN - HALIFAX

Address: PO BOX 1749 HALIFAX NS CA B3J 3A5

Phone: 902.490.4650

Email: WESTREG@HALIFAX.CA

Fax: 902.490.4645

May 4, 2009

Table of Coordinate Values

N.S.C.M.	Northing (ft)	Easting (ft)
204480	16,224,541.64	83,929,144.18
204479	16,224,683.68	83,928,536.32

HALIFAX REGIONAL MUNICIPALITY

THIS FINAL PLAN OF SUBDIVISION IS APPROVED FOR

LOT(S) 1AX, 1BA and 1BB

DATE: MAR 02 2020

endorsed by Development Officer
Janice MacEwen

WATERCOURSE ALTERATION & PROVINCIAL PERMITS

In the interest of water quality preservation, it is advised that there is a legal requirement under the NS Environment Act and the Activities Designation Regulations to obtain approval from the Dept. of Environment and Labour prior to commencing any work in or around the immediate vicinity of any watercourse, including the bed and shore of every river, stream, lake, creek, pond, spring, lagoon, swamp, marsh, wetland, ravine, gulch or other natural body of water, whether it contains water or not.

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CENTRAL SERVICES

LOTS 1AX, 1BA and 1BB ARE CAPABLE OF BEING SERVICED WITH MUNICIPAL WATER AND SEWER.

SERVICE LATERALS FROM THE MAINS TO THE BUILDING SHALL BE THE RESPONSIBILITY OF THE OWNER

PUBLIC STREETS
THE FOLLOWING STREETS ARE OWNED AND MAINTAINED BY HALIFAX REGIONAL MUNICIPALITY:

Atholea Drive

Note: Access cannot be located within 25ft (8m) of the intersection with a local street.

SUBDIVISION FILE NO.
22754
HALIFAX REGIONAL MUNICIPALITY

P.I.D. No. 40084634
Lot 31A
see plan reference no. 3
lands of
Bassett Realty Limited
R.O.D. Book 3648 Page 75

P.I.D. No. 41471798
Lot 1B
see plan references nos. 2 & 7
lands of
Jason S. Tibert
L.R. Document No. 114806434
11,250 sq. ft.

P.I.D. No. 40084642
Lot 31B
see plan reference no. 3
lands of
Darcy Skeete
L.R. Document No. 95625225

P.I.D. No. 40084667
Lot 29
see plan reference no. 4
lands of
Joan Diane Lyon and Barry John Pearce
L.R. Book 7105 Page 260

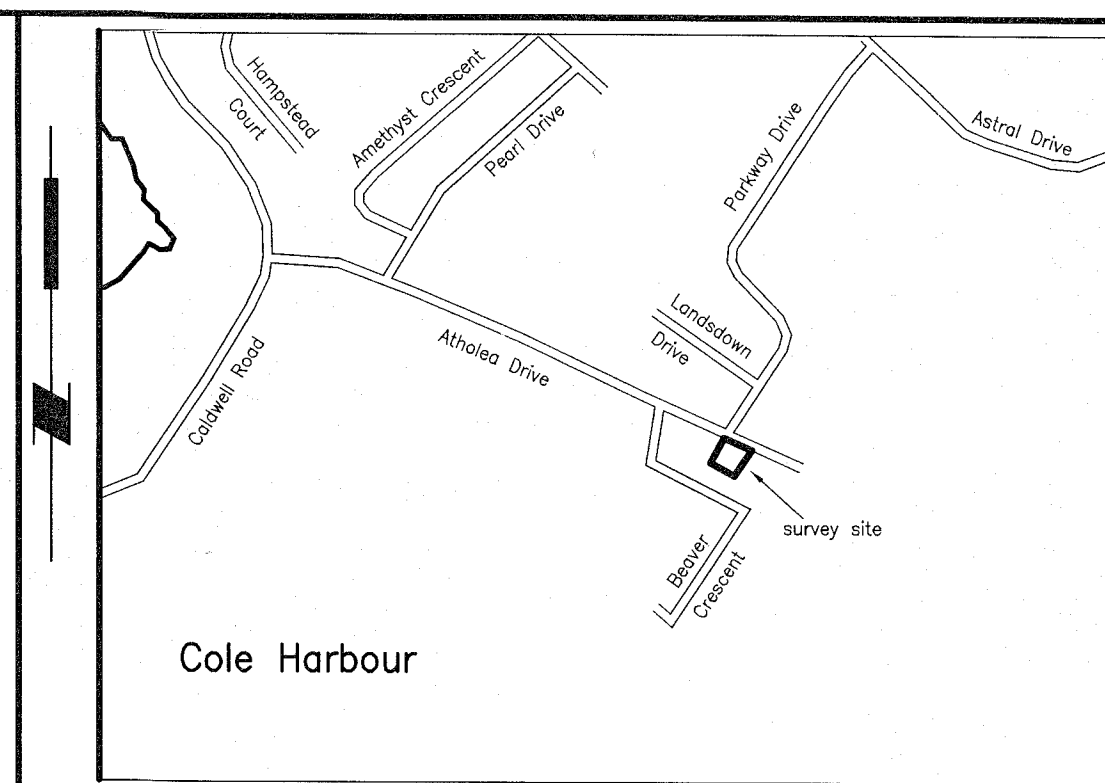
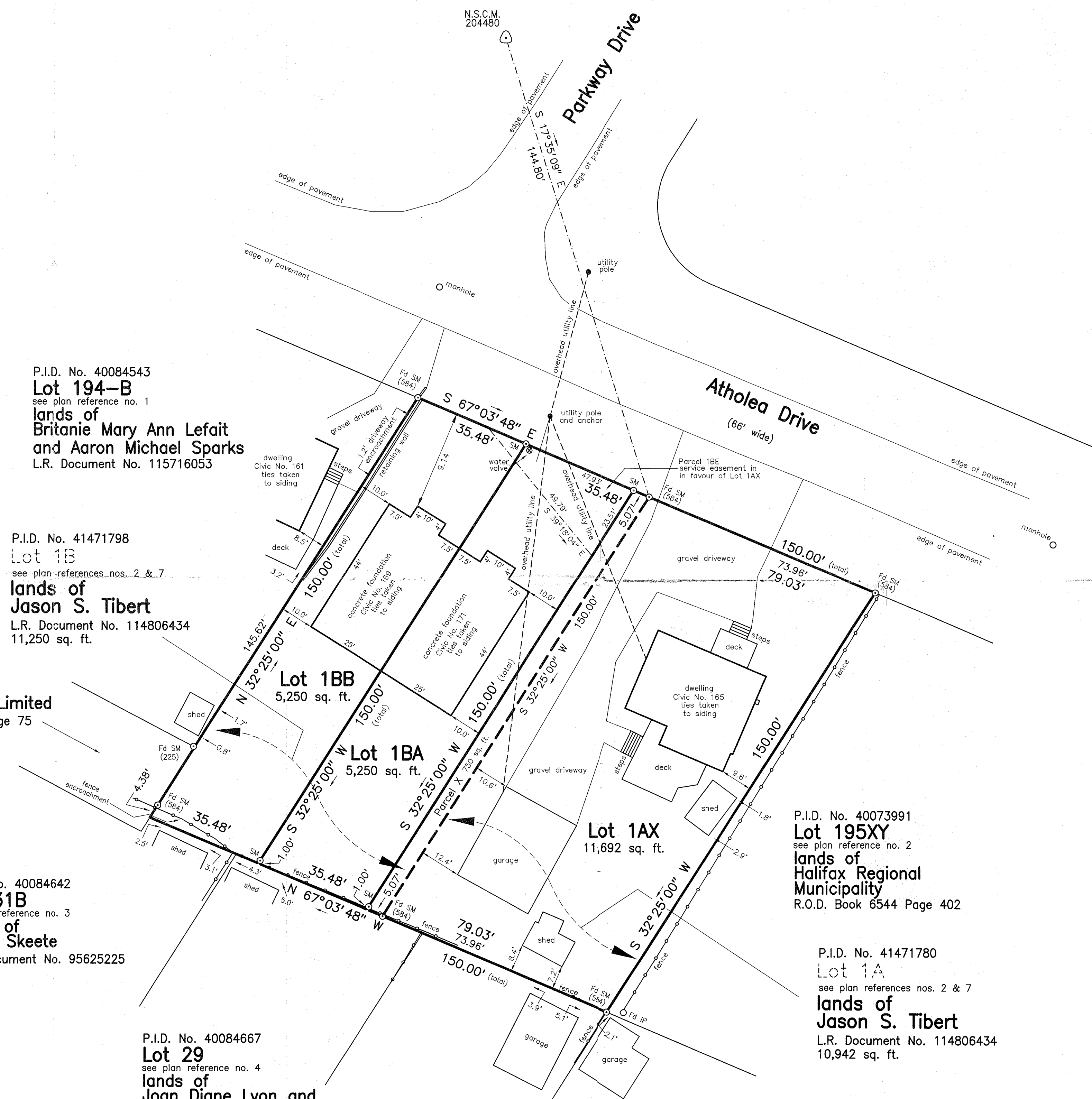
P.I.D. No. 40084675
Lot 27
see plan reference no. 4
lands of
Irene Lee
L.R. Book 7749 Page 297

P.I.D. No. 40084683
Lot 25
see plan reference no. 4
lands of
Kamil Toulany
L.R. Document No. 113377965

P.I.D. No. 40073991
Lot 195XY
see plan reference no. 2
lands of
Halifax Regional Municipality
R.O.D. Book 6544 Page 402

P.I.D. No. 41471780
Lot 1A
see plan references nos. 2 & 7
lands of
Jason S. Tibert
L.R. Document No. 114806434
10,942 sq. ft.

