fathomstudio.ca
1 Starr Lane
Dartmouth, NS
B2Y 4V7

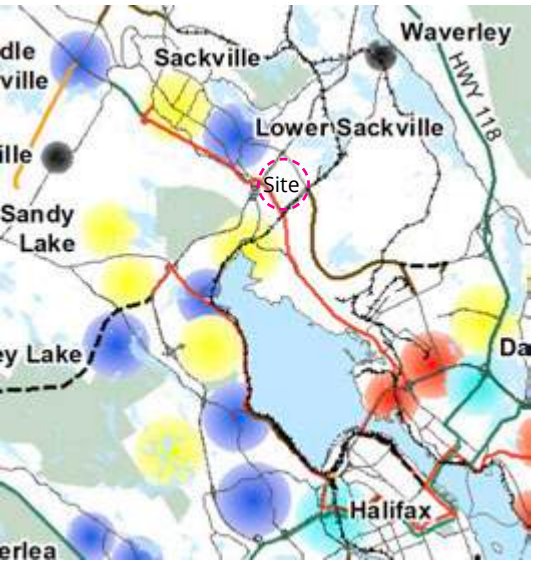
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ARCHITECTURE LANDSCAPE ARCHITECTURE PLANNING INTERPRETIVE WAYFINDING BRANDED ENVIRONMENTS

Sep 17, 2019

Kelly Denty, Director,
Planning & Development
Halifax Regional Municipality
Email

Re: Proposed SMPS Changes to the Bedford MPS for Bedford Commons lands - Planning Rationale



Dear Kelly,

Thanks for your March 8 (2019) response and your patience as we prepare a SMPS submission for the Bedford Municipal Planning Strategy. The developer believes the timing is right to consider this plan amendment for reasons outlined in this letter and accompanying documents. Generally speaking we believe that with the construction of the new Burnside Connector (now in detailed design and scheduled for completion in 2023), the parcels of land between the Lower Sackville Urban Local Growth Centre and Sunnyside Mall Urban District Growth Centre will come under increasing pressure for development given that the services, collector roads, transit access and other key development priorities already exist and it is already included in the Urban Settlement boundary in the Regional Plan. We recognize your concerns for preserving industrial land but we will outline in this letter why we believe the conversion to mixed use will not impact the industrial land base in HRM.

We are requesting that this parcel be considered for a *Bedford East Secondary Planning Strategy* similar to the Bedford South and West SMPS in the current Municipal Planning Strategy. The supporting documentation provided in this submission provides some initial justification and we would be open to hearing your comments about any additional information needed. The PIDS being considered in this application include:

- *41214370 (18 acres)*
- *41214404 (26.1 acres)*
- *00416222 (67.9 acres)*

Of these 3 parcels, we are only proposing a mixed use zoning change for the last parcel (PID 00416222) but we are showing in our master plan how the change to this one PID would integrate with the surrounding PIDS. PID 41214404 would remain as parkland and PID 41214370 would remain as Light Industrial (ILI). We recognize that this change would require a plan amendment but we believe the Regional plan reasonably supports the proposed change as addressed below.

REGIONAL PLAN REVIEW

The regional plan designates this property in the Urban Settlement boundary and while included in the Business/Industrial sub-designation, Policy EC-9 of the RP states that:

EC-9 Provisions may be established under secondary planning strategies to allow for residential developments within private business parks through a development agreement. Policy criteria shall be established to achieve compatible developments and ensure that residents have adequate services and infrastructure.

The regional plan states that "There may be opportunities to integrate medium to higher density residential uses with private business parks to allow for affordable housing, reduced travel times and greater accessibility to goods and services for the residents. Limitations on the extent of residential development and design considerations may be needed to ensure developments are compatible and residents are provided with adequate services and infrastructure". We have included a servicing review and a TIS as part of this submission to address these issues.

As you noted in your March review, *"Policy G-9 specifically requires secondary plan amendments to consider whether a proposal further achieves the objectives and policies of the Regional Plan. Any change to the designated use of these lands must be considered within the broader policy context of the Regional Plan, the Bedford SMPS, and the Integrated Mobility Plan (IMP)."*

The proposed residential infill in this area of Bedford Commons is consistent with the Regional Plan's policy EC-9 since adequate services and infrastructure will be provided as part of the development context but that would be explored in a secondary plan. We understand that a secondary Planning Strategy (or some sort of plan amendment) may be needed to initiate the development agreement for this residential development and the developer would like to formally initiate that process.

REQUESTED PLAN AND BYLAW AMENDMENTS:

The BANC Group request that HRM undertake appropriate steps to allow a master-planned transit and active transportation oriented residential development to take pace on lands adjacent to the existing retail business park and generally see the required policy and bylaw and policy changes as listed below.

1. Amend the Regional MPS Generalized Future Land Use Map to remove the remaining vacant 67 acres of the Bedford Commons lands from the Business/Industrial Park Sub-designation.
2. Amend the Generalized Future Land Use Map of the Bedford Municipal Planning Strategy to place the Bedford Commons Lands within the RCDD (Residential Comprehensive Development District) Designation.
3. Amend the Bedford Land Use Bylaw to remove the ILI Light Industrial Zone from the Bedford Commons and replace this with RCDD (Residential Comprehensive Development District) Zone.

SUMMARY OF CHANGED CIRCUMSTANCES:

One highly significant change supporting this request is the announcement of the Government of Canada to provide substantial funding for the Burnside Expressway and the subsequent announcement of the Province of Nova Scotia to proceed with construction beginning this spring 2020. We understand the target completion date is fall 2023, which is excellent timing in relation to the proposed residential community. The roadway will provide direct access between the residential community and the Burnside Business park supporting its ongoing expansion.

Also significant, is the statement on page 126 of HRM's Integrated Mobility Plan, "Though this is a province-led project, the municipality has committed funds to support construction and maintenance of an active transportation connector running parallel to the road." The proposed Greenway is also identified with on Map 2A of Making Connections: 2014-19 Halifax Active Transportation Priorities Plan which also shows the Bikeway Desired (Type TBD) on Duke Street. While we understand that council recently backed away from this commitment, there is still a strong desire to see it built either alongside the new highway or even on the existing highway route. Both AT routes are adjacent to the proposed development and either location would benefit from this residential development. The proposed residential community establishes a residential population of

sufficient scale and density to help ensure this AT project has a strong user base.
A second major contextual change derives from the decision by all three levels of government to provide substantial funding (9 million dollars) towards construction of the state of the art Atlantic Tennis Centre, the only facility of its kind in Canada thus far . This facility, as indicated in the attached letter from the Centre's management team, will benefit greatly from the opportunity to grow within a vibrant residential community. Further, of key significance, is that infrastructure to be developed for the residential community will create land development capacity for future expansion of the tennis centre.

A third significant contextual change is the acquisition by the BANC Group of an option to purchase 10 acres of land from St. Paul's. These lands form part of the project's park land dedication and, given their frontage on Rocky Lake Drive in proximity to Rocky Lake Junior High, other schools as well as the Atlantic Tennis Centre, represent excellent potential for establishing regional recreation facilities such as soccer facilities.

A fourth major change is the planned development of a new business industrial park in Eastern Passage adding substantially to HRM's industrial land inventory. The former Dartmouth Refinery lands is being systemmatically removed to make way for almost 990 acres of new industrial land in the heart of Dartmouth and Eastern Passage and there have been discussions with the Port of Halifax about moving the Port lands to the Dartmouth side. Either way, the Valero Industrial land base will offer a land base that is more than 10 times the size of the 67 acres proposed for residential development in Bedford Commons and a very small percentage of the net area for future development identified in Table 5.2 of the HRM Business Parks Functional Plan. Additionally, there are approximately 120 acres of vacant land currently zoned for industrial development directly opposite the Bedford Commons retail complex on the northeast side of Duke Street. These lands would be buffered from the proposed residential community by the existing retail lands within the Bedford Commons. Lastly, there is also significant industrial expansion potential when the Burnside Expressway extends through Anderson Lake lands. The Functional Plan also states " It makes sense to allow residential housing in close proximity to business-type uses such as office and retail, in order to provide an environment that provides opportunities for residents to live and work in close proximity…" The Functional plan references the need for appropriate balance to protect the industrial inventory but as indicated above, this is a relatively minor issue here, given the scale of the Bedford Commons relative to the overall HRM inventory.

In addition to the points raised above concerning contextual changes within HRM, the BANC Group also sees the proposed development as supportive of numerous municipal policy objectives.

HRM INTEGRATED MOBILITY PLAN

The IMP identifies a future potential commuter rail station hub adjacent to the proposed residential community. While the BANC Team recognizes that Council has determined this project will not proceed in the foreseeable future it can also be argued that the future potential of commuter rail is highly dependent on residential density. Transportation and Land Use Planning practice and principles across Canada have long recognized that mixed-use development combined with higher residential densities, encourage transit ridership and active transportation. As residential density increases, transit ridership increases and becomes more economically viable.

The IMP states on page 105 "population density along the corridor is very important as it determines the number of people who conveniently access the services" and further that "proximity of the of terminal to key origins and destinations is critical."

The same planning principles that support the commuter rail project will also support other forms of transit and create potential for further enhancing bus rapid transit between Bedford and HRM's major employment centres on the Burnside Expressway noted above.

The BANC Group plan includes a greenway corridor between the residential community and the Burnside Expressway along the edge of Rocky lake Drive, allowing convenient access to the active transportation corridor.

Additional relevant policies and actions from the Integrated Mobility Plan are listed below.

- *IMP 2.2 :Land Use and Transportation*
- *2.2.1 Objective: To integrate the planning of the transportation network with community design to better facilitate active transportation and transit use through compact mixed-use Development.*
- *2.2.5 Policies and Actions*
- *a) Continue to aim to achieve growth targets outlined in the Centre Plan, recognizing their influence on the municipality's ability to meet the objectives of the IMP.*
- *The proposed residential community will have direct access to the Regional Centre via the Burnside Expressway and Burnside Drive.*
- *b) Designate areas for high residential and employment density only where there is an existing or proposed high level of transit service to support the development of walkable, affordable transit oriented communities.*
- *The proposed residential community is within the Urban Service Transit Boundary on the Bedford Commons Local Bus Route (88) with service on Damascus Drive and Verdi Drive, providing direct connection to the Cobequid Terminal with several Express Routes to the Regional Centre. In addition, there is obvious potential for express bus service on the new Burnside Expressway.*
- *Action 14: Refine the boundaries of the potential transit-oriented communities in Figure 10 and develop policies and design guidelines to enable walkable, mixed-use complete communities in these key locations.*
- *Figure 10 identifies Bedford Commons as a Potential Transit Oriented Community as it is within a 10-minute walk of the potential commuter rail terminal. Clearly, the proposed development offers an opportunity to realize this action.*
- *Action 26: Amend the municipal planning strategies and land use bylaws as needed to include requirements for pedestrian oriented and human scale design.*

The site plan design of the proposed community will conform to TOD principles defined in the Integrated Mobility Plan.

HRM REGIONAL MUNICIPAL PLANNING STRATEGY

The proposed residential community supports numerous objectives and policies of HRM's Regional Plan in the areas of Settlement and Housing and Transportation as well as economic and cultural development. The analysis here presents a summary of key points categorized under the heading of key Plan objectives.

Settlement and Housing:

Objective 1: Direct growth so as to balance property rights and lifestyle opportunities with responsible fiscal and environmental management.

The proposed residential development will integrate with a significant new regional recreational facility in the form of the expanded Atlantic Tennis Centre. The tennis facility can be accommodated within existing zoning, however, the future success of both private and public investment will be greatly enhanced through integration within a significant residential development. Further, the current expansion is a part of a phased approach to be followed with a further expansion which will require expansion of the area's service infrastructure. Prudent fiscal management on the part of the developer dictates that the required private infrastructure investment by way of road and piped services expansion cannot feasibly take place unless additional lands are brought on stream for other purposes. Years of marketing and development experience inform the BANC Group that the only viable development opportunities exist within the residential market.

Objective 2: Target at least 75 percent of new housing units to be located in the Regional Centre and urban communities with at least 25 percent of new housing units within the Regional Centre over the life of this plan.

The proposed community contributes to HRM's ability to meet this target as the lands fall within the Regional Plan's Urban Settlement Designation. Proximity to the Regional Centre will be greatly enhanced with the completion of the Highway 107 Bypass (Burnside Expressway). Additionally, if HRM is going to achieve its goal of 550 000 residents by 2031, 6000 housing units must be developed annually. To accomplish this it may be required to look for additional locations for growth.

Objective 3: Focus new growth in centres where supporting services and infrastructure are already available:
The property is located between the growth Centres of Lower Sackville and Sunnyside Mall. These two centres do not have fixed boundaries, unlike those in rural areas. This is explicitly the case so flexibility can be considered in assessing growth opportunities in and around identified centres. The increased residential living space created by the development will be beneficial to the future success of the Sunnyside Mall growth centre complex.

Transportation infrastructure supporting residential development in the proposed residential community is undergoing one of a very few major upgrades being undertaken in HRM and water and sewer services are available now.

Objective 4: Design communities that:
a. are attractive, healthy places to live and have access to goods, services and facilities needed by residents and support complete neighbourhoods as described in 6.2.2(v) of this Plan;

The complete neighborhoods principles referenced in this policy apply most directly to the Regional Centre. The essence of these principles address locating residential neighborhoods with access to appropriate amenities. The proposed residential community will be located within walking distance of Rocky Lake Junior High School, as well as numerous amenities including grocery shopping. As indicated elsewhere, a prime rationale behind the proposed community will be excellent direct access to employment opportunities in HRM's major employment centre Burnside and strong access to the Halifax Central Business District.

The BANC Group has indicated its willingness to working with staff towards creating an attractive and healthy neighborhood with a mix of housing types.

b. are accessible to all mobility needs and are well connected with other communities;

The proposed neighborhood development has excellent access to Sackville, Bedford, Burnside and the rest of HRM. An integrated trail system has been designed into the community so that every home is no more than a 4-5 minute walk from a major trail network and that network will eventually connect to an AT Trail between Bedford Commons and Burnside via the new Expressway or the existing Bedford Bypass highway.

d. preserve significant environmental and cultural features;

The 67 acres proposed for development will also preserve 38 acres of parkland including a large 27 acre park north of the development site, a 3 acre central park and 8 acres of power lines which will be used as trail backbones. There will also be some smaller parks and playgrounds throughout the development. This development provides substantially more environmental preservation than a developed industrial park would provide. The development also supports future expansion opportunities for the tennis centre which is proposed as a national cultural facility.

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e. promote community food security.

The most effective way of promoting this objective is to locate residential areas in proximity to quality local food distributors as the proposed neighborhood clearly achieves by way of grocery shopping available within walking distance. The proposed parks and open spaces provide ample opportunities for community gardens.

Objective 7. Support affordable housing.

A strong mix of housing types will be available within the community. Excellent direct access to employment centres allowing reduced commuting costs add significantly to the proposed neighborhood's ability to satisfy this objective. A range of different housing types from rentals, townhouses, condos and other housing forms will provide a variety of affordable options for Bedford and HRM in close proximity to industrial parks and retail outlets.

HRM Regional Plan, Transportation:
Objective 1. Implement a sustainable transportation strategy by providing a choice of integrated travel modes emphasizing public transit, active transportation, carpooling and other viable alternatives to the single occupant vehicle.

The proposed neighbourhood will be developed within the Urban Transit Service Boundary with direct access to the Burnside Expressway.

Objective 2: Promote Land settlement patterns and urban design approaches that support fiscally and environmentally sustainable transportation modes.

The developer recognizes the potential for transit linkages as a benefit to the community and is committed to the concept of Transit Oriented Design.

Economy and Finance:
Objective 2: Promote a business climate that drives and sustains growth by improving competitiveness and by leveraging our strengths.

The use of the land for mixed use residential adds to HRMs economic health by providing residential growth close to existing retail centres in Bedford and Sackville and eventually in Burnside with the Expressway.

BEDFORD MUNICIPAL PLANNING STRATEGY

The Bedford Plan targets three areas for industrial development but does not list the Bedford Commons among these. Further, the plan and bylaw limit the development of the Bedford Commons lands to Light Industrial so they can not be considered part of the Heavy Industrial Land inventory.

There are ample vacant lands on the east side of Duke Street currently designated and zoned for IHI (Heavy industrial.) including PIDS 00636571 (39 acres) and PID 41049099 (60 acres). The master plan maintains PID 41214404 (26 acres) of the BANC lands as ILI for future industrial expansion. Alltogether there is still over 126 acres of Industrial land in the immediate vicinity of the proposed development with only 67 acres proposed for mixed use development. The other reality is that much of the industrial land in the Bedford Commons has been developed as retail commercial uses, a use that can continue in the proposed 67 acre parcel as groundfloor retail. This fact means that the proposed use of the 67 acres will likely build out in the same way that it would if it were zoned as IHI, BUT it provides housing on top which creates substantial benefits for this entire area of Bedford.

Within the Residential Comprehensive Development District (RCDD) designation on the GFLUM, a development agreement may be considered for mixed commercial and residential development as provided for in policies C7 to

C15. While it is acknowledged that the Bedford Commons lands are not within the commercial designation, their development pattern has established a commercial core area and the plan acknowledges the appropriateness of residential development in such areas.

THE PROPOSED DEVELOPMENT

The master plan shows the proposed build-out of the development should this SMPS change be successful. Notabley the plan includes:

1. A 27 acre parkland site to the north of the proposed development. This land could support an all-weather turf field the same size as the East Region Field in Burnside, The park also supports the future doubling of the Atlantic Tennis Centre with 5 additional outdoor courts. The ability to expand the Tennis Centre is crucial as a National Training Centre and there is no where else to grow but on BANC's lands. The plan shows over half the park preserved as Acadian Forest woodlands with walking trails, an adventure playground and a connection to the Main urban park at the centre of the development.
2. A 3 acre urban central park at the heart of the development. As a frame of reference, Cornwallis Park in Downtown Halifax is 2 acres and the Grand Parade is 1.5 acres. This park would be programmed with playgrounds, picnic areas, fountains, public art and urban spaces. Possibly even a commercial canteen, public pool or change facilities. Programming this park would be done with HRM Parks staff.
3. The powerline Right-of-way would be preserved for walking trails, parking lots and general open space connectivity throughout the development. This trail and the large park trail to the north would be linked together for a range of different stacked loop sizes for walking. The trail connects to the Bedford Education Centre and the Rocky Lake Junior High.
4. The northwest corner of the plan preserves the 26 acre PID for IHI zoned uses with Verdi Drive extension marking the end of the residential development.
5. North of the powerline corridor and surrounding the large central urban park, the developer is proposing a mixed use multi-unit development form with heights ranging from 4-storeys at the entrance on Rocky Lake Drive, up to 20-storeys surrounding the urban park. Some groundfloor would be programmed for commercial spaces as much as may be viable for the development. Groundfloor units would have their own individual townhouse style entries and patios to enliven the groundfloor along the streets. No parking is proposed between the buildings and the street and most of the parking would be located underground. Onstreet parking would be provided around the central park and all streets would have an urban cross section.
6. South of the powerline right-of-way and approaching the residential areas to the south of the Bedford Bypass, the density steps down to a townhouse scaled development. Two multi-unit buildings are located on the north side of the residential development edge bordering the IHI zone and the townhouses. These buildings are proposed as 6 storey buildings over 125 metres away (and to the north) of the Riverview Crescent single family homes.

The proforma for the proposed development anticipates 1711 units (using an average unit size of 100 sq.m.). Some buildings would be designed with 3-4 storey streetwall and a maximum tower dimension of 900 sq.m. to maintain slim point towers. We might also anticipate a 4 storey midrise as part of the development using many of the same parameters as is being proposed for Seton Ridge development in Bedford. The development would likely happen in two phases; the north of the powerline phase is about 34 acres and contains most of the multi-unit buildings. South of the powerline, most of the development is lowrise (except buildings A and B) and this area occupies 19 acres. The total developable area would include 53 acres and the remaining area of the 67 acres would be parkland or powerline

Bedford Commons: Pro Forma

Avg Unit Size 100 sq.m.

Multi	PODIUM AREA (m2)	Storeys	TOWER AREA (m2)	Storeys	GFA (m2)	Units	Total Storeys
A	1764	4	800	8	13,456	114	12
B	1984	4	800	4	11,136	95	8
C	3087	3	800	5	13,261	113	8
D	2205	3	800	5	10,615	90	8
E	2362	4	800	16	22,248	189	20
F	2362	4	800	16	22,248	189	20
G	2205	3	800	13	17,015	145	16
H	1768	3	800	9	12,504	106	12
I	1768	3	800	9	12,504	106	12
J	2205	3	800	13	17,015	145	16
K	3595	6	0	0	21,570	183	6
L	1764	6	0	0	10,584	90	6
M	1102	4	0	0	4,408	37	4
					Sub-Total	**1603**	
Townhomes (7.3m frontage)						108	
					Total Units	**1711**	

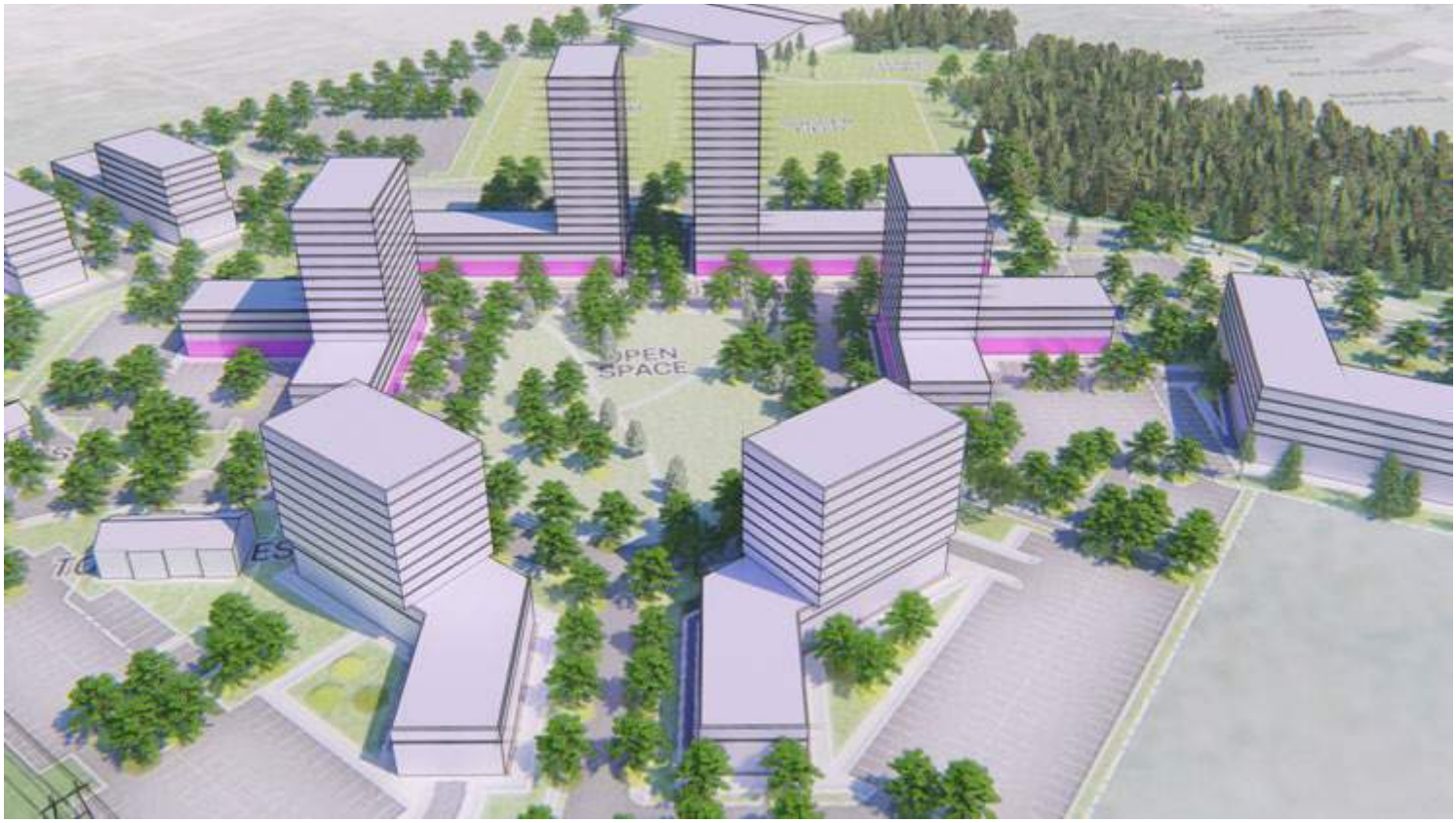
Industrial/Comm	AREA (m2)	Storeys			GFA (m2)
AI	4614	1			4,614
BI	4079	1			4,079
CI	4079	1			4,079
				Total (m2)	**12,772**

Area South Powerlines	76,960	sq.m.	19.06	acres
Area North Powerlines	136,143	sq.m.	33.72	acres
Powerlines	31,936	sq.m.	7.91	acres
Total Area	**484,673**	sq.m.	**120.06**	acres

Density	14.25	UPA		
Main Central Park	12,670	sq.m.	3.14	acres
Large Park to North	27	acres		
Total Park Area	31	acres		
% Parkland	25%			
Road Length	2260	m		
Units/m Road	0.76	units/m		




COMMUNAL PLAYGROUND


OPEN
SPACE



corridor. The total area of the master plan includes 53 acres of mixed use development, and 31 acres of parkland (41% parkland), 8 acres of powerlines and 26 acres of industrial land left as currently zoned. Over the 120 acres outlined in the master plan, the 1711 units have a density of about 14.25 units per acre.
We believe there is a very good case for consideration of this development and the requested SMPS changes. We have also included a traffic impact study and a servicing schematic as part of this submission. Rather than detailed building designs and floor plans at this early stage we have included some examples of typical building topologies to convey our intent. It would be out intention, should this application prove successful, to design each of the buildings as part of a development agreement application in the future.

We welcome questions or comments on this application as we move through the process.

Sincerely,

Rob LeBlanc, LPPANS, MCIP, API
President, Fathom Studio

Austin french, LPPANS, MCIP, API

20 storey Examples

1. Wyse Road Proposed (Fathom Studio)



20 storey Examples

1. Kings Wharf Proposed (Fathom Studio)



20 storey Examples

1. Odyssey Condominiums









Midrise Examples





Midrise Examples

1. Rockingham South (Fathom Studio)



BEDFORD COMMONS

DEVELOPMENT PLAN

0 80 160m

Scale = 1:2000

July 2019

DAMASCUS ROAD

BICENTENNIAL DRIVE - HWY 102

VERDI DRIVE

MANN STREET

DUKE STREET

ROCKY LAKE DRIVE

BEDFORD BYPASS

RIVERVIEW CRESCENT

ROCKMANOR DRIVE

OAKMOUNT DRIVE

BIRCHWOOD COURT

UTILITY EASEMENT

ATLANTIC TENNIS CENTRE EXPANSION

5 TENNIS COURTS

FOOTBALL FIELD

SOCCER FIELD

PRESERVED WOODED AREA

TRAIL

CI

INDUSTRIAL CLUSTER

BI

AI

A

B

C

D

E

F

G

H

I

J

K

L

M

MULTI-USE TRAIL

COMMUNITY PLAYGROUND

OPEN SPACE

TOWNHOMES

108 (7.3x14m) TOWNHOUSE UNITS

Bedford Commons: Pro Forma July 8, 2019

Avg. Unit Size 100 sq.m.

Multi	PODIUM AREA (m2)	Storeys	TOWER AREA (m2)	Storeys	GFA (m2)	Units	Total Storeys
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H	1768	3	800	9	12,504	106	12
I	1768	3	800	9	12,504	106	12
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Units/m Road	0.76	units/m	

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C003

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

Re: Lands of Lake Loon Golf Centre Ltd. – Golf View Drive, Cole Harbour (PIDs 40396152, 00602474, 41053299, 40173395, 00261933 & 00261925, 41053281, 40285397, 00261917)

As the 10-year review of the Regional Plan is underway, Lake Loon Golf Centre Ltd. is requesting the following be considered.

1. The subject properties (PIDs 40396152, 00602474, 41053299, 40173395, 00261933 & 00261925, 41053281, 40285397, 00261917) be included in the Urban Service Area within the Regional Subdivision By-law.
2. These properties be designated Urban Settlement within the Generalized Future Land Use Map of the Regional Municipal Planning Strategy.
3. The subject properties be designated 'Residential' within the Generalized Future Land Use Map of the Dartmouth Plan Area
4. The subject properties be zoned CDD 'Comprehensive Development District' within the Zoning Map of the Dartmouth Plan Area

Site Description

The subject site (see Figure 1) falls immediately outside the service boundary for sewer and water services as shown on the Halifax Regional Subdivision By-law Service Requirements Map (Revised September 30, 2017). The site is currently designated Rural Commuter within the Regional Plan, designated RSV (Reserve) within the Dartmouth Municipal Planning Strategy, and zoned H (Holding Zone) within the Dartmouth Land Use By-law

The properties are currently serviced by on-site septic disposal systems and private on-site wells with the exception of the Lake Loon Golf Course site, which is serviced by a private on-site well and a sewer lateral force main.



Figure 1: Subject Site

Discussion

The Regional Plan is a strategic policy document that outlines the goals, objectives and direction for long term growth and development in Halifax. While the Regional Plan provides broad direction, it has been several years since the plan was adopted (2006) or reviewed (2014). We understand HRM is currently embarking on a much-needed review of the Regional Plan. We believe that there have been enough changes to the circumstances in Halifax since the Regional Plan was adopted or last reviewed to request an extension of the water and sewer service boundary to enable development that is inconsistent with the current policies of the Regional Plan but is supported by:

- Principals of high-quality development that is comprehensibly planned,
- Demographic, social and economic trends
- Integrated Mobility Plan
- Green Network Plan
- Adequacy of Services
- Adequacy of Traffic Capacity

<u>High-quality and Comprehensively planned development</u>

The surrounding area is a mix of residential (single family and multi-unit) and commercial properties. With its strategic location next to the intersection of Main Street and the Forest Hill Parkway/Forest Hill Extension – which is identified as a 'Urban Local Growth Centre' within the Regional Plan. Urban Local Growth Centres are intended to include a mix of low, medium, and high-density residential housing, and local commercial and

institutional uses. The growth centres were identified in locations where access to transit is available that connects to other centres within the municipality and the Regional Centre. Future development in these centres is intended to enhance pedestrian and AT connections, have high quality streetscaping and interconnected private and public open spaces.

The site has great development potential for infill development. Currently, access to the site is by way of Golf View Drive. However, HRM has indicated that it is interested in closing Golf View Drive and aligning access to the site and the adjoining properties with the signalized intersection at Ridgecrest Drive and Main Street. Development of infill sites is a means of sustainable land development close to a city's urban area. The development of the subject site includes a much-needed reuse and repositioning of the underutilized golf course site. Development of infill sites, such as this one, has far reaching environmental benefits. Construction on any undeveloped infill lands promotes the economical use of existing infrastructure and is a remedy for sprawl to outlying areas. Typically, there are lower infrastructure costs to extend services for infill projects making the long-term maintenance costs more feasible for municipalities.

Although, the site currently has no access to municipal sanitary and water systems, the site is in an area with existing transportation and utility infrastructure, schools, parks and recreation, and places of worship. Development of these lands will add homes and/or businesses in a designated growth area. This a great example and opportunity for smart growth that is compact and walkable, offers a mix of uses, and creates a sense of place.

Our proposed amendments as part of the RP+10 review would enable the subject site to be comprehensively planned through a secondary planning process that would involve significant engagement with the community and various stakeholders to ensure any proposed development is compatible with surrounding communities and applicable policies.

Demographic, social and economic trends

Demographic, social, and economic trends shape the way people live and, by extension, their demand for real estate. Demographic changes - more seniors looking for homes that better meet their needs, more millennials forming new households, and more singles in all age categories—are likely to drive demand for infill development. There is demand for both rental and for-purchase homes that better match the needs of empty-nesters and retirees. Millennials are biking, walking and taking public transit more often and driving less. Social changes - single-person households are now the second most common household. People living alone are attracted to places with a sense of community and proximity to everyday amenities and services. Economic trends - consumer preferences for the amenities that infill locations offer are likely to grow as changing demographics affect the housing market. In the next 20 years, the needs and preferences of aging baby boomers, new households, and one-person households will all drive real estate market trends— and infill locations are likely to attract many of these people.

Integrated Mobility Plan

Halifax has invested a great deal of time and effort on the Integrated Mobility Plan (IMP). The focus of the plan is on the movement of people rather than the mode of transportation, concentrating on travel options that are sustainable, enjoyable and healthy. Halifax 2031 Regional Plan targets are to have at least 30% of trips made by transit and active transportation and at most 70% of trips made by private vehicles. If accomplished, the result will be lower need for car ownership and lower greenhouse gas emissions resulting in improved air quality in the region and healthier communities.

The Integration Mobility Plan identifies potential transit-oriented communities and opportunities for compact, mixed used, complete communities within a ten-minute walking distance of proposed or existing terminals. The subject site is located within an "potential transit-oriented community". The Integrated Mobility Plan states that zoning and transit planning should work together with the Regional Plan Growth Centres to develop transit-oriented communities in these potential areas of opportunity

Green Network Plan

The Halifax Green Network Plan identifies five themes that define the importance of open spaces to the ecological, economical, and socio-cultural vitality of the Region: Ecology, Working Landscapes, Cultural Landscapes, Community Shaping and Outdoor Recreation. The Summed Value Mapping in the Green Network Plan shows that the site is an area with minimal open space landscape values across the following themes: ecological landscape, working landscape and socio-cultural landscape.

The Halifax Green Network Plan mapping shows that the subject site holds minimal value to the Green Network Plan overall themes; therefore, development of the site fits well with Halifax Green Network Plan's Action #31 – Theme: Community Shaping, Action: Amend the Regional Plan to prioritize the redevelopment of brownfield site and other underdeveloped urban infill site ahead of undisturbed greenfield sites.

Adequacy of Services

The subject properties currently lie outside of the service boundary; however, existing municipal services are located directly adjacent to the site including a 300mm diameter watermain and 300mm diameter wastewater main and existing pump station on Golf View Drive. Wastewater from these lands would ultimately flow to the Eastern Passage wastewater treatment plant. Stormwater for the site would discharge to either Topsail Lake or Loon Lake. Halifax Water and HRM require that stormwater flows be balanced between the pre-development and post development scenarios. In addition to the pre vs post balancing HRM has also introduced stormwater quality requirements which would be applicable to any development in this area. Based on Initial discussions with Halifax Water the water and wastewater services in this area would be adequate to service the development f the subject properties, however, upgrades to the existing pump station may be required to support the development of these lands. Based on these discussions with Halifax Water we understand that they would support the development of the subject properties.

Adequacy of Traffic Access Points

Existing access to the site is currently off Golf View Drive. The main proposed access to the new development would be via a new leg added to the existing signalized intersection at Ridgecrest Drive. This intersection is located approximately 500 metres west of the Main Street at Forest Hills Parkway intersection and should largely remain unaffected by the peak hour queuing that occurs at the Forest Hills intersection.

The existing Golf View Drive would function as a secondary access. The existing intersection is at a sharp angle and has no restrictions on vehicle movements. We propose to reconstruct the road to improve the intersection configuration and that movement be restricted to a right-in/right-out only.

Closing

We strongly feel that the proposed amendments outlined in this letter, as part of the RP+10 review, should have significant benefits to enable the comprehensive development of a prime infill site that is within direct proximity to existing amenities and services. The site is also within an area of the municipality that has been identified for urban growth under the Regional Plan.

Halifax is experiencing increased demand for infill locations such as this site – resulting from changing demographic, social and economic trends effecting the housing market. According to the Halifax Green Network Plan, these lands hold minimal value to the Regional Green Network. Comprehensive development of the site would result in better utilization of existing services: transit, active transportation(sidewalks), parks and recreation facilities, schools and fire protection services.

We would like to thank you for the continued time and effort towards the RP+10 review. 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,

Brian McKenzie

[redacted]

C004

Clayton
The Community Builder
Clayton Developments Limited
100C-255 Lacewood Drive
Halifax, Nova Scotia B3M 4G2
902-445-2000
www.claytondev.com

February 28, 2019

Eric Lucic
Manager, Regional Planning
HALIFAX

Dear Eric,

Re: Mount Hope Extension – Development of Lands East of Shearwater Airport

Halifax is growing and HRM must stay ahead of that growth in order to ensure the prosperity of the region. The imminent completion of the Centre Plan is a step in the right direction, but there is more work to be done. The time is right to begin the Regional Plan 10-year review and to investigate new areas to allow for the construction of complete communities.

As a major provider of housing in Halifax, Clayton Developments Limited and our partner Cresco, together as Dartmouth East Holdings Limited, have an interest in bringing value to our lands (approximately 560 acres) as well as a variety of other lands in East Dartmouth (Attachment C). The current Regional Plan proposes a new road connecting East Dartmouth, Cole Harbour, and Downtown Dartmouth. The Mount Hope Extension (Attachment A) has been contemplated for many years and when constructed, has the ability to create additional capacity on Portland Street, create a direct transit route to Highway 111, add to the all ages and abilities active transportation network, and would facilitate the development of a major master planned community in Dartmouth East.

Clayton Developments Limited requests that work on the Mount Hope Extension continues and be considered as part of the Regional Plan 10-year review. Additionally, we request that the lands to the east of Shearwater Airport be considered as an Urban Local Growth Centre as part that planning process. We submit the following planning rationale as support of inclusion:

1. **The Mount Hope Extension will improve traffic efficiency and safety**

   The subject lands pose a significant opportunity for development as well as an opportunity to create a needed transit, vehicle, and active transportation connection that links the Mount Hope interchange with Caldwell Road. The road was envisioned to serve as an alternative route to the constrained Portland Street corridor and facilitate increased growth in the areas abutting Caldwell Road. Currently, Portland Street is the only arterial road that connects Downtown Halifax and Dartmouth to Cole Harbour and communities beyond, which puts significant strain on the road network. An additional connection would reduce that strain as well as provide redundancy for emergency services and emergency management.

2. **The Mount Hope Extension aligns with Integrated Mobility Plan (IMP) goals**

   As stated previously, Portland Street is the only connection linking Cole Harbour and Downtown Halifax and Dartmouth. The Mount Hope extension provides an opportunity to meet goals outlined in the Integrated Mobility Plan for complete communities by reducing the need for vehicle ownership. The addition of a more direct connection will not only improve the strain on Portland Street, freeing up capacity for transit, but could also include secondary express transit infrastructure, as well as an all ages

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100C-255 Lacewood Drive
Halifax, Nova Scotia B3M 4G2
902-445-2000
www.claytondev.com

and abilities active transportation connection that links Cole Harbour and Downtown Halifax. This could be done by implementing a complete streets approach as outlined in the IMP (IMP 2.3.5a). Furthermore, the proximity to the Woodside Ferry Terminal allows for a more direct connection between Cole Harbour, Eastern Passage, and Downtown Halifax/Dartmouth by non-vehicle modes of travel. The goals of the Shearwater connector should shift to reflect the goals of the IMP, specifically Policy 3.4.5c: "Make strategic upgrades to the road network, particularly when they support multi-modal improvements."

3. **Including the lands east of the Shearwater Airport in the Regional Plan review as a growth area offsets the cost of the Mount Hope extension**

The Shearwater lands are unlikely to be redeveloped, thereby creating an opportunity to open adjacent lands for development to offset the cost of the proposed vehicle connection between the Mount Hope interchange and Caldwell Road as identified in the current Regional Plan. The Regional Plan contemplates annexing additional lands into the Morris – Russell Lake Secondary Plan area to replace those lands (Shearwater) removed by the Federal Government. Specifically, the Regional Plan states, "Consideration may be given to amending this Secondary Planning Strategy to allow for additional serviced development at the north end of Morris Lake and Eastern Passage if the connector road from Mount Hope Avenue to Caldwell Road is feasible" (RP 2014, 3.2.1).

Dartmouth East Holdings Limited and adjoining property owners (Attachment B) have expressed interest in developing the lands to the east of Shearwater Airport (Attachment C). As we understand, the total cost of construction for the Mount Hope extension is approximately $21 million. In March of 2016, the Audit and Finance Standing Committee (AFSC) dealt with the Mount Hope Interchange / Highway 111 Capital Cost Contribution (CCC) shortfall. The funding source for the CCC shortfall, consisting of $7.2 million, was changed, attributing $3M from operating surplus reserve and the remaining $4.2M via debt. At the same meeting, the Committee suggested that Staff investigate development potential under policies identified in the Regional Plan to make up some of the funding shortfalls through the CCC's. The inclusion of the subject lands in Attachment C in the Regional Plan review as a growth area have the potential to offset the $7.2 million shortfall for this essential connection and contribute to the complete community vision outlined in the Regional Plan and Integrated Mobility Plan.
Based on the above rationale, we request the following:

1. Staff continue to work towards bringing the Mount Hope extension project to council;
2. Staff initiate the planning process to allow for a mixed-use community development within the lands identified in Attachment C.