P.I.D. No. 40084543
Lot 194-B
see plan reference no. 1
lands of
Britanie Mary Ann Lefait and Aaron Michael Sparks
L.R. Document No. 115716053



Key Plan scale 1" = 1,000'

Notes:
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 - #7 Plan of survey of Lots 1A & 1B, a subdivision of Lot 1, lands of Laura A. Tibert, dated March 15, 2019, by G. R. Myra, N.S.L.S.; H.C.L.R.O. Plan No. 114870927

Symbol Legend

Fd found
SM survey marker
N.S.C.M. Nova Scotia Coordinate Monument
P.I.D. No. Property Identification Number
.....perimeter of subject lands
O.H.W.M. ordinary high water mark
IB iron bar
IP iron pipe
PC point of curvature
A arc
R radius
(000) N.S.L.S. Registration No.
L.R. Land Registration
R.O.D. Registry of Deeds

Surveyor's Certificate:
I, G. R. Myra, Nova Scotia Land Surveyor, hereby certify that the survey represented by this plan was conducted under my supervision and that the survey and plan were made in accordance with the Land Surveyors Act, regulations and standards made there under.
dated this 20th day of January, 2020
G. R. Myra, N.S.L.S. No. 584

Plan of survey of
Lots 1AX, 1BA and 1BB
a subdivision of Lots 1A & 1B,
DeSaid Lake Subdivision
lands of
Jason S. Tibert
Atholea Drive
Cole Harbour, Halifax County, Nova Scotia
date : January 20, 2020 scale : 1 inch = 20 feet

Bar Scale 20 15 10 5 0 20 40
G. R. Myra, N.S.L.S. 584 File No. 12072

HALIFAX COUNTY LAND REGISTRATION OFFICE
Landdown Drive, P.O. Box 1000, Halifax, NS B3H 2Y9
Kim MacKay, Registrar
115-9983-39
MAR 04 2020
15:53

Form 28

Purpose: to record a non-enabling document in a parcel register

For Office Use

Registration District: HALIFAX COUNTY
Submitter's User Number: 2757
Submitter's Name: HFX REGIONAL MUN - DARTMOUTH

Take notice that the attached plan/document relates to the following parcels registered under the Land Registration Act

PID: 41471780	PID: 41471798	PID: 41485483	PID: 41485491
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Municipal file number or land registration file number (insert file number used when PIDs were originally assigned during pre approval): MF22754

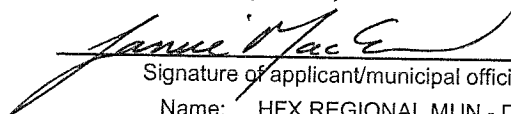
In the matter of the recording of the following non-enabling instrument (select one) :

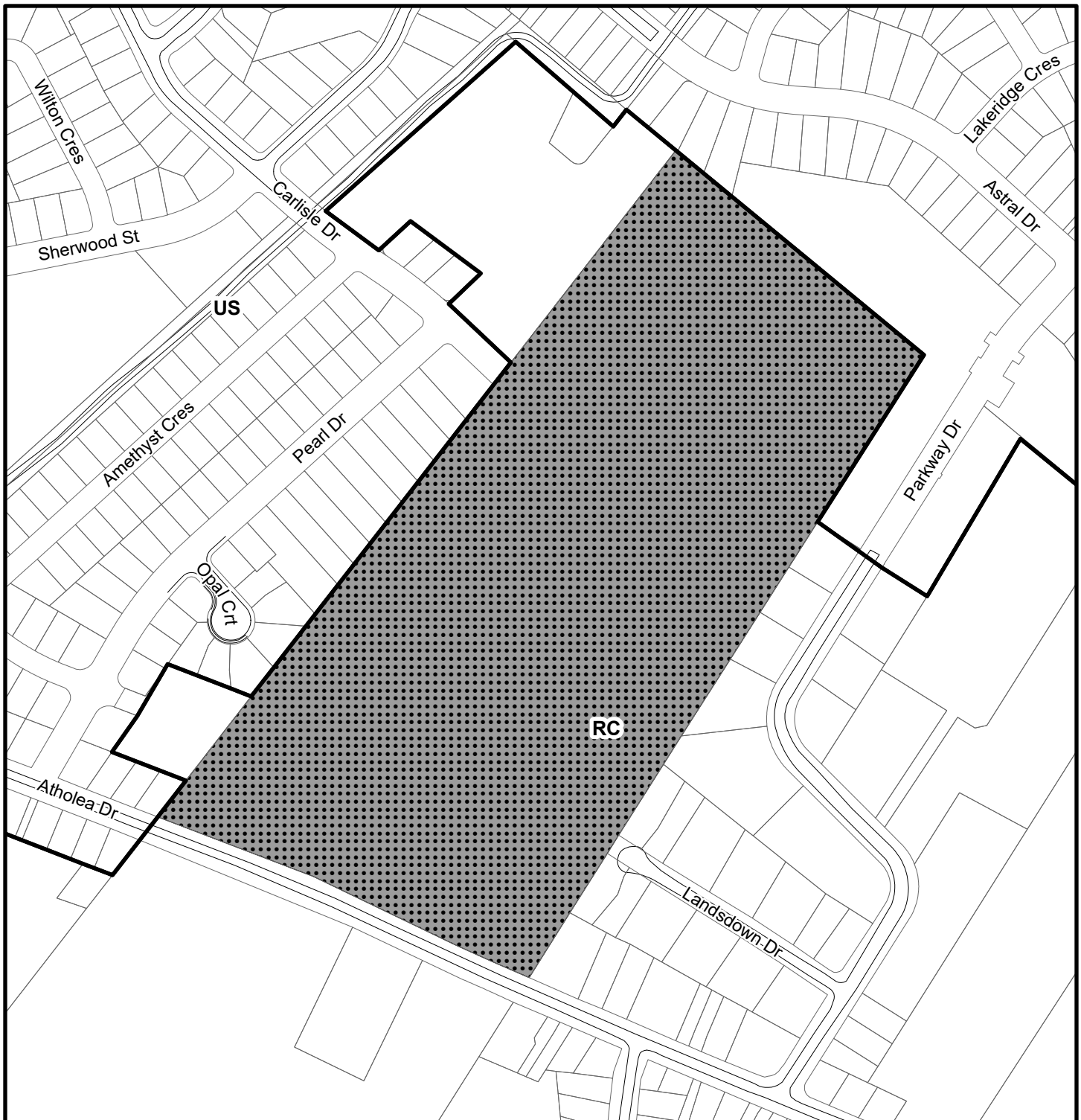
- ☒ plan
☐ boundary line agreement
☐ instrument of subdivision
☐ statutory declaration regarding de facto consolidation
☐ condominium declaration
☐ initial condominium bylaws
☐ condominium plan
☐ repeal of subdivision
☐ termination of condominium
☐ other (specify)

And in the matter of registered owner (insert name): **JASON S. TIBERT**

Note: An amending Parcel Description Certification Application may be required.

Dated at HALIFAX, in the County of **HALIFAX**, Province of Nova Scotia, **Mar 02, 2020**.


Signature of applicant/municipal official/owner/agent
Name: HFX REGIONAL MUN - DARTMOUTH
Address: 40 ALDERNEY DR PO BOX 1749 HALIFAX
NS CA B3J 3A5
Phone: 902-490-3993
Email: EASTREG@HALIFAX.CA
Fax: 902-490-4645



C047 - Atholea Drive area, Cole Harbour

Regional Plan



Subject Area



Regional Plan Generalized Future Land Use Designation

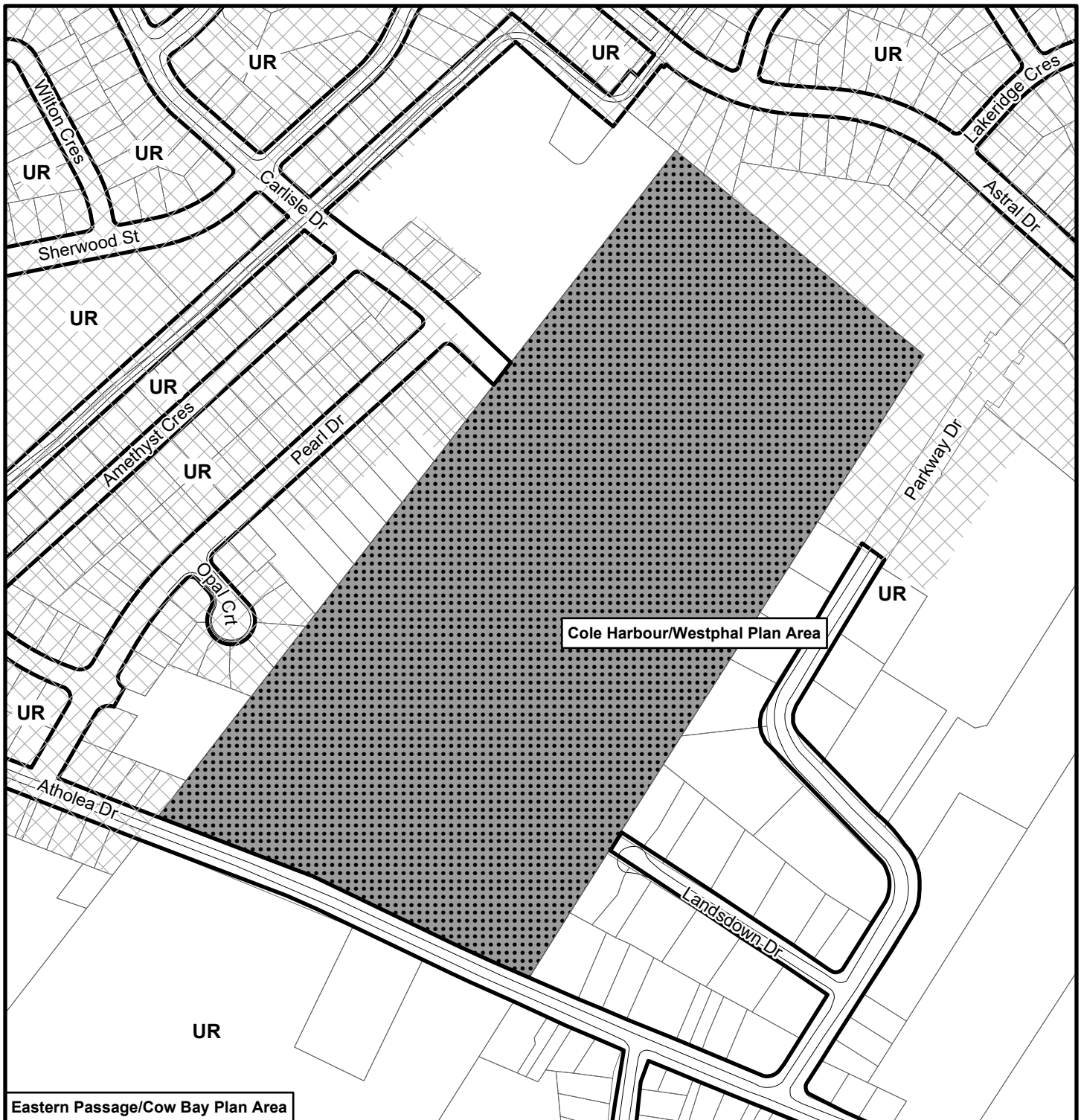


HALIFAX

0 25 50 75 100 125 m

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C047 - Atholea Drive area, Cole Harbour

Generalized Future Land Use

-  Subject Area
-  Plan Area
-  Designation
-  Urban Service Area



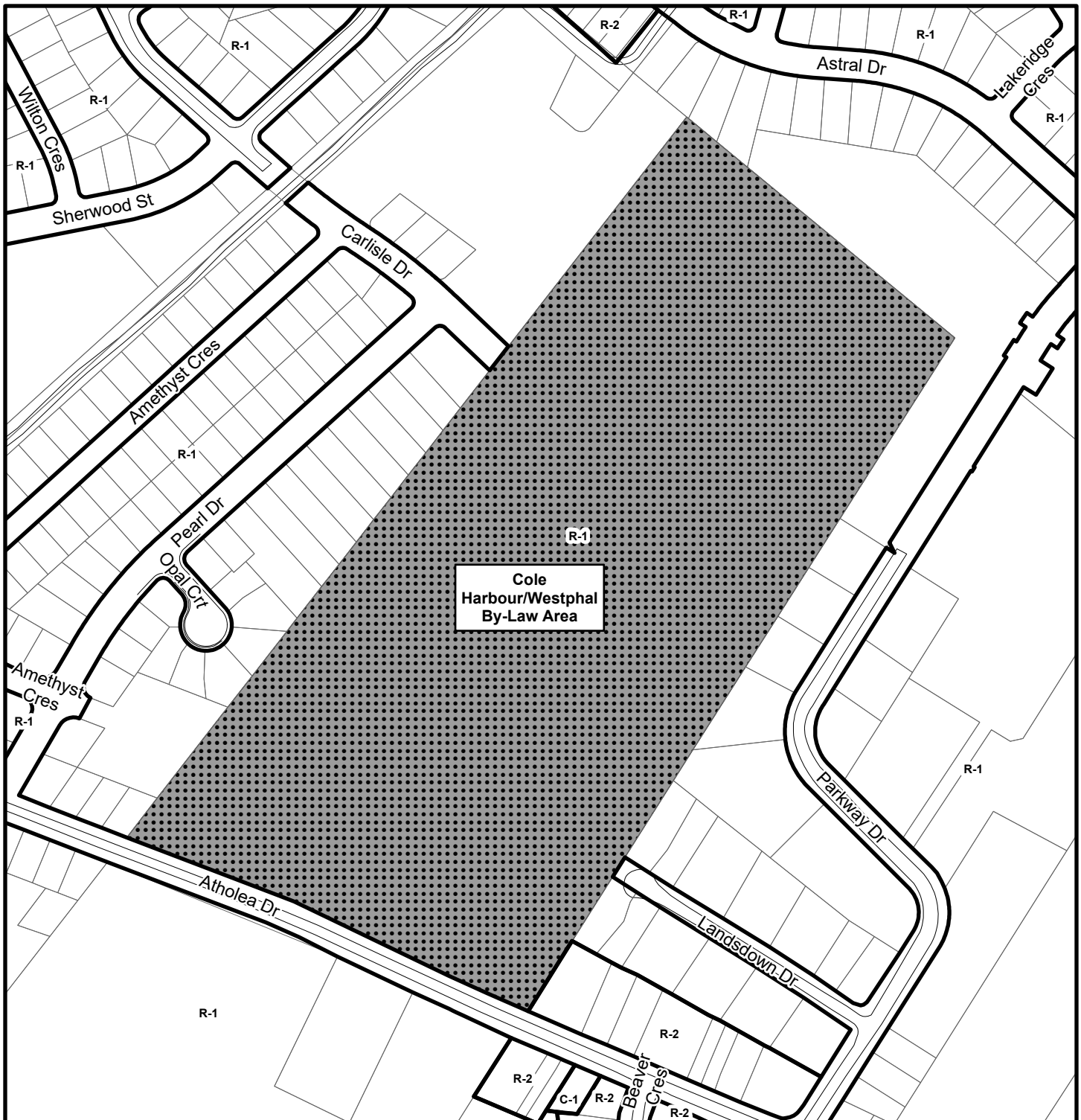
HALIFAX

0 25 50 75 100 125 m



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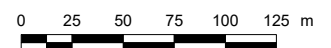
C047 - Atholea Drive area, Cole Harbour

Zoning

-  Subject Area
-  By-law Area
-  Zoning



HALIFAX



This map is an unofficial reproduction of a portion of the Zoning for the by-law area indicated.

The accuracy of any representation on this plan is not guaranteed.

C047



ZZap Consulting Inc.

Zwicker Zareski Architecture + Planning

1 Canal Street, Dartmouth NS B2Y 2W1 | 902 266 5481 | connor@zzap.ca

September 9, 2020

Leah Perrin
Planner III – Policy & Strategic Initiatives
Planning & Development
Halifax Regional Municipality
40 Alderney Drive
Halifax, NS B3J 3A5

Re: Lands of AJ Giles Investments Ltd. – Atholea Drive – PID 40400624 and Portion of PID 40110157

As the 10-year review of the Regional Plan is underway, ZZap Consulting Inc. on behalf of our client A.J. Giles Investments Ltd. are requesting the following be considered.

1. PID 40400624 and a portion of PID 40110157 from Atholea Drive up to the Cow Bay River be included in the Urban Service Area within the Regional Subdivision By-law, including sanitary service, as these properties are currently within a water service boundary. These properties consist of 35.4 acres and 13 acres +/- respectively (see Attachment A – concept plan)
2. These properties be designated Urban Settlement within the Generalized Future Land Use Map of the Regional Municipal Planning Strategy.
3. The properties be rezoned from R-1 to CDD within the Cole Harbour/Westphal Land Use By-law to enable comprehensive development of these lands in accordance with Policies UR-11 and UR-12 of the Cole Harbour/Westphal Municipal Planning Strategy.

Please find attached a concept plan for the proposed development of the lands. The majority of the development concept includes single unit dwellings with lot frontages ranging from 36 feet to 60 feet. The concept also includes multiple unit dwellings in context sensitive locations with unit counts ranging between 8 units and 18 units per building.

We feel that the proposed development concept provides a mix of housing types at various levels of affordability that are carefully planned to not detract from the general residential character of the community. Larger single unit dwelling lots are located around the perimeter of the proposed development, adjacent to abutting single unit dwellings of similar lot fabric, creating an appropriate transition from between existing and new development.

2019 Submission to Regional Planning:

In June 2019, A.J. Giles Investments Ltd. submitted a letter to Regional Planning requesting that a portion on their property, PID: 40400624, be included for consideration with lands located east of Shearwater Airport as an Urban Local Growth Centre as part of the RP +10 process.

Since that time, further analysis has gone into the potential future development of A.J. Giles properties noted above and shown in Figure 1. Through this analysis, some key distinctions were identified between A.J. Giles properties and the other lands located east of Shearwater Airport.

1. The majority of lands shown in Attachment A (approx. 40 acres) are currently within the water service boundary whereas the remaining lands located east of Shearwater Airport are currently outside the water service boundary.
2. Existing sanitary service surrounds these properties and sanitary infrastructure currently exists in Atholea Drive and at various locations around the properties (i.e. Carlisle Dr. & Landsdown Dr.). However, the properties subject to this request are currently unable to utilize this infrastructure because they are only located within the water service boundary and designated Rural Commuter.

As such, we believe the requests outlined in this letter should be considered independently of considerations being made to other lands east of Shearwater Airport.

Rationale for Current Requests:

We are pleased to provide the following rationale to support the inclusion of these parcels in the Urban Service Area:

1. These parcels are surrounded by existing fully serviced neighborhoods. Including the lands in the Urban Service Area would enable the completion secondary connections on Carlisle Drive along with other adjacent streets and increase efficiency of the pedestrian network and road network, particularly for emergency services.
2. These properties are capable of being serviced by municipal water as they are located within a Water Service boundary established by Halifax County in the 1970's. Existing sanitary service surrounds these properties and sanitary infrastructure currently exists in Atholea Drive and at various locations around the properties (i.e. Carlisle Dr. & Landsdown Dr.). However, the properties subject to this request yet are currently unable to utilize this infrastructure because they are only location within the water service boundary. If these lands were able to

connect to central sanitary system, it would generate tax dollars for HRM to pay for the current snow plowing, garbage collection and maintenance of Atholea Drive.