Yours Truly,

[redacted]

Kevin Neatt
Director, Planning and Development
Clayton Developments Limited

Cc: Councillor Karsten, Councillor Nicoll, Kelly Denty

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The Community Builder
Clayton Developments Limited
100C-255 Lacewood Drive
Halifax, Nova Scotia B3M 4G2
902-445-2000
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Attachment A

Location of Mount Hope Extension

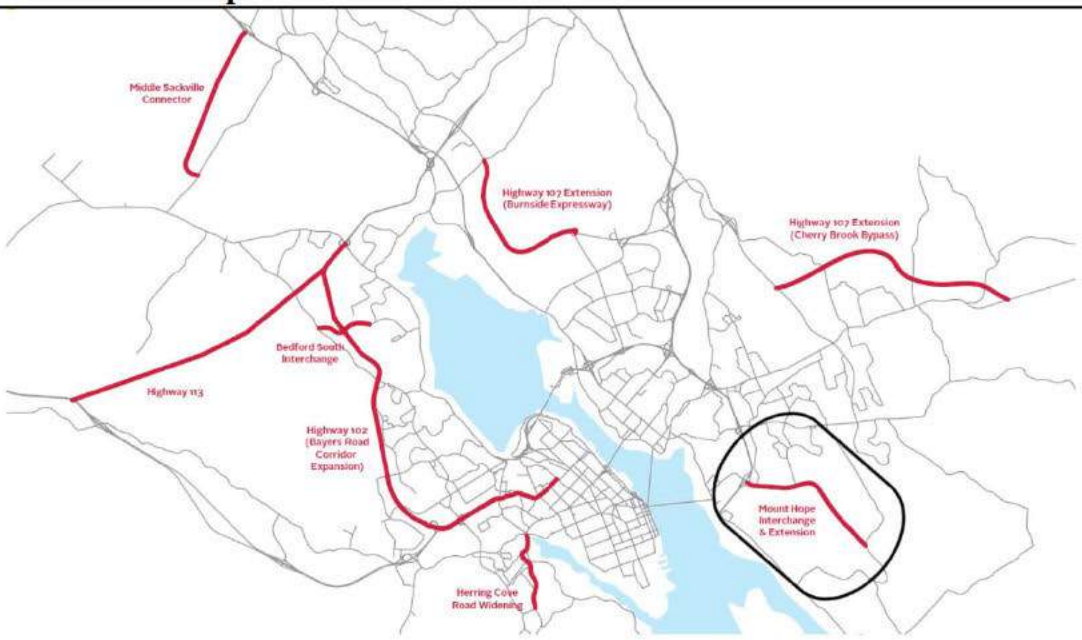


Figure 23: 2014 *Regional Plan* Recommended Road Network Projects

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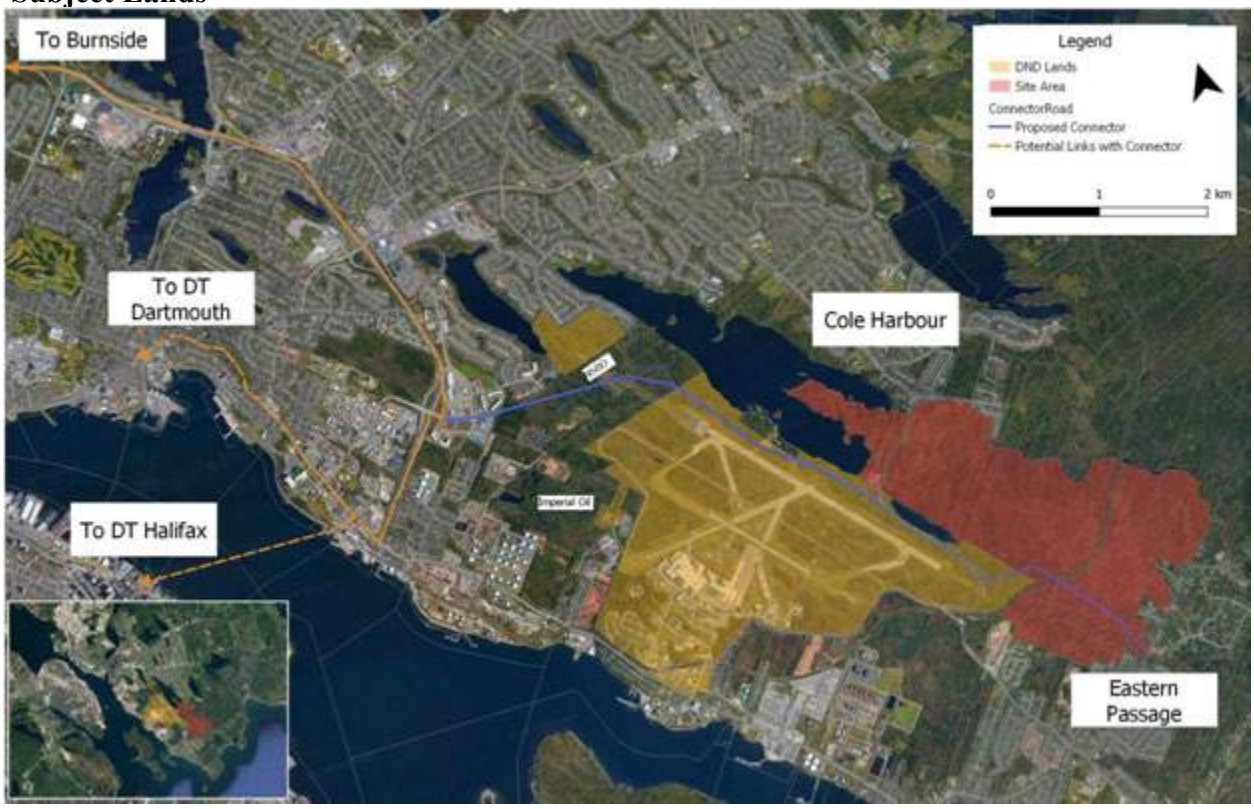
Attachment B
Area Property Owners

Company Name	PID's	Acres
Dartmouth East Holdings	00373696,00373779, 41406216, 40110173, 00372995, 40116592, 41330630, 40117269, 41412826, 40291775, 41129974, 41215856, 40252926	560
Craig Hartlen	40852592	5
A.J. Giles Investments Ltd.	40110157	46
Bryan Wayne Naugle	00404558	96
Hallie Rider, Linda Savelle, Donald Trider	00373886	46
Jacob Horn	41412842	42
Frederick Naugle	41412834	75
Raymond Beazley, Chatherine Beazley, Ruth Mosher	40127649	48
Kathleen Peers, Gary MacPhee, Deborah MacPhee	40124083	14
Oknah Realty Ltd. (Cathy Rossi-Brown)	00373670, 00373688, 41339672	113
Lake Port Excavation (Jack Rossi)	41058223	6
	Total Acres	**1049**

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Clayton Developments Limited
300C-255 Lacewood Drive
Halifax, Nova Scotia B3M 4G2
902-445-2000
www.claytondev.com

Attachment C

Subject Lands



Zwicker Zareski Architecture + Planning

1 Canal Street, Dartmouth NS B2Y 2W1 | [redacted]

Leah Perrin
Planner III, Regional Planning
Planning & Development
40 Alderney Drive
Halifax, NS B3J 3A5

November 6, 2020

RE: Review of Green Network Plan and Potential Developable Area Study for Dartmouth East

Introduction

Over the past few months, we have reached out to landowners in the area representing a land holding of approximately 426 hectares (1,053 acres). We have reviewed the Green Network Plan and State of the Landscape primer (SOL)to better understand the developable area of their Dartmouth East lands. The following outlines our understanding of these documents as well as the resulting impact on our client's holdings.

Given the scale of the study area (all of HRM) we understand the GNP work was done through available digital data and desktop analysis, therefor the resulting data is very granular and must be reviewed at a site specific scale to determine the actual impacts. We have initiated field surveys for the Dartmouth East lands and can offer some insight regarding actual site conditions.

Green Network Plan Background

As we understand it, the primary objective of the GNP was to identify lands that have a high ecological, working landscape, or socio-cultural value. This was achieved by assigning a value to a series of base layers and overlaying them, resulting in each square metre of land having a different value.

Under the GNP, areas of high environmental overlap, areas of high working landscape overlap, and areas of high socio-cultural overlap have been mapped. The SOL provides explanation about how these overlays were created, but the maps provided are not presented in a fine enough resolution to be useful at the site-specific level. Unfortunately, the base layers used to develop these overlays, and the rankings of perceived value, are not available to the public.

It is our understanding the GNP mapped wildlife corridors using a Circutscapes model. The model identified wildlife movement based on paths of least resistance. A 100m moving buffer was then applied to the identified corridors and these were labelled as important corridors in the GNP. Essential corridors are identified where two important corridors either intersect or appear close together. In our conversations with HRM staff, these were defined through a desktop survey and not field verified.

Green Network Plan maps and application to the subject site

Maps 1 through 3 of the GNP (ecological open space, working landscapes, socio-cultural) are summed and presented as Map 4 'Summed Values'. These are presented below as low, medium, and high overlapping values.



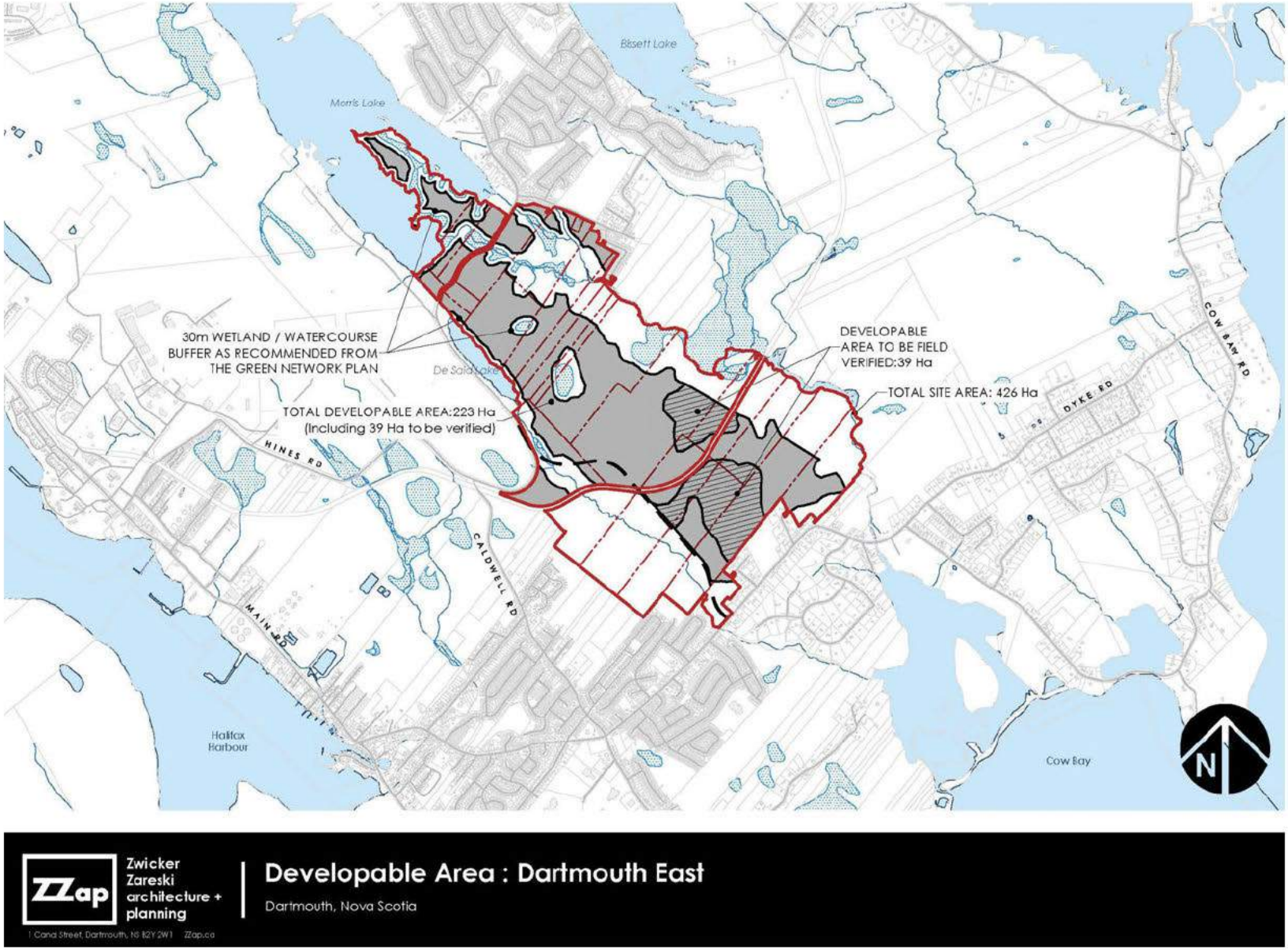
Map 4 – Summed Values

Map 4 illustrates that the majority of the subject site scored either low or medium with a portion near the south east end of the subject site as having high overlapping value. After completing fieldwork in these areas, we can confirm the areas are not wetland, but we require the assistance of your team to understand why the southern portion is showing potential for socio-cultural value.

Potential developable areas

With the exception of the two locations mentioned above (wetland or socio-cultural), most of the site area is designated having no, low, or medium environmental overlap on Map 4.

We have utilized the best data available and created a developable areas map using the summed value map (Map 4) as a base for land conservation. We have removed the areas of "high summed value" from the developable land, in addition to the lands designated as "protected areas" as identified on Map 5. This leaves approximately 223 hectares (551 acres) of land that is not considered to be of high value in the eyes of the Green Network Plan. This area can be seen on Map 6 below.



Map 6 – Developable Area

If these lands were to be developed in a similar fashion to the Morris Lake Secondary Plan area, which allows for an overall density of 8 units per gross acre (Policy ML-19) developable in the net land area, then a potential development would result in approximately 8,424 units (1,053 acres of gross site area x 8 units per gross acre) and at least 502 acres of conservation area.

Given that the Shearwater Airfield lands can no longer be considered for development, and the growing traffic pressure on Portland Street, the potential for a development scenario that contributes to the ability to fund the Caldwell Connector project is limited. Development of these Dartmouth East lands that is sensitive to their inherent ecological value is an opportunity to contribute to the financial viability of completing the Caldwell Connector project.

As a result of the value of this potential development, these lands could be considered as a Growth Area as part of the Regional Plan review without compromising the integrity of the Green Network Plan.

These findings are based on the best available map data and all areas of high summed value identified in the Green Network Plan should be verified with a site condition assessment to confirm accuracy.

We look forward to an opportunity to discuss the GNP work, Regional Plan Review, and our interpretation of the data provided.

Thank you,

[redacted]

Greg Zwicker MICP, LPP

ZZap Consulting Inc.

C005

March 13, 2019
To: Leah Perrin
From: Gina Stick
Re: Request for City Water and Sewer, 2137 Purcell's Cove Road

Dear Leah,

Thank you for your time and attention to the issues we discussed yesterday pertaining to our property at 2137 Purcell's Cove Road in Halifax.

This communication is to formalize our request for immediate consideration to expansion of the service boundary to provide full city services including water and sewer to our property. I was encouraged by our conversation that this request is timely as your department has this issue under consideration. This letter is to convey our dire need in support of that action.

As we discussed, we pay substantial property to taxes in excess of $10,000 without benefit of these services. We do not feel this fair and it has placed a substantial burdens additional to the tax burden - needing to maintain and update infrastructure at significant cost and hardship.

We assert hardship burden for both health and financial reasons. I am partially handicapped with other health complications, my husband diabetic and works 6 days a week. During power outages we have no water including functioning toilets, etc. We used to haul water up from the lake. I am unable to walk many days and can no longer navigate this but am alone most days. While we have good quality well water is it uncertain as to whether mineral content has contributed to other health issues. It has also been difficult to navigate construction for maintenance of systems and plumbing.

The financial burden has been immense, requiring 10% of our income this year alone to maintain and upgrade systems. I have had to manage the construction etc. We have a dug well with good water but high mineral content requiring remediation and ongoing maintenance. This is an unbearable burden we cannot sustain. At the same time, it is very difficult to relocate as I require essentially a one story house for health reasons, which is why we chose this property. I also have a large studio required for my livelihood which is very difficult to relocate. We do not feel we should have to relocate due to lack of requisite services that are a stones-throw away.

The lack of continued service with high taxes also presents obstacles to re-sale of the property. We contend that as we pay significant municipal tax we are entitled to services.

City water and sewer are only 3 doors away - there are three houses between our house and Wenlock Grove where services are located. I was also informed by Paul Taylor I believe, that there is a 6" water line just across the street sufficient for our need, literally about 8 paces away. The cost of our putting in a line privately if permitted would be beyond our capability as crossing the concrete road would be very costly. While our septic is fine at this point, the systems have a life and we have been advised there is no other locale on the site for the future due to protective covenants on the lake and setback requirements, even while our property is close to 1 1/3 acres.

I understand the process of review takes time. However, we are under duress and requesting a review of the service boundary as soon as is possible with consideration to the urgency of our need, and consideration to granting those in the city full services. We would hope that city service could move forward and be pro-rated over time to make affordable. Halifax has grown from when this area was country, and we are a vital part off the city.
Please facilitate just services.

Thank you so much for your time and consideration to these issues.

Gina Stick

C006

Stevens Group OF COMPANIES



DECEMBER 2020

THE LAKES DEVELOPMENT CONCEPT

UPLAND

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1 INTRODUCTION

1.1 Introduction

In early 2014, UPLAND was engaged by Susie Lake Developments (SLD) to assist with the process of negotiating parkland boundaries with HRM for their several hundred acres of land between Highway 102 and the Birch Cove Lakes system. SLD engaged in these negotiations with the intention to enter into the secondary planning process, paving the way to develop these land holdings.

In June of 2014, UPLAND prepared and submitted a report titled *Negotiation Submission - Highway 102 Corridor Lands,* for which a preliminary land use concept and proposed Regional Park boundary was developed for SLD. While the negotiations between HRM and SLD were ongoing, UPLAND embarked on the next necessary step in the secondary plan process and conducted a thorough background and analysis of the site which was submitted to SLD in November 2014. The *Comprehensive Site Analysis* is available as resource and living document to SLD and its team of design, environmental and engineering consultants.

As negotiations with HRM over parkland boundaries continued, SLD recognized the opportunity to proceed with the development of a preliminary design concept, and by doing so, has positioned itself to begin the secondary planning phase as soon as parkland negotiations are complete. UPLAND is pleased to present the results of the concept development phase in this report. We believe the concept provides SLD with a solid understanding of the site's development potential and translates SLD's bold and innovative development goals into an attractive design concept for a high-density, mixed use community on the doorstep of a newly formed Regional Park.

This report is respectively submitted to inform the 2020-2022 Halifax Regional Municipal Planning Strategy review process as to the landowner's goals/desires for the development of their lands.

In 2018 representatives of SLD and HRM Parks underwent an extensive conceptual design process to determine "ideal" park boundaries/extents, and the resulting interface between the parkland and complementary abutting developments on the SLD lands. This aspirational development of the SLD/Gateway and the resultant negotiated boundary complete with interface concepts is generally illustrated for size and location.

While the SLD development is aspirational on the part of the landowners it is recognised that likewise the park land to be acquired is also aspirational on the part of HRM staff and delineation of final boundaries will be the result of a confidential land transaction between HRM Council and the landowners. To this end the parkland has been delineated/illustrated as two classes of potential parkland: parkland set aside as the 10% dedication for subdivision and aspirational parkland held in reserve pending land sale negotiations at to-be-determined market value (i.e. similar evaluation to that of monies in lieu of actual land). Should HRM Council ultimately decide against acquiring the aspirational parkland it is understood that those lands would assume the development rights and regulations of the abutting SLD lands as illustrated on the aspirational development plans.

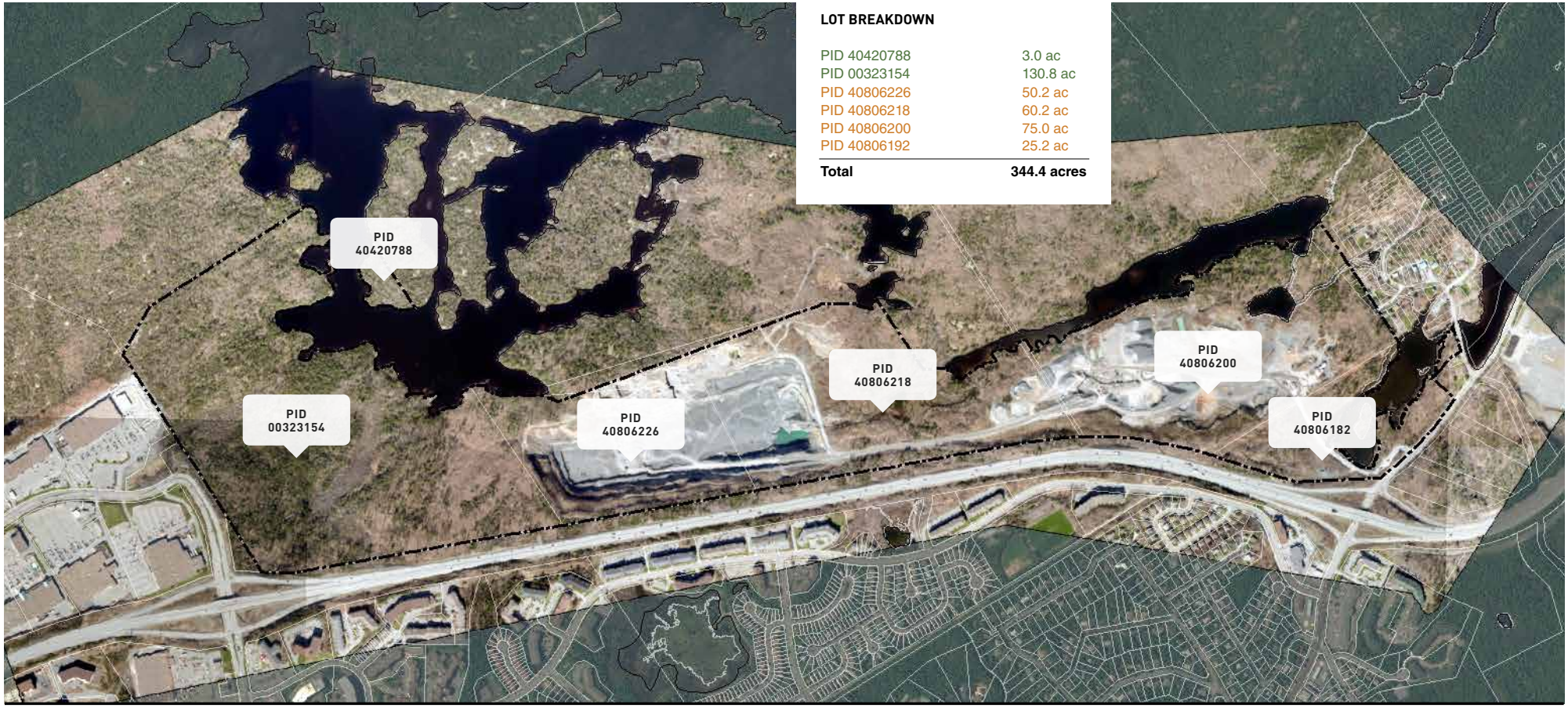
1.2 The Site

The lands in total are 344.4 acres, and stretch for 3.5 km in length between the two existing highway interchanges with an approximate width of 450 m as measured back from Highway 102. Over 60 % of the site is currently utilized for industrial purposes (quarry, crushers, materials storage, supporting facilities) with the remainder being undeveloped.



DOMINANT LAND USE

Since 1969, aggregate extraction by **Gateway Materials**.



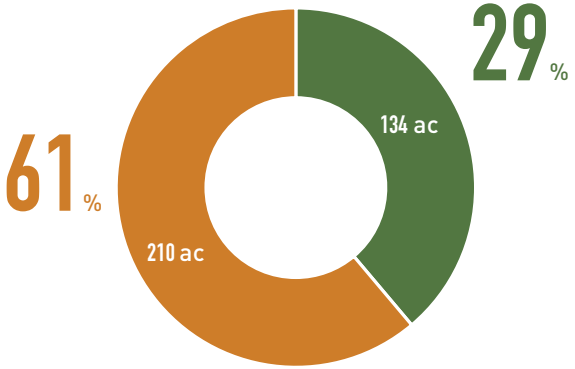
LOT BREAKDOWN

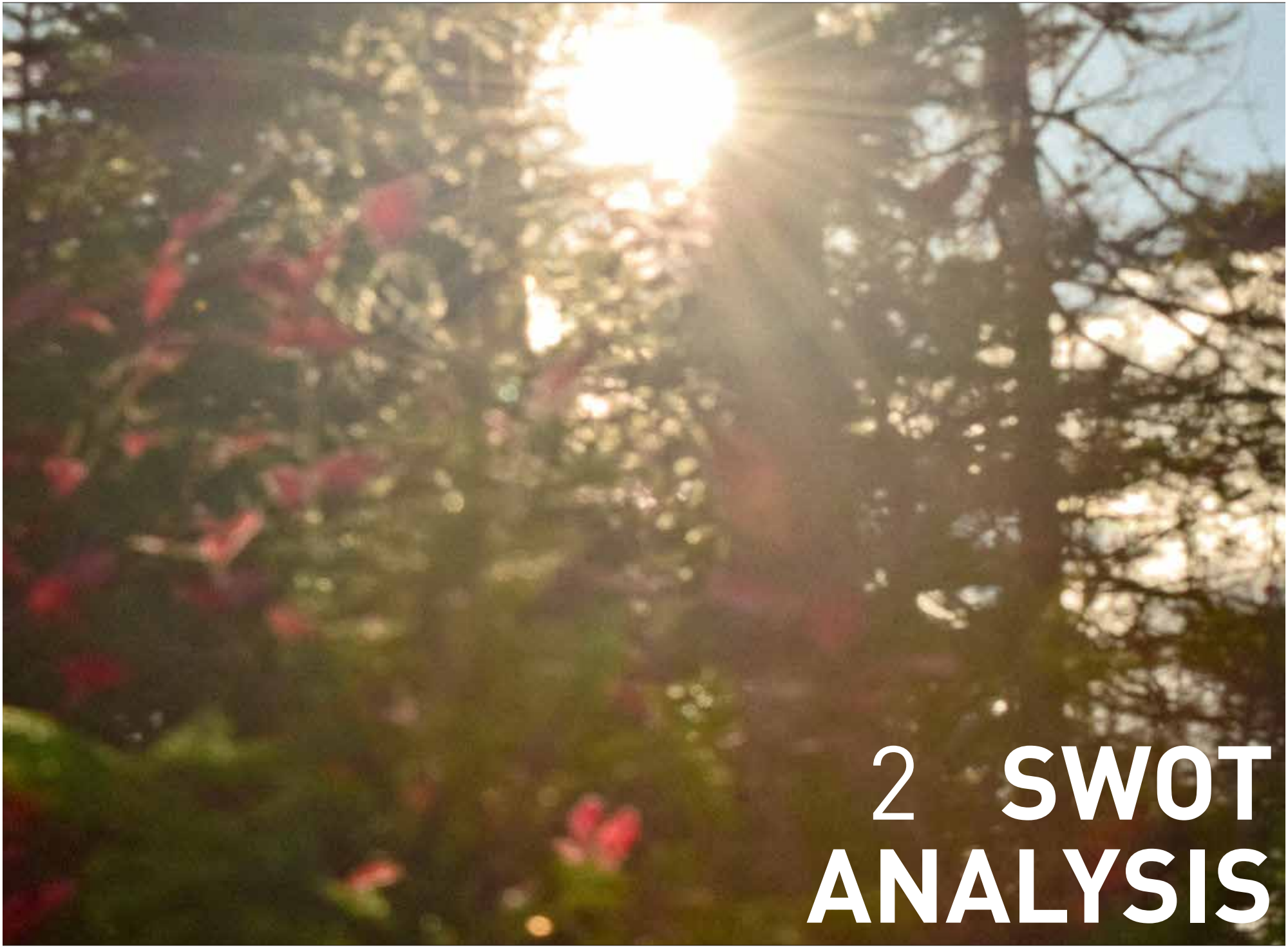
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PID 00323154	130.8 ac
PID 40806226	50.2 ac
PID 40806218	60.2 ac
PID 40806200	75.0 ac
PID 40806192	25.2 ac
Total	**344.4 acres**

TOTAL SIZE:

344.4 ac (139.2 ha)

INDUSTRIAL VS GREENFIELD





2 SWOT ANALYSIS

2.1 Introduction

A Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis is a planning tool that guides thinking around the perceived strengths, weaknesses, opportunities, and threats of the site. Strengths and weaknesses are things over which the developer has some degree of control and thus can make changes to improve the situation. Opportunities and threats are external factors which the developer does not control, and will need to develop strategies to take advantage of opportunities or have plans to counteract the threats.

This SWOT analysis is the result of public consultation, meetings, interviews, desktop research, site visits and professional assessments by the study team.

2.2 Strengths

- **The Environment.** The community will be adjacent to a pristine natural environment, including a series of lakes and back country trails, which will eventually become a future Regional Park.
- **Location.** The land is located next to existing development and infrastructure.
- **Access.** Highway 102 provides fantastic access to downtown, the airport, and other adjacent communities.
- **Visual Exposure.** The highway provides excellent visual exposure for potential future commercial development.
- **Regional Growth Centre.** The Highway 102 Corridor lands are one of few areas identified as a Regional Growth Centre in the Municipal Planning Strategy.
- **Building Materials.** As an operational quarry, the Gateway Minerals facility will be able to conveniently process aggregate and materials that can be used on site or brought to market. Furthermore, there is no presence of acid-bearing slate within the site, which can be expensive to remove.
- **Employment and Shopping.** The site is adjacent to Bayers Lake Business Park, which is both a major employment centre and regional shopping destination.
- **Aesthetic Quality.** The topography and natural features of the area provide spectacular views and vistas.
- **Surrounding Development.** The site is surrounded by predominantly commercial and multi-unit residential development.
- **Transit.** Many existing bus routes pass by or near the site, and the future Lacewood Terminal is close.
- **Community Facilities.** A handful of community and recreational facilities are located near the site.
- **Aesthetic Quality.** The topography and natural features of the area provide spectacular views and vistas.

2.3 Weaknesses

- **Parcel Shape.** The site is wedged between the highway and the lakes, resulting in a narrow and irregular developable area and a few "pinch points".
- **Slope.** Several locations feature areas with steep slopes.
- **Polluted Runoff.** Stormwater runoff from adjacent developments in Bayers Lake and Clayton Park runs through two large wetlands on the site and into Susie's Lake and has measurably impacted the wetlands and lakes.
- **Highway Nuisances.** The highway could result in potential noise and light pollution for future residential developments.
- **Traffic.** There is currently high traffic volumes and congested conditions along Chain Lake Drive and the highway interchange, particularly on weekends.
- **Bayers Lake Aesthetics.** The business park is typically perceived as an unpleasant environment due to its complex network of back roads and parking lots, heavy traffic, poor visual quality, and lack of pedestrian environment.

2.4 Opportunities

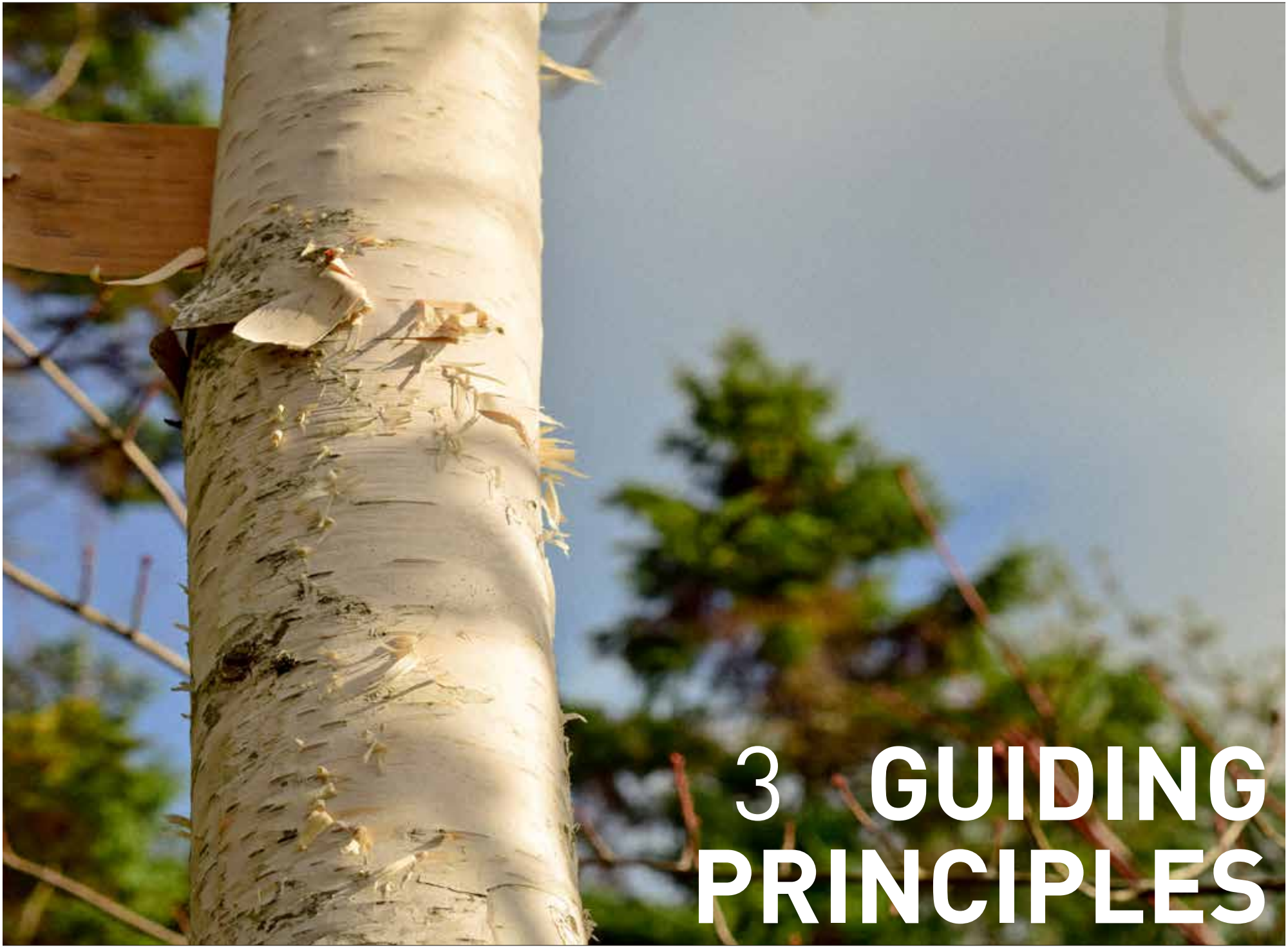
- **Brownfield Remediation.** By converting the old quarry into a lake, the large pit can be converted from an undesirable industrial landmark into a marketable natural asset.
- **Park Synergy.** Through the utilization of low-impact green building techniques, the new community can become a sustainable "eco-village" that will enhance the future Regional Park. The neighbourhood will provide convenient access to the Park.
- **Trail Linkages.** A new neighbourhood development could help link the trail networks in Clayton Park West to wilderness trails in the Birch Cove Blue Mountain area.
- **Stormwater Biofiltration.** Contaminated stormwater runoff from Bayers Lake and Clayton Park could be treated through a bioswale that brings water into the new lake.
- **Solar Exposure.** The site is very well oriented to benefit from passive solar exposure, which can help reduce energy consumption.
- **Natural Gas.** Natural gas pipeline infrastructure exists in close proximity to the development and can be accessed with little effort.
- **Buffer and Transition.** The new neighbourhood concept creates a buffer and transition between the Bayers Lake Business Park and the new Regional Park.
- **Park Boundary.** The aspirational park boundary creates a meaningful park interface beyond the requirements of a conventional development.

2.5 Threats

- **Public Opposition.** Some members of the public may have negative perceptions of development in the area, due to the presence of the wilderness area and future Regional Park.
- **Oversupply.** Retail and residential demand is a moving target with changing economic conditions and an apparent shortage of housing units in the regional core.

2.6 Trends

- **Changing Lifestyle Preferences.** A new generation of young people are exhibiting different household preferences than that of older generations, favouring smaller units in walkable neighbourhoods. Moreover, household preferences are also changing for older generations looking to downsize in favour of smaller units with less maintenance requirements and better access to amenities. A new development could capitalize on their changing trends by offering residential units that cater to these growing cohorts.
- **Value of the Outdoors.** The desire for both private and public outdoor space continues to grow, especially with peoples' experience during a pandemic and anticipating some of its lasting impacts on our society. The neighbourhood concept provides easy access to vast public outdoor space in the Regional Park as well as to semi-private public spaces within the development.



3 GUIDING PRINCIPLES

3.1 Guiding Principles

The following guiding principles are informed by the emphasis and values conveyed by Susie Lake Developments, by the high levels objectives established by HRM in the most recent Municipal Planning Strategy, and by best practice examples in the local area and in similar brownfield/lakefront developments. These Guiding Principles serve to provide an overarching set of objectives to guide the development concepts.



An Urban, Lakefront Neighbourhood

The neighbourhood is located next to a system of beautiful lakes and a pristine wilderness area. The Lakes will be a place of refuge and enjoyment, where residents and visitors can access a range of activities and experiences.

- *Create a traditional compact urban form with short interconnecting blocks*
- *Provide a mixture of well designed spaces for a variety of activities*
- *Strengthen physical and visual connections to the lakes and wilderness*
- *Maximize the efficient use of land by reducing surface parking areas and increasing lot building coverage*



A Complete and Lifelong Community

The Lakes will be a complete community, providing a mix of uses where a diverse type of residents can live, work and play. The neighbourhood will feature a variety of housing types to encourage a diversity of residents with different housing needs.

- *Provide a variety of uses and housing types that meet the needs of diverse demographics*
- *Provide sufficient space for neighbourhood commercial establishments, such as pubs, cafes, and laundromats*



Environmentally Sensitive and Sustainable

The Lakes will embrace environmental design and sustainability in order to strengthen its symbiotic relationship with the adjacent wilderness area.

- *Convert the quarry into a new lake*
- *Improve stormwater runoff from Bayers Lake through a biofiltration swale*
- *Utilize green buildings technology such as green roofs, passive solar technology and rainwater harvesting*
- *Support travel by foot, bike or bus*
- *Create an interlinking green belt through the site to encourage biodiversity and wildlife cohabitation*



Livable and Beautiful

With a stunning wilderness area next door, the Lakes should strive for a high aesthetic quality in its buildings and public realm to enhance the quality of life and appeal of the community.

- *Use building materials that are compatible with the natural surroundings, such as glass and wood*
- *Create attractive public spaces throughout the neighbourhood*
- *Integrate native vegetation throughout the site in landscaping areas, green spaces and tree-lined streets*
- *Reduce the visual impact of the development from the wilderness area*
- *Provide spaces for public art*

3.2 Concept Objectives



LINK INTO BAYERS LAKE — MORE COMMERCIAL — MORE RESIDENTIAL — LINK INTO KEARNEY LAKE

3.3 Key Design Features and Assumptions

Although the land use and urban structure of the site will vary from one concept to another, there are a handful of design features that are key to the development.

Quarry Lake 2.0

The former quarry pit will be converted into a new lake. This features presents the unique opportunity to convert a former brownfield site into an attractive community amenity and design feature. The new lake will increase demand and appeal for surrounding residential units and commercial establishments. The lake will feature a boardwalk or lakeside trail system that will allow for public lakefront access, encourage recreational physical activity, and help link commercial and institutional establishments to one another. This lakefront trail will function similarly to the Halifax and Bedford Waterfront areas.



Daylighted Swale

Currently, contaminated stormwater runoff from Bayers Lake and Clayton Park is being collected and emptied into two wetland areas within the site, before eventually filtering into Susie Lake. Today, these wetlands are highly contaminated and polluted and water quality levels are diminishing in Susie Lake. The construction of a new bioswale will intercept this stormwater runoff and clean it by running it through a linear network of biofiltrating plants before being emptied into the new quarry lake. This swale could feature a mix of hardscape and softscape elements.

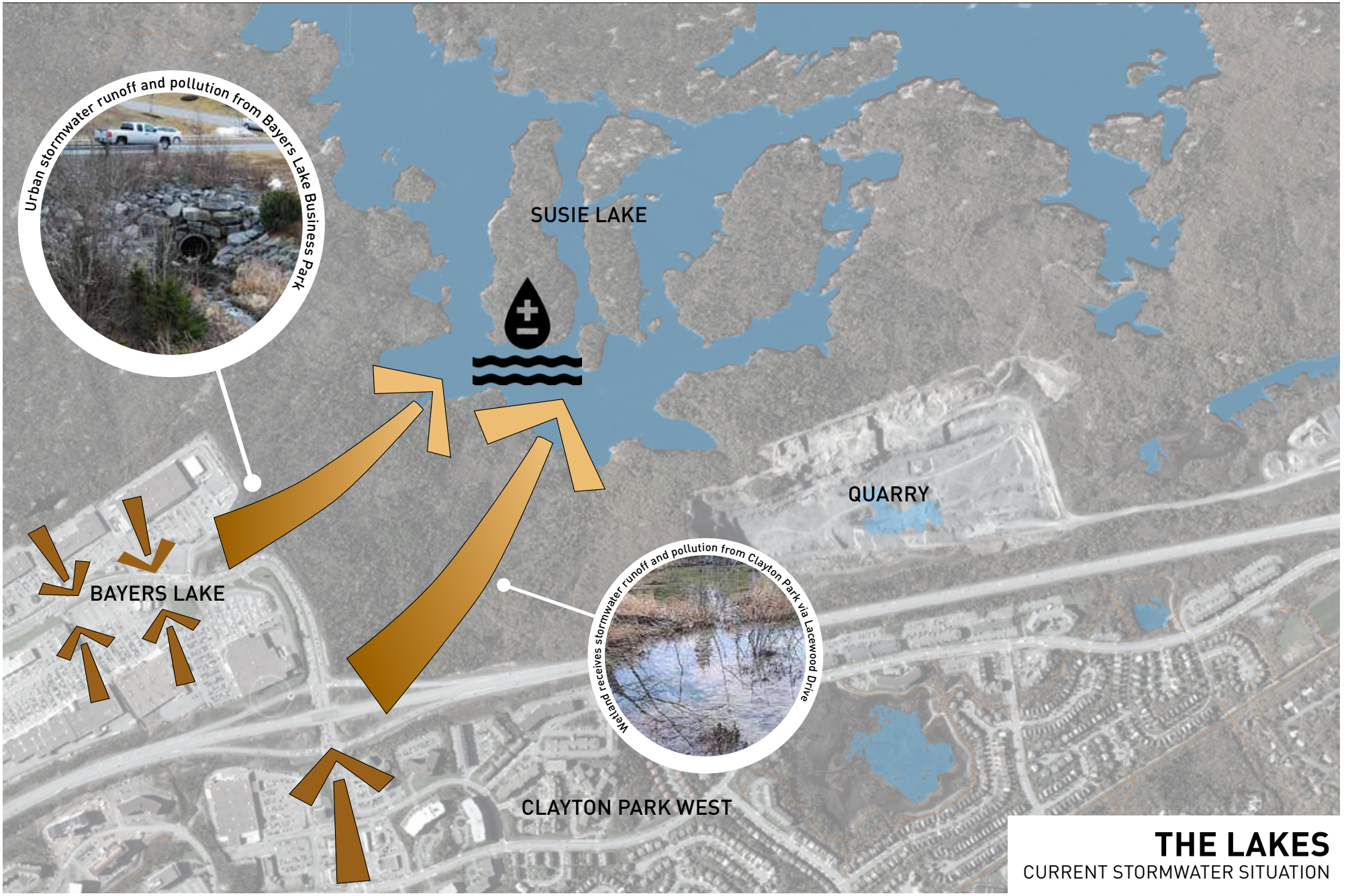
This bioswale will provide the following benefits:

- Remediate contaminated stormwater runnoff from Bayers Lake/Clayton Park
- Increase water levels for the new quarry lake
- Provide the opportunity to reclaim land where the contaminated wetlands lay
- Create an attractive and unique public realm design feature
- Increase the amount of natural elements and greenspace within the community



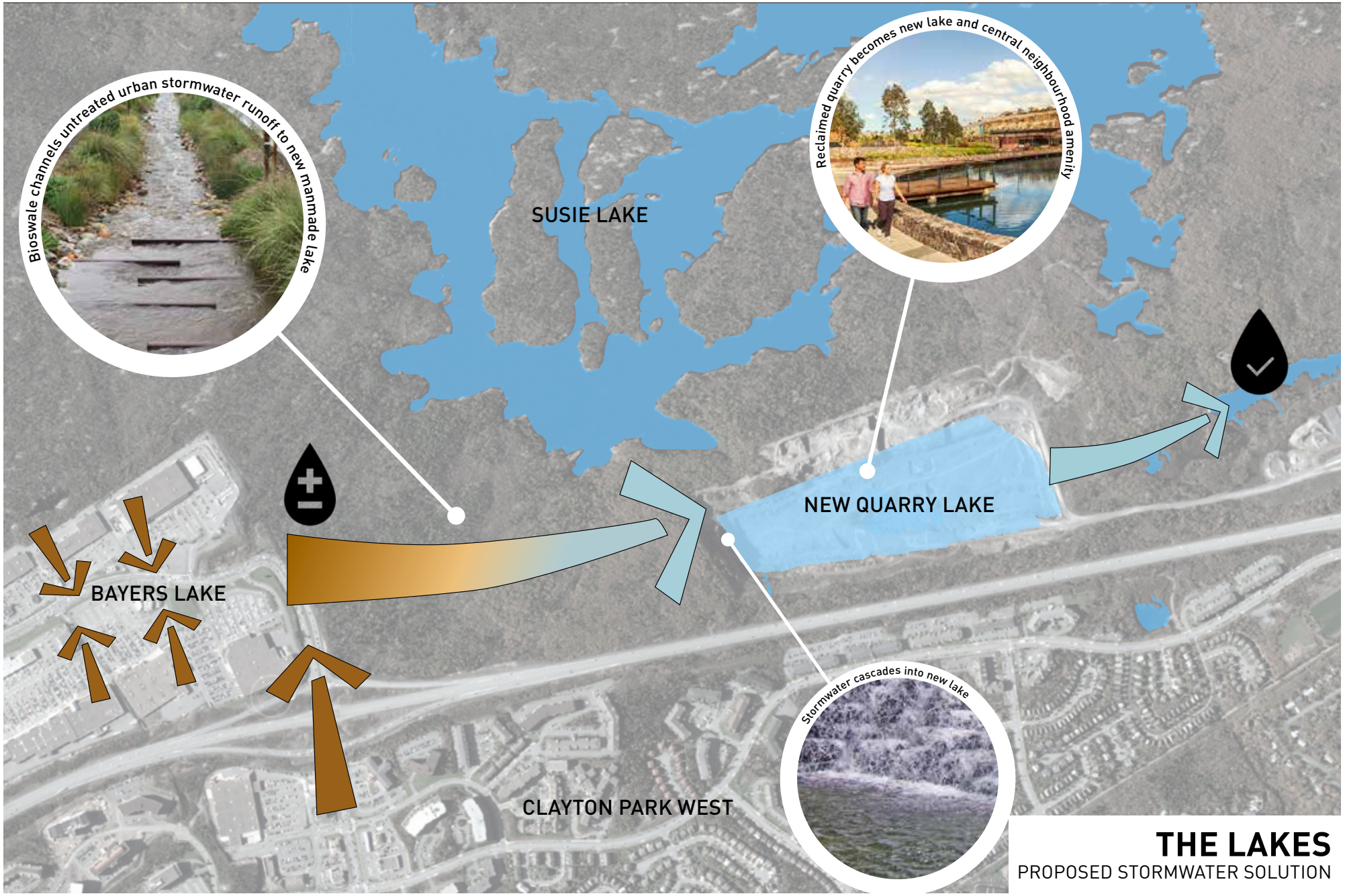
Parkland

As part of the development process, a portion of land will be offered to HRM as parkland which will eventually be designated as the Birch Cove Blue Mountain Regional Park. Although the exact boundary of this parkland is yet to be determined, the offer will generally include a buffer around Susie Lake, with a large area for a park entrance and parking lots - at the eastern end the site. Approximately 35-40 acres (10% of the total site) will be given to HRM as parkland.