3. Based on previous discussions with Halifax Water, there is capacity in the Eastern Passage Sewage Treatment to accommodate sanitary service generated from these parcels. When the plant was upgraded in 2014 capacity was built in for future growth in the Eastern Passage / Cole Harbour area.
4. There are several Sections of the Regional Plan in Chapter 8: Municipal Water Services, Utilities and Solid Waste that is also supportive of inclusion in a Municipal sewer service boundary:

Under Section 8.1 Objectives #2 “manage growth to make the use of existing water, wastewater and stormwater infrastructure and avoid un-necessary or premature expenditures”

Regarding item # 2: as mentioned previous, Atholea Drive splits these land parcels (see Figure 1) and currently has water and sanitary mains installed in the street which are being under-utilized. By allowing development to connect into the sanitary infrastructure it will allow for a more compact form of serviced development that fits in with all the development patterns surrounding the properties.

Without being placed in the municipal sewer boundary, development must take place on municipal water and on-site septic fields. On page 98, Section 8.5.1 Water Service Areas, the pre amble is quite clear that the Water Resource Management Study prepared by Dillon Consulting for HRM identifies the concern of having development with Municipal water and onsite sanitary disposal systems as there is potential concern of ground water contamination in the event of failing on site sewages systems. Both the properties included in this request are in the Cow Bay River watershed. With the ability to connect and utilize the piped Municipal Sanitary system the environmental risk of ground water contamination would be eliminated.

5. We have reviewed the current policies contained within the Regional Municipal Planning Strategy, particularly policies SU-4 and SU-5. We feel that the proposed extension of the service boundary is consistent with these policies. The proposed extension represents a minor adjustment to the area. As noted above these properties are capable of being serviced by municipal water as they are located within a Water Service boundary established by Halifax County in the 1970's. Existing sanitary service surrounds these properties and sanitary infrastructure currently exists along Atholea Drive and at various locations around the properties (i.e. Carlisle Dr. & Landsdown Dr.). There is capacity in the Eastern Passage Sewage Treatment to accommodate sanitary service generated from these parcels.

There are currently policies in place within the Cole Harbour/Westphal Municipal Planning Strategy (UR 11 & UR 12) to enable consideration of a comprehensive development on the lands. The properties are currently within the Urban

Residential designation of the MPS and meet the minimum lot area requirements, however a rezoning from R-1 to CDD would be required and is being requested to enable comprehensive development of the lands.

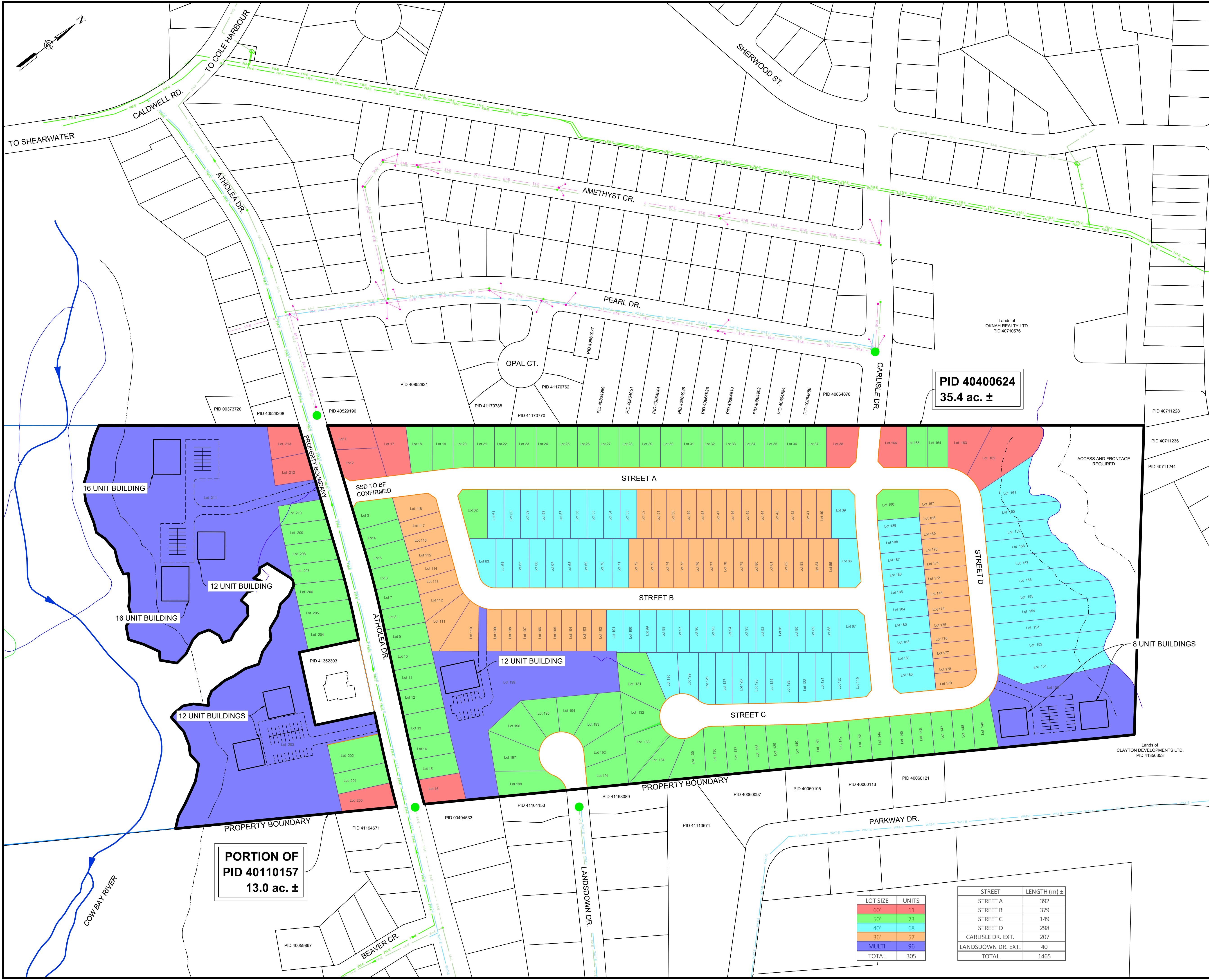
6. A traffic impact statement has been prepared for the proposed development pattern on these parcels (see Attachment B) and is attached for reference. Based on the trip generation and conclusions in the report you will see that there is no impact on the existing road networks in the area.

Once you have had an opportunity to review this request, we would ask that we meet to discuss in more detail and how to move this forward.

Sincerely,

Connor Wallace, MCIP, LPP

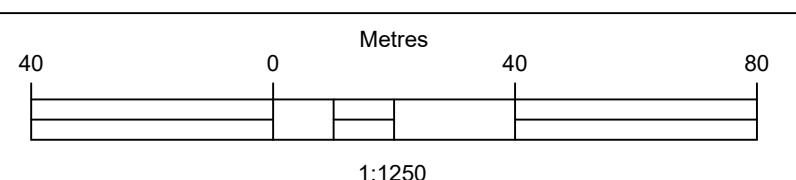
Principal
ZZap Consulting Inc.



LEGEND	
	WETLAND
	WATERCOURSE
	WATERCOURSE BUFFER (20m)
	WATER PIPE
	SANITARY PIPE
	STORM PIPE
	FORCEMAIN
	WATER LATERAL
	SANITARY LATERAL
	STORM LATERAL
	CATCHBASIN
	SANITARY CONNECTION POINTS

1. LOT LAYOUT SUBJECT TO DETAILED DESIGN AND LEGAL SURVEY.
2. SERVICE BOUNDARY EXTENSION AND DEVELOPMENT AGREEMENT APPROVAL REQUIRED.
3. WETLAND WITHIN PROPERTY BOUNDARY DELINEATED BY OTHERS.
4. PARKLAND DEDICATION NOT SHOWN ON PLAN. PARK REQUIREMENTS TO BE REVIEWED AND CONFIRMED WITH HRM PARKS.
5. SINGLE UNIT TO MULTI UNIT DWELLING RATIO IS 70:30.

DRAFT



ISSUE	DATE	DESCRIPTION
4	SEPT. 4, 2020	REVISED AS PER CLIENT COMMENTS
3	SEPT. 3, 2020	REVISED AS PER CLIENT COMMENTS
2	APR. 15, 2020	REVISED LOT LAYOUT
1	JAN. 7, 2015	ISSUED FOR PRELIMINARY REVIEW ONLY

CONSULTANT

CLIENT

A.J. GILES INVESTMENTS LIMITED

PROJECT DESCRIPTION

LANDS OF A.J. GILES INVESTMENTS LIMITED

COLE HARBOUR, NOVA SCOTIA

SHEET DESCRIPTION

CONCEPT PLAN			
PID 40400624 AND A PORTION OF PID 40110157			
Drawn A. SKETCHLEY	Engineer A. FORSYTHE	Project No. 14-008	Drawing No.
Date of 1st Issue JAN. 7, 2015	Scale 1:1250 H	Filename 14-008_B.dwg	

LOT SIZE	UNITS
60'	11
50'	73
40'	68
36'	57
MULTI	96
TOTAL	305

STREET	LENGTH (m) ±
STREET A	392
STREET B	379
STREET C	149
STREET D	298
CARLISLE DR. EXT.	207
LANDSDOWN DR. EXT.	40
TOTAL	1465

James J. Copeland, P.Eng.
GRIFFIN transportation group inc.
30 Bonny View Drive
Fall River, NS B2T 1R2

May 8, 2020

A.J. Giles Investments Ltd.
799 West Lawrencetown Road
Dartmouth, NS B2Z 1S7

RE: A Traffic Impact Statement for a proposed residential development on Atholea Drive

Dear Mr. Giles:

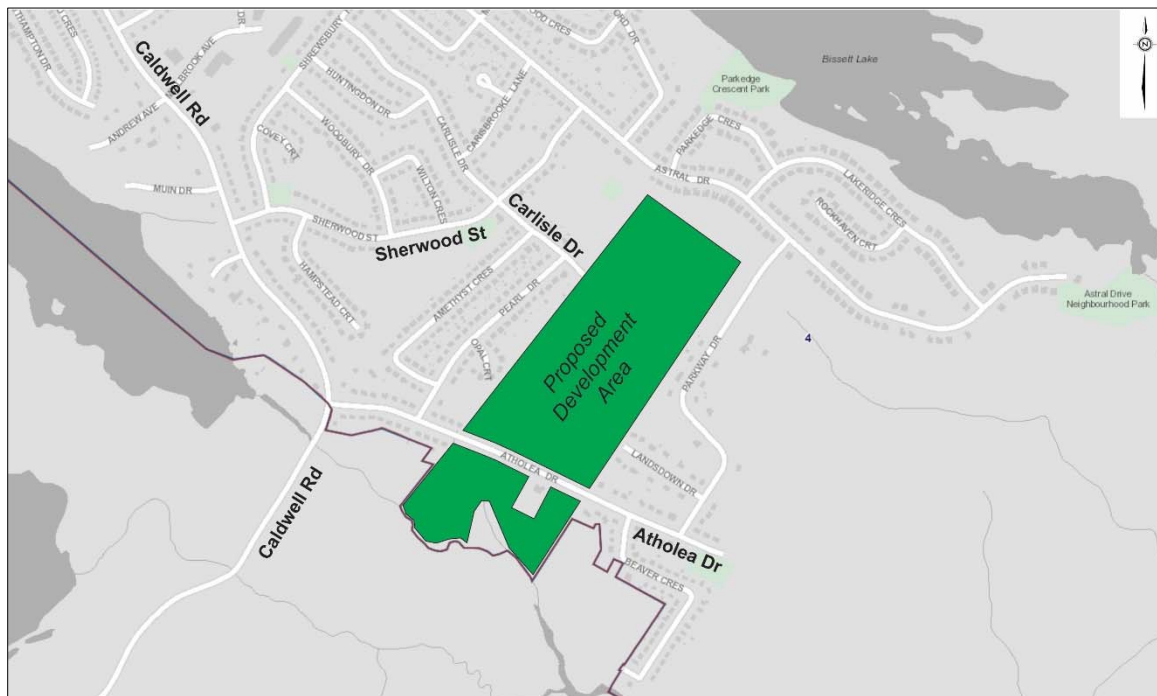
1.0 INTRODUCTION

At the request of *A.J. Giles Investment Ltd. (Giles)*, the GRIFFIN transportation group inc. has completed a qualitative Stage 1 - Traffic Impact Assessment in support of an urban service boundary extension request being submitted to the Halifax Regional Municipality's Planning and Development Department as part of the RP+10 plan review process. This request is associated with a proposed residential development located along Atholea Drive, in the community of Cole Harbour, Halifax Regional Municipality (HRM).

The development is proposed to occur on two properties that include PID #40400624 (north of Atholea Drive), and PID #40110157 (south of Atholea Drive). The entire lands have an area of about 81 acres; however, the majority of the 46-acre parcel south of Atholea Drive is not developable due to a large wetland area. As such, only a small portion of developable land fronting on the south side of Atholea Drive is included in the proposed development.

The subject lands are located in the Cole Harbour / Westphal Land Use By-Law area and currently have an R-1 (Single Unit Dwelling) zone designation. They also appear to be within Halifax Water's "water service area" (no sewer) and it is understood that a water service line currently exists along the south side of Atholea Drive, running through the proposed development lands. The location of the subject lands is generally illustrated in *Figure 1*.

Figure 1: Study Area and Site Context



Source: Google

It is understood that the proposed residential development will be comprised of 305 residential units, including 209 low-density detached homes and 96 apartment units contained within 8 low-rise buildings. It appears that the low-density homes will be built on a mix of lot widths that range from 36' wide lots to 60' wide lots. In addition, new public streets will be constructed to service this new development. The new internal street system will connect to existing streets in the following locations:

- *South Connection:* To Atholea Drive, about 130m east of Pearl Drive.
- *North Connection:* To Carlisle Drive, at its existing terminus.
- *East Connection:* To Landsdown Drive, to complete a cul-de-sac bulb at its west terminus.

Based on the proposed new public street layout, there will only be one new intersection created – which will occur on Atholea Drive. The remaining access points will connect to existing dead-end streets that include Carlisle Drive and Landsdown Drive.

2.0 STUDY AREA AND SITE CONEXT

Atholea Drive is expected to serve as the main vehicle access point in and out of the proposed development. It is generally aligned in an east-west direction with a two-lane, two-way rural cross-section (one travel lane in each direction), narrow gravel shoulders and open ditches. The asphalt travel-way has a width of about 7m, the north gravel shoulder has a width ranging between 1.5-1.8m and the south gravel shoulder has a width ranging between 1.8-2.0m. The roadway is under the jurisdiction of HRM and appears to function as a minor collector street that connects this small neighbourhood to the Caldwell Road corridor.

Atholea Drive has a relatively straight horizontal alignment with some vertical alignment variation through the study area. A new public street intersection is being proposed about 130m (centreline distance) east of Pearl Drive. The available driver visibility at this location is discussed in more detail later in this letter.

The existing and proposed street layout, as well as the locations of the proposed detached homes and low-rise apartment buildings are all contained in *Figure 2*.

Figure 2: Proposed Site Layout



Source: A.J. Giles Investments Ltd.

3.0 EXISTING TRAFFIC CONDITIONS

3.1 Traffic Volume Data

A site visit was carried out on Friday April 17th, 2020 to observe traffic volumes, driver behaviour, existing vehicle access operations, pedestrian activity and so forth. Since a provincial state of emergency was in place at this time, existing vehicle demand on the study area streets was not representative of typical conditions. As such, historical traffic data was obtained from HRM including vehicle demand along Atholea Drive and at the adjacent intersection of Caldwell Road / Atholea Drive. Upon reviewing the historical HRM data, it was determined that the highest weekday hourly volumes on the study area streets generally occurs between 7-8:00 in the morning and 17-18:00 in the afternoon. A summary of the historical traffic data is provided in *Table 1*.

Table 1: Atholea Drive Peak Hour Traffic Volumes

	AM Peak Hour (vph)			PM Peak Hour (vph)		
	Eastbound (outbound)	Westbound (inbound)	Two-way	Eastbound (outbound)	Westbound (inbound)	Two-way
Atholea Drive East ATR Count - October 2015 ^A	9	39	48	41	31	72
Atholea Drive West TMC – August 2016 ^B	17	67	84	83	42	125

A – HRM ATR count on Atholea, east of Pearl Drive.

B – HRM intersection turning movement count at Caldwell Road / Atholea Drive.

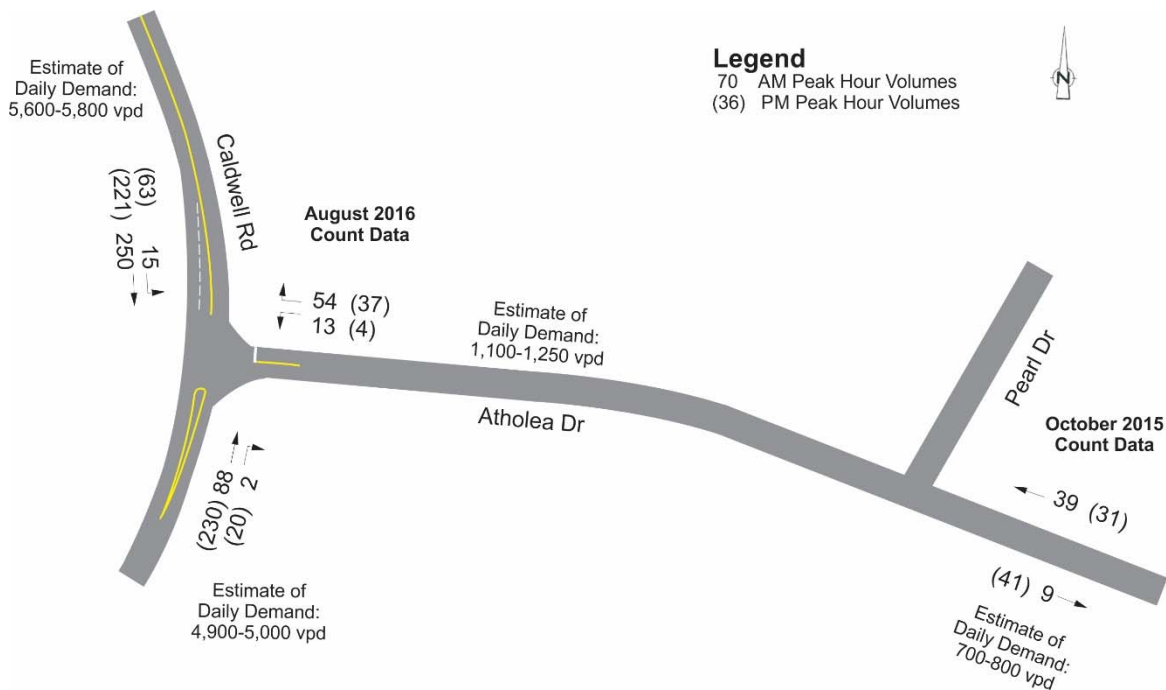
vph – vehicles per hour.

The historical peak hour volumes contained in *Table 1* are also shown graphically in *Figure 3*, along with estimates of daily traffic volumes.

Based on the available information, the current two-way afternoon peak hour volumes on Atholea Drive, immediately east of Caldwell Road, is about 125 vph. The practical two-way capacity of this street is likely in the range of about 600 vph. Therefore, current levels of vehicle demand are considered to be well below the capacity of a typical minor collector street and it was concluded that there is a considerable amount of residual capacity in the Atholea Drive corridor to accommodate future traffic growth.