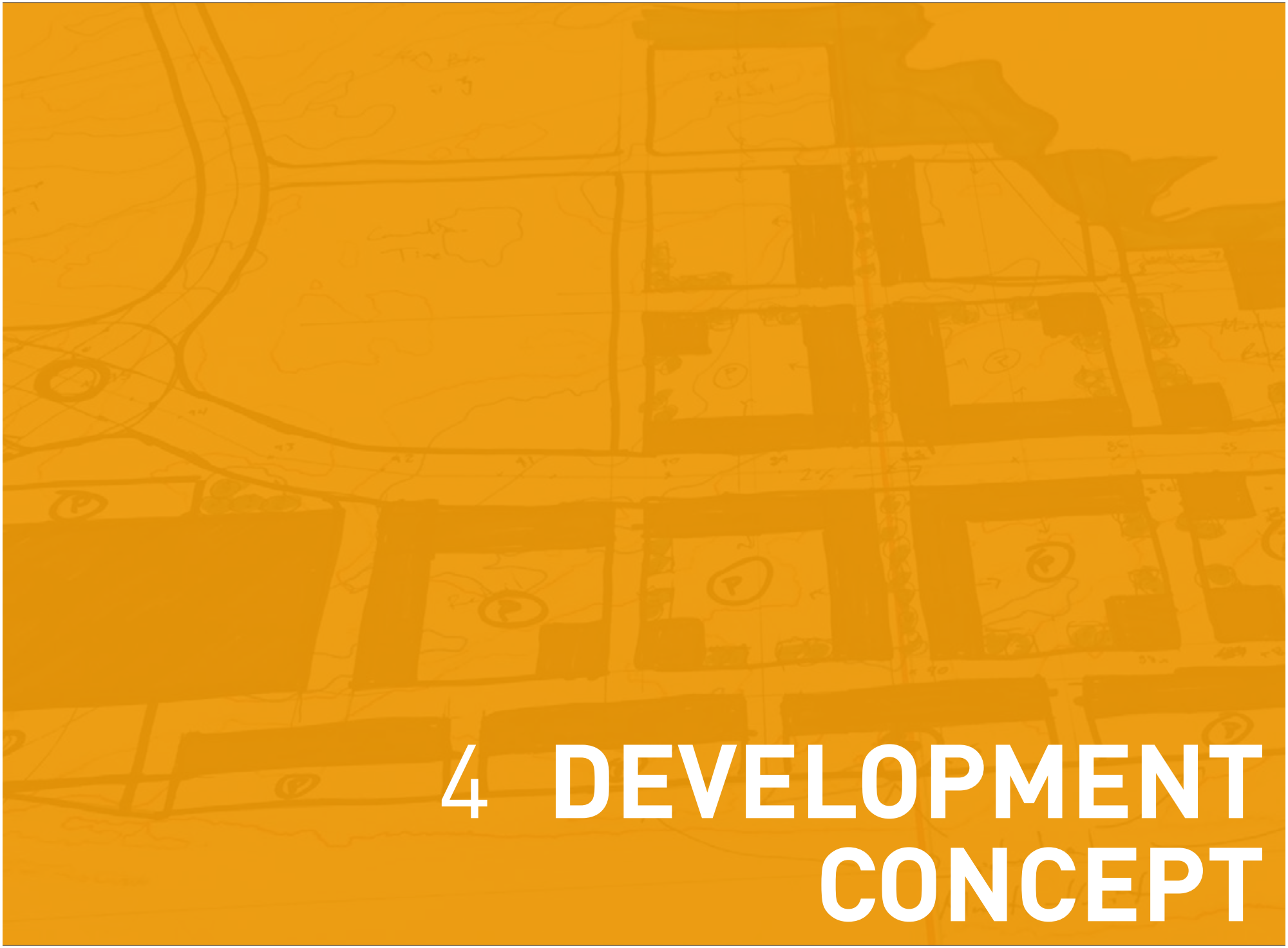
THE LAKES

CURRENT STORMWATER SITUATION

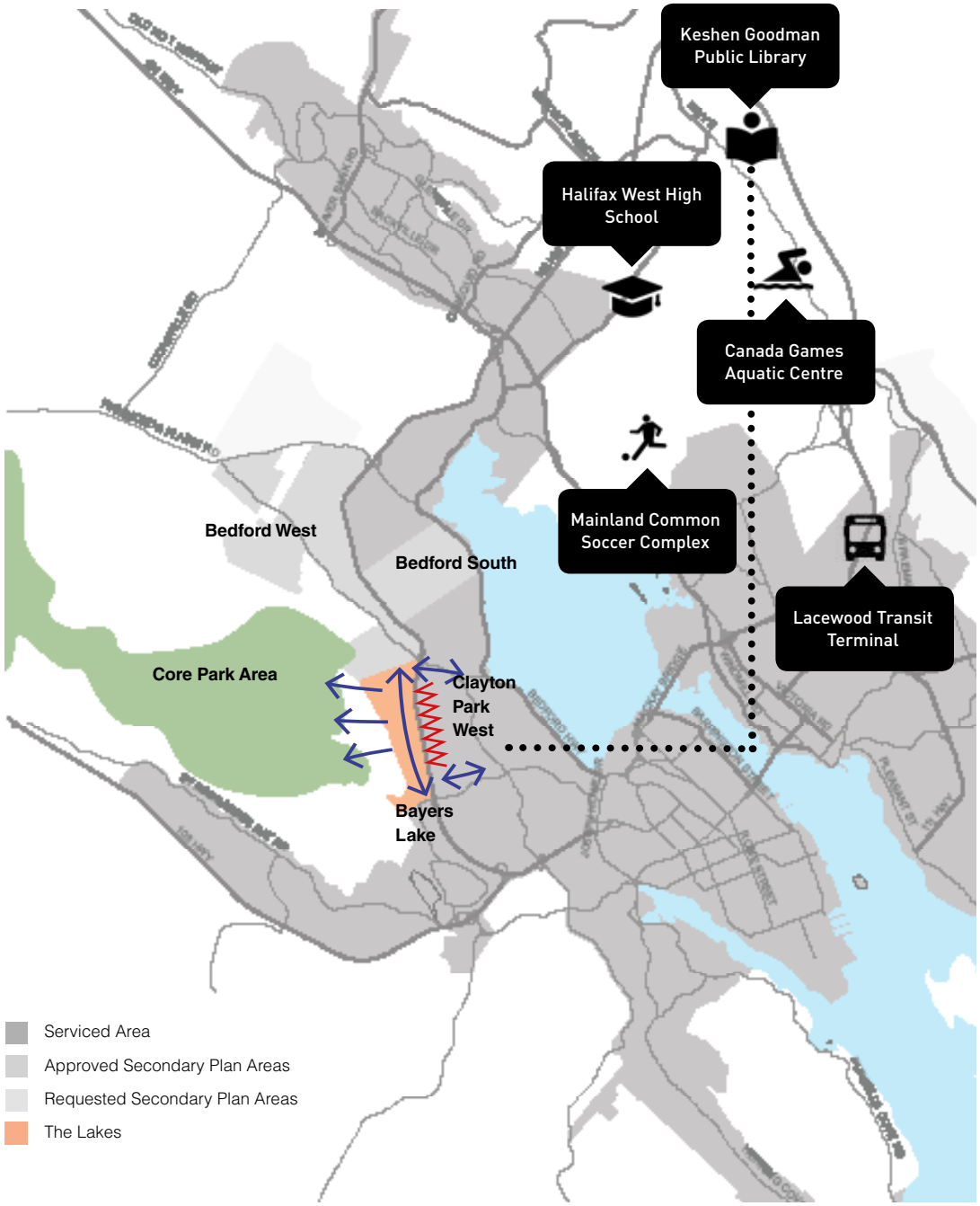


THE LAKES

PROPOSED STORMWATER SOLUTION



4 DEVELOPMENT CONCEPT



4.1 Urban Integration

Located on the edge of Halifax's serviced urban development, the Highway 102 Corridor lands are flanked on three sides by serviced areas (Bayers Lake, Clayton Park West) and soon to be serviced (Bedford West) areas. Future urban development envisioned by SLD on the project lands will close a gap in the serviced urban fabric and will facilitate a clearly defined permanent boundary between the new Regional Park and the urban configuration of a growing region.

Future development of the Highway 102 Corridor lands will facilitate public access to the Birch Cove Lakes area, which at the moment is nearly inaccessible to Halifax residents. Highway 102, a busy four-lane arterial, completely cuts off the future park from residential areas where many potential park users live within walking distance to the lake system. The only ways to cross over the highway are via two automobile-oriented highway interchanges on either side of the study area, which do not have adequate pedestrian infrastructure. These access issues mean that current usage of the park is largely restricted to a handfull of backcountry enthusiasts who must illegally park along the highway or know of other lesser-known access trails to the lakes over private land.

The future development of the Highway 102 Corridor lands will establish a variety of new connections between urban Halifax and the Regional Park and make it a nature amenity with easy access for diverse user groups. Ultimately, **only ease of access will allow the Regional Park to function as a "human-use park in which the natural environment is preserved for human use"** as was envisioned by the Blue Mountain/Birch Cove Assessment Study.

4.2 Suburban Development: Redefined

Despite being located in close proximity to Halifax's urban core, the Highway 102 Corridor lands are likely considered a suburban development site. Similarly, much of the Halifax region's residential fabric is suburban by location. In fact, as recent ground breaking research has revealed, Canada as a whole is a suburban nation. Today, two-thirds of our country's total population lives in suburbs.[1]

As the traditional notions of suburban living disappear, suburbs as a location choice are here to stay. No longer is there a *"productive centre where the husbands go by day, and bedroom suburbs where the house wives and the station wagons stay behind. If there are double income earners in one family, they likely work at different locations in the urban region. The location of their home will have to be a compromise. To assume everyone will be able to live and work in a particular, dense part of town is rather unrealistic in this situation."*[2]

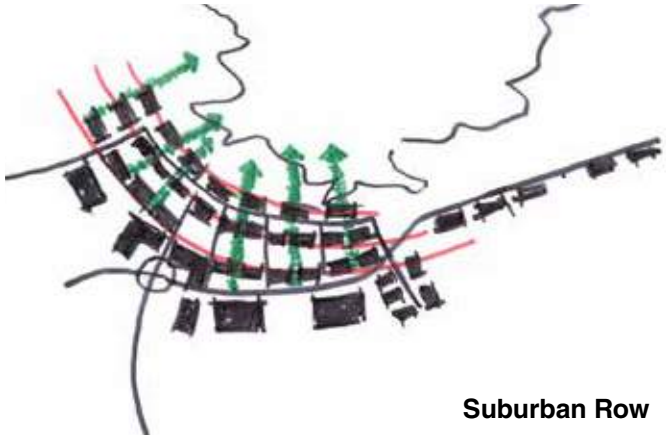
Rather than location, the real problem rests with the development patterns of stereotypical suburbia. The predominant living arrangement of single-family suburban sprawl perpetuates an unsustainable economy in terms of overall energy consumption.

As some cities in North America are demonstrating today, dense transit-rich suburbs can redefine the notion of suburban living. Instead of faux shopping squares and barely walkable subdivisions, the answer lays in quality public transit, urban streets rather than suburban roads, and in mixed-use dense development instead of more single family housing. This development approach goes hand in hand with future market demand as people with a desire to live in dense walkable neighborhoods get priced out of inner-cities by ever-growing real estate prices. "The preference of millennials and boomers for urban living, combined with city-center gentrification, will stimulate demand for urbanized suburbs."[3]

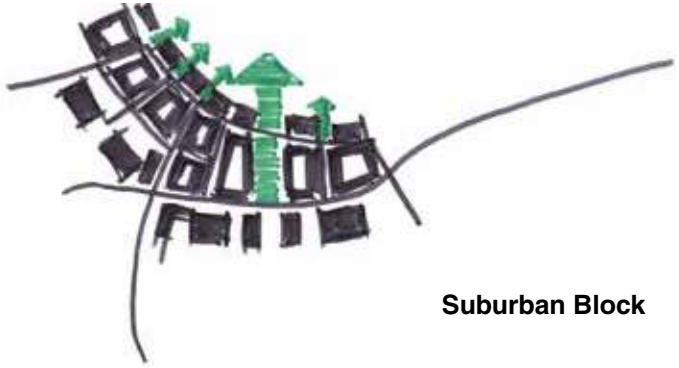
4.3 Development Approach

SLD's plans for the Highway 102 corridor lands envision a high-density, mixed use community with transit integration, an active transportation network, a linked system of natural areas and continuous public frontage on the natural lakes as the front stage to access the natural beauty of the new regional park. Integrating the concept of the five-minute neighborhood, the development concept calls for a critical mass of densities around three neighborhood nodes that support transit and local services. Within walking distance from existing public infrastructure such as the Keshen Goodman Public Library and the Canada Games Centre, the new development will allow new residents to utilize nearby amenities and similarly, will create new linkages that enable residents from existing neighborhoods to access the vast natural beauty of the Birch Cove Lakes Regional Park.

1 http://env-blogs.uwaterloo.ca/atlas/?p=5311
2 http://suburbs.apps01.yorku.ca/2014/02/14/suburbanization-and-density-a-few-critical-notes/#sthash.oLv1LoBb.dpuf
3 http://nextcity.org/forefront/view/suburbs-are-not-dead-the-future-of-retrofitted-suburbia



Suburban Row



Suburban Block



Urban Block

4.4 Concept Development

Three different building massing scenarios that could accommodate a high-density development were explored for The Lakes concept. The three conceptual scenarios assume predominantly four to six story buildings across the study area.

The **Suburban Row** concept consists of linear buildings lined along a curved street grid that is oriented towards the lake shore. The curved streets allow for good views from buildings towards the lake if they can be staggered. Prioritizing views also means that achievable densities might be lower than in other possible scenarios. Overall, this concept conveys the image of a higher density development, albeit one with a suburban character.

The **Suburban Block** concept further develops the notion of a curve-linear street grid that 'hugs' the lake shore. The addition of perimeter blocks means that higher densities can be achieved. However, due to the irregular shape of each individual street block, building designs will not allow for modular designs as each building will require different floor plates.

The **Urban Block** concept aligns perimeter block buildings along an orthogonal street grid. This configuration will allow for a very dense urban and modular pattern of streets, blocks and public spaces.

4.5 Urban Structure

The urban structure defines the organizing elements of the The Lakes through a street hierarchy, open spaces, community nodes, gateways, views and lake frontage. These elements provide structure and inform the subsequent components of the Plan. The purpose of the urban structure plan is to ensure a coherent development, with legible neighbourhoods, defined visual connections and a connected system of public spaces.

Gateways

Gateways are the primary points of entry into The Lakes, which should be reinforced through a combination of distinctive streetscaping, landscaping, signage and/or architectural corner treatments. The southern gateway is located at a new roundabout where Lacewood Drive and Chainlake Drive intersect. The roundabout will serve as a gateway to both The Lakes and the Bayers Lake Business Park. The northern gateway will be a new neighbourhood node that will signal arrival to those entering The Lakes via Kearney Lake Road.

Views

Accentuated and protected views of the natural and man-made lakes will be a main feature of the development. One of the major view corridors is oriented to allow for an extended view along Susie Lake. Other prominent views include vistas towards natural and man-made lake shores as well as panorama views from higher elevations and point tower locations.

Community Nodes

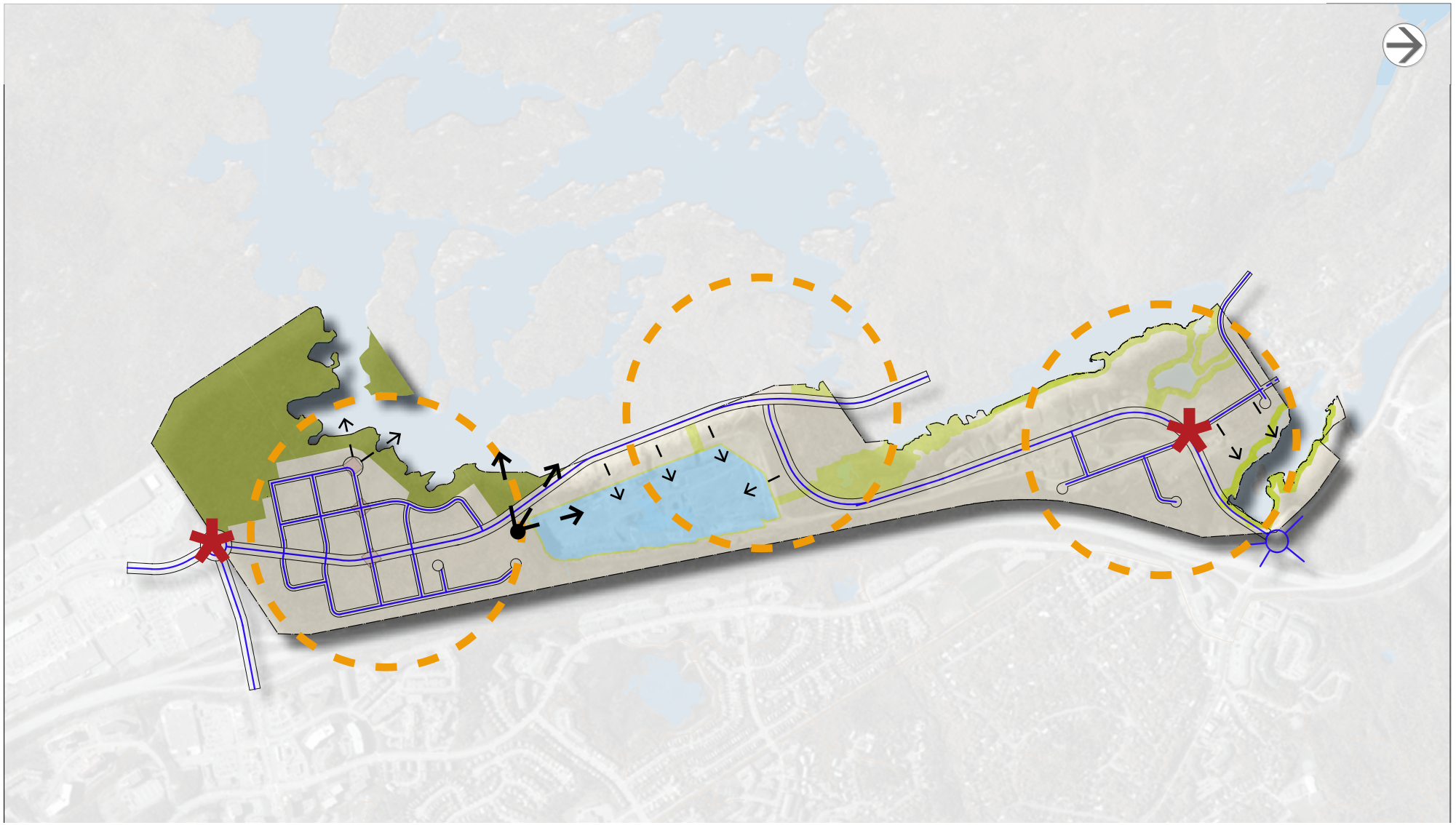
Development densities and layered land uses at The Lakes are concentrated around three community nodes. These nodes will help break the linearly shaped development parcel into three easily identifiable neighbourhoods with good transit servicing for people who live and work within a five-minute or 400m walk.

Regional Park

The lands allocated for the Regional Park bookend The Lakes and will become the new front door to the park for both The Lakes residents and people from across the region. In unison with the private open space network and the park land offer by the property owner west of The Lakes, the new Regional Park will have a continuous and interlinked eastern access corridor.

Quarry Lake

The new centrally located man-made Quarry Lake will become an urban lake amenity flanked by housing and a waterfront trail. Contrasting the soft natural shoreline of the Regional Park, its hard edged quarry shore will tell the storey of reclamation and reuse of post-industrial lands.



URBAN STRUCTURE

- Neighbourhood Nodes
- Gateways
- Views
- Regional Park
- Quarry Lake

4.6 Land Uses

The overarching principle of the land use concept is the healing of a post-industrial landscape, the protection of open space, and the linking of urban living with a pristine natural environment. A system of linked open spaces connects urban areas with the new Regional Park for human purpose. Paths are organized around stream, wetland and lake systems to allow pedestrians and cyclists to access the park, rarely necessitating street use. A newly created, trail-lined lake surrounded by mixed-use commercial and housing at the center of the site will become a recreational focal point for the community.

The predominant character of the new development is multi-unit, compact urban housing. There are no single family dwellings planned for the site. The development is divided into three distinct neighborhood nodes located along a new collector road that connects Kearney Lake Road and Chain Lake Drive. Commercial services, small-scale office space and transit nodes are concentrated in each neighborhood within a five-minute walk from surrounding medium-density housing. The multi-unit housing configurations create many informal public and semi-public open spaces in between buildings that will function as green space extensions into the neighborhood and act as transitional areas from the natural setting of the park to the urban environment of the community.

Commercial activity is concentrated in the southern portion of the site in close proximity to Chain Lake / Lacewood Drive. A neighborhood center featuring multi-storey housing and office space above retail, and a few mid box or big box retailers adjacent to Highway 102 and Chain Lake Drive will augment the commercial character found along the Lacewood corridor. The modest building and public realm qualities of the existing Bayers Lake Business Park will be improved with a new high-quality commercial environment that will be attractive to both future tenants and their customers, and to the future residents of the adjacent neighborhoods.

4.7 Regional Park and Private Open Spaces

The interlinked system of private and public opens spaces will create a continuous over 5.5 kilometre long accessible lake front. 24.8 acres will be dedicated to the Regional Park as part of the subdivision approval and 40.2 acres will be set aside for purchase by HRM to realize the municipality's park aspiration.

PID #	Owner	Parcel Size (ac)	Regional Park Dedication 10% (ac)	Regional Park Aspiration (ac)
00323154	SLD	130.8	17.3	40.2
40420788	SLD	3.0	3.0	0.0
Subtotal	**SLD**	**133.8**	**20.3**	**40.2**
40806226	Gateway	50.2	4.5	0.0
40806218	Gateway	60.2	0.0	0.0
40806200	Gateway	75.0	0.0	0.0
40806192	Gateway	25.2	0.0	0.0
Subtotal	**Gateway**	**210.6**	**4.5**	**0.0**
Total		**344.4**	**24.8**	**40.2**

Land Type	Size (ac)
Gross Area	344.4
Collector Road ROWs	37.0
Local Road ROWs	18.0
New Quarry Lake	34.0
Wetlands	7.0
Net Developable Area	**248.4**
Park Dedication (10%)	**24.8**



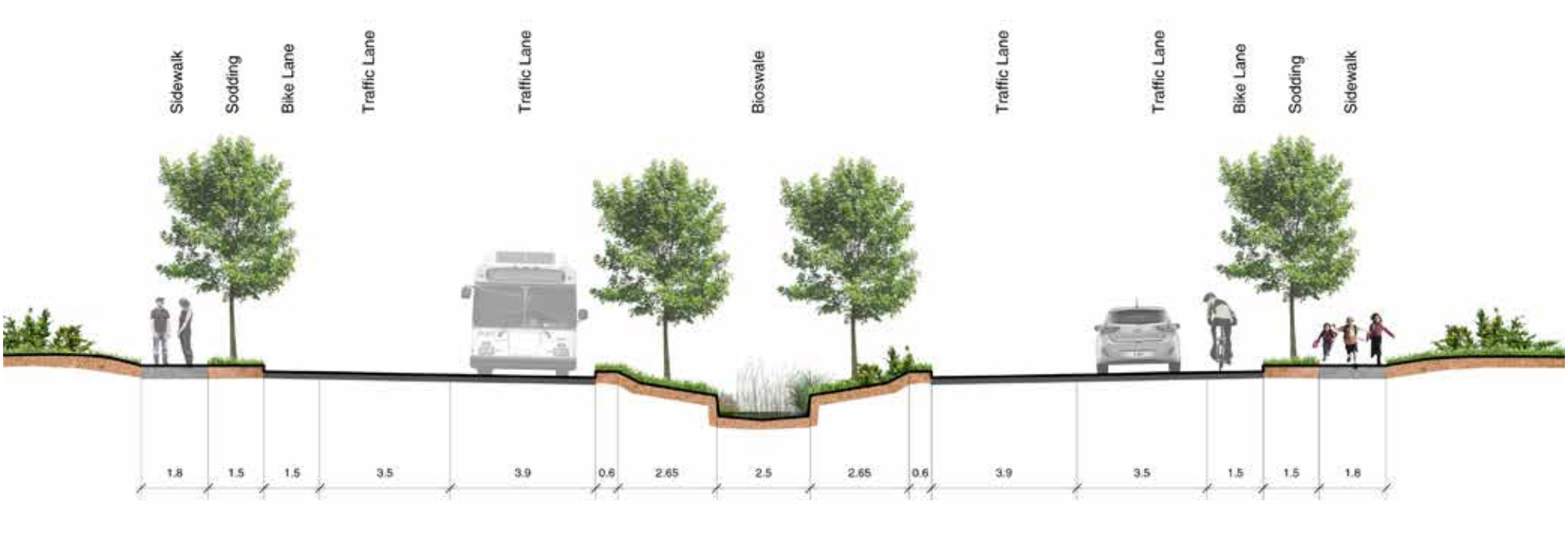
Lake Name	Lake Frontage (m)		Lake Frontage (%)	
	Public	Private	Public	Private
Susie Lake	2201	0	100	0
Quarry Lake		74	0	100
Washmill Lake	0	2300	0	100
Little Kearney Lake	0	1067	0	100
Total	**2201**	**3441**	**39**	**61**

OPEN SPACE PLAN

- Regional Park Aspiration
- Regional Park Dedication
- Private Open Space
- Public Lake Front
- Private Lake Front

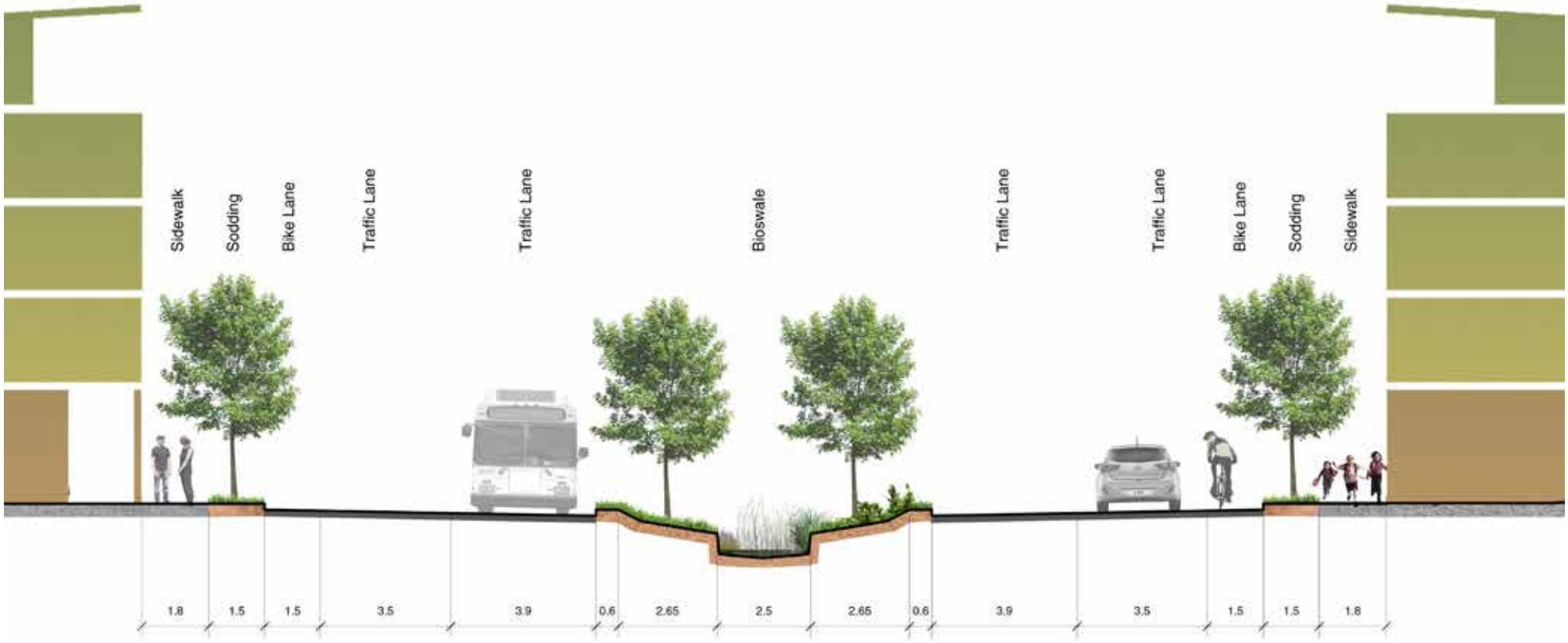
4.8 Streetscapes

Streets at The Lakes will be designed to serve multiple purposes and modes of transportation rather than being dominated by one particular mode. The main collector road connecting the southern and northern development gateways is a four-lane boulevard with bike lanes and sidewalks. Part of the collector will double as stormwater bio-channel collecting run-off from Bayers Lake Business Park and Clayton Park West to direct it into the man-made Quarry Lake. In the southern neighbourhood node, buildings will be built against the edge of the road right-of-way.



COLLECTOR ROAD

Natural Edge Condition



COLLECTOR ROAD

Urban Edge Condition

4.9 Built Form and Development Character

The Lakes are envisioned as a distinctly urban and complete community. Four to six storey buildings with a mix of units sizes that will allow residents to start and grow families, live as singles or down-size as empty nesters will be the main building type across the neighbourhood. Neighbourhood nodes will feature ground floor retail as well as commercial and office space to create opportunities for a live/work lifestyle within the neighbourhood.



CHARACTER



BUILT FORM



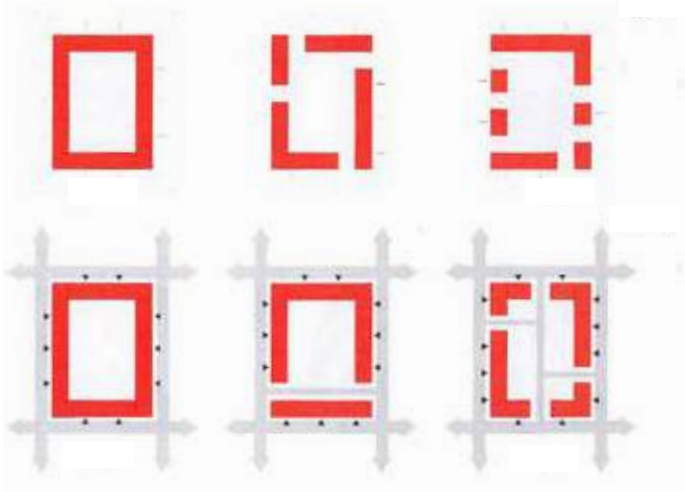
SITE PLAN

4.10 Orientation and Access Typologies

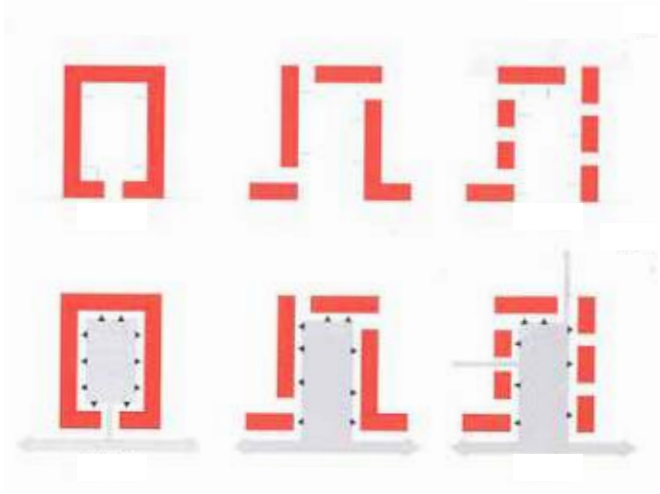
The Lakes concept plan envisions three different building typologies. At the urban neighbourhood node in the south, **Perimeter Blocks** framed by a secondary street network are proposed as the most suitable typology for the intended mixed use character. The buildings are oriented towards and accessed from the surrounding streets. The spatial continuity of the perimeter block is particularly conducive to creating the envisioned urban atmosphere of the node. The block also allows for the accentuation of its corners and creates a clear separation between the public realm along the public streets and sheltered private space within the block. Ground floor commercial spaces can be easily accessed from the surrounding streets.

North of the new Quarry Lake, the character will transition to a less dense development to reflect the primarily residential nature of the area. A succession of **Courtyards** will create distinct communal public spaces on the inside of the building blocks. Buildings will be accessed from within the courtyard. This will, in most instances, eliminate the need for a secondary road system on this fairly narrow and spatially constrained site.

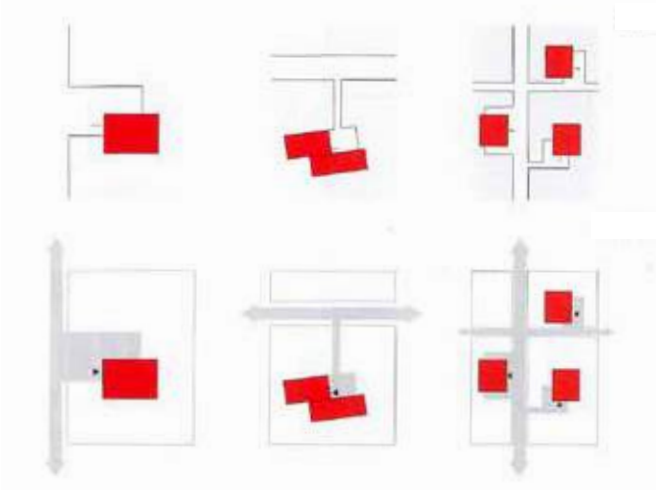
A few areas on the edge of The Lakes and on exposed elevations are slated for point towers. These **Solitary Building** structures are particularly suitable for areas where dense urban form transitions undeveloped land. Strategically placed, these point towers can also provide interesting visual cues and add to the identity of The Lakes.



Perimeter Block



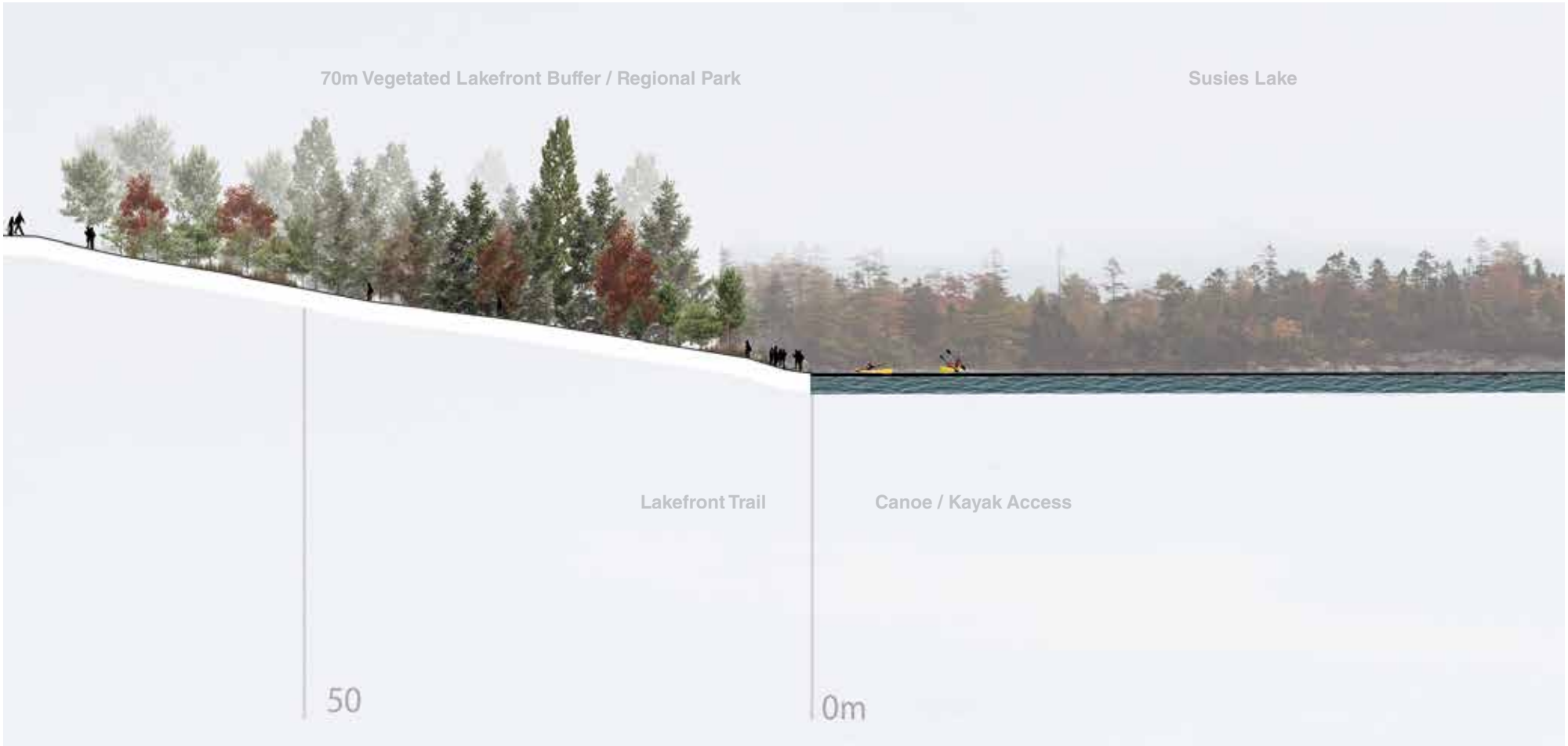
Courtyard



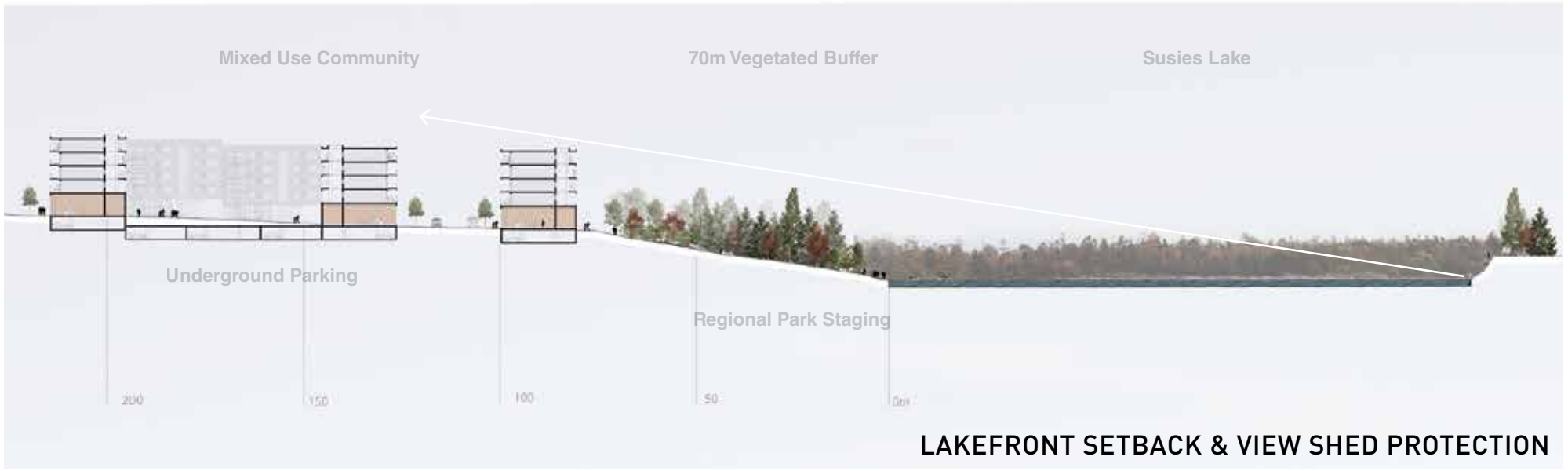
Solitary

4.11 Regional Park Interface

The lands allocated for the Regional Park will become the new front door to the park for both residents and people from across the region. In unison with the private open space network and the park land offer by the property owner, the new Regional Park will have a continuous and interlinked access corridor for walks, hiking and canoe / kayak staging.