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Figure 3: Peak Hour Traffic Volumes



Relative to Atholea Drive, the existing demand in the Caldwell Road corridor is notably higher. Immediately north of the Atholea Drive intersection the two-way afternoon peak hour volume is about 550-560 vph. Considering the functionality of Caldwell Road relative to Atholea Drive, the practical two-way capacity is expected to be higher – likely in the range of about 800 vph. Thus, it can be concluded there is some residual capacity in the Caldwell Road corridor to accommodate future traffic growth, in the vicinity of the Atholea Drive intersection.

3.2 Vehicle Speed Data

GRIFFIN gathered vehicle operating speed data along Atholea Drive east of the Pearl Drive intersection on April 17th, 2020. These data only included free-flow vehicle speeds not influenced by slowing/turning vehicles at adjacent intersections or driveways. All of the speed recordings were assembled and an 85th percentile vehicle speed was calculated. This value has been identified as a reasonable “design” speed that is used by many road agencies across North America to set regulatory speed limits on roadways. In the case of this assessment, the 85th percentile vehicle operating speed was used for the stopping sight distance review.

The calculated 85th percentile vehicle operating speed on Atholea Drive was determined to be 56 km/h and included vehicles traveling in both directions. In order to remain conservative, a 60 km/h was chosen as the design speed for the sight distance assessment discussed below. The posted regulatory speed limit is 50 km/h.

4.0 DRIVER STOPPING SIGHT DISTANCE REVIEW

Since a new intersection is proposed to connect to Atholea Drive – about 130m east of Pearl Drive – GRIFFIN completed a driver stopping sight distance review to ensure minimum visibility requirements exist for turning drivers at this future intersection. The assessment was based on the guidelines contained in the latest Transportation Association of Canada's (TAC) Geometric Design Guide for Canadian Roads document (2017). At this early stage of the planning process only the minimum requirement for vehicles approaching the new access was assessed. This is referred to as stopping sight distance (SSD). The provision of adequate SSD for vehicles traveling on the main roadway – in this case Atholea Drive – ensures that drivers have sufficient forward visibility to identify a hazard in the roadway, and if needed, bring their vehicle to a stop.

The field measurements were carried out by GRIFFIN and followed procedures established by the Nova Scotia Department of Transportation and Infrastructure Renewal (NSTIR) as well as the previously identified TAC guidelines. The measurement parameters included a driver eye height of 1.05 m and an object/hazard height of 0.60 m. The 0.60 m object was placed at the approximate centre of the proposed new public street connection, on the edge of the westbound travel lane.

A summary of the field measured sight distances relative to the minimum requirements for a 60 km/h operating speed is provided in *Table 2*.

Table 2: Summary of Stopping Sight Distance Measurements (60 km/h)

Measurement Location	Travel Direction	Available SSD	TAC Required SSD		Does Available Exceed Required?
			Base ^A	Slope Adjusted	
130m east of Pearl Drive (centreline distance)	Westbound	175 m	85 m (60 km/h)	86.5 m (-3%) ^B	Yes
	Eastbound	148 m		89.5 m (-5%) ^B	Yes

A – TAC Chapter 2, Table 2.5.2

B – An estimate of the actual slope along Atholea Drive on the approaches to the new intersection.

Based on the site conditions, the available stopping sight distances along Atholea Drive – at the location of the proposed new intersection – exceed TAC minimum requirements for a 60 km/h vehicle operating speed. It can be concluded that in this location there is expected to be good visibility for drivers in both directions along Atholea Drive.

Following the planning approval process associated with the proposed development, geometric designers will need to confirm the final location of this new intersection, and that minimum driver sight distances, intersection corner clearances and sight triangles are provided.

5.0 SITE TRIP GENERATION

In order to assess the change in traffic volumes on the study area streets under future conditions, there was a need to determine the number of new vehicles that would be entering and exiting the proposed residential development. This is referred to as the trip generation calculation process. Typically, traffic engineers use trip generation rates published by the Institute of Transportation Engineers (ITE), in the most recent *Trip Generation, 10th Edition* document. Based on information provided by *Giles*, the detached low-density homes will include 209 units and the low-rise, multi-unit buildings will contain a total of 96 apartment units. Therefore, the most applicable ITE land use codes for these types of residential units included:

- *Single Family Detached Housing* (Land Use Code 210), and
- *Multifamily Housing (Low-Rise)* (Land Use Code 220).

A review was carried out of the ITE survey data graphs in order to select the most appropriate trip rate for these two land use types. Upon reviewing the graphs for Land Use Codes 210 and 220, it was determined that the regression formula method yielded a slightly more accurate estimate of new trips compared to using the average rate method. As such, the formula method was applied to this review. The trip generation calculations using the two above-noted land use codes are summarized in *Table 3*.

Table 3: Site Trip Generation for the Proposed Residential Development

	Size	Trip Rate	New Vehicle Trips / Hour		
			In	Out	Total
AM Peak Hour					
Single Family Detached Housing (Code 210)	209 units	0.73/unit ^A	38 (25%)	115 (75%)	153
Multifamily Housing (Low-Rise) (Code 220)	96 units	0.48/unit ^A	11 (23%)	35 (77%)	46
AM Peak Total Trips ^B			49	150	199
PM Peak Hour					
Single Family Detached Housing (Code 210)	209 units	0.96/unit ^A	127 (63%)	74 (37%)	201
Multifamily Housing (Low-Rise) (Code 220)	96 units	0.59/unit ^A	36 (63%)	21 (37%)	57
PM Peak Total Trips ^B			163	95	258

A – ITE's formula rate used.

B – New trips equal total site trips, no discounts for pass-by traffic applied.

Based on the results contained in *Table 3*, the proposed 305-unit residential development is expected to generate up to 199 trips/hour (49 inbound and 150 outbound) during the weekday morning peak period and 258 trips/hour (163 inbound and 95 outbound) during the weekday afternoon peak period.

6.0 TRAFFIC IMPACTS ON SURROUNDING STREETS

Based on the trip generation forecast results contained in *Table 3*, there is a notable increase in new traffic moving to/from the proposed development. Based on existing traffic movements and patterns it is anticipated that approximately 80% of these new trips will move to/from the north along Caldwell Road. The remainder of the new trips are expected to move to/from the south along Caldwell Road. Therefore, these distribution assumptions will likely result in peak hour traffic volume increases in the Caldwell Road corridor by as much as 160-207 vph. As noted earlier in this letter, such an increase in two-way volumes can be accommodated within the existing capacity of Caldwell Road in the vicinity of the Atholea Drive intersection and equates to an average increase of three to four vehicle trips per minute – assuming all of the new peak hour trips occur within the same hour.

The assignment of the new site-generated volumes to the existing neighbourhood streets – particularly for those drivers moving to/from the north along Caldwell Road – are expected to be split amongst the two main access points serving the new development. It is anticipated that as much as 70% of new trips will utilize the Atholea Drive corridor to move in and out of the proposed development, while the remaining 30% are expected to use the Carlisle Drive-Sherwood Drive route to gain access to Caldwell Road. This is expected to have less of an impact on the Caldwell Road / Atholea Drive intersection and would ultimately dissipate the new travel demand among several streets and intersections. As such, it appears that the existing infrastructure and traffic control at the Caldwell Road / Atholea Drive intersection appears to provide sufficient capacity to accommodate the expected increase in peak hour traffic associated with the proposed development.

7.0 FINDINGS & CONCLUSIONS

The following conclusions were gleaned from the qualitative traffic impact assessment of the proposed residential development:

- The proposed residential development will be comprised of 305 residential units, including 209 low-density detached homes and 96 apartments units contained within 8 low-rise buildings. This is estimated to generate 199 trips/hour (49 inbound and 150 outbound) during the weekday morning peak period and 258 trips/hour (163 inbound and 95 outbound) during the weekday afternoon peak period.
- Vehicle access to the proposed development will be provided via the following connection points:
 - o *South Connection:* To Atholea Drive about 130m east of Pearl Drive.
 - o *North Connection:* To the existing terminus of Carlisle Drive.

- *East Connection:* To Landsdown Drive where a cul-de-sac turnaround bulb will be constructed at its existing terminus.

It is assumed that all of the new site-generated traffic will use either the south (Atholea Drive) or north (Carlisle Drive) accesses to move in/out of the study area. Therefore, the splitting of new trips amongst these two routes is expected to have a diminished impact on the Caldwell Road / Atholea Drive intersection.

- It is assumed that all of the new site-generated traffic added to the study area streets will be destined to the Caldwell Road corridor to move in/out of the neighbourhood. Existing travel patterns suggest that about 80% of traffic travels to/from the north along Caldwell, while the remaining 20% travels to/from the south. As such, the volume of new traffic added to Caldwell Road north is expected to be about 160-207 vph.
- GRIFFIN carried out a review of the available driver sight distance along Atholea Drive, at the proposed new south intersection connection. It was determined that the available visibility exceeds TAC minimum SSD requirements for a 60 km/h vehicle operating speed. The vehicle speed survey carried out by GRIFFIN determined the two-way 85th percentile operating speed to be 56 km/h and the regulatory speed limit is 50 km/h.
- The qualitative traffic operational assessment suggests the streets and intersections in the immediate vicinity of the development have sufficient residual capacity to accommodate the expected new peak hour site-generated trips.

Based on the findings of this qualitative review the following steps are recommended:

1. That the geometric design process for any new and/or changes to the roadway infrastructure follow the most recent HRM and Transportation Association of Canada (TAC) design guidelines. In addition, minimum required driver sight distances, corner sight triangles and corner clearances at intersections and major driveways should be confirmed and maintained throughout the design and construction phases of the project.
2. That the proposed new public street connection to Atholea Drive occur in the vicinity of the location shown in *Figure 2*, about 130m east of Pearl Drive (centreline distance). Should the proposed location change and/or shift by a notable distance at some point later in the planning or design process, it is recommended that the available driver visibility at the new location be verified and confirmed.
3. That all new signage and pavement markings associated with any necessary roadway changes/upgrades/new construction be installed in accordance with the latest version of the Transportation Association of Canada's (TAC) *Manual of Uniform Traffic Control Devices of Canada* (MUTCDC).

8.0 CLOSING

The findings flowing from this qualitative traffic impact statement suggest the new trips generated by the proposed 305-unit residential development are expected to have an impact on the study area streets and intersections. However, it appears the expected increase in peak hour traffic volumes can be accommodated within the existing capacity of the Atholea Drive and Caldwell Road corridor – in the immediate vicinity of the development.

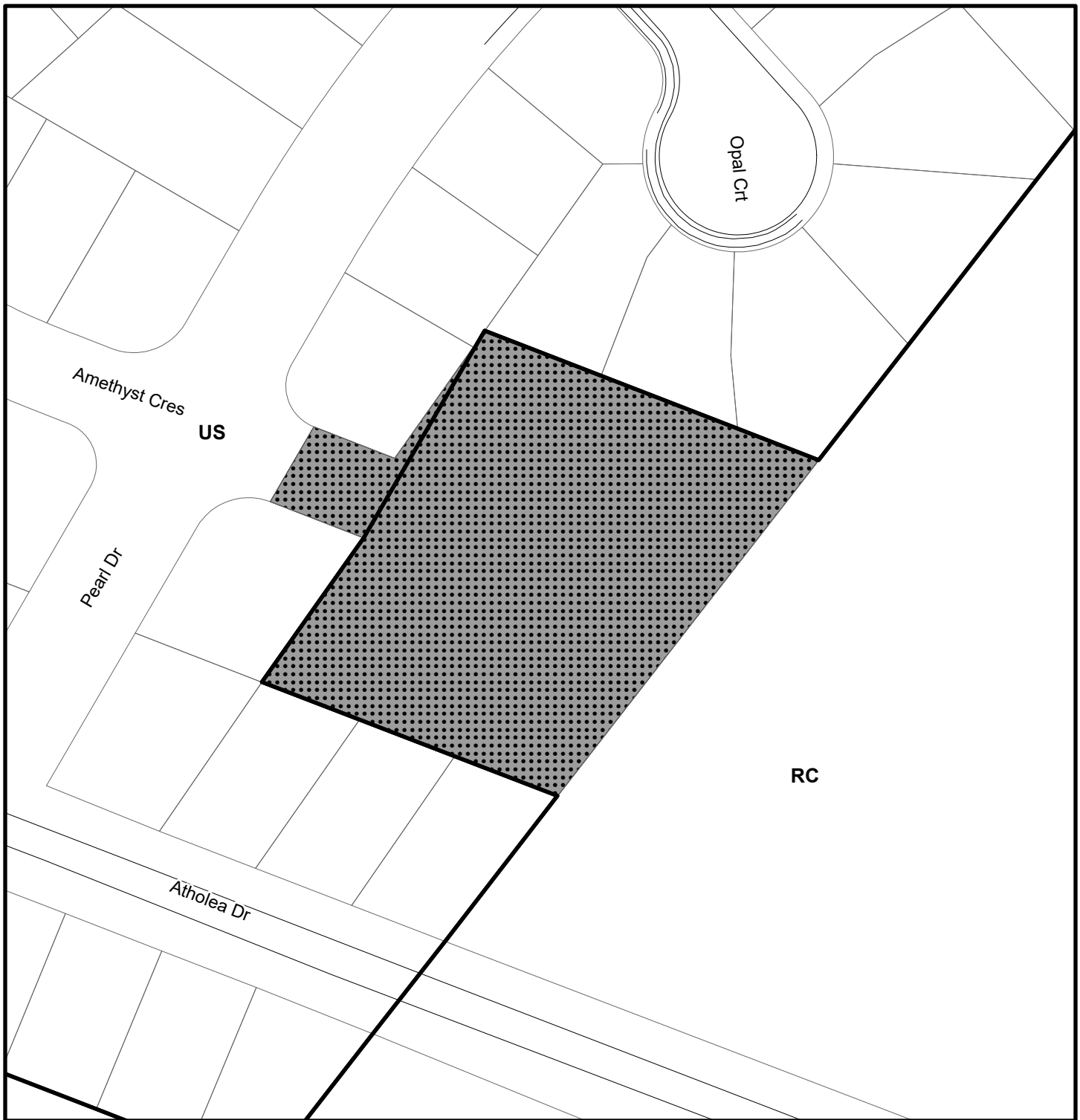
I would be happy to provide you with additional information or clarification regarding these matters and can be reached anytime by phone at (902) 266-9436 or by email at jcopeland@griffininc.ca.

Sincerely,

Original Signed

James J. Copeland, P.Eng.
Managing Principal – Traffic & Road Safety Engineer
GRIFFIN transportation group inc.





C077 - Pearl Dr, Cole Harbour

Regional Plan



Subject Area



Regional Plan Generalized Future Land Use Designation

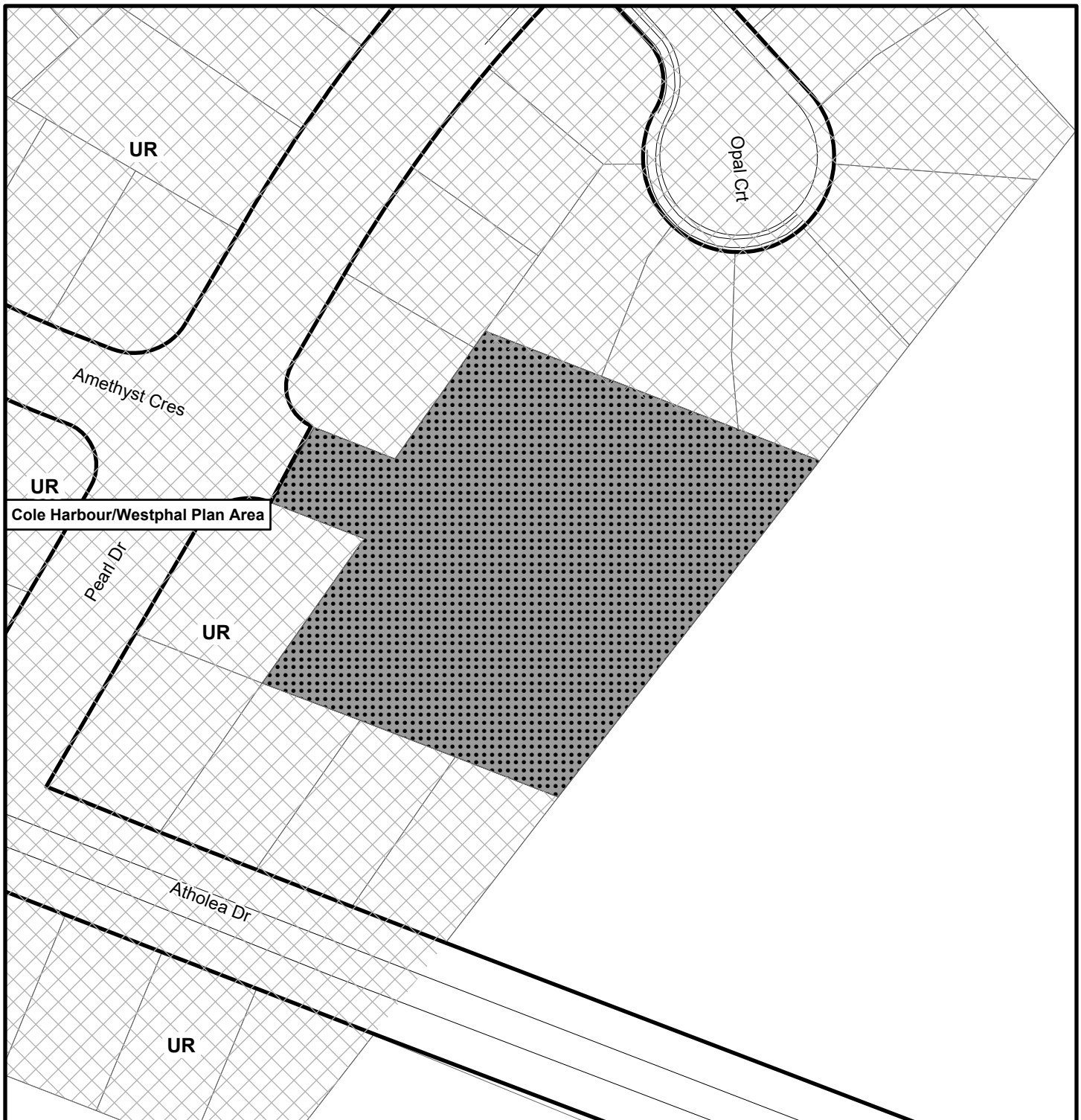


HALIFAX

0 6 12 18 24 30 36 m

This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the Regional Plan.

The accuracy of any representation on this plan is not guaranteed.



C077 - Pearl Dr, Cole Harbour

Generalized Future Land Use

-  Subject Area
-  Plan Area
-  Designation
-  Urban Service Area



HALIFAX

0 6 12 18 24 30 36 m

This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.



C077 - Pearl Dr, Cole Harbour

Zoning

-  Subject Area
-  By-law Area
-  Zoning



HALIFAX

0 4 8 12 16 20 24 m

This map is an unofficial reproduction of a portion of the Zoning for the by-law area indicated.

The accuracy of any representation on this plan is not guaranteed.