LAKEFRONT SETBACK & VIEW SHED PROTECTION

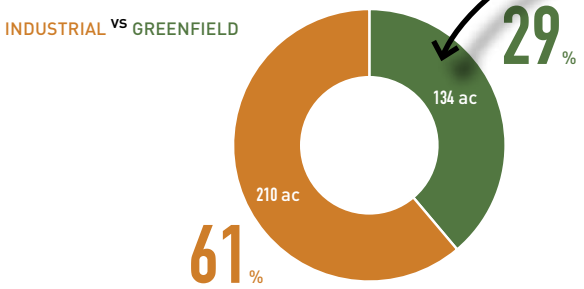
4.12 Regional Park Access



Access to the Regional Park and a potential staging area will be provided for visitors from the region in close proximity to the highway interchange. The new park will also be at the front door for residents of the new community, who will be able to enter the park through a lake front trail system connected to the neighbourhood's active transportation network.

Only ease of access will allow the Regional Park to function as a **"human-use park in which the natural environment is preserved for human use"** as was envisioned by the Blue Mountain/Birch Cove Assessment Study.

~65 acres set aside for potential Regional Park



Regional Park - set aside (dedication + aspiration)
Private Open Space
Quarry Lake



REGIONAL PARK ACCESS

4.13 Development Key Features



OVERALL DEVELOPMENT SCHEME

Demand

- Regional Plan goal of 25% residential growth in Regional Centre has been exceeded by 15%
- Faster residential land uptake as population growth in HRM has been twice as high as the Regional Plan projections
- Shortage of available land for development

Fiscal Impact

- $12 million annual tax revenue from phase 1 alone
- No capital cost to the municipality
- Minimal incremental operating cost
- Transit-Oriented Design with minimal long term servicing costs to HRM that are exceeded by tax revenue
- Compact urban form that is cheaper to service and has property tax revenues higher than for conventional suburban forms
- Full range of integrated commercial and service uses to provide employment and services for residents and employees

Infrastructure

- Concept allows for appropriate utilization of existing treatment plants and reduces overall servicing costs
- Proposed development will enable looping of water supply between Kearney Lake Road and Chain Lake Drive

Transportation

- Net improvement to local road network issues (Lacewood/ Chainlake intersection)
- Full build-out provides alternative transportation routes
- High density transit oriented development nodes
- Walkable community with integrated active transportation network
- Building typologies that enable live-work opportunities which decrease travel demand
- Predominantly underground parking

Environment

- Long term protection of water quality in Susies Lake
- New stormwater management system that intercepts storm water entering the site and addresses problems caused by existing large scale development in the watershed (Bayers Lake Business Park and Clayton Park)
- Dirty surface water will be diverted through bioswale and the man-made lake before discharge to the natural system
- 10 percent of the site (34 acres), the existing quarry, will become a lake that serves to filter stormwater from the larger developed watershed before discharge into Washmill Lake
- 70-100m undisturbed lakefront buffer

Park Vision

- Stevens Group has worked closely with HRM Parks & Recreation staff to determine what portions of the 355 acre site are desirable to form part of the park
- 18 percent of the site (62 acres) is to be set aside for potential acquisition for the Blue Mountain/ Birch Cove Lakes Regional Park
- System of linked open spaces connects urban areas with the new Regional Park for human purpose
- Provision of trail head lands and road access to the eastern gateway to the park
- 70-100m undisturbed lakefront buffer for trails, canoe/kayak launches and viewshed protection
- Meets and exceeds HRM's objectives for new Regional Park (Map 11)
- Realizes HRM's Regional Park vision as a "human-use park in which the natural environment is preserved for human use"
- Enables access to park using a variety of transportation modes
- While the entire project is anticipated to have a 7 to 10 year build-out, it is anticipated that lands for the park can be definitive once a Plan is approved

Community Design

- Distinctly urban and complete community
- Predominant character of the new development is multi-unit, compact urban housing; no single unit dwellings
- Walkable, transit oriented eighbourhood nodes with ground floor retail, commercial and office space
- Takes advantage of and is well connected to key municipal infrastructure
- Preserves significant environmental features
- Multi-unit housing configurations create many informal public and semi-public open spaces in between buildings
- Land use mix and building typologies enable live-work opportunities
- Supply of new development land as important component of an affordable HRM market
- Mix of units sizes that will allow residents to start and grow families, live as singles or down-size as empty nesters
- Growth option that supplants other suburban development
- A more cost effective suburban growth outcome to HRM
- A more desirable market option for suburban dwellers

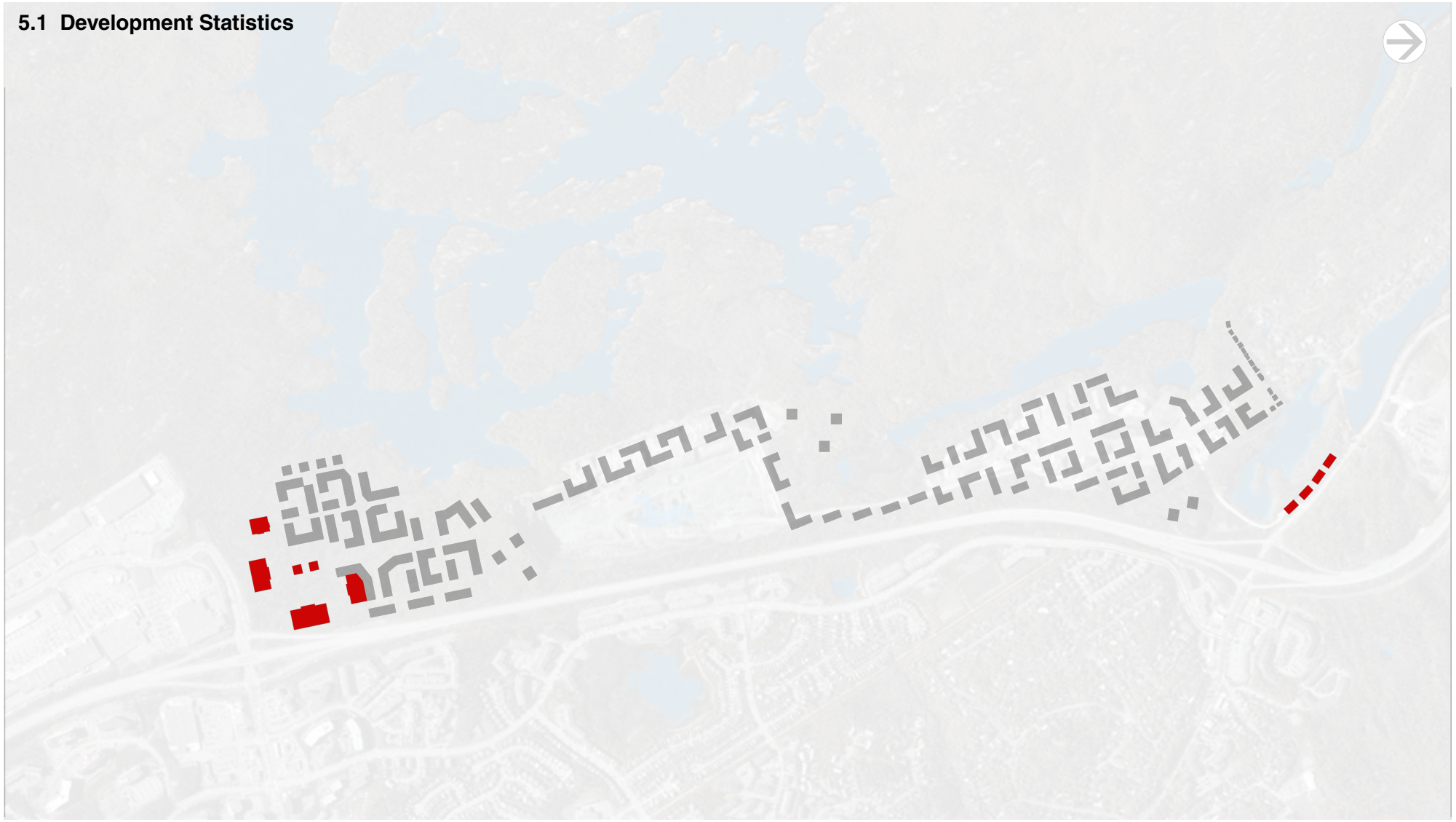


PUBLIC LAKEFRONT ACCESS FROM MIXED USE COMMUNITY



5 DEVELOPMENT FRAMEWORK

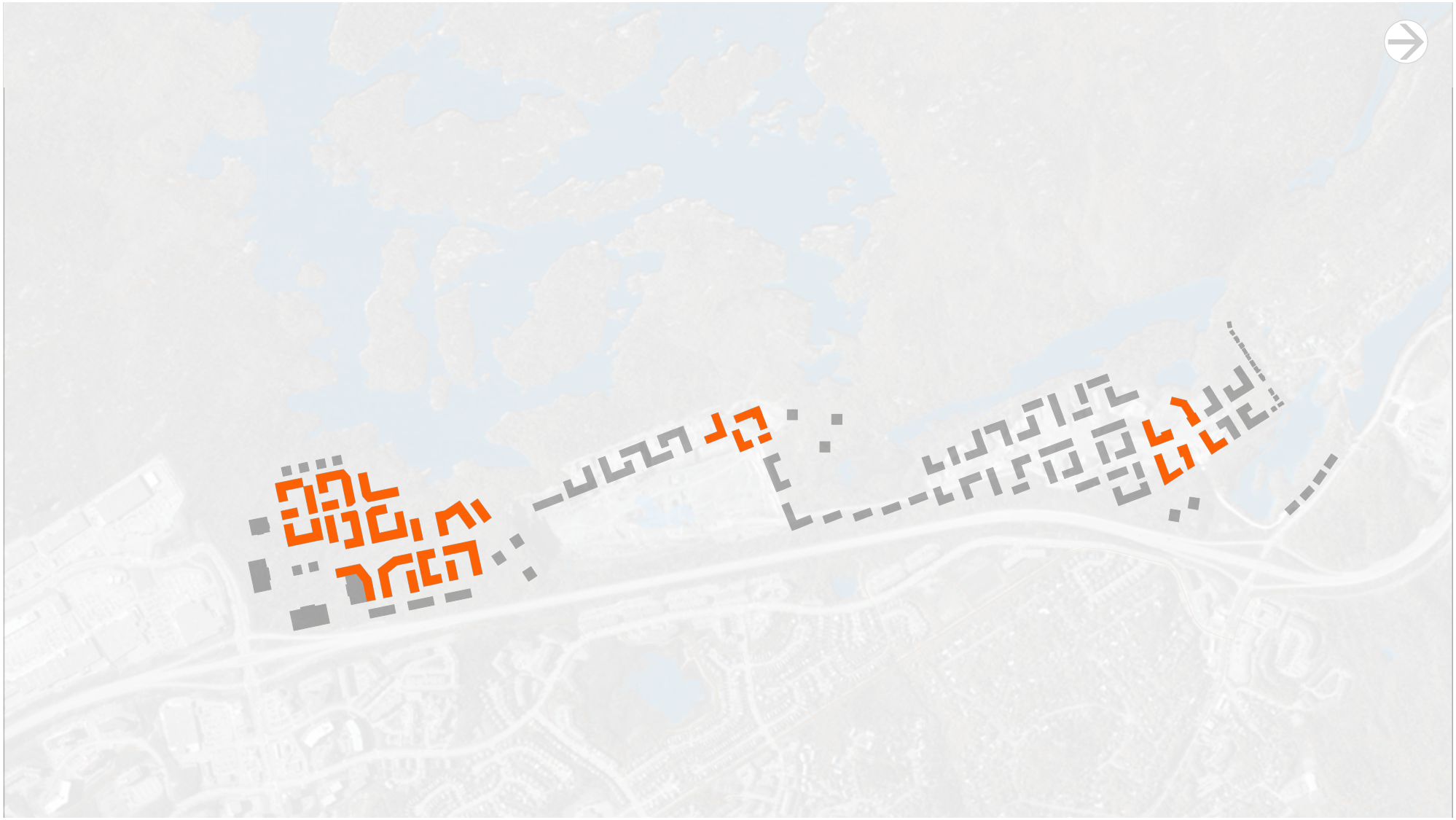
5.1 Development Statistics



COMMERCIAL RETAIL

SINGLE USE COMMERCIAL GFA:

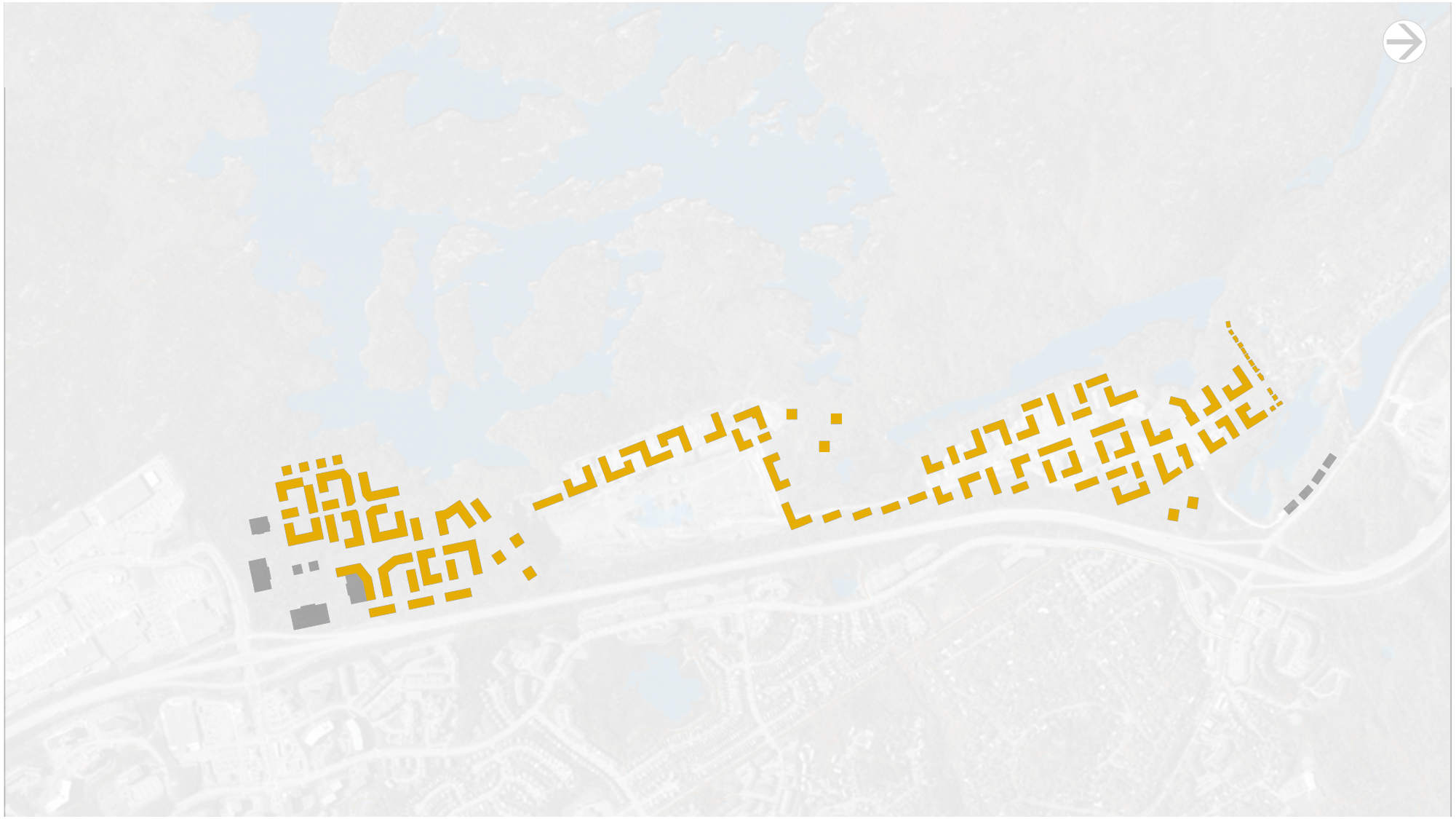
22,199 sm



MIXED USE COMMERCIAL

GROUND FLOOR COMMERCIAL GFA:

84,357 sm



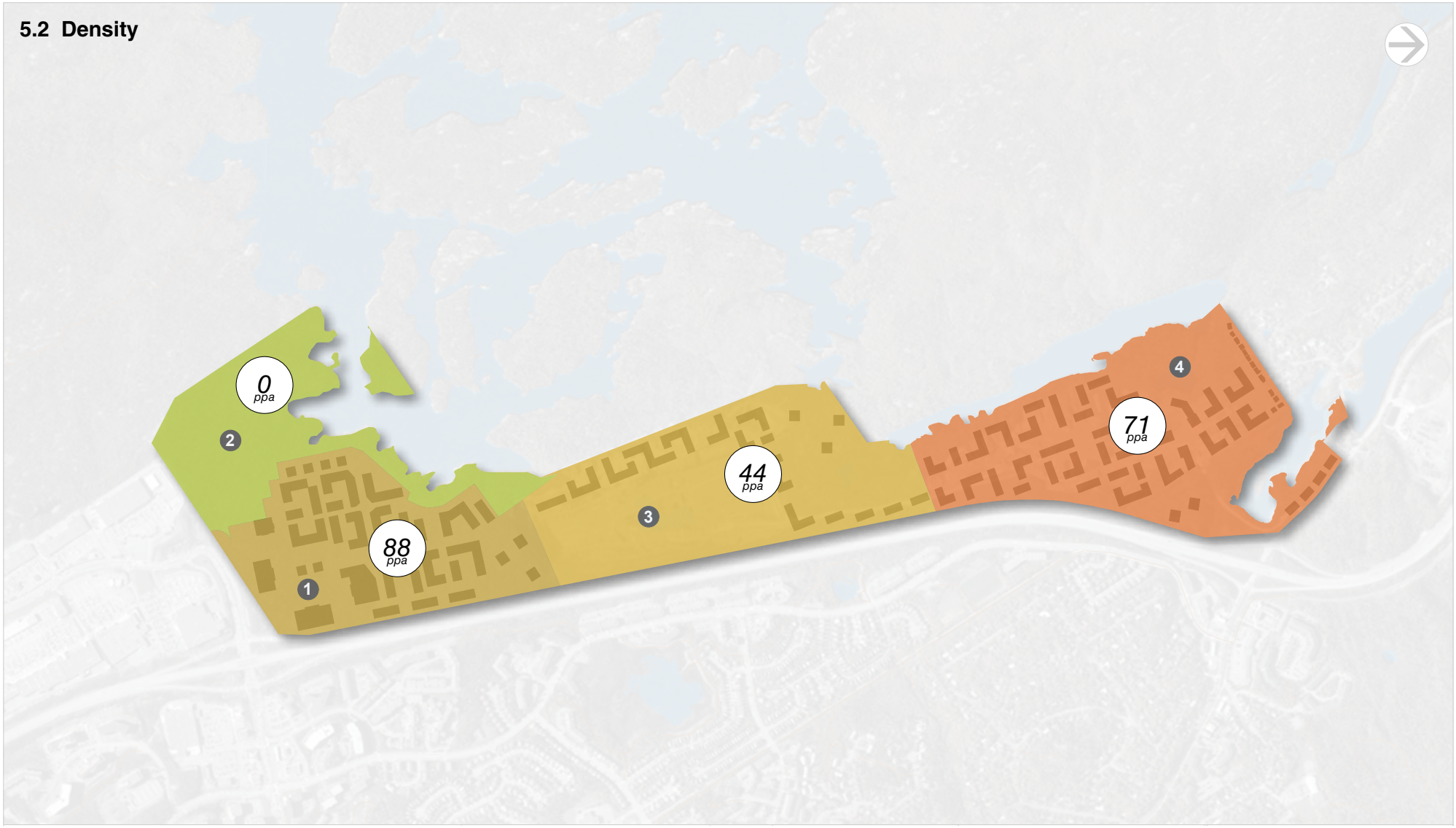
RESIDENTIAL

TOTAL RESIDENTIAL GFA:
931,929 sm

TOTAL RESIDENTS:
20,095

TOTAL RESIDENTIAL UNITS:
8,737

5.2 Density



DENSITIES

TOTAL GROSS DENSITY:

56 ppa

5.3 Development Yields by Parcel

PARCEL 1

Building Uses				
	Commercial		Residential	
Building Footprint (sm)	Floors	GFA (sm)	Floors	GFA (sm)
82,598	1	18,758	0	0
63,840	1	63,840	4	255,360
8,507	0	0	5	42,535
2,895	0	0	15	43,425
157,840		**82,598**		**341,320**

Units				
Total Residential GFA (sm)	Average Unit Size (sm)	Total Units	Typical Persons per Residential Unit*	Persons/ Residents
341,320	**80**	**3,200**	**2.3**	**7360**

PARCEL 2

Building Uses				
	Commercial		Residential	
Building Footprint (sm)	Floors	GFA (sm)	Floors	GFA (sm)
0	0	0	0	0
0		**0**		**0**

Units				
Total Residential GFA (sm)	Average Unit Size (sm)	Total Units	Typical Persons per Residential Unit*	Persons/ Residents
-	**80**	**-**	**2.3**	**-**

PARCEL 3

Building Uses				
	Commercial		Residential	
Building Footprint (sm)	Floors	GFA (sm)	Floors	GFA (sm)
27,368	0	0	5	136,840
2,700	0	0	15	40,500
8,012	1	8,012	4	32,048
38,080		**8,012**		**209,388**

Units				
Total Residential GFA (sm)	Average Unit Size (sm)	Total Units	Typical Persons per Residential Unit*	Persons/ Residents
209,388	**80**	**1,963**	**2.3**	**4,515**

PARCEL 4

Building Uses				
	Commercial		Residential	
Building Footprint (sm)	Floors	GFA (sm)	Floors	GFA (sm)
59,066	0	0	5	295,330
1,930	0	0	15	28,950
12,505	1	12,505	4	50,020
3,441	1	3,441	0	0
2,307	0	0	3	6,921
79,249		**15,946**		**381,221**

Units				
Total Residential GFA (sm)	Average Unit Size (sm)	Total Units	Typical Persons per Residential Unit*	Persons/ Residents
381,221	**80**	**3,574**	**2.3**	**8,220**

GROSS DENSITY BY PARCEL

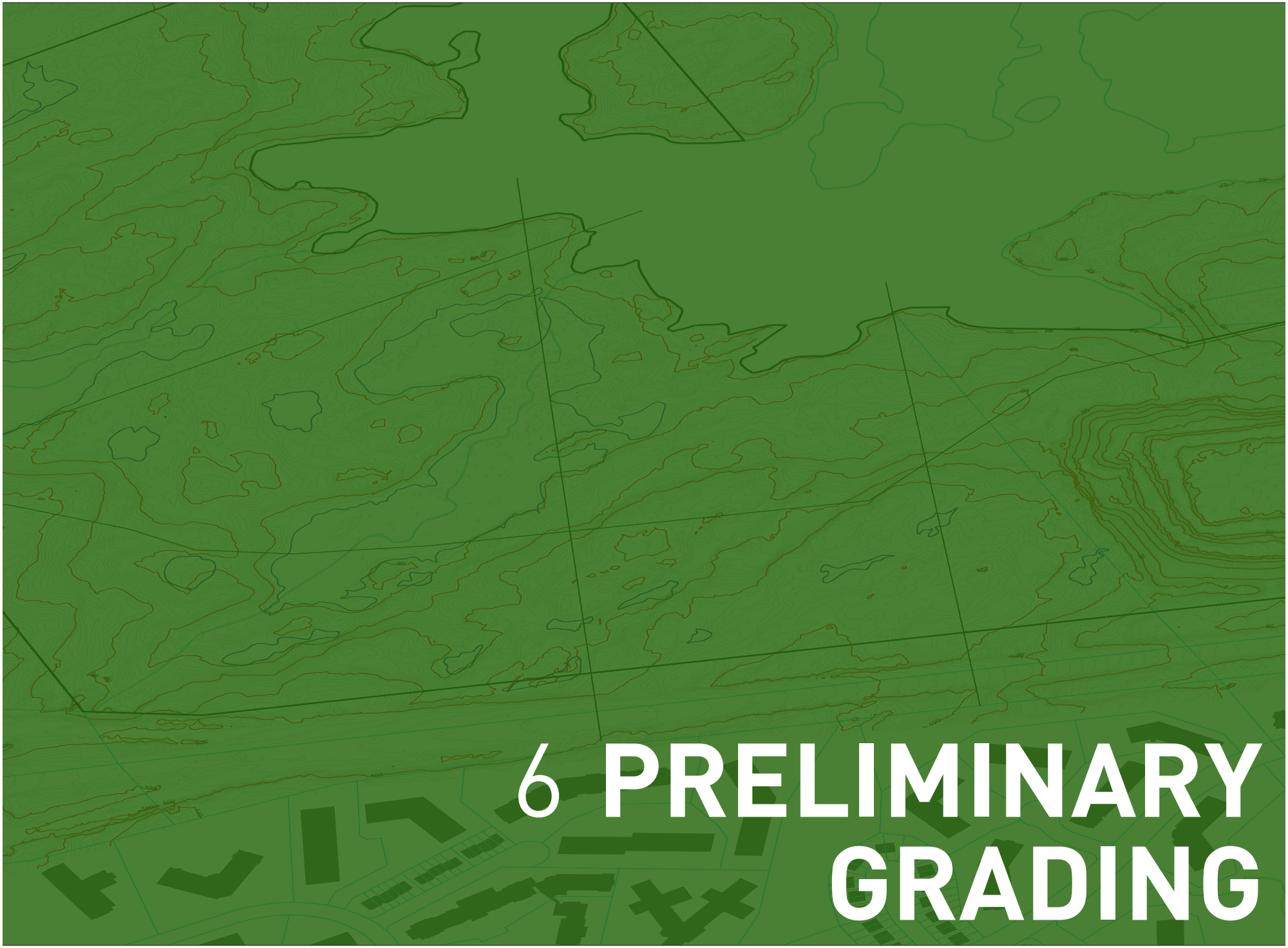
Gross Density			
Parcel No.	Parcel Area (acres)	Persons	Density (ppa)
1	84	7360	88
2	59	0	0
3	102	4515	44
4	114	8220	72
Totals	**359.00**	**20,095**	**56**

YIELDS TOTAL

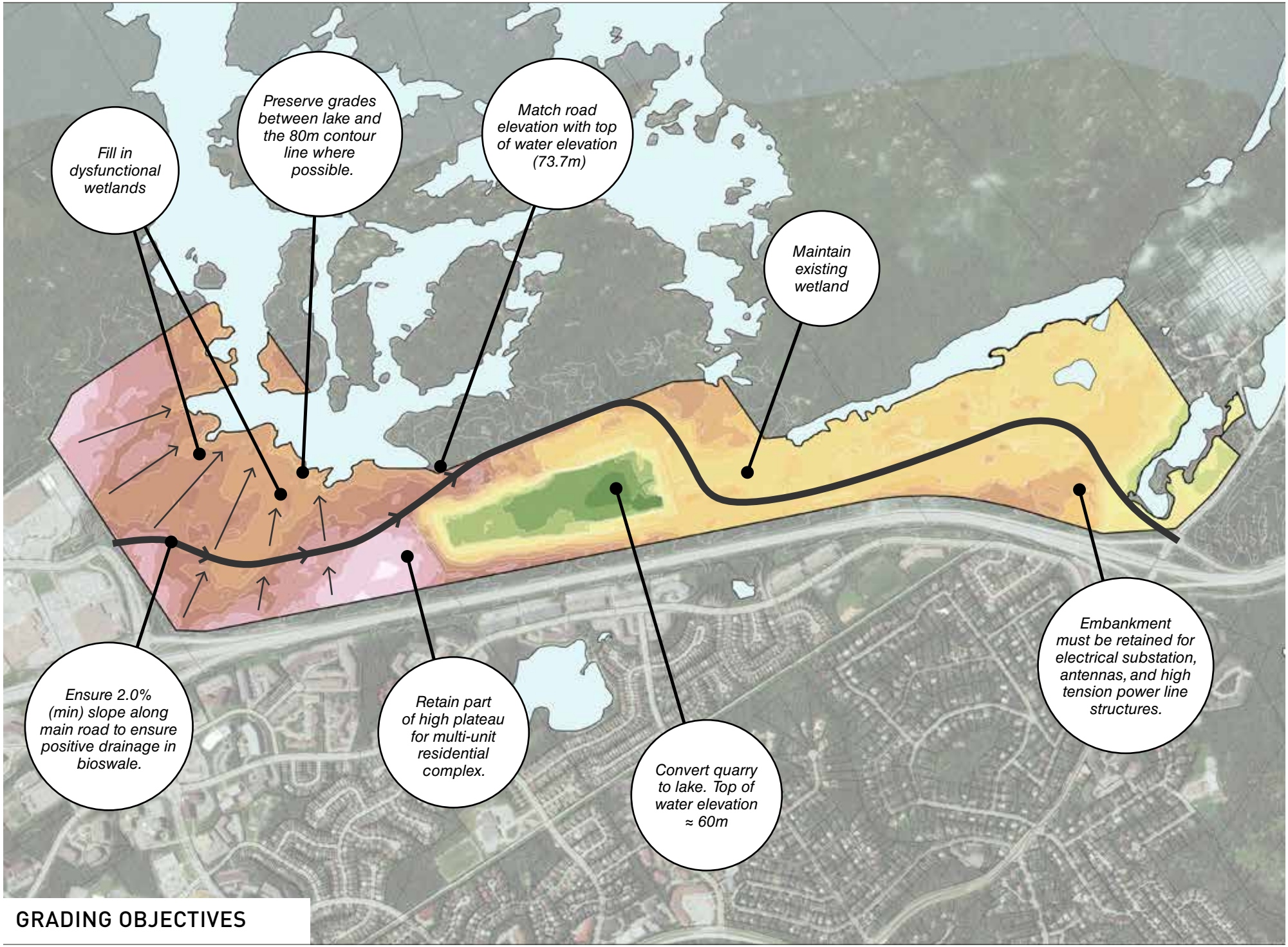
Gross Density				
Parcel No.	Commercial GFA (sm)	Residential GFA (sm)	Residential Units	Persons
1	82,598	341,320	3,200	7,360
2	-	-	-	-
3	8,012	209,388	1,963	4,515
4	15,946	381,221	3,574	8,220

5.4 Phasing

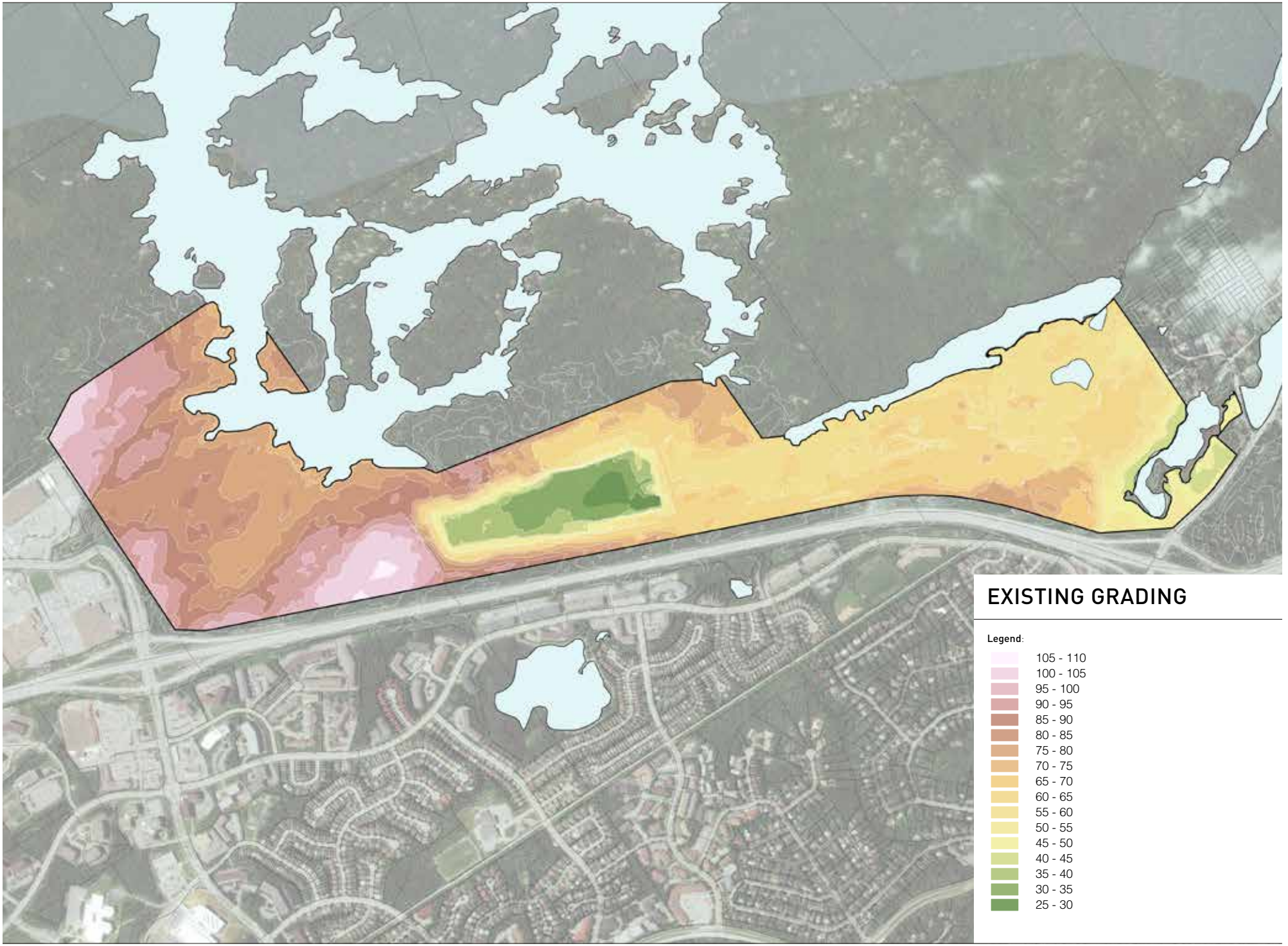
The multi-year phasing for the Lakes development will be influenced by a variety of internal and external factors. Development will likely start from the southern end, with readying Parcel 1 and possibly 2 (depending on Council appetite for parkland acquisition) accessed from the proposed Chain Lake Drive/Lacewood roundabout. The further sequence would involve development starting from the Kearney Lake roundabout (proposed as part of Bedford West Area 11 Development) and proceeding South through Parcel 4 and 3 to ultimately link to Parcel 1.



6 PRELIMINARY GRADING

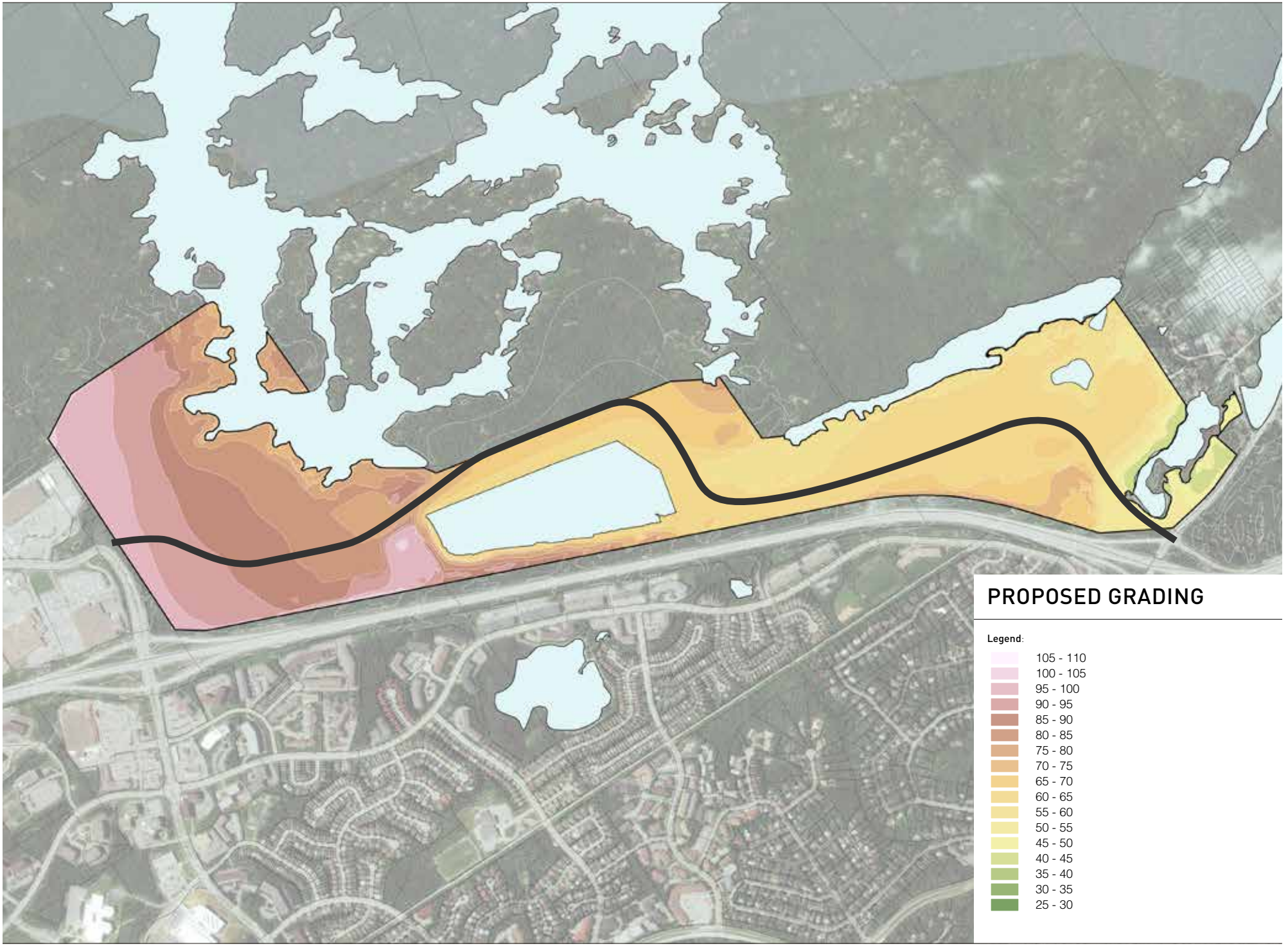


GRADING OBJECTIVES


EXISTING GRADING
Legend:
105 - 110
100 - 105
95 - 100
90 - 95
85 - 90
80 - 85
75 - 80
70 - 75
65 - 70
60 - 65
55 - 60
50 - 55
45 - 50
40 - 45
35 - 40
30 - 35
25 - 30

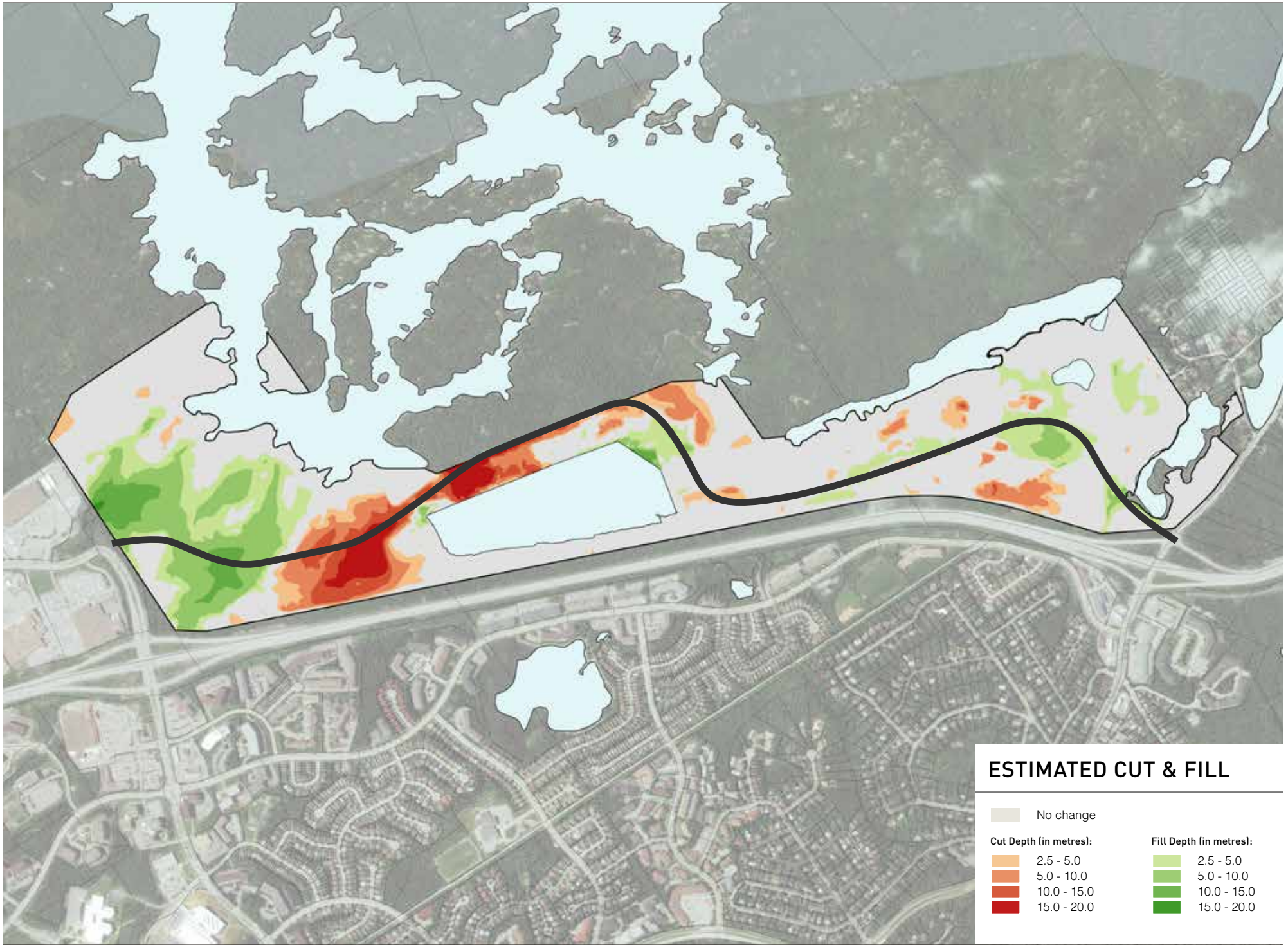


EXISTING HILLSHADE


PROPOSED GRADING
Legend:
105 - 110
100 - 105
95 - 100
90 - 95
85 - 90
80 - 85
75 - 80
70 - 75
65 - 70
60 - 65
55 - 60
50 - 55
45 - 50
40 - 45
35 - 40
30 - 35
25 - 30



PROPOSED HILLSHADE


ESTIMATED CUT & FILL
No change
Cut Depth (in metres):
2.5 - 5.0
5.0 - 10.0
10.0 - 15.0
15.0 - 20.0
Fill Depth (in metres):
2.5 - 5.0
5.0 - 10.0
10.0 - 15.0
15.0 - 20.0

7 Reports & Studies

7.1 Studies Completed Specific to Stevens' Lands

Consulting Report for the Stevens Group: Estimate of Potential Property Tax Revenues, Bayers Lake Lands
Turner Drake & Partners Ltd.
March 2019

- Snapshot of anticipated annual tax revenue from mixed use development on Phase 1 portion of Site. Estimated at $12,000,000.

Market Analysis of Suburban Development Supply
Turner Drake & Partners Ltd.
February 2019

- 'Advantages of Highway 102 West Corridor Lands:

  - Close proximity to existing urbanized area and major transportation infrastructure
  - Existing servicing study and eligibility for Capital Cost Contribution policies to minimise growth related infrastructure costs to the municipality
  - Distinct urban, high-density development concept that should have significantly better servicing efficiency relative to traditional suburban development patterns in perpetuity.
  - Located on lands identified as having low-to-no overlapping value in the Halifax Green Network Plan.'

- 'Given the location, uncommon development concept, and nature of competing local suburban supply, the Highway 102 West Corridor growth centre represents a growth option that could supplant other suburban development in the area as a more desirable market option for households, and a more cost effective suburban growth outcome to the municipality.'

Traffic Impact Analysis
Susie Lake Developments, Halifax, NS
WSP
April 2019

- Traffic impact Analysis that considers the operation of the proposed Lacewood Drive/Chain Lake Drive/Site Access Intersection.
- 'Conclusion – With the construction of the Lacewood Drive/Chain Lake Drive intersection as a multi-lane roundabout, it is expected that the intersection will operate well (LOS B or better) with the addition of site generated trips for the proposed multi-use development during the typical weekday AM and PM periods.'

Municipal Services Concept Design Report, The Lakes, Halifax, NS
KVM Consultants Limited
March 2019

- 'There is adequate capacity in the existing infrastructure systems to service the proposed development. No upgrades will be required to downstream infrastructure'

Wetland and Watercourse Assessment PIDs 40806200, 40806218, 40806226, 41269853, and 00323154
Strum Consulting
April 2014

- All wetlands and/or watercourses identified, quantified, qualified and mapped and their presence and significance taken into account in the preparation of design concepts.

Water Quality Summary
Susie's Lake Water Course Monitoring
Strum Consulting
June 2019

- Follow-up to Wetland and Watercourse Assessment Report to monitor water quality over 5 years 2014-2019 in visibly stressed wetlands to assess the long-term effects of stormwater runoff from upstream developed areas (Bayers Lake Business Park and Clayton Park) on the SLD wetlands and the downstream Lake System (Susie's Lake, Quarry Lake, …)
- Findings:

  - Upstream development is resulting in water with CCME Guideline exceedances for Dissolved Chloride, Total Cadmium, Total Copper, and Total Zinc being discharged into Susie's Lake which may represent a risk to freshwater aquatic life and may be in contravention of the Federal Fisheries Act.
  - Natural wetland treatment capacity for several parameters has diminished over time in WC1 and WC2.
  - Concentrations in several water quality parameters have increased over time
  - The colonization of exotic species along WC1 (headwater) and WC2 (headwater and outflow) represent a negative impact on the site's wetlands and are likely from upstream development.
  - Stressed vegetation in WC1 and WC2 is apparent from aerial and satellite imagery with an increase along WC1 corresponding to increased upstream development of Clayton Park.
  - Strum has observed negative impacts at the site which are the result of the upstream development. In particular, the observations include trash in the watercourse, sediment in the water, and stressed vegetation.

- ' Recommendations – Based on the findings of this field program, it is recommended that impacted stormwater from upstream developed areas not be discharged onto the site in a manner which results in a negative impact on the site's wetlands or which causes water with CCME guideline exceedances to be discharged into Susie's Lake.'

Comprehensive Site Analysis
The Lakes
UPLAND Planning + Design
November 2014

- Comprehensive summary of site context, socioeconomic trends, terrain, hydrology, ecology, infrastructure, transportation systems, land use, and policies and by-laws

7.2 Related Public/HRM Studies & Reports

Quantifying the Costs and Benefits to HRM, Residents and the Environment of Alternate Growth Scenarios

Stantec
April 2013

- The Highway 102 scores positively in virtually every metric used in the Stantec study:
  - Immediate to high capacity transportation services (highway 102, lacewood transit terminal).
  - Close proximity to existing commercial, and social services.
  - Immediate to large scale employment centres, Bayers Lake, Ragged Lake, Lakeside.
  - Mixed use creates internal employment, and services centre for site and Clayton Park.
  - Existing fully built Water and Wastewater Services immediate to site.
  - Existing fully built Private Utilities Networks immediate to site.
  - Close proximity (in many cases within walking distance) to Social Services (Keshen Goodman Public Library, Schools, Canada Games Centre, new Provincial Health Centre, Fire, Police).
  - Immediate to Blue Mountain Birch Cove Regional Park, i.e. positive effect on Parkland supply.
  - Close to Urban Core. In fact, closest of all other significant suburban developable lands.
  - The combination of above factors in essence creates urbanization of the surrounding suburban area along with the associated cost reductions and positive benefits.

Halifax Green Network Plan

Halifax Regional Municipality &
O2 Planning + Design
June 2018

- The negotiated set aside lands:
  -‘maintain ecologically and culturally important land and aquatic systems’,
  -‘promote the sustainable use of natural resources and economically important open spaces’,
  -‘identify, define and plan land suited for parks and corridors’.

Blue Mountain Birch Cove Lakes Assessment Study EDM Environmental Design and Management 2006	Birch Cove Lakes Watershed Study AECOM 2013	Regional Municipal Planning Strategy 2014
• Boundary meets or exceeds 'Principals for Demarcating the Park Boundary' • Proposed/negotiated park boundary virtually mirrors Figure 21 Generalized Concept Plan upon which RMP Map 11 is based. • Proposed mixed use community development 'is designed in a manner to implement CPTED principals; …' provides 'at least one significant regional access locations; and linkages to all of the surrounding communities including active transportation'	• Opportunity exists in this development for Halifax Water to implement the noted need for 'Rigorous stormwater management measures' to mitigate the existing uncontrolled and problematic stormwater runoff from Clayton Park and Bayers Lake Business Park areas.	• The proposed mixed use 'complete' community adjacent to the Regional Park (existing and aspirational) epitomizes virtually every one of the Community Design objectives as stated in Section 3.1.4 of the RMPS

April 25, 2017 Staff Report – Update regarding the Proposed Blue Mountain/ Birch Cove Regional Park Item No 14.1.13	Current Bayers Lake Business Park Active Transportation Plan 2020
• 'advances discussions regarding the acquisition of lands for public access.' • Achieves 'public access to the wilderness area with a focus on both primary and secondary access points.'	• Provides active transportation links to/from Bayers Lake alternative to Lacewood Ave/Chain lake Dr. intersection. • Enables the BMBCL Regional Park to be meaningfully added to the study/discussion list of 'How proposed AT facilities can improve connectivity between Bayers Lake Business Park and surrounding areas, including …'

UPLAND

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

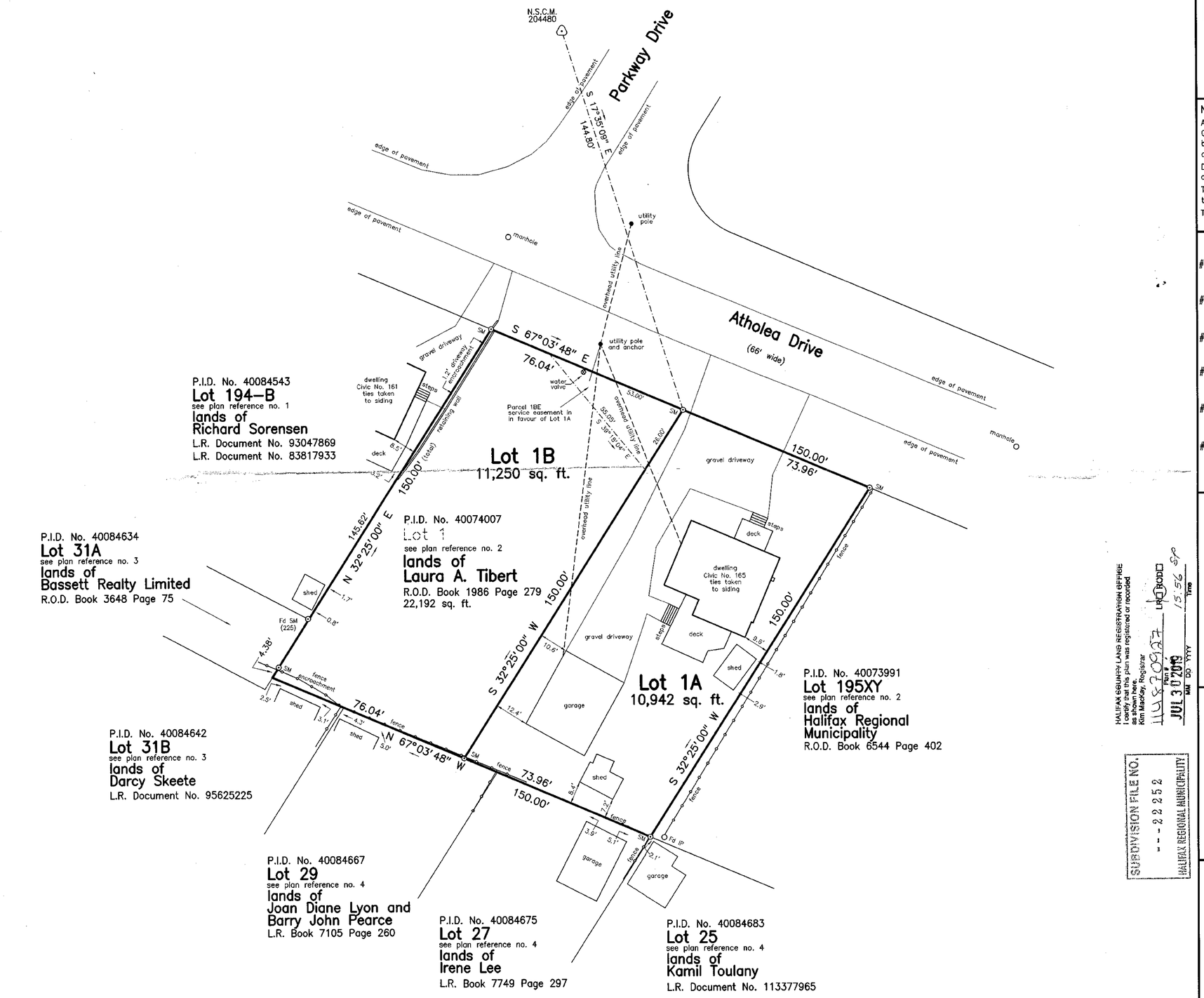
HΛLIFΛX
T. 902.490.3993
C. 902.717.6911

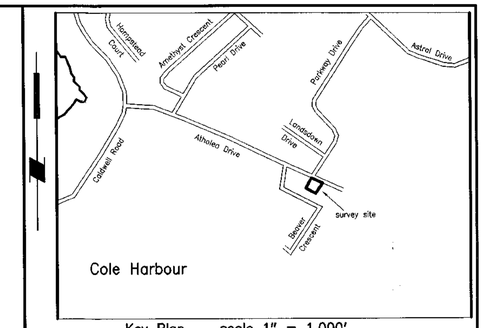
halifax.ca

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





Key Plan scale 1" = 1,000'

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
O IB .....iron bar
O 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

THE ASSOCIATION OF NOVA SCOTIA LAND SURVEYORS
№ 55537

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

[redacted]
G. R. Myra, N.S.L.S. No. 584

THE ASSOCIATION OF NOVA SCOTIA LAND SURVEYORS FOUNDED 1951 584 MEMBER

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

HALIFAX COUNTY LAND REGISTRATION OFFICE
I certify that this plan was registered or recorded as shown here.
Keith MacKay, Registrar
Plan # 114870627
JUL 30 2019
MM DD YYYY
LAND ROD
15:56
Time

SUBDIVISION FILE NO. - - - 22252
HALIFAX REGIONAL MUNICIPALITY

HALIFAX REGIONAL MUNICIPALITY
THIS FINAL PLAN OF SUBDIVISION IS APPROVED FOR

LOT(S) 1A and 1B

DATE: JUL 26 2019

[redacted]
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 80 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

LOT(S) 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:

[redacted]

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

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) :

- [x] 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 N[redacted]

S[redacted]t

Name: HFX REGIONAL MUN - HALIFAX

Address: PO BOX 1749 HALIFAX NS CA B3J 3A5

Phone: 902.490.4650

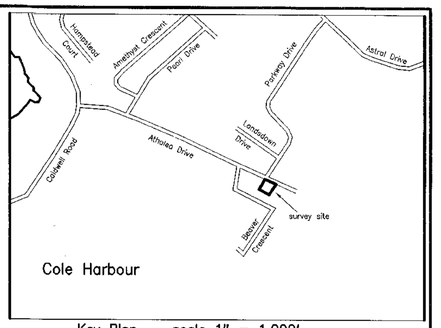
Email: WESTREG@HALIFAX.CA

Fax: 902.490.4645

Table of Coordinate Values

NAD83 (CSRS) 2010.0

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



Key Plan scale 1" = 1,000'

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This survey was carried out during the period of time from November 5, 2019, to January 20, 2020.

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

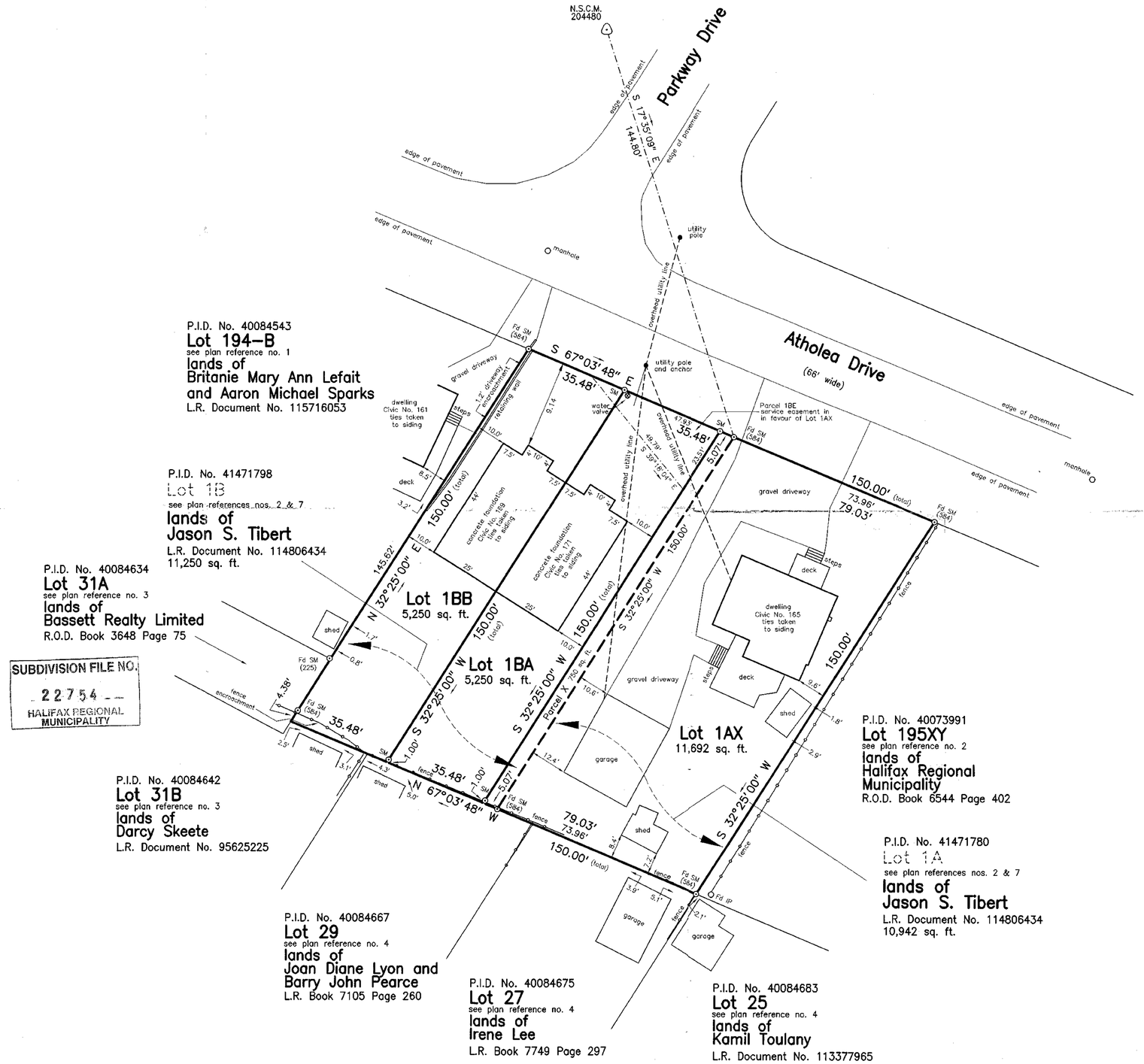
#6 Plan of survey of lands of Edward DeYoung, dated July 8, 1982, by Walter Jackson, N.S.L.S.; R.O.D. Plan Book 3608, Page 666

#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
O IB .....iron bar
O 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

THE ASSOCIATION OF NOVA SCOTIA LAND SURVEYORS № 55554



HALIFAX REGIONAL MUNICIPALITY
THIS FINAL PLAN OF SUBDIVISION
IS APPROVED FOR

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

DATE: MAR 02 2020

[redacted]
Janice MacEwen

SUBDIVISION FILE NO.
22754
HALIFAX REGIONAL MUNICIPALITY

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

LOT(S) 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

[redacted]

No ... within 25ft (8m) of the intersection with a local street.

HALIFAX COUNTY LAND REGISTRATION OFFICE
I certify that this plan was registered or received as shown here.
Kim MacKay, Registrar
115998339 Plan # MAR 04 2020 MM DD YYYY Time 15:53:47
LR/D ROD

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

[redacted]
G. R. Myra, N.S.L.S. No. 584

THE ASSOCIATION OF NOVA SCOTIA LAND SURVEYORS FOUNDED 1951 [redacted] 584 MEMBER

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

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

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

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) :

- X 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**

[redacted]

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

C017

SUNROSE

Sunrose Land Use Consulting

Halifax, Nova Scotia

February 28, 2020

Kate Greene, MCIP, LPP
Regional Policy Program Manager
Planning & Development
HRM

Dear Kate:

Re: Regional Plan Review: Sandy Lake Urban District Growth Centre

As per our recent telephone discussions, I represent United Gulf Developments Limited and am writing this letter on their behalf regarding their lands in the Sandy Lake area. The subject lands are located as shown on the attached maps which are excerpts of the Regional Plan Generalized Future Land Use Map 2 and Settlement and Transportation Map 1.

Representatives from United Gulf had spoken with HRM in the past about having these lands designated for future development. At that time, the development focus was on Jack's Lake and Bedford West areas and there was not a growth area identified for the Sandy Lake area. Since then, Jack's Lake has been removed from future development and is identified as parkland. The majority of Bedford West has been developed with work proceeding on the remainder. Lands near Sandy Lake have been designated as Urban Settlement and identified as an Urban District Growth Centre in the 2006 and 2014 Regional Plans.

We have reviewed the 2004 Greenfield Areas Servicing Analysis, other servicing reports, as well as the December 2011 staff report for "Wastewater Oversizing for Future Development of Sandy Lake Lands". We are requesting that HRM please consider adding the United Gulf lands to the Sandy Lake Urban District Growth Center as part of your current review of the Regional Plan. We offer the following supporting rationale and are open to further discussion with staff on these matters as the Regional Plan review proceeds:

1. The United Gulf lands are immediately adjacent to the Urban Settlement designation and the Sandy Lake Urban District Growth Centre. The lands are an in-fill site that is situated between the large lot un-serviced development of Kingwood North, the Lower Sackville Urban Settlement designation, and the Sandy Lake Urban District Growth Centre. From a land use planning point of view, it would be most efficient and environmentally sensitive to develop these lands under the Sandy Lake secondary planning regime rather than have them develop as an extension of suburban large lot development.

2. The United Gulf Lands could bridge the gap between the Sandy Lake Growth Center and Kingswood North, thus improving traffic flow and transportation options.

tel: [redacted]

email: [redacted]

3. The United Gulf lands can be serviced with municipal sewer either through upsizing the sewers through Bedford West with appropriate cost sharing, or through storage during peak flow times as the addition will only represent a small fraction of the total flow form the Bedford West/Sandy Lake system that runs into Halifax, which was identified as the preferred option for the Sandy Lake Growth area. Alternatively, a new sewage treatment system could be constructed for this side of the Sandy Lake lands that could discharge into Marsh Lake or the Sackville River as per the very stringent Department of Environment regulations.

4. The United Gulf lands are capable of being serviced with municipal water via the large Pockwock watermain.

5. Population growth in HRM has been higher that what had been projected in the 2014 Regional plan. This will mean that future Urban Growth Centres may be coming on line sooner than originally anticipated. All of the lands near Sandy Lake should be reviewed as part of the current Regional Plan review so that vacant in-fill parcels are identified for efficient development.

6. HRM have stated that it is best when Growth Centres contain multiple land owners. Currently, the Sandy Lake Urban District Growth Centre is made up primarily of Clayton owned lands. By including the United Gulf lands, and perhaps some of the smaller land owners, the Sandy Lake area would satisfy this HRM goal.

7. Any review of the Sandy Lake Urban District Growth Centre should include the oversizing of streets and services to accommodate the United Gulf lands and other in-fill properties in this area because this area surrounded by urban and suburban development on all sides.

8. These lands are more economical to develop than other areas of HRM because the Sandy Lake area does not consist of bedrock and pyritic slate, that is so common elsewhere in HRM.

9. When taking into account the acreage of Bedford West (1800 acres) and Sandy Lake Urban District Growth Centre (900 acres), the United Gulf lands would be adding approximately 14% more land area (390 acres).

We look forward to working with you and Planning staff on the current review of the Regional Plan and the Sandy Lake Urban District Growth Centre.

Sincerely:

[redacted]

Jenifer Tsang, MCIP

tel: [redacted]

email: [redacted]

Upper Sackville
Middle Sackville
Fall River
Hwy 101
SUNSET RIDGE
Windsor Junction
Lower Sackville
Hwy 102
Lucasville
Lucasville Road
Hwy 101
Sackville
Glen Arbor
Lucasville
United Gulf Developments Lands
Bedford Common
Upper Hammonds Plains
Hammonds Plains Road
Sandy Lake
Hammonds Plains Rd
Bedford
Hwy 102

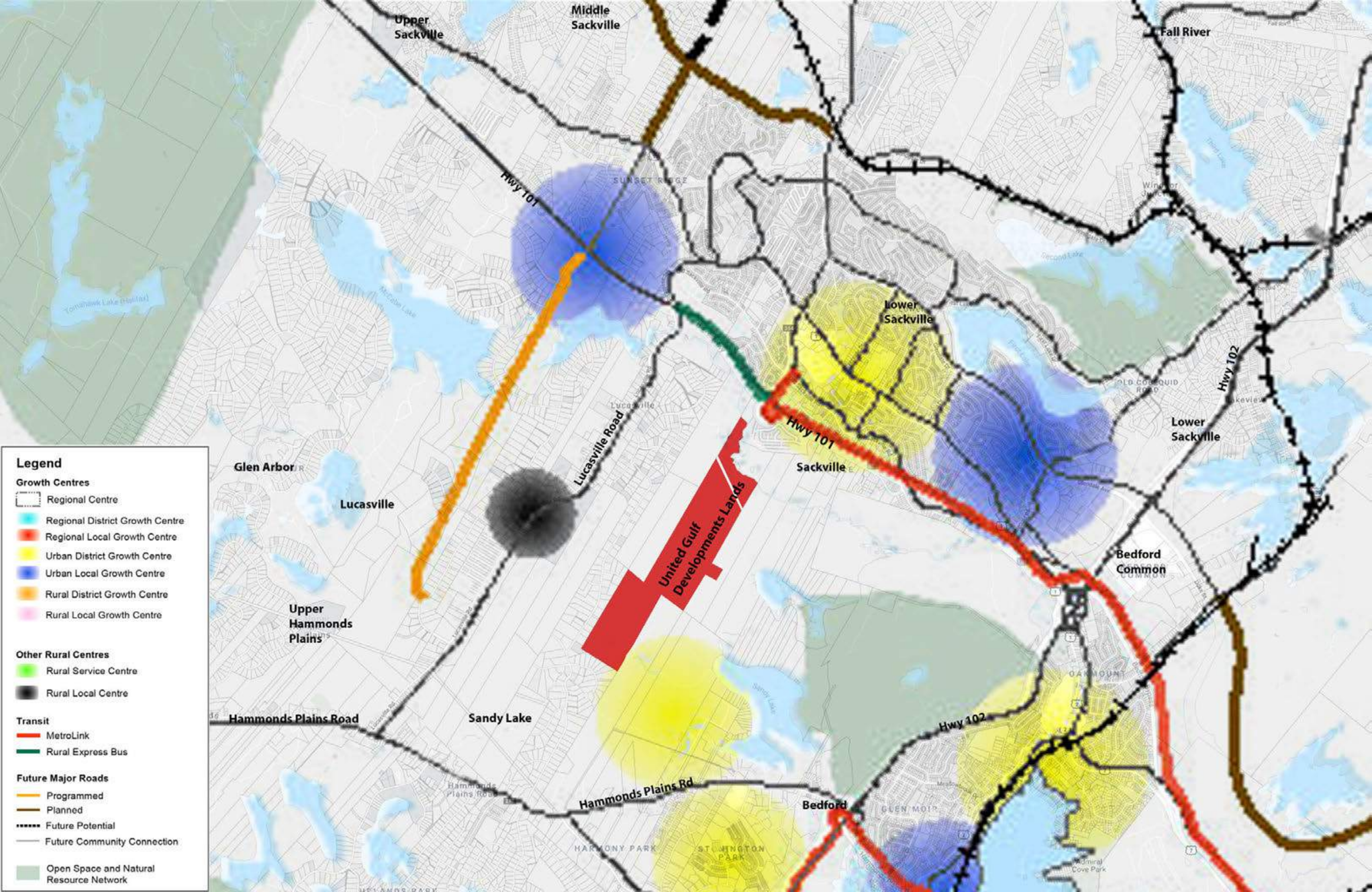
Legend

Primary Designations

- Urban Settlement
- Urban Reserve
- Harbour
- Rural Commuter
- Rural Resource
- Open Space and Natural Resources
- Agricultural

Secondary Designations

- Capital District
- Business / Industrial Park


Upper Sackville
Middle Sackville
Fall River
Hwy 101
Lower Sackville
Hwy 102
Lucasville Road
Glen Arbor
Lucasville
Sackville
United Gulf Developments Lands
Bedford Common
Upper Hammonds Plains
Hammonds Plains Road
Sandy Lake
Hammonds Plains Rd
Bedford
Legend
Growth Centres
Regional Centre
Regional District Growth Centre
Regional Local Growth Centre
Urban District Growth Centre
Urban Local Growth Centre
Rural District Growth Centre
Rural Local Growth Centre
Other Rural Centres
Rural Service Centre
Rural Local Centre
Transit
MetroLink
Rural Express Bus
Future Major Roads
Programmed
Planned
Future Potential
Future Community Connection
Open Space and Natural Resource Network

C025

zzap architecture + planning
1 Canal St, Dartmouth NS B2Y 2W1
www.zzap.ca

April 9th, 2021

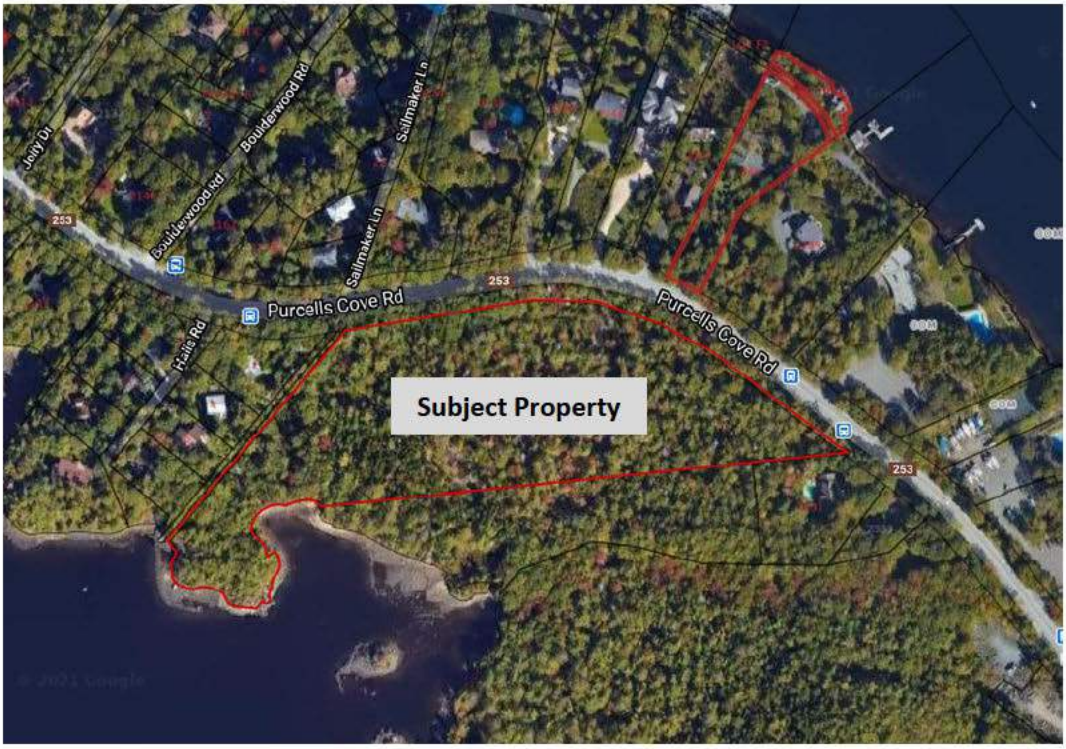
Leah Perrin
Principal Planner – Regional Planning
Halifax Regional Municipality

Via email: perrinl@halifax.ca

Re: Purcell's Cove Road (PID: 41342080)

Leah:

I am writing to you today on behalf of our client, Tony Maskine. Mr. Maskine owns PID: 41342080, a 9.4-acre parcel fronting on Purcells Cove Road. This can be seen in Figure 1. The property is currently zoned Urban Reserve and designated Residential Development District (RDD) under the Halifax Municipal Planning Strategy as well as designated Urban Reserve under the Regional Plan.



It is our understanding that Halifax Planning Staff are currently undergoing a review of the Regional Plan and I am writing to formally request, on behalf of our client, that PID 41342080 be redesignated as part of the is plan review to Urban Settlement and brought within the urban service boundary.

When the Regional Plan was adopted in 2006, this property was designated as Urban Reserve and zoned Urban Reserve under the Mainland Land Use Bylaw (Figure 2). The

Urban Reserve designation is intended to ensure that a supply of land is available for serviced development over a longer term and has been applied to lands situated outside the Urban Settlement Designation where serviced development may be provided after the life of the Plan (2031).



Figure 2. UR zone and adjacent Williams Lake and Shaw Wilderness Park

In 2014, the Regional Plan was updated to allow for development on the property up to 20 units subject to a development agreement. However, the as-of-right development potential of the property is limited, as the development officer cannot issue development permits for new lots created.

Since the 2014 Regional Plan Review, circumstances have changed. The municipality purchased much of the Urban Reserve properties around Williams Lake and this land has become the Shaw Wilderness Park. This acquisition leaves our client's parcel as the only undeveloped Urban Reserve property along Purcells Cove road that abuts Williams Lake. Additionally, serviced land available for residential development has dwindled. Mr. Maskine's property is situated just outside of the urban service boundary and functions as a key delineator between the Shaw Wilderness Park and the Urban Service Boundary (Figure 3).

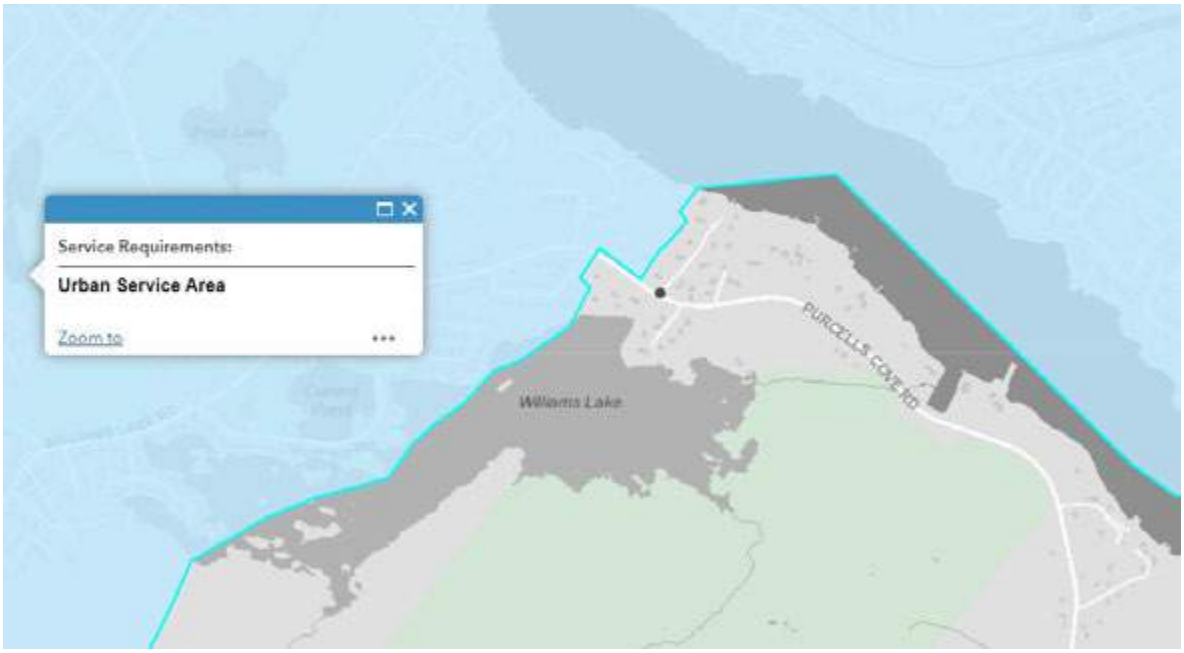


Figure 3. Current Service Area Boundary

Given these realities, our client request that you and your team consider bringing his lands into the urban service boundary and re-designate his land to Urban Settlement as part of the Regional Plan review.

Sincerely,

Chris Markides MCIP, LPP

[redacted]

Urban Planner

ZZap Consulting Inc.

C027

P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 7.1.2
Halifax Regional Council
April 2, 2020

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY: Original Signed by
Jacques Dubé, Chief Administrative Officer

DATE: February 6, 2020

SUBJECT: **Case 22212: Amendments to the Regional Plan and the Municipal Planning Strategy for Planning District 5 (Chebucto Peninsula) for 1246 Ketch Harbour Road, Ketch Harbour**

ORIGIN

Application by KWR Approvals Inc. on behalf of Tim Garrison and Patrick Henneberry

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter (HRM Charter), Part VIII, Planning & Development

RECOMMENDATION

It is recommended that Halifax Regional Council refuse to initiate the process to consider amendments to the Regional Planning Strategy and the Municipal Planning Strategy for Planning District 5 (Chebucto Peninsula) to enable a 60-unit residential development and an adaptive reuse of the existing building for commercial and residential uses at 1246 Ketch Harbour Road, Ketch Harbour.

The following motion is provided for Council's consideration to carry out the recommendation above:

Motion: That Regional Council direct the CAO to maintain the current Regional Municipal Planning Strategy and MPS for Planning District 5 (Chebucto Peninsula).

BACKGROUND

KWR Approvals Inc. on behalf of Tim Garrison and Patrick Henneberry is applying to amend the Regional Municipal Planning Strategy (RMPS), the Planning District 5 Municipal Planning Strategy (MPS) and Land Use Bylaw (LUB) to enable a 60-unit residential development including the adaptive reuse of an existing building at 1246 Ketch Harbour Road, Ketch Harbour (Attachment A). This proposal cannot be considered under existing MPS policies and, therefore, the applicant is seeking amendments to the RMPS, MPS and LUB to enable the proposal.

Subject Site	1246 Ketch Harbour Road, Ketch Harbour (PID 00391169)
Location	South west of the Ketch Harbour village centre
Regional Plan Designation	Rural Commuter
Community Plan Designation (Map 1)	Rural "A" (RA) under the Planning District 5 (Chebucto Peninsula) Municipal Planning Strategy (MPS)
Zoning (Map 2)	P-5 (Special Facility) under the Planning District 5 (Chebucto Peninsula) Land Use Bylaw (LUB)
Size of Site	9.29 hectares (22.96 acres)
Street Frontage	304.8 metres (1,000 feet)
Current Land Use(s)	Vacant
Surrounding Use(s)	Immediately abutting the property are vacant lands. Across the street and further to the north and south-west of the property are low density residential uses. Further south of the subject property is a research facility.

Proposal Details

The applicant proposes to amend the RMPS and Planning District 5 (Chebucto Peninsula) MPS and LUB to enable a 60-unit residential development with a market focus on retirees and the 55+ age group and 1,500 square feet of commercial space at 1246 Ketch Harbour Road, Ketch Harbour (Attachment B). The applicant has indicated that they are exploring different layouts and mixes of residential units, but the major aspects of the concept are as follows:

- Enable a residential density on the site of 6.5 units per hectare (2.6 units per acre);
- Enable the adaptive reuse of the former 9,000 sq. ft. telecommunications building for 4 residential units, 1,200-1,500 square feet of common amenity space, and 1,500 square feet of office or retail commercial space; and
- Enable a residential subdivision comprising 5 new lots fronting Ketch Harbour Road, each with a duplex dwelling, and a condominium development on the remaining lands comprised of a mix of 10 bungalows, 8 duplexes and 20 townhouse units all with a market focus on retirees and 55+ age groups.

Applicant Rationale

The applicant has provided the following rationale in support of the proposed amendment(s):

- The property is relatively large and the applicant's engineering consultants indicate the well, sewage disposal and traffic capacity on the lands can support the proposed 60-unit development;
- P-5 zoning reflects a use that no longer exists and is therefore no longer appropriate for the site;
- Policies within the MPS recognise the housing demands at the time the plan was adopted, which was predominantly single unit dwellings to accommodate families. The demand in Ketch Harbour and the surrounding community for transitional residential development is growing;
- The site is unique to the community in terms of its size, direct road frontage along Ketch Harbour Road and the existing 9,000 square foot building;
- The reuse of the site for an enabled 16-unit residential development is not the most suitable use of the lands given its size and location along a transportation corridor; and

- Reuse of the site for 16 residential units will not meet the demand for alternative transitional housing in the community.

Attachment A contains the applicant's application letter.

Property History and Compliance Case
In 1959, the Federal Department of Transport expropriated the subject lands to develop a remote receiver site. The building on the subject site was originally constructed for a federal telecommunications facility. The C-5 zoning was applied to the subject property as well as four other properties in the plan area to reflect its existing use at the time bylaw was approved.

Staff conducted a site visit on August 30, 2019 and became aware that the building is occupied. Compliance officers confirmed that there are residents living in the building illegally and an order to comply has been issued to the property owners.

Policy and LUB Context
Development on the subject property is enabled by policies and regulations under the Regional Municipal Planning Strategy (RMPS), Regional Subdivision Bylaw (RSBL), Planning District 5 (Chebucto Peninsula) Municipal Planning Strategy (MPS), and Planning District 5 Land Use Bylaw (LUB).

Regional Plan Context
The subject property is located within the Rural Commuter Regional Plan Designation and is not within a Rural Growth Centre. The Rural Commuter Designation and Growth Centre policies manage growth by focusing higher densities within the centres and controlling development outside the centres. In addition, the RMPS policies intend to maintain rural character and mitigate concerns relative to increased sprawl, impacts on groundwater and soils for on-site services, increasing infrastructure costs and a loss of open space. Current policies provide as-of-right options to subdivide the subject site under the RSBL given the size of the property and its frontage along Ketch Harbour Road. Larger scale residential subdivisions are enabled on the subject property through the Conservation Design policies, which require clustering development and maintaining most of the property as open space in order to maximize the amount of naturalized land and retain the desired rural character of development.

Community Plan Context
When the MPS and LUB were adopted in 1995, the subject property was zoned P-5 (Special Facility) to reflect the existing use of the building as a telecommunications facility. The P-5 Zone permits research and telecommunications facilities, existing dwellings, conservation uses and limited institutional uses. While the P-5 Zone is enabled through the Conservation Designation of the MPS, the subject property is designated Rural A, which intends to continue to support residential development and enable consideration of general business uses.

Although there is policy support to consider the reuse of the former telecommunications facility and subdivision for residential uses, amendments to the RMPS and MPS are required to enable the density and unit mix proposed by the applicant.

DISCUSSION

The RMPS and MPS are strategic policy documents that set out the goals, objectives and direction for long term growth and development in the Municipality. While the RMPS and MPS provide broad direction, Regional Council may consider RMPS and MPS amendments to enable proposed development that is inconsistent with its policies. Amendments to the RMPS and MPS are significant undertakings and Council is under no obligation to consider such requests. Amendments should only be considered within the broader planning context and when there is reason to believe that there has been a change to the circumstances since the RMPS and MPS were adopted, or last reviewed. Staff provide advice on these matters based on

its best professional opinion and Council has full discretion to determining the outcome of any application for amendments.