From: [REDACTED]
To: [Regional, Plan;](#) [REDACTED]
Subject: [External Email] PRELIM APP #23446 - PEARL DRIVE, COLE HARBOUR (PID 40852931)
Date: April 11, 2021 8:41:13 PM
Attachments: [Outlook-paspivzc.png](#)
[Pearl-Plan.pdf](#)
[PID 40852931 Subdivision Proposal.pdf](#)

[This email has been received from an external person or system]

Ms. Kathleen Fralic,

We just purchased lot block 42 on Pearl Drive in Cole Harbour. We had a Plan of Survey Oknah Park Subdivision showing Block A2 as a future 6 lot with a proposed Sapphire st (see attached). While the purchase & sale agreement was in the escrow period, we sent in a preliminary subdivision plan showing a cul-de-sac (instead of a road) with 5 lots (see attached). The escrow period ended after 6 weeks, yet we had no confirmation or indication at this time that there would be any issues with the subdivision; only when we received an email from Taylor MacIntosh, we found out that this lot wasn't included in the sewer boundary plan for the area. We come to request the sewer boundary plan be amended in Regional Plan and Regional Subdivision By-Law to include this property. Please let us know what we can do to help the amendment mentioned above.

Please keep us posted on any developments that will affect our subdivision.

Kind Regards,

Tony Lajo

[REDACTED]
[REDACTED]
Tony Lajo, Bill Cashman and Irene Lee
Preliminary Application#23446
[REDACTED]

From: Tony Lajo [REDACTED]
Sent: April 8, 2021 4:56 PM
To: [REDACTED]
[REDACTED]
Subject: FW: PRELIM APP #23446 - PEARL DRIVE, COLE HARBOUR (PID 40852931)

FYI

Tony Lajo

From: Perrin, Leah [REDACTED]
Sent: April 8, 2021 10:28 AM

To: Tony Lajo [REDACTED]

Subject: RE: PRELIM APP #23446 - PEARL DRIVE, COLE HARBOUR (PID 40852931)

CAUTION!

The Sender of this email is not from within DORA's network

Hi Tony,

I am a planner with Regional Planning, working on the Regional Plan Review.

As Taylor explained, before your subdivision could go ahead, the property would need to be included within the Urban Service Area boundary. This would require an amendment to the Regional Plan and Regional Subdivision By-Law.

We can consider your request through the ongoing Regional Plan Review project. You can find more about the overall review here: <https://www.shapeyourcityhalifax.ca/regional-plan>

Our team is working to bring forward a “Themes and Directions” report later this spring that will guide our first major phase of public consultation on the Regional Plan Review. When it is released, we will reach out to you as a stakeholder to discuss how we expect the remainder of the work to progress and how it relates to your request. We will be in touch in the coming weeks. In the meantime, if you have any materials you’d like to submit that could help us better understand your request, please feel free to forward that along. I have received a copy of your preliminary subdivision application and will keep it on file.

Kind regards,
Leah

LEAH PERRIN, MCIP LPP
PRINCIPAL PLANNER
REGIONAL POLICY PROGRAM
PLANNING & DEVELOPMENT

HALIFAX

PO BOX 1749
HALIFAX NS B3J 3A5
T. 902.476.3792
halifax.ca



From: Tony Lajo [REDACTED]

Sent: Monday, March 29, 2021 12:06 PM

To: MacIntosh, Taylor [REDACTED]

Cc: [REDACTED]

Subject: [External Email] RE: PRELIM APP #23446 - PEARL DRIVE, COLE HARBOUR (PID 40852931)

[This email has been received from an external person or system]

Thank you Mr MacIntosh, yes I would like to inquire about the amending the sewer boundary to include this property, any help you can give it will be much appreciated.

Tony Lajo
[REDACTED]

From: MacIntosh, Taylor [REDACTED]

Sent: March 29, 2021 11:47 AM

To: Tony Lajo [REDACTED]

Subject: FW: PRELIM APP #23446 - PEARL DRIVE, COLE HARBOUR (PID 40852931)

CAUTION!

The Sender of this email is not from within DORA's network

Resending to the corrected email address.

TAYLOR MACINTOSH

PLANNER I

PLANNING AND DEVELOPMENT

HALIFAX

T: [REDACTED]

halifax.ca

From: MacIntosh, Taylor

Sent: Monday, March 29, 2021 11:44 AM

To: [REDACTED]

Subject: PRELIM APP #23446 - PEARL DRIVE, COLE HARBOUR (PID 40852931)

RE: PRELIMINARY SUBDIVISION APPLICATION #23446
PEARL DRIVE, COLE HARBOUR (PID 40852931)

Hi Antonio,

Please be aware that this Preliminary Application is being cancelled and closed as Preliminary Applications can only be made where new public streets or highways or private roads are not to be constructed. Applications involving new infrastructure require a Concept Subdivision Application or Final Subdivision Application. That being said, the following is noted:

1. This property is zoned R-1 under the [Cole Harbour/Westphal Land Use Bylaw](#). This lot falls under the "Water Service Only" area. Lots in this area require 100' of road frontage and at least 20,000 square feet of lot area (likely larger if required by NSE for onsite septic).
2. Construction of a new public street in the water service only area does not appear possible, as

the lot does not appear to meet the stipulations of Section 12 of the [Regional Subdivision Bylaw](#).

If you would like to inquire about amending the sewer boundary to include this property and re-designating the property, please advise and I will request a member of the Regional Planning team contact you to discuss.

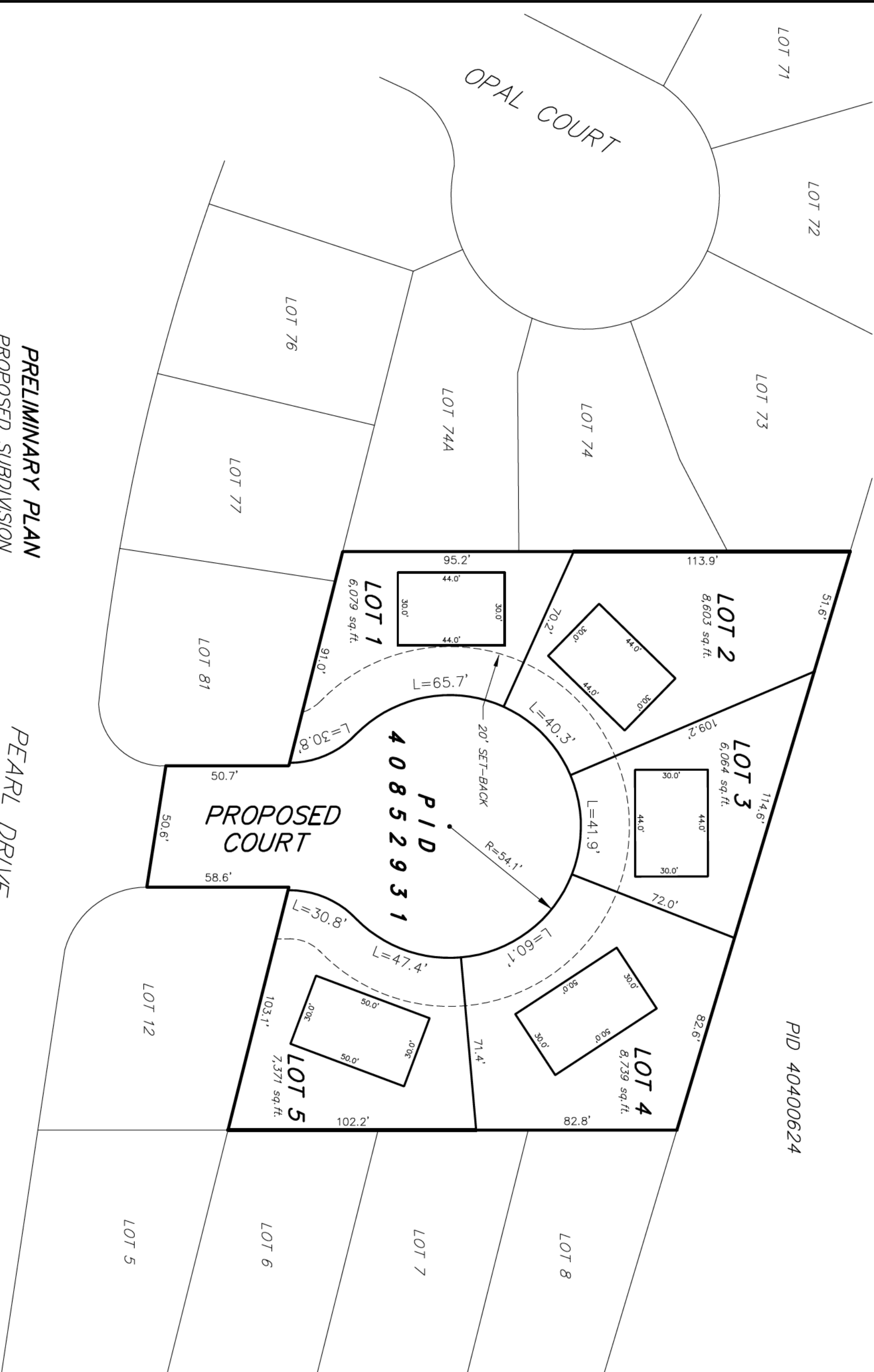
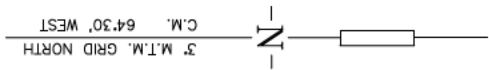
If you have any questions, please feel free to reply to this message.

Respectfully,

TAYLOR MACINTOSH
PLANNER I
PLANNING AND DEVELOPMENT

HALIFAX

T. [REDACTED]
halifax.ca



PRELIMINARY PLAN
PROPOSED SUBDIVISION
PID 40852931
PEARL DRIVE, COLE HARBOUR
SCALE – 1"=40'

PEARL DRIVE

ATHOLEA DRIVE