Review
Staff have reviewed the submitted rationale in the context of site circumstances and surrounding land uses. and advise that the proposed density contradicts the Regional Plan. The plan was last updated in 2014 and another review of the Regional Plan is forthcoming. However, based on the recommendations of recent priorities plans endorsed by Council (i.e. the Integrated Mobility Plan and Green Network Plan), the Regional Plan review is unlikely to recommend increasing development opportunities for higher residential densities outside the Rural Growth Centres. While it is acknowledged that the existing zoning is not reflective of the use currently contained on the property, the designation applied to the site by the Municipal Planning Strategy is consistent with extensive portions of the surrounding community.

It is staff's opinion that there have been no material changes since adoption of the RMPS and MPS that would warrant amendments to the existing policies to enable the scale and intensity of the proposed development. Staff support consideration of the development of the site and the adaptive reuse of the former telecommunications facility through the existing enabling policies.

Enabled Development Options
In other cases where Council has initiated site-specific plan amendments for the adaptive reuse of existing buildings, there were very few policy and regulatory options available to consider the appropriate reuse of the buildings. However, while no policy or regulations exist to allow the residential density and subdivision proposed by the applicant, existing RMPS and MPS policies do provide for redevelopment of the site and reuse of the building in a less intense form. Existing policy options are as follows:

<u>Reuse of the Existing Building</u>
Policy RA-4 of the MPS allows for consideration of commercial uses to a maximum of 5,000 square feet through an amendment to the LUB and rezoning to the C-2 (General Business) Zone. The C-2 Zone permits conversion of existing commercial structures to a multi-unit residential dwelling of up to 4 units. Therefore, the proposed conversion of the former telecommunications facility to a mixed-use building with 4 residential units and 1,500 square feet of general commercial space may be considered under Policy RA-4. No RMPS or MPS amendment is required to allow this component of the current application.

<u>Residential Subdivision</u>
Policy RA-2 of the MPS establishes the R-6 (Rural Residential) Zone. Therefore, low density residential, limited commercial and home business uses may be considered at the subject property through rezoning the lands to the R-6 Zone. Two-unit dwellings or duplexes are permitted under the R-6 Zone. The subject property is large enough and has sufficient frontage for an as-of-right subdivision. Based on a preliminary review of the LUB and Regional Subdivision Bylaw (RSBL), the subject property may be eligible for up to 7 lots with a total of approximately 16 units, if a portion of the property containing the existing building were rezoned to C-2 and the remainder rezoned to R-6. The lot yield and maximum number of residential units can be confirmed upon a detailed review of a subdivision plan and a planning application to rezone the lands.

<u>Conservation Design Development</u>
The Regional Plan enables consideration of a Conservation Design Development on the lands pursuant to policies S-15, S-16 and S-17. As the property is located outside a Rural Growth Centre, a maximum density of 1 unit per hectare of net developable area may be considered for a Low Density Classic or Hybrid Conservation Design Development. The proposed residential development is at a density of approximately 6.5 units per hectare of gross area, which is significantly more than what the RMPS supports.

Appropriate Density and Housing Form
Infill development along Ketch Harbour Road and adjacent to the subject site has occurred within the last 15 years with single unit dwellings constructed on many of the lots. Staff advise that the proposed density of 6.5 units per hectare and housing mix with townhouses is not consistent with the rural village character

of the existing low-density rural neighbourhood. The proposed density, housing type, and number of dwellings on the property introduces a suburban form of development to the community. Staff also advise that the scope of the proposed development exceeds what is provided for in the RMPS and local MPS for rural unserviced areas and areas outside the Rural Growth Centres.

It is acknowledged there is a need for alternative housing forms in the community. However, staff advise that the density (up to 16 units) and housing forms (4-unit apartment, single unit and two-unit dwellings) enabled under existing policies are more consistent with surrounding development patterns. Multiple unit dwellings are not generally supported within the plan area, except for the internal conversion of existing commercial buildings to a limited number of units. Townhouses are also not supported because, when the plan was adopted, residents expressed preference for single unit and two-unit housing forms to maintain the rural village character of the community.

Staff acknowledge the developer's good faith intent to design and market the residential development to retirees and the 55+ age group. However, HRM does not have the authority to limit potential owners and tenants by age group or employment status. Accordingly, the staff assessment of this application is based on its potential occupancy as open-market housing without limitation by age or employment status.

Protection of Open Space
Conservation Design policies enable larger scale residential development but limit density to protect open space and environmental features. The proposed concept plan shows infill development along Ketch Harbour Road and development behind the existing building that occupies the majority of the subject lands. While the applicant has noted in their application that they are exploring different layouts and mixes of residential units, staff advise that any unit mix at the proposed density, including the concept shown in Attachment A, would not adequately preserve open space on the lands.

Conclusion
Staff have reviewed the submitted rationale and proposed amendments in the context of current planning policy and site circumstances. It is recommended that Council refuse to initiate the request for the following reasons:

- The proposed density and unit mix are in contravention of the Regional Plan and Planning District 5 MPS direction for rural un-serviced areas;
- Policies already exist that enable consideration of the appropriate adaptive reuse of the former telecommunications facility and a residential subdivision along Ketch Harbour Road;
- The subject property is located outside a Rural Growth Centre, where higher residential densities are not encouraged;
- The proposal does not enable adequate protection of open space;
- The proposed density and unit mix would introduce a suburban housing form and deter from the rural character of the existing low-density rural community; and,
- The site is also eligible for a Conservation Design Development which would better protect open space and environmental features on the property.

Amendments to the RMPS and MPS should only be considered within the broader planning context and when there has been a change to the circumstances since the plans were adopted or last reviewed. When Council adopted the Regional Plan in 2006 and its review in 2014, planning policies established where and how growth should occur in the municipality in the interest of public safety, environmental protection and minimising infrastructure costs. The request contradicts the RMPS as a density greater than what the policy permits is being proposed. Furthermore, the intent of the Rural A Designation is to enable the reuse of existing commercial buildings while maintaining the low-density village character of the area. Staff advise that there has not been a change that merits the proposed RMPS and MPS amendments and the intent to strategically direct growth inside Rural Growth Centres should be maintained.

COMMUNITY ENGAGEMENT

Should Regional Council choose to initiate the MPS amendment process, the HRM Charter requires that Regional Council approve a public participation program. In February of 1997, Regional Council approved a public participation policy which outlines the process to be undertaken for proposed MPS amendments which are considered to be local in nature. This requires a public meeting to be held, at a minimum, and any other measures deemed necessary to obtain public opinion.

No engagement is being proposed, as staff are not recommending initiation of the proposed plan amendment. If Council chooses to initiate amendments, staff would recommend that Council follow the 1997 PP policy adopted by Council.

Amendments to the RMPS and Planning District 5 (Chebucto Peninsula) MPS will potentially impact the following stakeholders: developer and surrounding land owners.

FINANCIAL IMPLICATIONS

Should Regional Council deny the request to amend the Regional Planning Strategy and the Municipal Planning Strategy for Planning District 5 (Chebucto Peninsula), as per the recommendation, there will be no cost to HRM. Should council choose to proceed with the amendments, the costs associated with processing this planning application can be accommodated within the approved 2019-2020 operating budget for C310 Urban and Rural Planning Applications.

RISK CONSIDERATION

There are no significant risks associated with the recommendations contained within this report. This application involves proposed MPS amendments. Such amendments are at the discretion of Regional Council and are not subject to appeal to the N.S. Utility and Review Board. Information concerning risks and other implications of adopting the proposed amendments are contained within the Discussion section of this report.

ENVIRONMENTAL IMPLICATIONS

Existing policies intend to protect open space and mitigate impacts to environmental features. The proposed density is beyond what our policy allows as the policies aim to maintain most of the property as open space and maintain the rural village character of the community.

ALTERNATIVES

1. Regional Council may choose to direct the Chief Administrative Officer to initiate the RMP and MPS amendment process and follow the public participation program for municipal planning strategy amendments as approved by Regional Council on February 27, 1997. A decision of Council to initiate a process to consider amending the Regional Municipal Planning Strategy and Planning District 5 (Chebucto Peninsula) Municipal Planning Strategy is not appealable to the NS Utility and Review Board as per Section 262 of the *HRM Charter*.

2. Regional Council may choose to initiate the consideration of potential policy that would differ from those outlined in this report. This may require a supplementary report from staff.

ATTACHMENTS

Map 1: Generalized Future Land Use
Map 2: Zoning

Attachment A: Application Letter
Attachment B: Preliminary Concept Plan

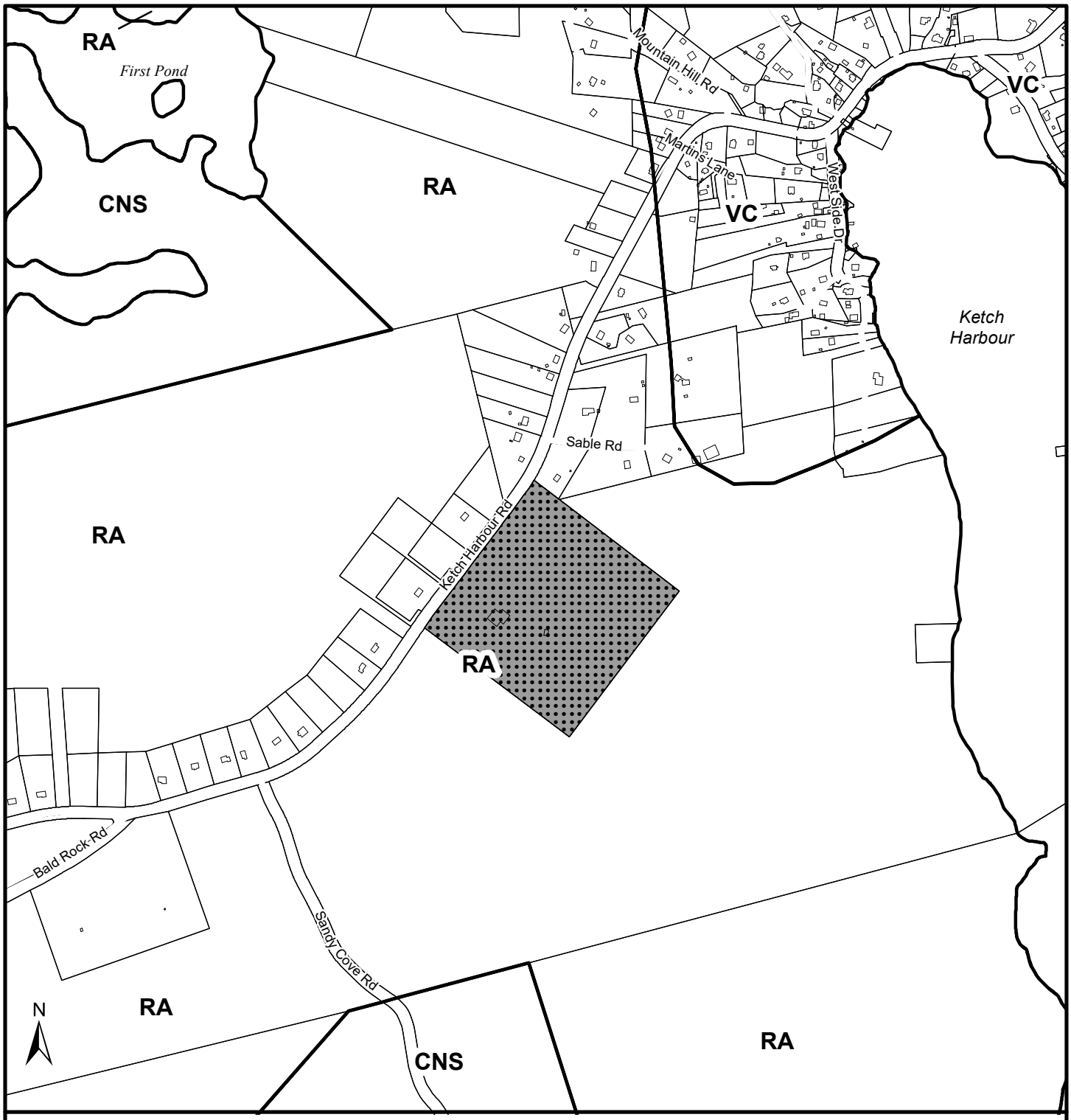
A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Stephanie Salloum, Planner III, Rural Policy and Applications, 902.490.4223

Report Approved by: Steve Higgins, Manager of Current Planning, 902.490.4382

Financial Approval by: Jane Fraser, Director of Finance, Asset Management & ICT, 902.490.6308

Report Approved by: Kelly Denty, Director of Planning and Development, 902.490.4800



Map 1 - Generalized Future Land Use

1246 Ketch Harbour Rd,
Ketch Harbour

HALIFAX

0 100 200 300 m

Subject Property

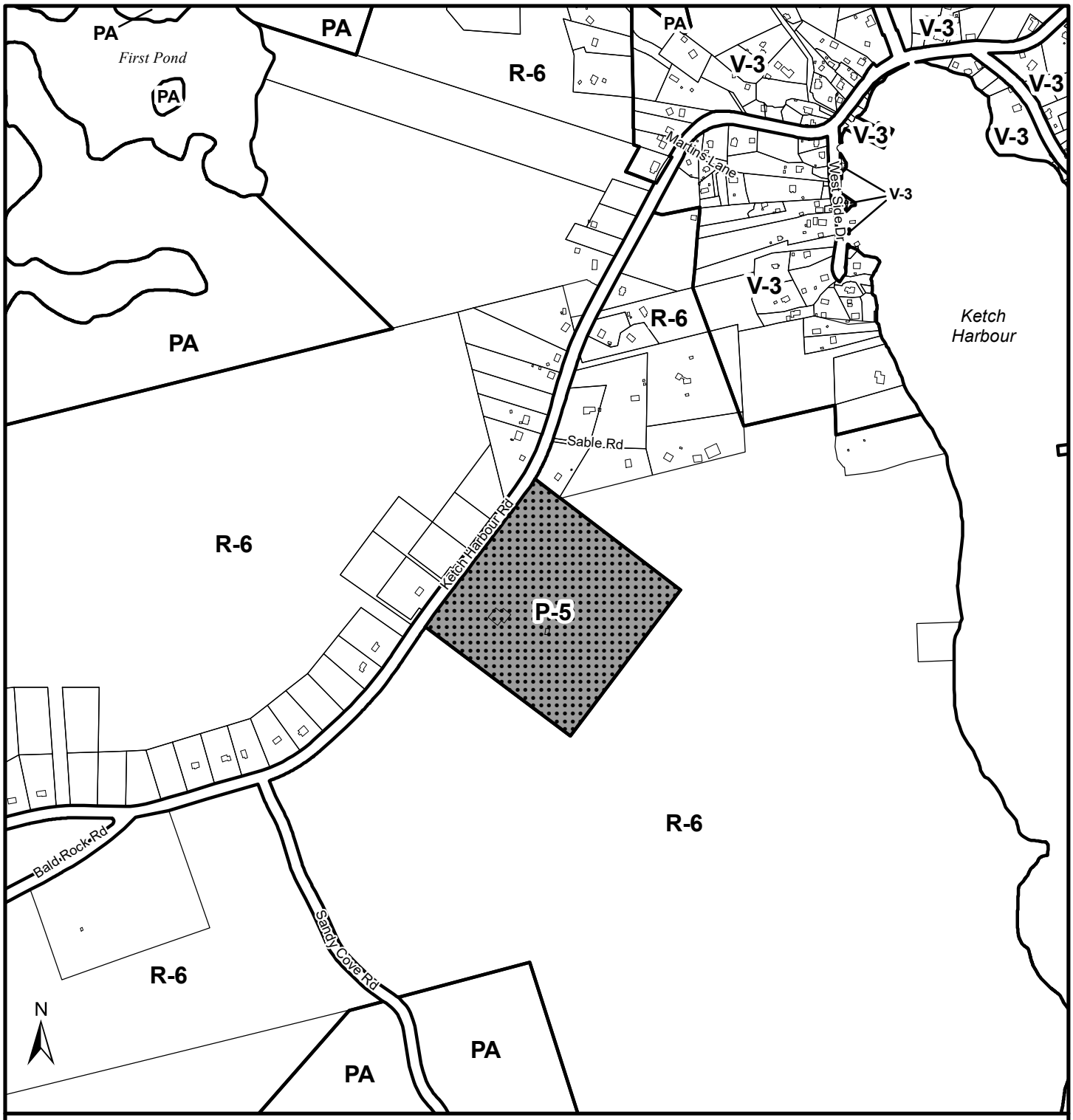
Designation

VC Village Centre
RA Rural A
CNS Conservation

Planning District 5
(Chebucto Peninsula) Plan Area

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.



Map 2 - Zoning and Location

1246 Ketch Harbour Rd,
Ketch Harbour

HALIFAX

0 100 200 300 m

Subject Property

Zone

R-6	Rural Residential
V-3	Ketch Harbour Village Centre
P-5	Conservation
PA	Protected Area

Planning District 5
(Chebucto Peninsula) Plan Area

This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

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



Attachment A

Forever Green Estates Inc.
A Transitional 55+ Residential Community
Ketch Harbour, HRM

MPS Amendment Application to HRM

Tim Garrison & Patrick Henneberry
Developers

KWR Approvals Inc.
Applicant & Planning Application Manager

August 18, 2019

DELIVERED VIA EMAIL:

Ms. Stephanie Salloum
Planner III | Rural Policy & Applications
Current Planning I Planning & Development
Halifax Regional Municipality
PO Box 1749
Halifax, NS B3J 3A5

Dear Stephanie:

Re: CASE NO. 22212 - Review of Site Specific Planning Amendment (SSPA) to MPS & LUB for 22.96 acre property at 1246 Ketch Harbour, HRM (PID No. 00391169) for re-development of 55+ Transitional Living Community known as '***Forever Green Estates' – Planning Rationale Letter.***

To follow up recent discussions please find further information for the re-development project known as **Forever Green Estates** and specifically the Planning Rationale behind the SSPA.

KWR Approvals Inc. (KWRA), as you are aware, has been retained by our clients Timothy (Tim) Garrison and Patrick (Pat) Henneberry to review development options and approaches to achieve a higher/better use for this 22.96 acre property with an existing 9,000 sq. foot building on-site (former telecommunication centre).

Thank you for your March 26, 2019 letter and recent correspondence outlining additional information required regarding this SSPA application and responding to KWRA's February 1st, 2019 formal submission. Our February 1st, 2019 SSPA submission was the outcome of the original September 6, 2017 Letter of Planning Opinion (LOP). Our clients and their Professional Development Team (PDT) have been working on the re-development of this property for approximately two years.

As indicated in the original February 1st, 2019 SSPA submission our client and Professional Development Team (PDT) has completed various technical studies for a 60 units residential redevelopment of this land parcel including traffic, groundwater assessment and on-site servicing. The analysis proved positive and therefore whether traffic, on-site servicing and groundwater, we now are confident the land can support **Forever Green.** Given the size of the property at 1,000,138 square feet and significant road frontage with no stop sighting concerns, these findings are not surprising.

We appreciate the intent and spirit around the Regional Plan and its goals/objectives as they relate to residential development in un-serviced areas. The overall regulatory and policy framework of the Regional Plan and their local accompanying MPS make sense in regards to residential development in underserviced areas often characterized as rural. To amend the Regional Plan and the local MPS for that matter we respect must be done with caution, for good reasons and with sound planning principles. The overriding principles behind the 'Forever Green' submission is our clients Tim Garrison/Pat Henneberry own a very large property at 22.96 acres that was zoned many years ago Special Facility (P-5) zone to reflect the Federal Government's use of the site and the 9,000 square foot building on it for telecommunications.

The Federal Government is no longer is utilizing the property nor the 9,000 square foot building on-site.

Our clients who grew up and have deep roots very close to Ketch Harbour strongly believe there is a current and growing demand for transitional 55+ residential development in Ketch Harbour and surrounding community. ***'Forever Green Estates'*** will meet an existing and growing need in the community for other forms of non-single-family residential development such as duplexes, semi-detached, bungalows and townhouses. KWR Approvals Inc. currently has planning applications for similar type transitional 55+ residential developments in other rural to semi-rural communities of HRM such as Hammonds Plains, Lake Fletcher (Fall River) and a pending one for Soldier Lake of Perrin Drive (Fall River).

In many instances the MPS for these communities were created in the 1990's when the predominant housing stock was single family homes to accommodate families/parents growing up in the community in their 30's and 40's. Fast forward 25+/- years from the 1980's/1990's and many of these families and households in Ketch Harbour and similar communities, no longer have children living in the household, the parents are near retirement, in retirement or wishing to downsize from a residence that was designed for family of 3-5. The downsizing to a more modest home as people become older is not a new trend, but Nova Scotia/HRM with one of the oldest populations in Canada/North America is seeing this accelerated. The apartment boom in the Larry Uteck/Clayton Park West area although catering to many demographics has a strong market for retirees and 55+ age group who have sold their home and wish to rent an apartment versus buy another residence and be closer to the city. There are however other retirees and 55+ that grew up in the Hammonds Plains, Fall River, Lake Fletcher, Ketch Harbour/Sambro communities who want to move back to their childhood home or downsize from an existing larger house now that they are empty nesters. Forever Green would be rental units.

Currently in the Chebucto Head, Sambro and Ketch Harbour area there is no development such as Forever Green that provides this type of housing opportunity whether smaller bungalows, townhouses or duplex for 55+ transitional living residents. In reviewing Table 4 (page 10) of the Municipal Planning Strategy (MPS) for Planning District 5 (Chebucto Peninsula), 85% of the housing stock is traditional single unit and 5.2% is two or multiple unit. This trend has continued over the past quarter century with no developments or housing stock to accommodate the transitional 55+ residential market.

The Municipal Planning Strategy (MPS) for Planning District 5 (Chebucto Peninsula) as a core document incorporated in February 1995 nearly a quarter of a century ago (24.5 years), could not have envisioned this current housing need for the community, changing demographics/housing requirements of residents or that such a large existing property with a 9,000 sq. ft telecommunication use would cease to exist. The Chebucto Peninsula MPS for a rural community would not in 1995 have created provisions for an adaptive reuse of this 9,000 square foot telecommunication building within the subject 22.96 acre property if it ceased to operate.

It is fair to say that often change is more rapid in more dense urban areas of cities or a 9,000 square foot building in the urban core ceasing operational would not stand out the same as a rural or semi-rural property. This 9,000 square foot building and 22.96 acre property is one of the largest buildings in the community and an adaptive re-use to find the highest/best use for this former telecommunication facility for this P5 (Special Facility) zone property makes sense. Adaptive re-use of such properties and buildings is the nature of neighbourhoods, communities, villages and towns particularly over a generational period (25-30 years). The MPS Policy RES-9A outlines the intention of Council to consider the adaptive reuse for the former Telegloble Canada satellite receiving station in Harrietsfield. The question is whether Forever Green Estates a 60 unit residential development is a reasonable and appropriate adaptive reuse in 2019 as part of the Ketch Harbour community.

The MPS page 50 highlights the intent behind the Residential & Village Centre Designations including the Rural "A" Designation that applies to Ketch Harbour. These sections of the MPS are highlighted as follows in green.

Chebucto Peninsula MPS (Land Use Intent), Page 50

The Residential Designation has been applied to the developing residential corridors along the Old Sambro Road, Ketch Harbour and Herring Cove Road, and Purcell's Cove Road, and includes lands within the communities of south Harrietsfield, Williamswood, Herring Cove, Fergusons Cove, Halibut Bay, Bear Cove, Portuguese Cove, and Sambro Head. The intention in the Residential Designation is to encourage and protect a low density residential environment in developed areas, as well as to promote such an environment in undeveloped areas included within the Designation.

The Village Centre Designation has been applied to the village centres of Harrietsfield, Sambro, Ketch Harbour and Herring Cove. The intention of the Village Centre Designation is to promote a community focus. Within the Designation, individual village centre zones have been established for each village, reflecting community differences between the distinct villages of the Plan Area. A wider range of uses is permitted within this Designation then in the surrounding Residential Designation. In Sambro, the fishing industry and traditional rights to most land uses are supported. The Herring Cove Designation focuses on the special character and heritage of the village, including its fishing tradition and architecture. In the Harrietsfield Village Centre, the development of a community and commercial service centre is supported. In Ketch Harbour, community and local commercial uses are supported.

The Rural "A" Designation has been applied to the outlying areas of Ketch Harbour, Long Cove and Sambro Creek, as well as in the area of Duncans Cove. While residential development is the primary form of land use, the Rural "A" Designation provides support for home occupations, small-scale resource uses and recreation uses. In addition, there are provisions within the designation to accommodate general business uses.

The site itself is unique to the community when considering a combination of its size, significant direct road frontage on the main highway in the community (Highway No. 349/Ketch Harbour Road) and a large 9,000 sq. foot building that is no longer being used. Appreciating the 1995 Chebucto MPS and the 2006 Regional Plan, there are however circumstances and potential developments which as a result of circumstances, community desire and or need warrant consideration of amendments and other discretionary planning applications.

There are similarities between Forever Green (PID No. 0039166 at 1246 Ketch Harbour Road) and 90 Club Road. Both are zoned P-5, fall within the same Regional Plan designation and local MPS and have a large existing building on site that was used for another use. The MPS does not provide an enabling policy to adaptively reuse a former special facility building.

One main difference is with the larger 9,000 square foot existing building on 1246 Ketch Harbour Road there is simply not the market demand for the entire building to be utilized completely for commercial, office or institutional. The 1995 Chebucto MPS would not have 24 years ago envision that the former land use would have ceased and that a 22.96 acre property with a 9,000 square foot redundant building would become available for consideration for other uses. After two decades they sort of issues arise in most communities and MPS are not static documents that need to evolve with no only changing circumstances on land within the communities but societal, demographic and socio-economic shifts in the community and market place.

After over two years of reviewing the re-development of this property, we have come to the conclusion that an adaptive reuse of the 9,000 square foot of the former telecommunication building and 22.96 acres of land for 15+/- units is simply not the highest and best use of such a large developable parcel on the main transportation route in Ketch Harbour. Most importantly it would not provide the critical scale necessary to meet a growing demand in the community for alternative, affordable transitional living accommodations for residents search for non-single family ownership options as they retire and/or wish to downsize.

A 60 unit residential development on 22.96 acres is only 2.6 units per acre and detailed investigation by our engineering team ABLE Engineering clearly highlights on-site septic approaches can handle this density.

- 9,000 sq. ft. building. Our clients in their market research believe there is a demand for a small satellite pharmaceutical/drugstore/medical clinic in the area in 1,000 – 1,500 sq. ft. There is also a serious lack of rental options in the community and this building renovated would be ideal for accommodating seven (7+) apartment units. It is an intelligent adaptive reuse of a former telecommunications building and meets community needs. Unlike 90 Club Road there is simply not the demand for extensive commercial uses in this community/location that are not already being met.

- Acknowledging Policy S-17(e) allows a maximum of 20 dwellings units on a private driveway and the current maximum density would be nine units, we would like to discuss this further in regards to layout, a public street, a public street extension to the 9,000 sq. ft. building and or condominium option.

The SSPA application in creating a 60-unit residential development focused on transitional living for those 55+ meets a current and growing need in the Ketch Harbour and surrounding community for non-single family home housing stock such as bungalows, semi-detached, duplexes, apartment units and town homes. ***'Forever Green Estates'*** proposes to offer this diverse mixture of housing types within its property.

In preparing this Planning Rationale, significant focus was given to the 2014 HALIFAX Regional Municipal Planning Strategy and the 1995 Chebucto MPS/LUB.

THE PARTICULARS OF THE AMENDMENT BEING REQUESTED

Attached is the full SSPA submission and application for application ***'Forever Green Estates'*** along with various technical studies.

Forever Green Estates (Forever Green) is the name of the proposed mixed-use development of bungalows, townhouses and semis designed as rentals for retirees and 55+ wishing to transition into more modest smaller sized housing alternatives within an overall neighbourhood and community. As highlighted in Appendix C, ABLE Engineering Services Inc. has provided a couple of initial subdivision design approaches with two and three cul-de-sacs. The property owners' preference is to create a two-cul-de-sac transitional living community for residents to interact not only in the neighbourhood, but also the overall community by being in close proximity to the Ketch Harbour Village Centre. Some particulars are as follows:

- ✓ 60 maintenance-free residential living units housed in approximately 31 units. The initial design includes the following, but clients are open to different approaches in consultation with HRM:
    - 4 (two-unit) duplexes with direct access onto Ketch Harbour Road,
    - 1 (two-unit) duplex with access internally on entrance to the P-Loop,
    - 8 (two-unit) duplexes on P-Loop,
    - 4 (three-unit townhouses) on P-Loop,
    - 2 (four-unit townhouses) on P-Loop,
    - 10 bungalows on the P-Loop,
    - 4 (1,500 square foot apartments) in the existing 9,000sq. ft. building,
    - 1,500 square feet of office/commercial space in the existing 9,000 sq. ft. building.

- ✓ The existing 9,000 sq. ft. building on site would be converted to have a 1,200 – 1,500 sq. ft. community common room for birthdays, anniversaries, crafts, etc. for residents of Forever Green and residents of Ketch Harbour and the general community. This building was originally used for telecommunications by the Federal Government.

- ✓ The community building would also provide the opportunity for a satellite pharmacy/medical clinic, offices, retail seafood outlet and other businesses currently not found in the community or Village Centre.

- ✓ 60 bungalows, semis, townhouses at one to two stories would be similar in look, height and scale to the existing residential housing stock in the community to ensure a rural community feel.

- ✓ The density of 60 residential units on 22.96 acres of land ranges from 2.6 units per acre, which is a very modest density.

HOW THE REQUESTED AMENDMENT ALIGNS WITH THE REGIONAL MUNICIPAL PLANNING STRATEGY

The HRM Regional Municipal Planning Strategy (Regional Plan) designates Ketch Harbour area as a Rural Commuter Centre.

- Section 1.3 Objectives Settlement and Housing (page 11) of the Regional MPS sections 4 (a) to (f) outlines six goals for the designing of communities. This includes attractive healthy places to live, protect neighbourhood stability & revitalization, preserve environmental/cultural features and (f) provide housing opportunities for a range of social and economic needs and promote aging in place. ***Forever Green Estates*** would meet a current and growing societal/community need in the Ketch Harbour and surrounding communities by providing diverse, accessible and supporting affordable housing options (Clause 7.) to empty nesters, retirees and for the most part older members of the community who no longer wish to live and take care of larger single family dwellings which is the overwhelming housing stock in this area. With 90%+ of the housing stock in Ketch Harbour and nearby communities single family housing, there is a **significant shortage** of alternative housing options that ***Forever Green Estates*** can address while respecting and maintaining the integrity of the rural community (Clause 4.) The development's only proposed four apartment units which is also a community need would be located within the well-known and established 9,000 square foot building on-site. The remaining residential units are in one or two storey high buildings comprised of duplexes, townhouses and bungalows. The rural style, modest size and design of these non-single family homes **would be in keeping with the rural character or Ketch Harbour**. Taller and larger executive style townhouses and duplexes found in other more urban communities were purposely not envisioned for ***Forever Green Estates.*** A modest 2.6 units per acre by any standard is considered low density and considering the property is 22.96 acres 60 dwelling units is modest.

- The Regional Plan outlines in Section 1.4.3. development trends relating to of having dispersed settlement pattern in many areas, leading to higher infrastructure and delivery costs to these areas. We respect the reasons for the Regional Plan in essence trying to manage and mitigate 'urban sprawl' and the costs that come with it. In the case of ***Forever Green Estates*** there is no municipal sewer/water infrastructure costs associated with the development and its accesses the main transportation corridor known as Highway No. 349. Sixty (60) dwellings with residences accessing this major transportation link does not in any way cause capacity issues and it is a prudent use of infrastructure.

- As outlined in Chapter 2 of the Regional Plan: Environment, Energy and Climate Change, this project does not negatively wetlands, floodplains, riparian buffers, coastal inundation as ***Forever Green Estates*** is not located within any of these features.

- The subject property is a very unique property in the Ketch Harbour community is that it is the former home of an institutional use and 9,000 square foot building. It has over decades within the community both during its operation and when the use ceased never been perceived as simply a large open space site. ***Forever Green Estates*** in our opinion would not harm or negatively impact the rural character of the community as outlined in Section 3.2.3.1 Rural Commuter Designation and specifically Policy S-5. There are circumstances that arise in rural communities that the Regional Plan and local MPS could not have envisioned at the time of their creation, approval and implementation. In some instances a manufacturing plant or business closes, or in this case a unique property with a 9,000 square foot building ceases to exist. This combined with the need for alternative housing other than single family homes is the convergence of several factors that ***Forever Green Estates*** arose from.

- Appreciating this specific property is located outside the Rural Local Centre it once again is a unique property in a unique circumstance. The proposed development is consistent with the Management of Residential Development standards/approaches with Rural Designations as per Section 3.4 of the Regional Plan.

A DETAILED ANALYSIS OF THE CHANGES IN CIRCUMSTANCES DEMONSTRATING WHY THE EXISTING SECONDARY MUNICIPAL PLANNING STRATEGY POLICY NO LONGER APPROPRIATE, SUCH AS SOCIETAL CHANGES, CHANGING DEVELOPMENT PATTERNS AND BROADER REGION; AND

The Chebucto Peninsula (Planning District 5) Municipal Planning Strategy first and foremost is to maintain the rural village atmosphere and rural character of the area. ***Forever Green Estates*** architectural design, height, materials used and layout was purposeful in ensuring a rural village 'feel' and atmosphere.

These are examples of market, demographic and growing community changes regarding the need for alternative housing in the community other than single family homes.

As CMHC, CBRE and Re/MAX annual housing reports indicate, this RLSPS planned area, similar to many bedroom communities in HRM, is getting older and as children move out, parents wishing to downsize but remain in the community are looking for alternative smaller alternative housing to purchase or rent. With over 90% of the housing type in the area single family dwellings, there is a lack of alternative housing stock such as townhouses to meet the evolving needs or residents in the community. Whether empty nesters, young professional couples with fewer children or former residents wishing to retire back in this community they grew up in, townhouse development such as ***Forever Green Estates*** offers an attractive, smaller and simpler form of housing type to meet their evolving and changing needs.

It is well documented Ketch Harbour and surrounding communities have one of the highest percentage of single family to other residential housing types in the HRM Municipality. As the demographics in the community change, people get older they begin to wish to often downsize and look to other housing types such as townhouses, duplexes, semi-detached and bungalows. This application in design, use, scale and density worked within the established policy framework of MPS and the architectural style/massing/siting/façade design was all in keeping with a rural village theme.

ASSESSMENT OF THE IMPACT OF THE REQUESTED AMENDMENT ON THE LOCAL COMMUNITY AND BROADER REGION; AND

It is clear from the Regional Plan and the Chebucto Peninsula (Planning District 5) Municipal Planning Strategy that the overall goal is to create rural style development that enhances the rural atmosphere. ***Forever Green Estates*** does this as a high quality, well designed rural themed townhouse development. The proposed development was designed to respect the architectural and other siting policies of the MPS.

We see ***Forever Green Estates*** having no negative impact on the local community and broader region. All on-site servicing, transportation, groundwater studies had positive conclusions.

THE URGENCY OF THE REQUEST AND WHY ITS CONSIDERATION CANNOT WAIT THE NEXT HRM INTIATED COMPREHENSIVE PLANNING REVIEW FOR THE AREA.

We respect the Chebucto Peninsula (Planning District 5) Municipal Planning Strategy and the Regional Plans' objectives regarding this community. In some cases the application for an SSPA is a complete departure from the spirit of the policy intent or it exposes a legitimate issue deserving of being vetted by HRM and the Community. We simply contend that this unique property with an existing 9,000 square foot building is ideal for an adaptive re-use to meet the social-economic/housing changes that have occurred since the MPS was first implemented in 1994 or 25 years ago.

On behalf of Forever Green Estates Inc., its owners Timothy Garrison and Patrick Henneberry and other members of the Project Development Team (PDT), KWR Approvals Inc. (KWRA) is pleased to submit a Supplemental Application for a SSPA Amendment for the proposed ***Forever Green Estates***, located in community of Ketch Harbour, Chebucto Peninsula, HRM.

After long consultation with the property owners/clients Tim Garrison & Patrick Henneberry we believe the highest, best and most appropriate use for this large parcel of land is a predominately residential development with some local commercial/community space. We greatly appreciate the advice and feedback from HRM Planning & Development Staff to date.

We look forward to your response and if you have any questions, please do not hesitate to contact me. KWRA and our client thank-you in advance for your review into this matter.

Warmest Regards,

ORIGINAL SIGNED

Kevin W. Riles
President and CEO

cc: Client & PDT

TABLE OF CONTENTS

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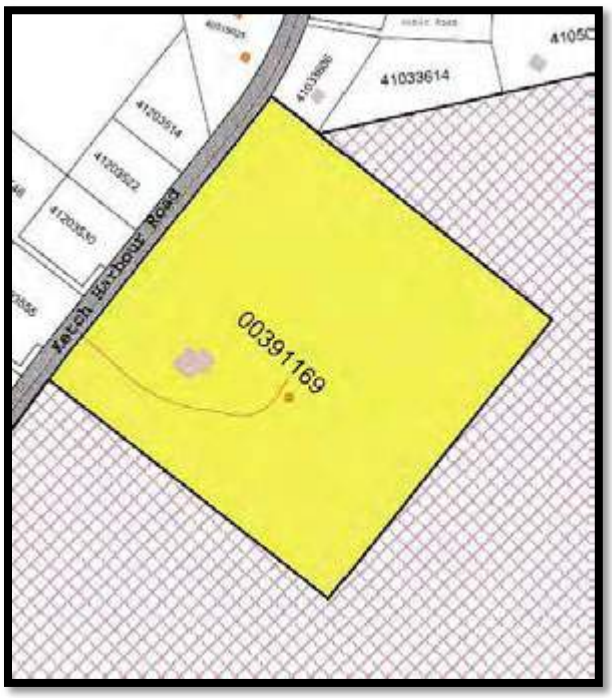
Appendices

A. Application Form – (***Forever Green Estates Inc.)***
B. LIMS Map and Parcel Historic Listing Report – **PIDs 00391169**
C. **Proposed Site Concept Options (ABLE Engineering)**
D. Traffic Impact Statement
E. Level 1 Ground Water Assessment
F. Feasibility Letter for On-site Services

1. Executive Summary

'Forever Green' is a proposed 60-unit residential development on a 22.96-acre site in the community of Ketch Harbour on the Chebucto Peninsula in HRM (Appendix C). The subject property, located at 1246 Ketch Harbour Road (PID No. 00391169), has direct access to Highway No. 349, or Ketch Harbour Road as it is most commonly known.

There is an existing 9,000 square foot building near the front entrance to the highway. Ideally, Forever Green would be a two cul-de-sac design comprised of townhouses, semis and bungalows tailored to the seniors housing market. Research carried out by the property owners/clients have highlighted this area of the Chebucto Peninsula, from Portuguese Cove to Ketch Harbour to Sambro to outlying communities, as not having sufficient housing to accommodate seniors housing for residents who have grown up, lived/worked/played in the area and want to retire in and around Ketch Harbour. Forever Green would provide mainly residents 55+ in age transitional living options who want to downsize from their existing residential dwellings, but are not yet ready for assisted living or retirement homes.



The property is heavily vegetated and the grade increases as you move to the rear portion (western) of the property. Given the large size of the property, direct access to Ketch Harbour Road, significant road frontage and an existing 9,000 square foot building on-site, this parcel is ideal for a residential development with some potential accessory local commercial uses and community space.

2. Community Background in Context with MPS and Plan Area

The property owners (Appendix B) are long-time residents of Sambro and grew up in the general community. Ketch Harbour has historically been a rural fishing and residential community on the shore of the Atlantic Ocean and approximately 17 kilometers from Halifax, with Highway No. 349 being the major transportation corridor. The estimated population is 1,902 people with 739 dwellings and additional catchment area, including communities such as Duncan's Cove, Sambro Head, Sandy Cove, Bald Rock, Portuguese Cove, Sambro, Bear Cove, Sambro Creek, East Pennant and West Pennant. Ketch Harbour has been a source of major Coast Guard transmitting and receiving facilities as well as The National Research Council of Canada Aquaculture Research Station.

It is appreciated that this Plan area and the HRM Municipal Planning Strategy (MPS for Planning District 5 – Chebucto Peninsula) that governs it has been in approved and in existence since February 1995 with some amendments over the years. The MPS indicates that the area's relative isolation has meant that any communities have been able to offer a quality of life that both long-established families and newer

residents wish to see preserved. The tranquillity, sense of history, open space and village-like atmospheres in these communities are attractive qualities for both old and new residents alike. The major land use within the developed portion of the designation consists of single-unit dwellings.
It is further acknowledged that the MPS has applied a Residential Designation to the developing residential corridors to various communities in the Plan area including Ketch Harbour. The intention of this Residential Designation is to encourage and protect a low-density residential environment in undeveloped areas included in the Designation. The Residential Destination has been applied to the majority of privately-owned lands adjacent to major collector roads such as Ketch Harbour Road and this subject property.

A Village Centre Designation has been applied to village centres in several communities in the Plan area including Ketch Harbour. The intention of these Village Centres is to promote a community focus. In Ketch Harbour, this Village Centre designation allows that community and local commercial uses are supported. The village serves as the service centre for the south-east section of the Plan Area. The Rural "A" Designation has been applied to the outlying areas of Ketch Harbour. Residential development, as noted in the MPS, is the primary focus of land use. The Rural "A" Designation provides support for home occupations, small-scale resource uses and recreation uses. Further, there are provisions within the designation to accommodate general business use.

As noted in the Residential Designation of the MPS (page 52), the Plan in areas outside of the Village Centre is seeking to maintain a low-density environment that enhances the community's character. To achieve this, any development requiring new or extended streets must proceed through the development agreement process subject to various criteria. Exceptions are appropriate for infill development utilizing existing public street frontage, or for backlots created with reduced street frontage.

The Rural "A" Designation appreciates, as noted in the MPS, that residents in these areas generally maintain stronger views with respect to the traditional use and rights to the use of land.

3. Market and Housing Need in the Community (Forever Green)

The property owners, as residents who grew up and live in Ketch Harbour, appreciate the MPS intention to maintain the character of the community. Over the past two decades since the MPS for the Ketch Harbour Community has been approved as part of the large Chebucto Peninsula Plan Area, the population in the area, similar to many rural areas of HRM, has become older with more retirees and empty nesters. More residents in Ketch Harbour, as their children have grown, gone off to school and have entered retirement age, are looking for independent and transitional seniors housing options.



This common trend in HRM is a result of residents 55+, due to age, no longer having children at home, retirement and/or health, no longer desiring or having the ability to take care and own larger single-family

homes. They will be and are looking for smaller residential units/properties with less maintenance and often rental options.

In more rural/semi-rural areas of HRM that have historically been heavily low-density residential, such as Fall River, Beaverbank and Eastern Passage, there is increasing demand for 55+ age housing. Often residents who grew up and/or resided in these communities for years are still looking for a more traditional form of single-family residences to retire or live in such as bungalows, townhouses and semis. This transitions them into housing with smaller single-family homes where they can still be independent yet not have the upkeep of a larger residence and property. In some cases, rental homes and/or bare land condominium developments are becoming increasingly popular to meet this market demand. One thing is common for many seniors or retirees in rural, semi-rural and or urban areas – they often wish to find independent and transitional housing in the community where they have spent most of their adult life or grew up in.

As one gets closer to the urban cores of HRM, downtowns of major urban centres (i.e. Halifax and Dartmouth) and/or the Peninsula land economics and a desire for a more urban life, has resulted in a boom of larger residential apartments (i.e. rentals for seniors or 55+) who are looking to significantly downsize, have no property or single-family residence maintenance but be close to amenities.

4. Project Background and Scope

Forever Green Estates Inc. (Forever Green) is the name of the proposed mixed-use development of bungalows, townhouses and semis designed as rentals for retirees and 55+ wishing to transition into more modest housing alternatives within an overall neighbourhood and community. As highlighted in Appendix C, ABLE Engineering Services Inc. has provided a couple of initial subdivision design approaches with two and three cul-de-sacs. The property owner's preference is to create a two cul-de-sac transitional living community for residents to interact not only in the neighbourhood, but also the overall community by being in close proximity to the Ketch Harbour Village Centre. Some major highlights of Forever Green are as follows:

- ✓ 60 maintenance-free residential living units housed in approximately 31 units. The initial design includes the following but clients are open to different approaches in consultation with HRM.
    - 4 (two unit) duplexes with direct access onto Ketch Harbour Road,
    - 1 (two unit) duplex with access internally on entrance to the P-Loop
    - 8 (two unit) duplexes on P-Loop
    - 4 (three unit townhouses) on P-Loop
    - 2 (four unit townhouses) on P-Loop
    - 10 bungalows on the P-Loop
    - 4 (1,500 square foot apartments) in the existing 9,000sq. ft. building.
    - 1,500 square feet of office/commercial space in the existing 9,000 sq. ft. building
- ✓ The existing 9,000 sq. ft. building on site would be converted to have a 1,200 – 1,500 sq. ft. community common room for birthdays, anniversaries, crafts, etc. for residents of Forever Green and residents of Ketch Harbour and the general community. This building was originally used for telecommunications by the Federal Government.
- ✓ The community building would also provide the opportunity for a satellite pharmacy/medical clinic, offices, retail seafood outlet and other businesses currently not found in the community or Village Centre.

- ✓ 60 bungalows, semis, townhouses at one to two stories would be similar in look, height and scale to the existing residential housing stock in the community to ensure a rural community feel.
- ✓ The density of 60 residential units on 22.96 acres of land ranges from 2.6 units per acre, which is a very modest density.
- ✓ Forever Green and its residents would bring additional commerce to the community of Ketch Harbour.
- ✓ Possibility that the 9,000 square foot building could be used as a nursing care facility for the elderly in the future.
- ✓ The property has already had Environmental Phase 1 ESA as well as soils test and no concerns.
- ✓ A TIS can be forwarded upon request.
- ✓ Building sizes are anticipated to range from 900 – 1,750.00 sq. ft.

5. Applicant and Project Development Team (PDT)

Arnaout has assembled an experienced PDT to prepare and execute the vision of the property owner. The PDT consists of:

Project Team Member	Project Responsibility	Principle Contact	Contact Information
Tim Garrison & Pat Henneberry	Developer (Property Owner)	Tim Garrison	[redacted]
KWR Approvals Inc.	Urban Planning and Management of Planning Application & Approvals	Kevin W. Riles, President & CEO **(Lead Application Contact)**	(w) 902.431.1700 (c) 902.403.7847 kevin@kwrapprovals.com P.O. Box 44153 Bedford, Nova Scotia B4A 3Z8
JRL Consulting Inc.	Traffic Impact Statement and Analysis	Jeff LeBlanc, P. Eng., Transportation and Traffic Consultant	(w) 902.405.5584 jeff.leblanc@jrlconsulting.ca 45 Thorndale Terrace Bedford, Nova Scotia B4A 0B7
ABLE Engineering Services.	Civil Engineering and Servicing	Jeffrey Pinhey MacLean, P. Eng., Project Engineer	(w) 5209 St. Margaret's Bay Road Tantallon, NS, B3Z 1E3 1.833.756.8433 gmaclean@sdmm.ca
W. G. Shaw & Associates Ltd.	Groundwater Assessment	William G. Shaw, P. Geo President	(w) 902.863.1903 wgshaw@eastlink.ca

6. Technical Studies Overview

ABLE Engineering has reviewed the property and determined that, given its size, it can accommodate a 60 unit residential development. Our past experience is, with MPS amendments and or Site Specific Planning Amendments (SSPA) that an initiation report by HRM Planning & Development be first presented to Regional Council for consideration and decision on whether to proceed. Although this is appreciated, our clients and the Professional Development Team did not want to proceed if there was a concern that traffic, onsite servicing and or groundwater could not accommodate a 60 unit residential development on the subject parcel. As outlined in the various studies contained in the appendices section of this report, there are no technical aspects to Forever Green which cannot be accommodated.

6(a) Concept Plans (Two Approaches)

Attached as Appendix C are two concept approaches as prepared by ABLE Engineering.

There are many development patterns that could be evolved and created within the 22.96 -acre property, including a two cul-de-sac design. The Cul-de-sac approach, in general, is preferred since it is a desired road approach in the market place and offers a level of privacy within the neighbourhood while still incorporating it within the community.

Diversity of housing options are key, from single-family dwellings, to bungalows, semi-detached and townhouses. The size, height and architectural design of this mix of single-family dwellings would be respectful of the rural character of the Ketch Harbour community, yet provide options for existing residents in the community and those who wish to move back and retire.

7. MPS Amendment Rationale

A site specific MPS Planning amendment can be considered and or KWRA proposes a simpler approach with a LUB Zoning text amendment similar to what was done in a recent application in Hammonds Plains.

The RMPS density limit is too arbitrary and inflexible and doesn't provide for a unique property and evolving community housing need such as Forever Green.

MPS Amendment

Better utilization of existing infrastructure and need for alternate housing forms in Ketch Harbour/Sambro/Pennant are two good reasons justifying the SPPA. Although there is clear intent in local MPS to provide for seniors housing, the base zones in the MPS only allow for single and two unit dwellings, which now 30 years later does not reflect community demographics or the need to provide for transition housing and let people age within their own community. A site specific amendment due to its uniqueness and changing circumstances can address out of date land use and housing form policies. This 22.96 acre property with significant frontage/access onto Ketch Harbour Road with a former Federal Government vacant 9,000 square foot building on-site is unlike no other in the community and offers the size, location and opportunity to address a significant transitional living housing demand.

Another approach is to work within the existing MPS regulations and avoid a SSPA application. Please consider.

Use of Existing MPS Rules

Forever Green would have a number of design and operational characteristics that makes this project seniors-oriented housing, thus allowing existing local MPS rules to enable it. The MPS enables rezonings to the P-2 Community Facility zone (which allows seniors housing) within the Rural A Designation where the property is located:

RA-5 Within the Rural "A" Designation, it shall be the intention of Council to apply the Community Facility Zone (Policy RES-7) to existing community facility uses and to consider new community facility uses by amendment to the schedules of the Land Use By-law to a Community Facility Zone, with regard to the provisions of Policy RES-7.

Community Facility Development
As residential areas and communities develop over time, the need for community facilities including schools, day care centres, fire halls and senior citizen housing increases. While being supportive of such uses, the plan recognizes that a review mechanism is required for the future location of community uses in order to ensure compatibility with adjacent land uses. Thus, community and institutional land uses are supported within the Residential Designation by amendment to the land use by-law.
RES-7 Notwithstanding Policy RES-1, Council shall establish a community facility zone in the land use by-law which permits a range of community facility uses such as public and private institutional uses, service oriented commercial uses and open space uses, provided that controls are established on parking areas. This zone shall be applied to existing community facility uses. In considering amendments to the schedules of the land use by-law to a community facility zone within the Residential Designation, Council shall have regard to the following:

(a) the compatibility of the community facility with adjacent and surrounding residential areas;
(b) the adequacy of the parking area, its separation, landscaping or buffering as related to the protection of adjacent residential properties;
(c) the effect on local traffic patterns, including ingress and egress, and impact of traffic on a residential area;
(d) the adequacy of water and sewerage services; and
(e) the provisions of Policy IM-10.

The Land Use Bylaw sets no limits in the P-2 zone on seniors housing, but presents somewhat of an obstacle in that senior citizen housing is defined as follows, although the MPS is silent on a definition:

2.63 SENIOR CITIZEN HOUSING means apartment housing designed for occupation by senior citizens and operated and maintained by a Public Housing Authority or fraternal organization.
Once the site is rezoned to P-2, the use becomes as of right. A rezoning to P-2 with an LUB text amendment that would revise the definition for seniors housing could also accomplish the task. A couple of year ago in Hammonds Plains the local councillor requested a staff report on changing the definition of seniors housing in each LUB to enable a broader scope of the use. A precedent exists in Hammonds Plains LUB where seniors housing is defined as:

2.69 SENIOR CITIZENS HOUSING means housing designed for occupation by senior citizens.

This very broad definition has enabled development of seniors housing ranging from owned by NS Housing, to residential care facilities, to semi-independent living in converted homes, to an outright large scale conventional apartment building with a few design tweaks to make it more seniors oriented. Therefore, if this definition could be used in Ketch Harbour area LUB then the proposal could receive a development permit as the P-2 zone has negligible limitations. Forever Green is intended for seniors with some accessible units, mainly single level living, community hall and maybe some recreational facilities and special design considerations such as small office for health care or personal service workers to drop by. This approach by rezoning the site to P-2 under existing local MPS policy removes the RMPS applicability. No RMPS amendment should be needed if it is seniors oriented. We feel the best route is to work within the existing local MPS rules and change the seniors definition and get a straight rezoning, or as Plan B to do a new site specific MPS policy in local MPS on basis of obsolete site and need to provide for changing community that would enable either as of right or DA process for the proposal.

8. Conclusion

The intent of the Municipal Planning Strategy to protect the rural and village style way of life of Ketch Harbour is clearly appreciated, understood and respected by our clients who grew up in the community. The 1995 Plan/MPS has done an admirable job in ensuring this rural feel has been protected and reserved.

Respectfully, with this being said, a Plan/Municipal Planning Strategy is a community plan created in a moment of time through considerable public participation, analysis by municipal staff and ultimate decision of the Council of the day. It should be respected and changes to it should be considered carefully. However, an MPS/Plan must also keep pace with changes and needs of the community it represents, reflects and serves. An MPS has to evolve with the needs, requirements and community. Ideally, in all cases, Secondary Planning exercises would come in every 5-10 years to fully review all Municipal Planning Strategies in HRM, but that is simply not logically possible and has not occurred. Amendments to the MPS over the years have occurred.

Over the past two decades since the 1995 Plan for Ketch Harbour and other areas of the Chebucto Peninsula has been in place, the demographics within the Ketch Harbour Community and Nova Scotia have changed. Residents, and the population in general, have gotten older and more people are retiring and looking for alternative housing options between the traditional single-family dwelling they grew up in and retirement homes. This market need of residents of HRM has resulted in a boom of independent living and transitional 55+ accommodations, whether large unit apartment buildings for seniors/retirees/55+ in Larry Uteck to planned townhouse/bungalow developments in Fall River, Beaverbank, Sackville and other areas. KWR Approvals Inc. currently has five transitional/independent living for 55+ projects currently being managed in HRM besides Forever Green.

The subject property has great access to the main transportation corridor (Highway No. 349) in Ketch Harbour with the main entrance in a very straight stretch of road. The property has one of the largest buildings in Ketch Harbour at 9,000 square feet, which presents an opportunity for community space and other commercial/office needs of the community not being serviced in the Village Centre. The size and perfectly square configuration of the 22.96-acre property offers the ability to place a modest 60 residential units as part of a master planned neighbourhood yet still maintain significant natural and existing vegetative cover to maintain the rural lifestyle ‘feel’’.

We believe all of these factors of this particular site, along with an identified need for 55+ housing in Ketch Harbour, warrants creating 1246 Ketch Harbour Road as an HRM opportunity site, CDD, site specific planning amendment and/or our preference is to rezone the property to P2 and change the definition of Seniors Housing. Forever Green can be developed in a manner to meet today’s and tomorrow’s needs of the community while respecting its historic roots.

Attachment B - Preliminary Concept Plan





Keyplan

LEGEND

EXISTING		PROPOSED
⊕	GATE/BUTTERFLY VALVE	⊕
⚑	STREET SIGN	⚑
O/O—●	POWER POLE/LIGHT POLE	O/O—●
■	CATCHBASIN	● / ■
☽	CULVERT	☽
158.5	ELEVATION	▭
◇—	HYDRANT	◇—
— — —	PROPERTY BOUNDARY	— — —
— - - - —	DITCH	— - - - —
—SA—□—SA—	SANITARY MANHOLE & PIPE	—SA—■—SA—
—ST—○—ST—	STORM MANHOLE & PIPE	—ST—●—ST—
—WM—WM—	WATERMAIN	—WM—WM—
—WM—WM—	WATER SERVICE	—WM—WM—
—FM—FM—	FORCEMAIN	—FM—FM—
—C—C—	UNDERGROUND CONDUIT	—C—C—
◁	CONCRETE THRUST BLOCK	◁
	CURB AND DRIVEWAY CUT	
	SIDEWALK	
	STREET LINE	
	DRAINAGE DIRECTION	
	SWALE FLOW	
346	CONTOUR LINES	346
—GAS—GAS—	GAS LINE	—GAS—GAS—
⊙	TREE	⊙
	BOTTOM OF SLOPE	
	TOP OF SLOPE	
	GUARD RAIL	
	SILT FENCE	—SF—SF—

NOTES:
1. PLAN IS IN METRIC UNITS OF METERS.

No.	Date	Revision Description	Appr'd
10			
9			
8			
7			
6			
5			
4			
3			
2			
1	15/01/21	FOR CLIENT REVIEW	

Seal

ENGINEERING SERVICES INC
50 QUEEN STREET, CHESTER, NS B0J 1J0
TEL. 902-273-3050 FAX. 902-273-3072
engineering@ableinc.ca
www.ableinc.ca

SCALE : 1:1000

0m 10m 20m 30m 40m 50m 60m 70m 80m 90m 100m

1246 KETCH HARBOUR ROAD

KETCH HARBOUR, NOVA SCOTIA

SITE PLAN OPTION 1

Date JANUARY 15, 2015	Drawn D.RENDELL	Project No.	150109-02
Scale 1:1000	Engineer P. KUNDZINS	Plan No.	C101

C030

July 20, 2020

Ms. Kate Greene
Manager, Regional Policy Program
Halifax Regional Municipality
P.O. Box 1749, Halifax NS

Dear Kate:

Applications in Support of Future Development, Bedford West and Sandy Lake Plan Areas

Further to our June meeting, West Bedford Holdings Limited and its associated company, Sandy Lake Holdings Limited wish to initiate three separate but inter-related planning applications, specifically:

1. Application to amend the Bedford West Secondary Planning Strategy for the purposes of a) Proceeding with a Comprehensive Development District for Sub-area 12, and b) amending Policy BW-22 to permit a density transfer and revised approach to the development of remaining lands within Sub-area 1.

2. In conjunction with Application #1, proceed with an application for development agreement to permit development of Sub-area 1 and a portion of Sub-area 12 as described below.

3. Amend the Regional Plan for the purpose of annexing a portion of lands contained within the Sandy Lake Secondary Planning Area to form Sub-area 13 of the Bedford West Secondary Planning Strategy. Alternatively, initiate secondary planning for the Sandy Lake master plan area, but restrict the entitlement process to only those lands identified as Sub-area 13. For either process, we request approval of a Comprehensive Development District for the lands in question.

WBHL has entered partnership or agency agreements with certain property owners within Sub-areas 1 and 12 (confirmation provided under separate cover). Other property owners within the Sub-area 12 – specifically, Armco, Irving, Pender family, and United Gulf, have been approached by us or others in the past, but have yet to demonstrate a strong interest in the development of their landholdings. Please refer to Figure #1 for land holdings of the various owners. For reasons that will become apparent in the course of this submission, their respective landholdings are not central to the systematic development of land and infrastructure within the sub-area as a whole. However, we do believe it is worthwhile for HRM to seek their input as the CDD process unfolds. We will also approach with the view to making them an active participant in the process.

In a similar vein, Sandy Lake Holdings Limited has been in contact with other property owners within the Sandy Lake plan area. We expect that they will become active participants as the process unfolds.

Application # 1: CDD – Sub-areas 1 and 12

Generalized Future Land Use/Municipal Services

Figure #2 illustrates the proposed Generalized Future Land Use Plan for Sub-area 1 and 12. The pattern of development follows closely our successful approach to mixed-use development at both Bedford West and Bedford South. The sub-area is divided into three neighbourhoods (A, B, C) which are intended to facilitate applications for development agreement upon request by property owners. The GFLUM is designed to rationalize land use, density, and infrastructure requirements for the sub-areas as a whole.

Proposed density for Sub-area 1 and 12 are in keeping with guiding parameters of the BWSPS. However, we are requesting that certain unused density from our landholdings elsewhere in the plan area be transferred to Sub-area 1 as detailed below.

Several years ago (2009), Regional Council directed that sanitary sewer effluent be transmitted to the Bedford Highway trunk sewer via an over-sized trunk sewer through other sub-areas of the Bedford West plan area. Considerable monies have been spent to date by HRM and West Bedford Holdings Limited to properly over-size the trunk sewer(s) to facilitate developments within Sub-area 12 and the Sandy Lake plan area.

West Bedford holdings Limited is fast approaching the completion of the Parks of West Bedford – a 1200 acre master plan community that was the central focus of Council's 2003 directive to initiate a comprehensive development plan for large portions of the Bedford West plan area. At present, we have extended municipal services to Bluewater Road in support of developments within Sub-areas 4 and 6. The next logical extension of services is to Sub-areas 1 and 12, in accordance with Policy BW-41.

Figure #3 illustrates the proposed routing of the trunk sanitary services through the two sub-areas. It was originally contemplated that portions of the sub-areas would be directed to the Mill Cove sewage treatment plant. This approach was amended in 2009 as outlined above. The revised approach is also intended to re-direct effluent from the Uplands Park sewage treatment plant to Halifax via Bedford West. We have included capacity in our overall servicing strategy to accommodate this objective.

Your will note that portions of Sub-area 12 are located below the workable elevation of the proposed gravity sewer. This requires effluent from the impacted lands to be directed to the pumping station near the Agropur dairy centre. In keeping with Council's directive, all effluent must be redirected to Halifax via Bedford West. This is of major importance relative to Application #3.

The GFLUM plan illustrates the primary transportation corridor through the two sub-areas. We are in the process of completing a comprehensive transportation management plan that will support two key design considerations. First, for reasons of environmental protection and overall performance, a primary entrance will be established on Larry Uteck Blvd. opposite Blue Mountain Drive. Our consultants are preparing functional designs to be validated in association with the Capital Cost Contribution.

A second means of access is proposed along Hammonds Plains Road. We do not anticipate this point of access to be signalized – rather a broader look at transportation needs involving Sandy Lake suggests a more comprehensive approach to traffic/transit management and infrastructure upgrades. A secondary point of access is proposed for the Thistle Grove (Peerless) subdivision on lands that have been designated as a road reserve.
It is not anticipated that the lands of Armco, Pender, Irving, or United Gulf will require construction of public streets. The parcels are simply too small and will likely be developed via independent or shared driveways. Traffic counts have been assumed for these properties in conjunction with our comprehensive traffic management plan. Density allocations are consistent with the CCC.

Density Transfer – Sub-area 1

West Bedford Holdings Limited has surplus (unused) density associated with its landholdings elsewhere in the Bedford West plan area. This is well documented with HRM staff through our collective record-keeping and payment of Capital Cost Charges. Figure #4 demonstrates the existing residual population.

Sub-area 1 was originally envisioned for low-density, 60ft wide single-family dwelling lots (Policy BW-22). This has proved unsuccessful as evidenced by the poor consumer response to the development of the Thistle Grove Subdivision. In our opinion, the proximity to the Atlantic Acres Business Park is not conducive to large single-family dwellings. This being the case, we wish to reposition the remainder of the Sub-area in a manner that better relates to surrounding land uses and the future development of Sub-area 12.

Is there precedent for density such transfers? We believe so – i.e. density transfer from Sub-area 9 to lands across Highway 102 at Bedford South and transfer of density from Bedford West landholdings to certain lands within Sub-area 10. There is also a clear example of such a transfer at Bedford South involving the development of the French high school along Larry Uteck Blvd. In this case, Halifax Water determined the true population of the school which was considerably lower than the mixed use/commercial designation. This permitted the unused density (and resulting CCC) to be assigned to other lands within the Plan area. To be clear, this is not an application to create additional density within the Plan area. Rather, the application simply seeks to deploy unused density without disruption to the CCC.

Application #2: Development Agreement – Sub-area 1 and Neighbourhood A, Sub-area 12

In conjunction with Application #1, we wish to make application for development agreement of Neighbourhood A. Figure #5 and #6 show the detailed concept plan, and the constraints of developing this area, respectively. The specifics of the proposed development form and density transfer for Neighbourhood “A” are provided in Figure #7.

Once we have received some initial stakeholder input on the proposed CDD application, we are prepared to file the following studies in support of our DA application:

- Comprehensive Stormwater Management Plan.
- Comprehensive Traffic Management Plan.
- Detailed servicing strategy for municipal water and wastewater services.
- Payment projections for Capital Cost Charges.

We have spent a considerable amount of time on these studies to date and are prepared to discuss the details with staff and community stakeholders. However, it would seem premature to submit such plans given the significant relationship between Sub-area 12 and the Sandy Lake Plan area as highlighted in Application #3.

Application #3: Annexation of a Portion of Sandy Lake Plan Area to the Bedford West Secondary Plan

During our June meeting, we highlighted the functional relationship between Sub-area 12 and the Sandy Lake Plan area. This relationship was identified in part through the Bedford West Secondary Planning Strategy as well as the 2009 CBCL Cost of Servicing Study. Of particular importance:

- As illustrated by Map BW-2 of the BWSPS, Sub-areas 1 and 12 fall within the Sandy Lake watershed. Proper planning suggests that a comprehensive approach to stormwater management be adopted to protect Sandy Lake and ensure appropriate sizing of detention/treatment facilities. Such an approach requires the rationalizing stormwater flows associated with certain lands at Sandy Lake – also resolution periodic flooding of Hammonds Plains Road at Bluewater Road.

- A second means of access for Sub-areas 1 and 12 is proposed for Hammonds Plains Road. This arterial road has seen considerable growth in traffic over the past 20 years. However, other than the outdated 2009 Cost of Servicing Study, no concrete plan has been developed in support of future upgrades to the road including flood mitigation at the intersection with Bluewater Road. In our opinion, a fresh approach to transit and transportation planning dictates that such studies include traffic inputs from Sandy Lake, including innovative ways to reduce expensive widening of Hammonds Plains Road.

- As noted in Application #2, sewage effluent from roughly one-half of Sub-area 12 flows to the sewage lift station near the Agropur dairy complex. In keeping with Council's 2009 directive, such effluent must be directed to Halifax via the trunk sewers through Bedford West. This requires that upgrades to the pumping station (possible a new facility) and new forcemains be designed to accommodate future development at Sandy Lake. From a technical perspective, such infrastructure must be located under new streets at Sandy Lake.

- It is becoming widely apparent that the Capital Cost Charge program for Bedford West is inherently linked to shared infrastructure involving Sandy Lake. This has been known for several years. Now that development is poised to take place within Sub-area 12, the time has come to rationalize the CCC as it relates to both plan areas and to do so in a manner that ensures a comprehensive and predictable approach to infrastructure investments (both public and private).

The time has come in the evolution of Bedford West to recognize and address the inherent relationships between the two Plan areas. To ignore or defer such recognition will undermine key infrastructure considerations not to mention negative impact to the Capital Cost Charges.

Our preference is to initiate secondary planning for Sandy Lake but to confine the entitlement process to those lands impacted by the development of Sub-areas 1 and 12. However, if this is not supportable by the City, we believe that a compelling argument exists to annex a portion of the Sandy Lake plan area with the Bedford West secondary Plan area. To this end, we are requesting that the Regional Plan be amended to include the lands identified in Figure #8 as Sub-area 13 of the BWSPS.

Our growth projections coupled with verifiable data regarding land consumption at Bedford West and Bedford South suggests that a portion of Sandy Lake be authorized for development at this time. Figure #9 illustrates the Generalized Future Land Use for the lands in question. Of the approximately 800 acres that make up the Sandy Lake plan area, we are requesting secondary planning or annexation of 269 acres. Figure #10 outlines the proposed land use and density for the area as well as a target density for the remainder of Sandy Lake.

Is this the thin edge of the wedge relative to future development requests involving Sandy Lake? Respectfully, in making this relatively modest request we are attempting to move forward in the spirit of the Regional Plan – specifically, Policy S-2 and the timelines established for lands designated "Urban Settlement".

It has been suggested that there are plenty of existing lots elsewhere in HRM to address market demands for the foreseeable future. We beg to differ:

- The rate of land consumption at West Bedford and Bedford South clearly demonstrates strong market demands for our mixed-use approach to development. By including a wide variety of land uses and housing alternatives, we have successfully shown our ability to address housing requirements for large segments of the purchasing, rental, seniors, and institutional markets. This momentum should not be stunted due to arbitrary observations relating to supply and demand.

- We are aware of population projections as contained in Regional Plan. We are also aware that such projections differ greatly from the growth projections/targets contained within the City's Economic Plan. Although prepared by the Greater Halifax Partnership, the Economic Plan has been adopted by Regional Council meaning the growth targets should have significant importance re: future consideration for development as outlined in Policy S-2 of the Regional Plan.

- To the best of our knowledge, this "abundance of Lots" has never been formally documented and verified by an independent source. However, two independent studies have cast serious doubt on HRM's projections – the first dating back to the Berkshire report for the Highway 102 corridor lands and secondly, our own report as prepared by Turner Drake that points to a stronger and sustained demand for residential development well beyond the time horizon of the Regional Plan.

- Finally, Policy S-2 of the Regional Plan requires consideration of HRM's fiscal ability to support future development. In 2018, West Bedford Holdings Limited commissioned an independent review of the public costs to service a master plan community (i.e. recently completed Bedford South) versus the monies generated on a yearly basis via property taxes. The report was prepared by Deloitte with guidance from HRM staff. The conclusion: mixed-use master plan communities at densities equal to or greater than 18 people per acre generate more in tax revenues than the cost to provide municipal services. We are of the view that monolithic, low-density suburban developments (including unserviced lots) are incapable of generating sufficient tax revenues to cover all related servicing costs. There is a place for such developments. However, prudent public policy should encourage and accommodate development proposals that are cost neutral for HRM ratepayers. Simply proclaiming a sufficient lot inventory is not a sustainable approach to Smart Growth.

Moving forward, we are of the view that incorporating some 269 acres of land at Sandy Lake into the Bedford West plan area is a technically prudent and financial responsible thing to do. We are not asking for planning approvals for the whole of Sandy Lake –only those lands required to adequately address functional relationships with Sub-area 1 and 12 and long range CCC matters. We further believe that this is a minor adjustment to the Regional Plan and will do little to alter its overall intent.

In summary, this application will:

- Provide a seamless and comprehensive approach to land use development in keeping with the time horizons of the Regional Plan.
- Lay the ground work for future consideration of development for the remainder of Sandy Lake at a time of Regional Council's choosing.
- Allow key infrastructure items such as municipal water and wastewater services to be properly rationalized including the means by which to pay for same via private sector investment and Capital Cost Charges.
- Provide a comprehensive approach to stormwater management including the elimination of flooding at the intersection of Hammonds Plains and Bluewater Roads.
- Ensure the best approach to long-term traffic improvements along sections of Hammonds Plains Road – something that is clearly lacking from the 2009 COS study.

Open Space Contribution

You will note on the GFLUM, an area of land adjacent to Sandy Lake referred to as "Conservation" Lands. We are aware of a growing interest by community stakeholders to see most if not all of the lands within the Sandy Lake watershed preserved as conservation lands. We have inquired of the City as to its interest in acquiring our landholdings at Sandy Lake for park and open space purposes. We have also informally advanced land trades if the Municipality is so inclined. As of this writing, we are not aware of the Municipality's desire to purchase and/or trade for our landholdings.

With the greatest respect to all stakeholders, we are not prepared to accept any diminution of the value of our sizeable landholdings in response to calls for a cessation to future development. These lands were purchased with development per the timelines of the Regional Plan and that is our primary intent.

Notwithstanding, we believe there is a balance to be struck that would provide a significant buffer zone for Sandy Lake as well as a major separation of land uses in the vicinity of the Agropur dairy operation. Assuming Council's approval of our planning and development requests for Sandy Lake, we are prepared to immediately convey to HRM approximately 84 acres of land identified on the GFLUM. These lands will form part of our overall parkland conveyance for the whole of our Sandy Lake landholdings. Given that we are not anticipating an application for development approval of the remaining lands until after the 2031 time horizon, there remains plenty of time to discuss alternative approaches to acquiring all or some of these lands for regional park purposes if that is Council's desire.

Conclusion

This threefold application is neither complex nor over-reaching relative to the Regional Plan. To the contrary, as we have demonstrated throughout this submission, there is a compelling rationale to proceed in the manner presented herein and to do so at a pace that ensures an effective recovery of the Capital Cost Charge.

Our reputation has been built on a history of developing master plan communities that are sustainable in terms of land use, infrastructure, and fiscal responsibility. By combining Sub-area 1 and 12 without regard to property boundaries results in a productive and affordable land use and infrastructure plan. Equally important, inclusion of a modest portion of Sandy Lake at this time ensures a technically prudent and financially sound approach to future infrastructure spending.

We are anxious to proceed with stakeholder discussions and staff reviews. To this end, we would appreciate acknowledgement of this application and some early indication as to staff's intended approach to public review.

Yours truly,

[redacted]

J. Michael Hanusiak / Kevin Neatt
West Bedford and Sandy Lake Holdings

FIGURE 1 - OWNERSHIP MAP

Parcel(s) #	PID	Neighbourhood	Land Owned by Others	Acres
1	00416909	A	3098637 NSL (Micco)	14.7
2	00645374	A	Micco	9.7
3	00645309	A	Micco	0.35
4	00645317	A	Micco	0.44
5	00645325	A	3098637 NSL (Micco)	0.55
6	00645358	A	Micco	0.35
7	00645341	A	D. & M. Ryder	0.76
8	40301368	A	Micco	0.83
9	00645366	A	S. Ollerhead	0.28
10	00645945	A	S. Hussain	26.3
11	00645911	A	TYH (Cresco)	17.4
12	00645960	A	TYH (Cresco)	34.8
13	41313842	A	Cresco	3.8
14	00645853	A	Islamic Community Centre	20.3
15	00645770	A	M. K. Manna	0.5
16	00645846	B	Pender	9.29
17	41326364	B	St. John's Anglican Church	4
18	41398363	B	Orthodox Church	3
19	00645226	B	Irving Oil	13.7
20	41140963	B	Armco	5.8
21	41140971	B	Armco	6
22	41140997	C	Markabi	8
23	41141003	C	Philae	7.7
24	41141011	C	Nanco	7.7
25	41141029	C	Sadek	5.8
26	40648362	C	United Gulf	5.5

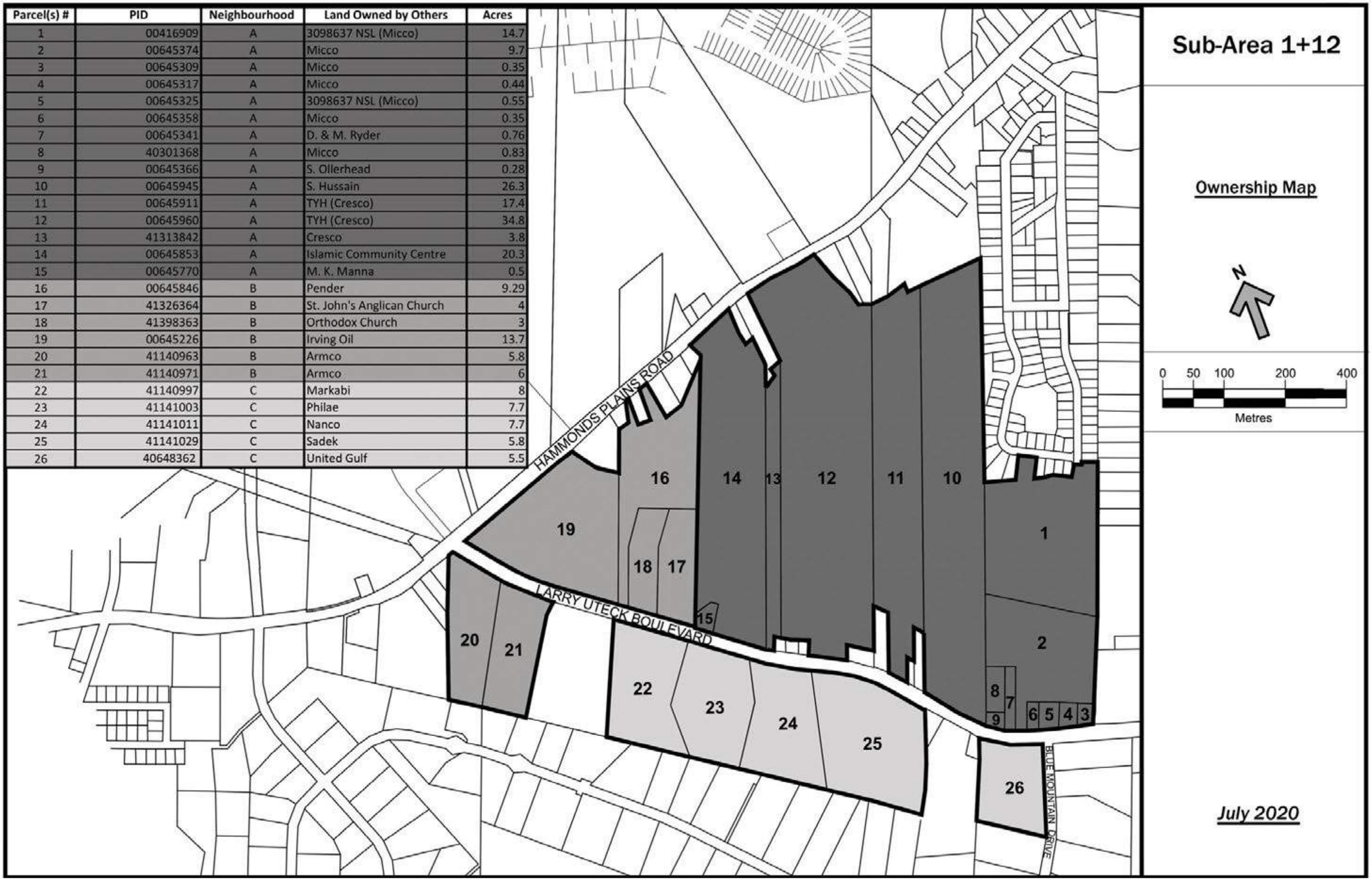


FIGURE 2 - GENERALIZED FUTURE LAND USE PLAN FOR SUB AREAS 1 AND 12

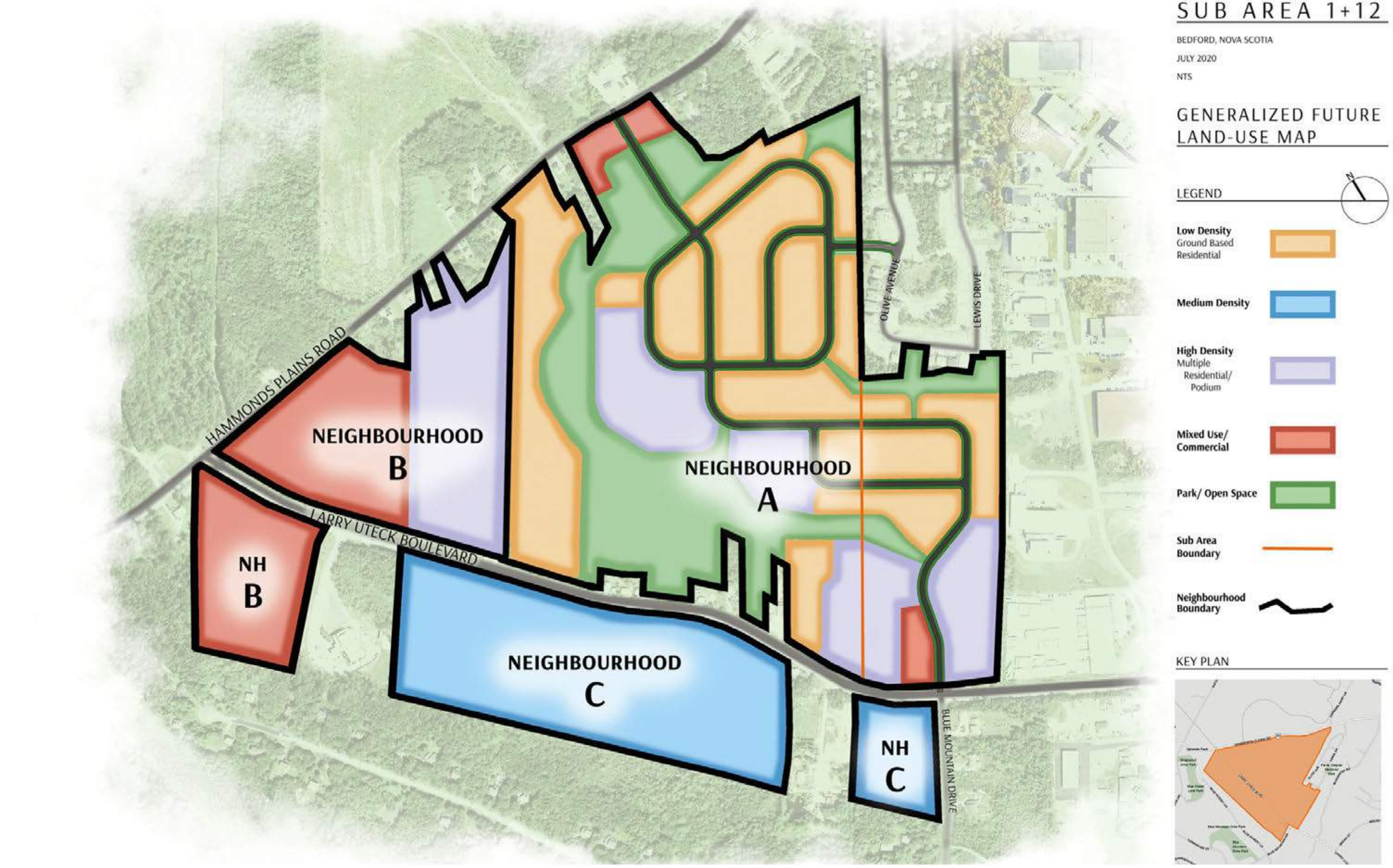


FIGURE 3 - SANITARY SERVICE ROUTING

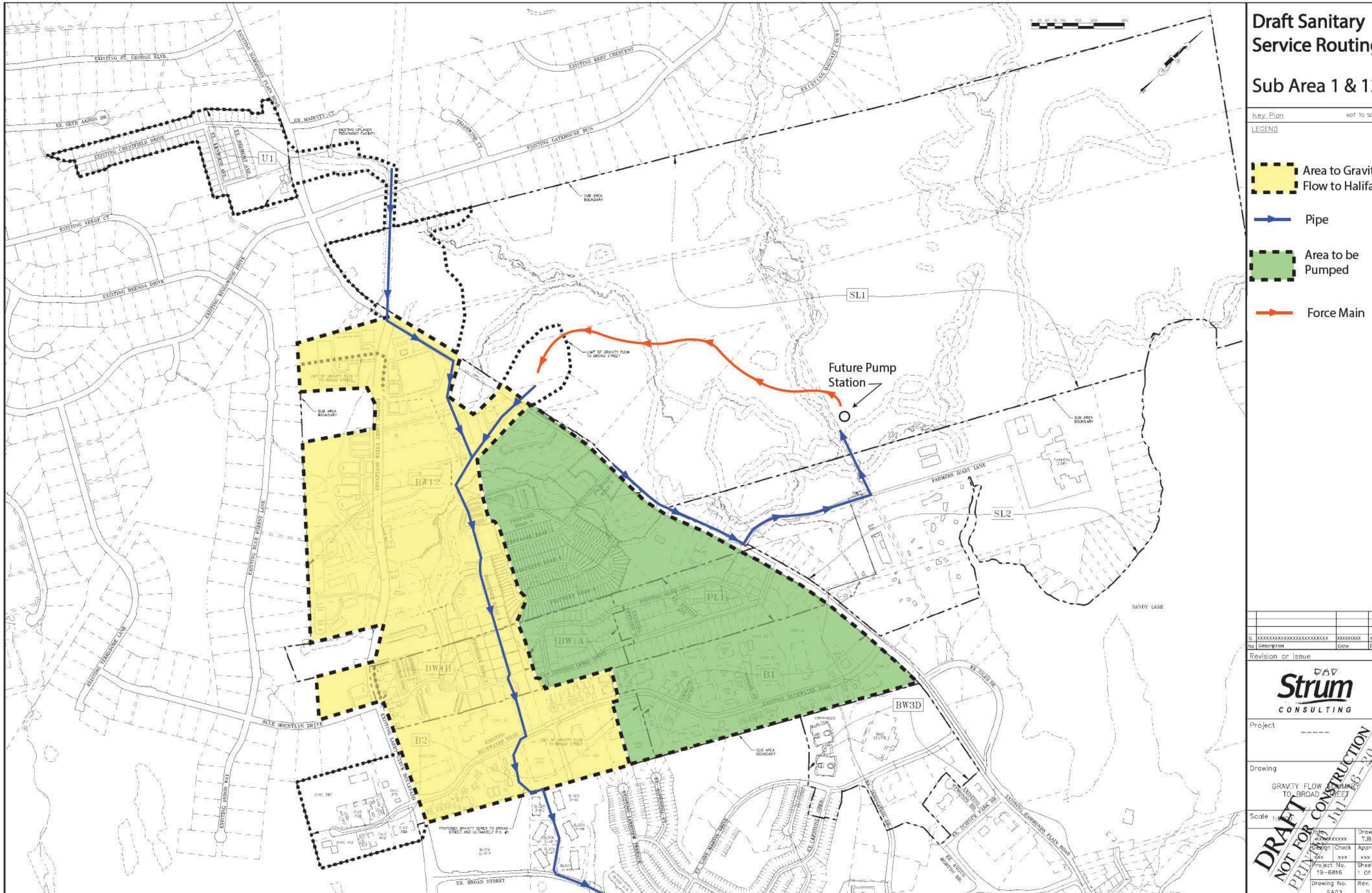


FIGURE 4 - EXISTING RESIDUAL POPULATION AND TRANSFERS

Sub-areas	DA / Waste Water CCC Population	Transfers In	Transfer Out	Adjusted Population	Utilized DA Population	Residual Population
Sub area 2	4645	508.5	0	5153.5	4471.5	682
Sub-area 3-4	5000	562.5	0	5562.5	4696	866.5
Sub-area 5	2302	202.5	0	2504.5	2070	434.5
Sub-area 6	2029.5	0	0	2029.5	1331	698.5
Sub-area 7	4341	0	-535.5	3805.5	3325.2	480.3
Sub-area 8	4601	0	-738	3863	3594.2	268.8
		1273.5	-1273.5			
					Residual Population	**3430.6**

Transfer Notes:

Sub-area 2: The transfer "in" is due to preserving Highway 113 density at 226 units x 2.25 = 508.5 people (Policy BW-23)

Sub-area 3-4: Transferred 1 unit per acre into the sub-area, 250 units x 2.25 = 562.5 people

Sub-area 5: Transferred 90 units into the sub-area, 90 units x 2.25 = 202.5 people

Sub-area 6: Utilized population includes 1131.4 people on Sobeys, and 200 people on the School Site.

Sub-area 7: Transfer Out - 125 units to SA3-4, 113 units to SA2 for Highway 113 = 238 x 2.25 = 535.5 people

Sub-area 8: Transfer Out - SA 5 = 90 Units, SA3-4 = 125 Units, SA2 113 Units = 328 x 2.25 = 738 people

Total Transfer People "IN" (1273.5) is equal to Total Transfer People "OUT" (1273.5)

FIGURE 5 - DETAILED CONCEPT PLAN FOR NEIGHBOURHOOD A

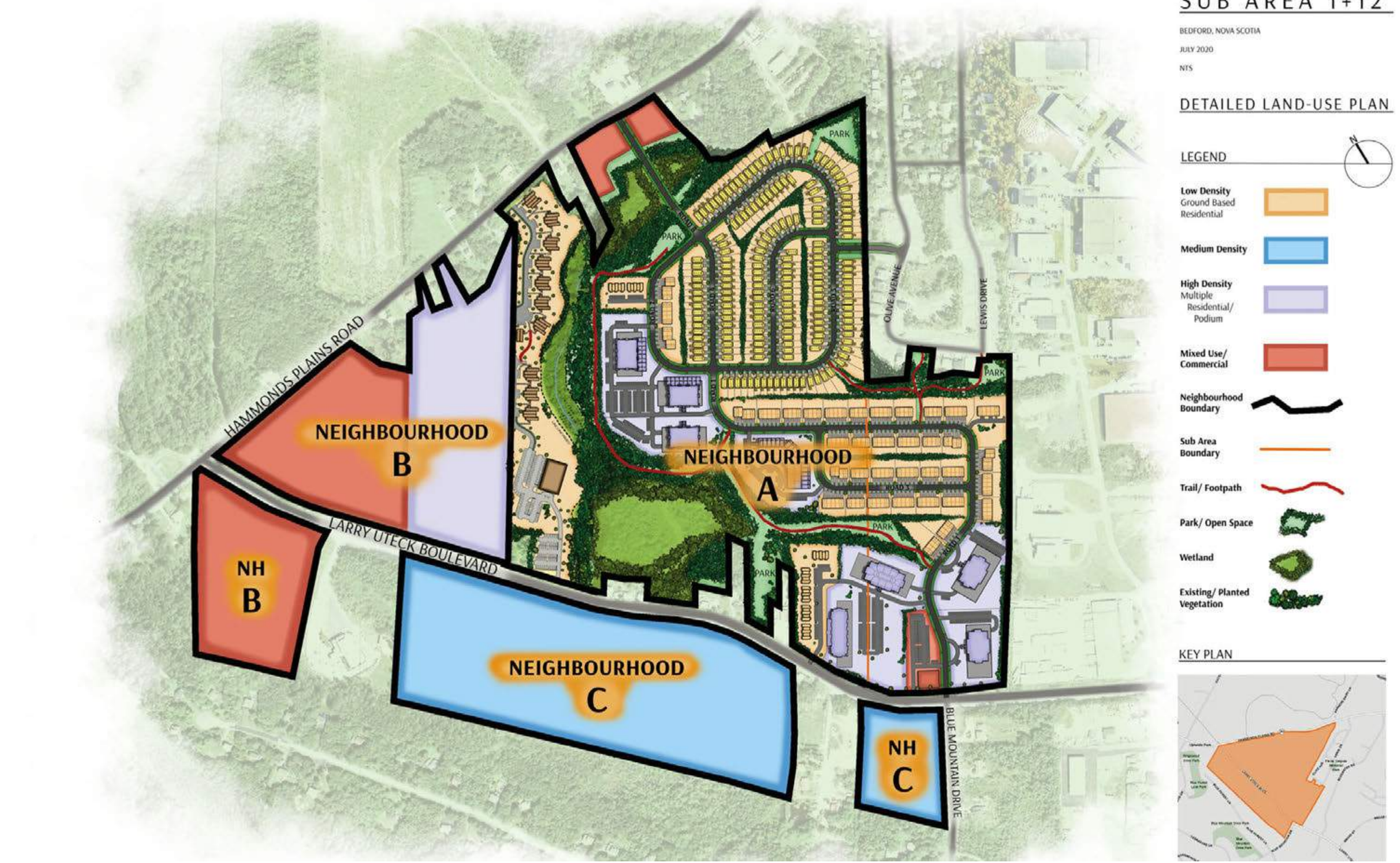


FIGURE 6 - CONSTRAINTS MAP



SUB AREAS 1+12

BEDFORD, NOVA SCOTIA

JULY 2020

NTS

CONSTRAINTS MAP

LEGEND

N

Watercourse Buffer

Watercourse

Wetlands

KEY PLAN



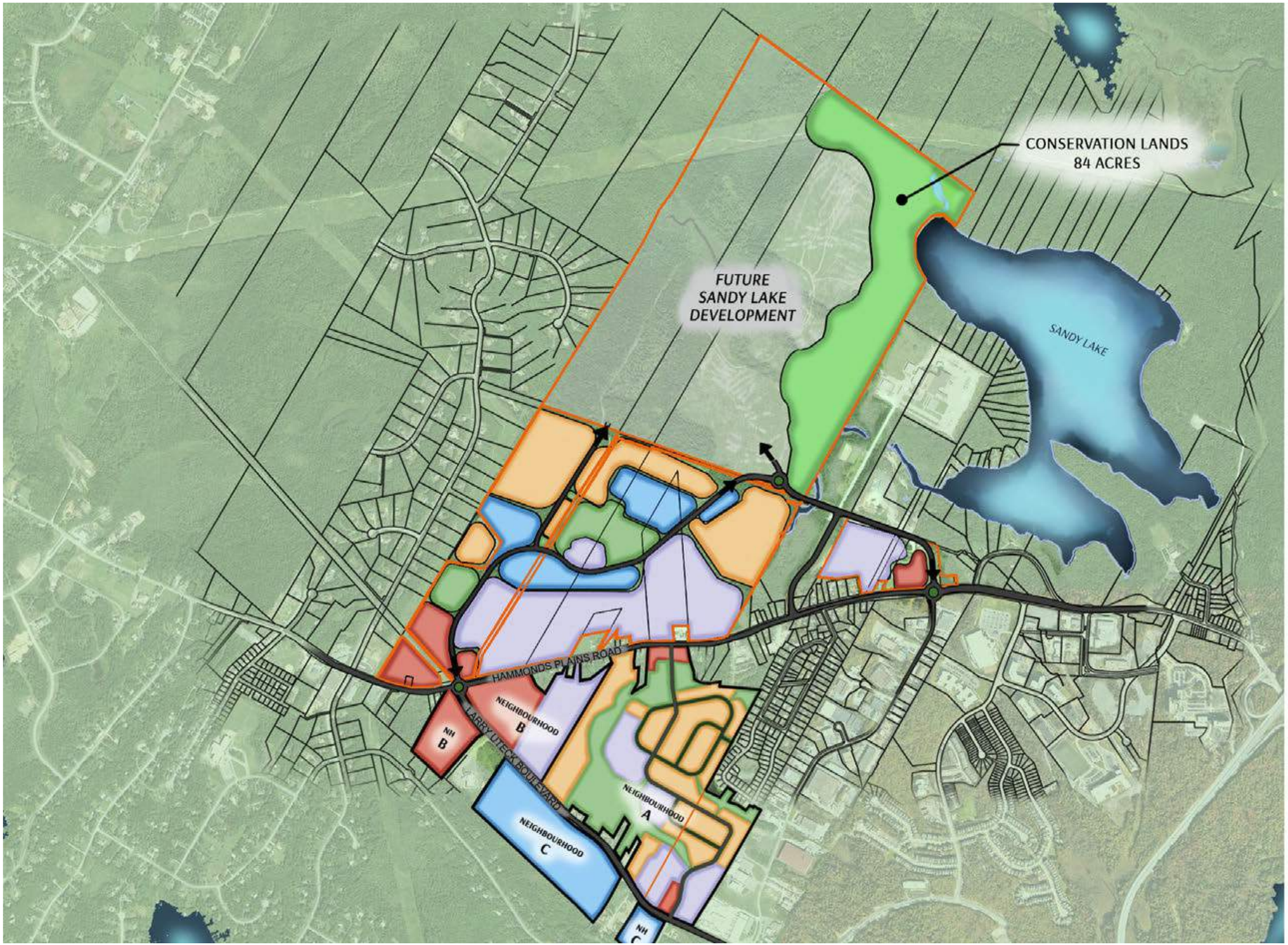
FIGURE 7 - NEIGHBOURHOOD A DENSITY TRANSFERS

Sub Area	PID	Acres	CCC Population	Singles	Townhouses	Multiple Residential	Garden Homes	Commercial (Acres)	Total Units	Total Population	Transferred People	PPA	UPA
1	00645374; 00416909	27.8	556.9	0	106	454	0	0	560	1376.6	820	49	20
12	00645945	26.5	742.6	75	41	139	25	0	280	785.1	43	30	11
12	00645911; 00645960; 41313842	55.7	1560.5	103	26	454	10	2.55	593	1563.65	3	28	11
12	00645853	20.3	568.8	0	0	0	42	0	42	140.7	0	7	2
TOTAL		130.4	3428.7	178	173	1047	77	2.55	1433	3866.05	865	30	11

FIGURE 8 - BEDFORD WEST SUB AREA PLAN



FIGURE 9 - SANDY LAKE GENERALIZED FUTURE LAND USE PLAN



SUB AREAS 1+12+13

BEDFORD, NOVA SCOTIA

JULY 2020

NTS

CONSERVATION LANDS

LEGEND

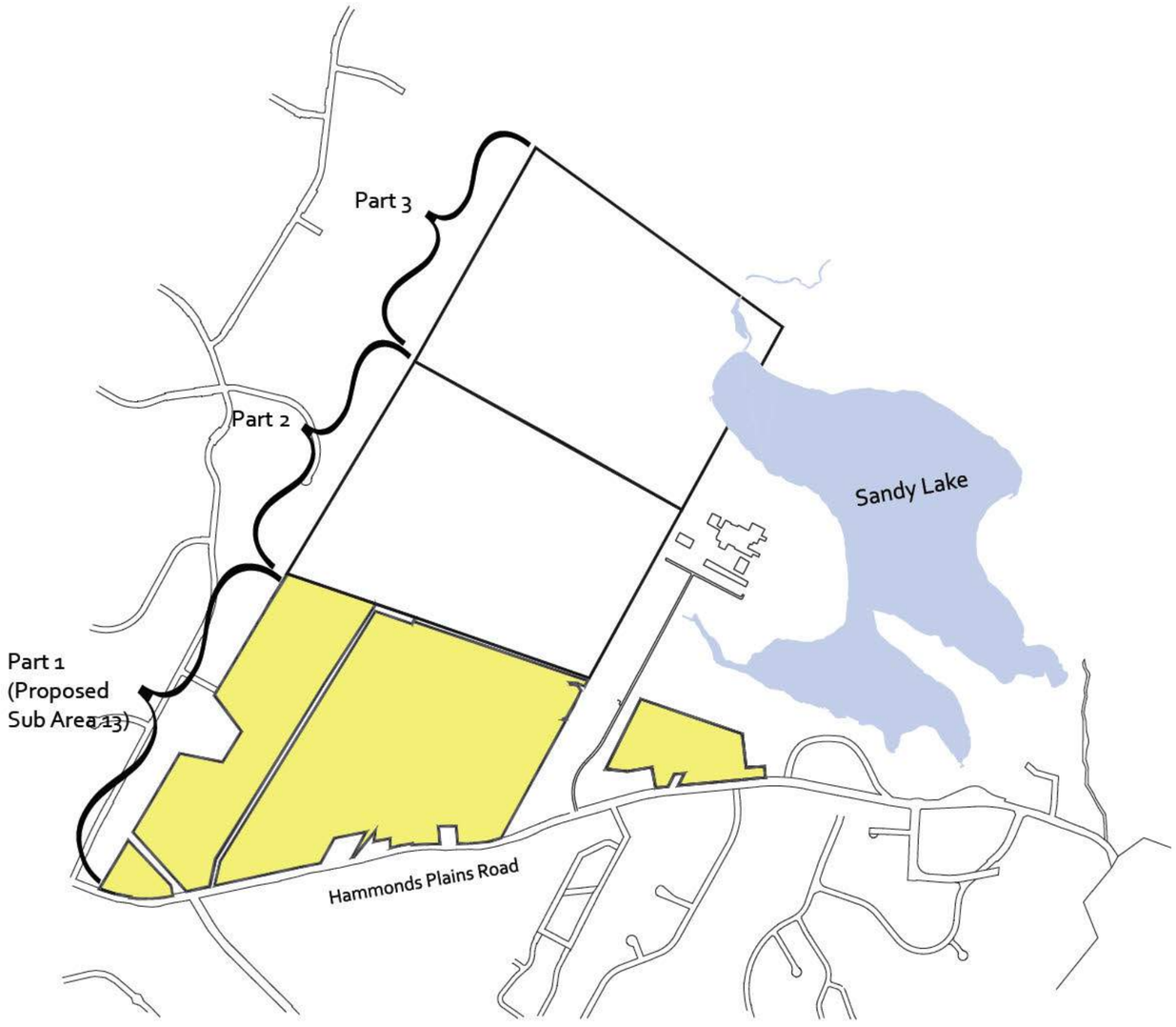
N

- **Low Density** Ground Based Residential
- **Medium Density**
- **High Density** Multiple Residential/ Podium
- **Mixed Use/ Commercial**
- **Park/ Open Space**
- **Neighbourhood Boundary**
- **Sub Area Boundary**

KEY PLAN



FIGURE 10 - SANDY LAKE DENSITY CHARTS



Part 1 - Proposed Sub Are 13				
Acres (Gross)			TOTAL UNITS	TOTAL PEOPLE
269.32			2343	7061
			UPA	PPA
Parkland	21.6	8.0%	8.7	26
RESIDENTIAL				
Ground Based			Units	People
		30%	696	2332
Multiple			Units	People
			1647	3705.75
		70%		
COMMERCIAL				
	Acres	PPA		People
General Commercial	20.48	50		1024

OVERALL SANDY LAKE DENSITY	Area (Acres)	PPA	Population	UPA
Part 1 (Proposed Sub Area 13)	269.3	26.2	7061	9
Part 2	197.6	27	5335	9
Part 3	200.4	27	5411	9
Total	667.34		17807.54	

C034

1018 Main Street
Dartmouth, NS B2W 4X9
902-434-0674 (o) 902-434-6544 (f)
www.akoma.ca

July 9th, 2020 *sent by email*

Mayor Mike Savage
P.O. Box 1749, Halifax, NS
B3J 3A5

Dear Mayor Savage:

Re: Akoma Holdings Inc. Development Application, Case #21875

Akoma Holdings Inc. is writing to you to express our opposition to a proposed deferral of our development application (Case #21875) to HRM's Regional Plan review.

Akoma Holdings Inc. is a non-profit organization with stewardship responsibilities for approximately 315 acres of land initially belonging to the Nova Scotia Home for Colored Children (NSHCC) in Westphal. To the best of our knowledge, our property is the largest owned by any Black organization in Canada.

In recognition of the legacy of the NSHCC and amid allegations of abuse, the Akoma Board made a decision to restore the Old Home building so it could be used by all ages as opposed to tearing it down. Akoma has refurbished the exterior of the building and now finds itself in a lengthy plan amendment process so that a beauty salon and café can be included in the re-purposed building and so that much needed housing and other community needs can be addressed in the future.

We object to the listing of our development application in Appendix D of the Regional Plan Review Initiation Report (January 20, 2020):

1. Appendix D includes a list of "Individual Requests for Consideration through the Regional Plan Review Process" – Akoma has made no such request.
2. Our Plan Amendment application was deemed complete on July 18, 2018 and Council then initiated a plan amendment process on October 2, 2018 at which time no direction was provided concerning the deferral of our application to the Regional Plan review.
3. Council's motion is specific to amending the Cole Harbour/Westphal Municipal Planning Strategy. If the Regional Plan needs to be aligned in order to support that amendment, then that's what should happen, not deferring our application to a different process that holds potential for significant delays.

4. We have concerns about human rights issues associated with the Regional Plan; in particular, the highly restrictive regional service boundary and zoning that has been placed on our property.

Our Planning and Development Approach

The 100th anniversary of the NS Home for Colored Children opening will be in June 2021. To help expedite the planning process, we are proposing a Heritage Zone that will allow us to complete renovations in time for this anniversary and protect the heritage value of the NS Home into the future.

We are also proposing a Seniors Housing Zone for much needed seniors housing. We are in a position to start facility planning work for our seniors housing project, which is proposed to be located adjacent to the Akoma Community Garden, near the NS Home, and across the street from the Nova Scotia Black Cultural Centre. We will be following NS Human Rights Commission requirements relating to the tenancy of older adults.

The Cole Harbour/Westphal MPS includes an option for a Comprehensive Development District (CDD) and we believe this best meets our future development needs. Planning staff have recommended a site plan approval approach, but given the range of buildings involved, we believe the CDD provides the best planning structure for the future.

We are asking that HRM confirm the two zones and CDD by the end of this year.

Our site plan (attached) has been developed in response to a 2019 Housing Needs Study and also includes professional planning, design and engineering inputs:

1. The Heritage Zone is to preserve the NS Home for Colored Children site. A survey of the site is underway and a subdivision is planned.
2. The Seniors Housing Zone responds to one of our top housing needs. Funding, to start detailed facility planning work, has been approved.
3. In Phases 1-4, our development plan includes 358 housing units that respond to our housing needs. Our planned housing projects include innovations in job creation and community economic development.
4. More that 60% of the Akoma property is planned for open space.
5. The Cole Harbour Basin Open Space Study has instructed our planning and development approach.

Our Issues with the Regional Plan

From a human rights perspective, the Regional Plan is suspect in our view, given the systemic racism and decades of neglect our community has experienced, concerning housing and other matters addressed by the Restorative Inquiry.

The Regional Service Boundary (see attached) is punitive because it limits development to a narrow strip of land (about 250 ft. wide) along Main Street. Within the service boundary, we are only allowed to develop a line of single-family homes. Central water is available but is governed by a water district that encircles our property (see attached). In other words, it supports development opportunities on adjacent properties more so than on the Akoma property.

Starting with the seniors housing project, we will use advanced private treatment systems and will build westward in the event that the central sewage line (about 1,400 meters away) is ever extended.

Extension of HRM's central sewer service is the only aspect of our development proposal that we support being considered as part of the Regional Plan review.

Council's direction to amend the MPS, along with our proposed Heritage zone, seniors housing project and Comprehensive Development District, do not need to be deferred to the Regional Plan review.

Thank you for considering our concerns and please contact me at [redacted] with any questions.

Kind regards,

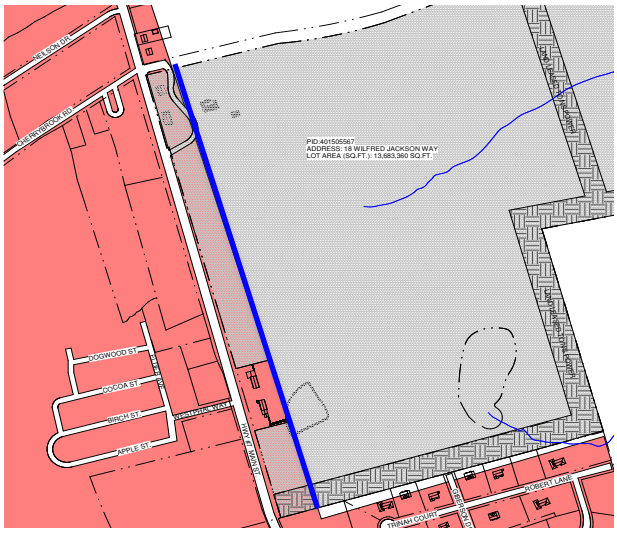
[redacted]

Veronica Marsman, Executive Director

cc. Kelly Denty, HRM Planning Department
Stephanie Salloum – HRM Planner
Kate Green, Regional Policy Program Manager
Councillor Lorelei Nicoll, District 4
Honourable Tony Ince, Minister of African Nova Scotia Affairs
David Harrision, Planner Consultant to Akoma
Tracey Jones Grant -
Akoma Board of Directors

HRM Regional Service Boundary

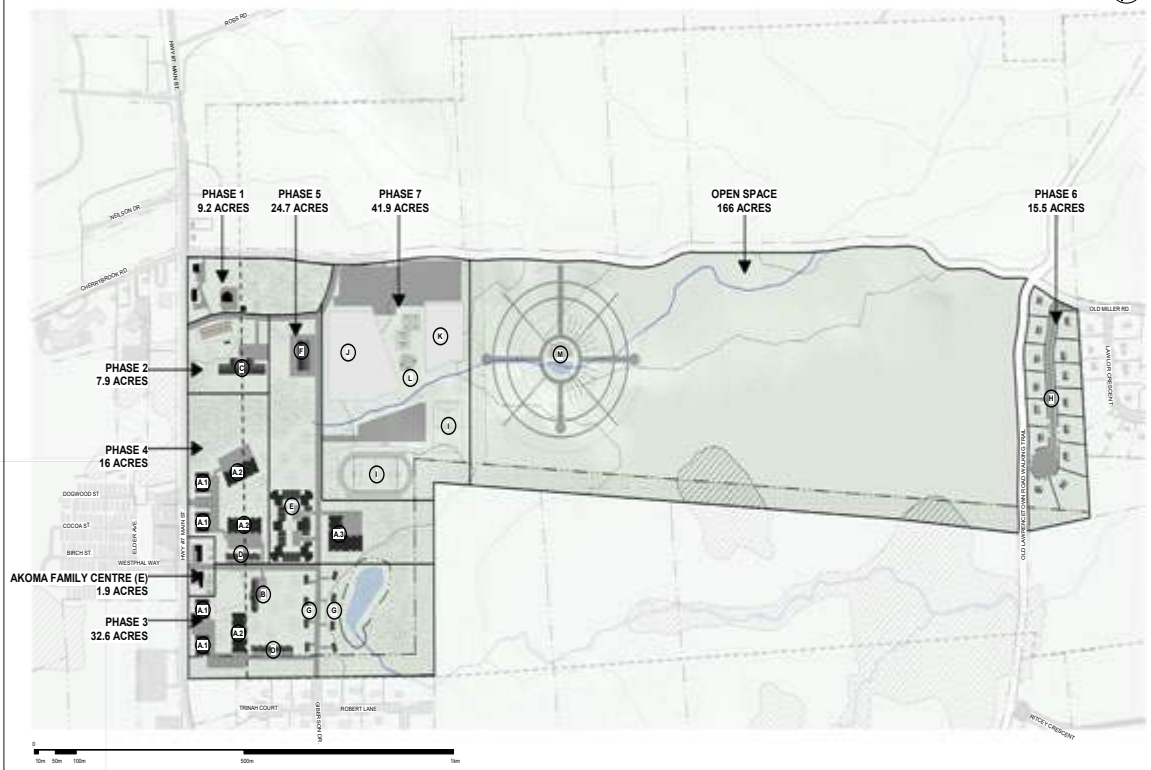
The Regional Plan only permits a single line of R1 housing along a narrow strip of land.



Developable Lands Encircle the Akoma Property via HRM's Water District



Akoma's Development Plan: 358 Housing Units (Phases 1-4)



1 Site Plan - New
1" = 300'-0"

PROGRAM - PROPOSED COMPREHENSIVE DEVELOPMENT DISTRICT (CDD) PHASING:

PHASE 1:
OLD HOME - NEW ZONE

PHASE 2:
C. SENIOR'S HOUSING COMPLEX - 2-3 STOREY

PHASE 3:
A.1 (2) MIX-USE RESIDENTIAL & COMMERCIAL - 3-4 STOREY
A.2 (1) MULTI-UNIT RESIDENTIAL - 3-4 STOREY
B. NEW AKOMA CHILDREN'S CENTRE - 1 STOREY
D. TOWNHOUSE / ROWHOUSING UNITS - 2 STOREY
G. (8) SINGLE FAMILY RESIDENTIAL - 2 STOREY

PHASE 4:
A.1 (2) MIX-USE RESIDENTIAL & COMMERCIAL - 3-4 STOREY
A.2 (2) MULTI-UNIT RESIDENTIAL - 3-4 STOREY
D. TOWNHOUSE / ROWHOUSING UNITS - 2 STOREY

PHASE 5:
A.3. MULTI-UNIT RESIDENTIAL - 3-4 STOREY
E. TOWNHOUSE / MULTI-UNIT RESIDENTIAL / COMMERCIAL - 2-4 STOREY
F. HOTEL, DORMITORY, OR MULTI-UNIT RESIDENTIAL - 3 STOREY

PHASE 6:
H. SINGLE FAMILY RESIDENTIAL - 2 STOREY

PHASE 7: FUTURE RECREATION
I. OUTDOOR RECREATION FACILITY - LARGE SCALE
J. INDOOR SPORTSPLEX - 2 STOREY
K. INDOOR ACQUATIC SPORTSPLEX - 2 STOREY
L. OUTDOOR RECREATION & PLAYGROUND - SMALL SCALE

OPEN SPACE:
M. CEMETERY AND CREMETORIUM.

*NOTE: INTENTION THAT OUTDOOR TRAIL NETWORK IS CONNECTED BETWEEN PHASE AREAS.

MASTER PLAN LEGEND:

- EXISTING WETLANDS PER HRM SURVEY.
- NOVA SCOTIA POWER 150'-0" WIDE POWER CORRIDOR
- WALKING TRAIL
- VEHICULAR CIRCULATION
- OPEN / LANDSCAPED / NATURAL AREAS
- BROOM LAKE
- BUILDINGS
- CURRENT PROPERTY BOUNDARIES
- CURRENT HALIFAX WATER SERVICE BOUNDARY
- PROPOSED PHASE BOUNDARIES
- WATERCOURSE PER HRM SURVEY DATA
- CONTOURS PER HRM SURVEY DATA
- EXISTING OLD CULTURAL SURVEY DATA & FOUNDATIONS, ROCK WALL, WELL, ETC. SOUTH TO THE OLD HOME AT WILFRED JACKSON WAY. REFER TO SURVEY DRAWING FOR FURTHER DETAILED INFORMATION.

T.A. SCOTT
ARCHITECTURE + DESIGN
DRAWING INSPIRATION

Keyplan

No.	Description	Date
5.	ISSUED FOR CDD APPLICATION	2020.05.26
4.	ISSUED FOR REVIEW	2019.08.01
3.	ISSUED FOR ZONING APPLICATION	2019.03.27
2.	ISSUED FOR CLIENT REVIEW	2019.03.14
1.	ISSUED FOR ZONING APPLICATION	2019.02.04

Issue Schedule

No.	Description	Date

Revision Schedule

Akoma Holdings Inc. - Development

Project Address	18 Wilfred Jackson Way
Project PID	40150567

Site Plan - Akoma Development (N)

Project Number	18-077
Date	2020.05.26
Drawn By	JTP / LAB
Checked By	TAS
Scale	As indicated

A-100.2

AKOMA
HOLDINGS INCORPORATED

1018 Main Street
Dartmouth, NS B2W 4X9
902-434-0674 (o) 902-434-6544 (f)
www.akoma.ca

Sent via e-mail

Memo To: Stephanie Salloum, HRM Planner
Fr: Veronica Marsman, Property Manager
Re: Akoma's Additional Planning Needs
Date: May 3, 2021

I am writing to thank the Planning Department for its efforts in helping the African Nova Scotian community address its housing and development needs. Additional planning needs have been identified over the course of the Case #21875 planning process which we hope will be addressed through future planning initiatives.

1. Within the MOD Zone:
    a. 3-acre lots will result in a loss of about 65 housing units from that shown on the Master Plan. In order to 'fit' 3 acre lots around buildings shown on the Master Plan, higher surveying costs are anticipated.
    b. The building footprint rule impacts seniors housing and long-term care facilities:
        i. Based on the housing needs assessment, community surveys and population projections, seniors housing is an urgent need.
        ii. Given provincial regulations, development agreements are not typically used to govern the design of long-term care facilities.

2. CMHC and others are concerned about the lack of supply of land for housing on the Dartmouth side of the harbour. Currently, the development pattern and central water encircle Akoma's property. As part of the Regional Plan review, Akoma requests that Council extend the water district boundary to the power corridor. Deferred to the Regional Plan review are the community's cemetery, recreational uses and some of the better lands for housing as per Akoma's soil capability study.

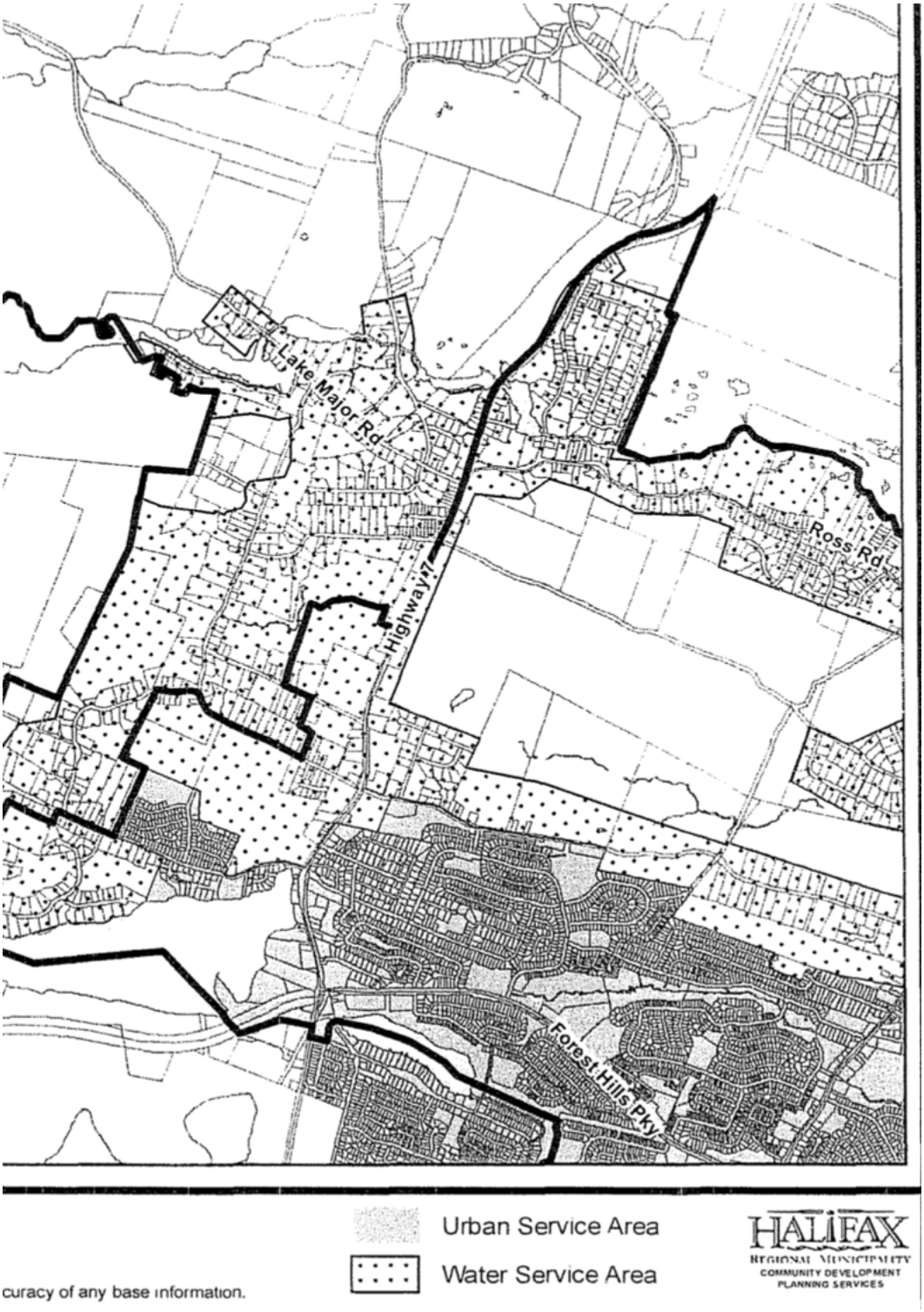
3. As part of the Regional Plan review, Akoma requests that Council extend central sewer services to the community, a distance of about 1.2 km.

4. Akoma looks forward to HRM's continued support in helping to address the community's housing and economic development needs.

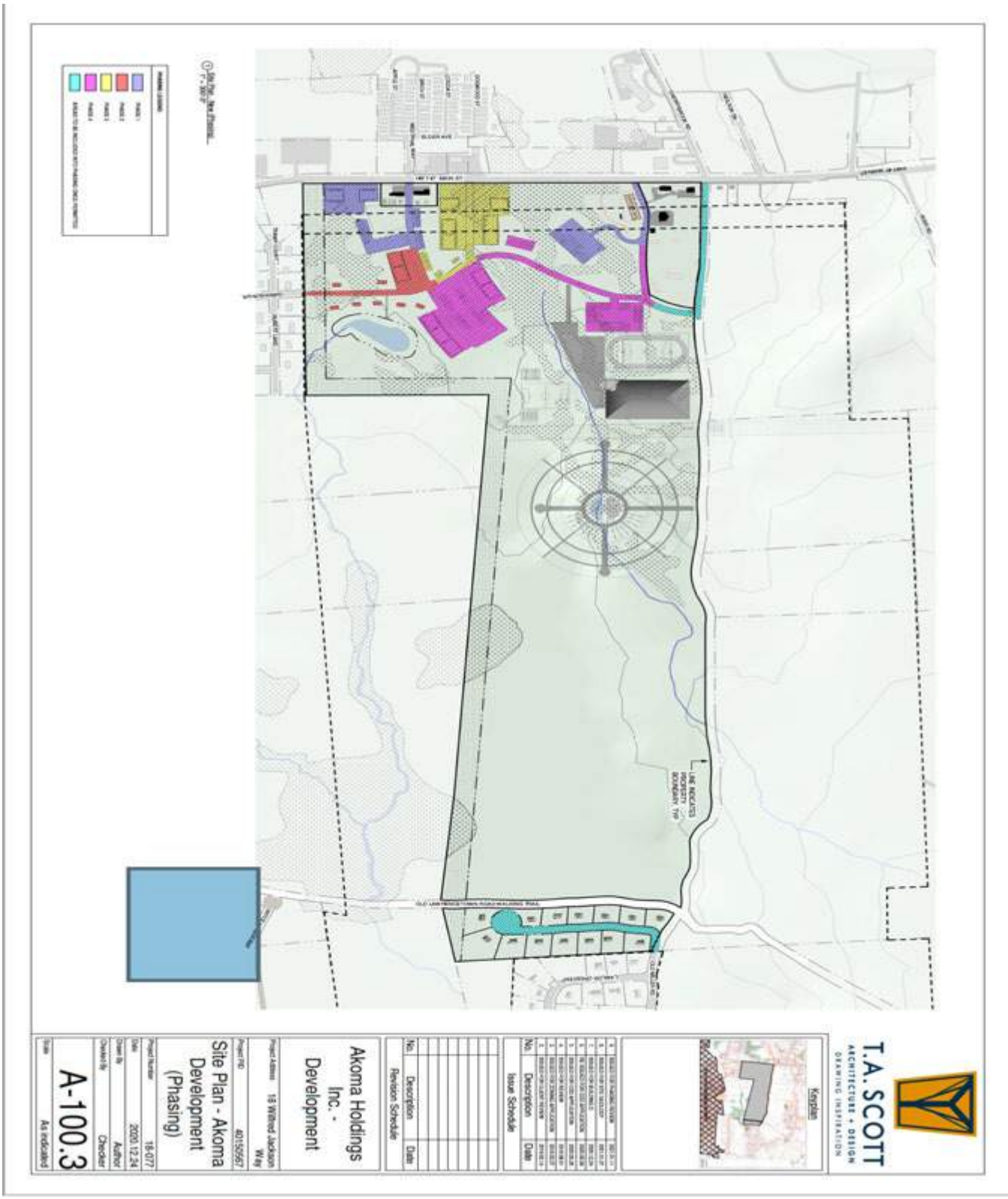
Proposed Water District Boundary, Regional Plan Review:
Akoma's Property Boundary:



Case #21875 Water District Boundary:
Proposed Water District Boundary:



Akoma's Master Plan



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.

TO SHEARWATER

CALDWELL RD.

TO COLE HARBOUR

SHERWOOD ST.

ATHOLEA DR.

AMETHYST CR.

PEARL DR.

OPAL CT.

CARLISLE DR.

Lands of
OKNAH REALTY LTD.
PID 40710576

PID 40400624
35.4 ac. ±

PID 40852931

PID 40529190

PID 40529208

PID 00373720

PID 41170762

PID 41170788

PID 41170770

PID 40864977

PID 40864969

PID 40864951

PID 40864944

PID 40864936

PID 40864928

PID 40864910

PID 40864902

PID 40864894

PID 40864886

PID 40864878

PID 40711228

PID 40711236

PID 40711244

ACCESS AND FRONTAGE REQUIRED

STREET A

STREET B

STREET C

STREET D

SSD TO BE CONFIRMED

PROPERTY BOUNDARY

16 UNIT BUILDING

12 UNIT BUILDING

16 UNIT BUILDING

12 UNIT BUILDINGS

8 UNIT BUILDINGS

12 UNIT BUILDING

PID 41352303

PROPERTY BOUNDARY

PORTION OF
PID 40110157
13.0 ac. ±

COW BAY RIVER

PID 41194671

PID 00404533

PID 41164153

PID 41168089

PID 41113671

PID 40060097

PID 40060105

PID 40060113

PID 40060121

PARKWAY DR.

LANDSDOWN DR.

BEAVER CR.

PID 40059867

Lands of
CLAYTON DEVELOPMENTS LTD.
PID 41356353

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	1463

LEGEND

	WETLAND
	WATERCOURSE
	WATERCOURSE BUFFER (20m)
WATER	WATER PIPE
SAN	SANITARY PIPE
STM	STORM PIPE
FME	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

Metres
40 0 40 80
1:1250

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

DESIGN POINT
ENGINEERING & SURVEYING

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	

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

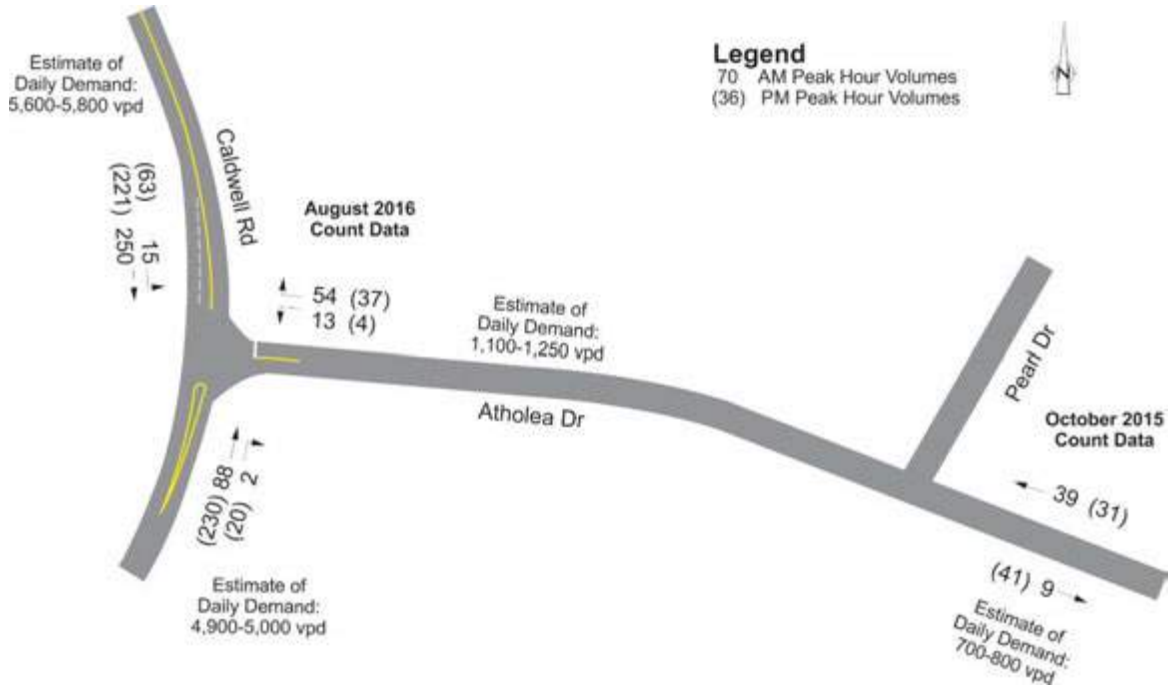
A – HRM ATR count on Atholea, east of Pearl Drive.
B – HRM intersection turning movement count at Caldwell Road / Atholea Drive.
vph – vehicles per hour.

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:
    - *South Connection*: To Atholea Drive about 130m east of Pearl Drive.
    - *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.

C061-A

SUNROSE

Sunrose Land Use Consulting

Halifax, Nova Scotia

August 9, 2021

Leah Perrin, MCIP, LPP
Regional Planning Team
Halifax, Nova Scotia

Dear Leah:

RE: Regional Plan Review - former Chinatown Restaurant/Birch Cove properties

As per our previous discussions and on behalf of my Client, United Gulf Developments Limited, this letter is to request that the above noted lands be part of the current Regional Plan review by creating specific Regional Plan policy that would enable mixed-use development on this site.

The former Chinatown restaurant site is a beautiful and unique location within the serviceable boundary along the Halifax waterfront. The area includes two water lots which are eligible for infill. The vision for this site is a mixed-use development with a hotel, commercial uses, multiple residential, and marina uses so that both visitors and residents can enjoy this beautiful area of Halifax. Improved public access to the Bedford basin via a walkway that aligns with the Halifax waterfront development public access plan is part of the overall design. The existing boat dock and shoreline has been a popular destination to boaters and fishers for many years, which would benefit from the proposed upgrades including a beautiful marina, a seawall, and extended piers.

Discussions with CN Rails have been completed that include a tunnel improvement project that will widen the current access that runs under the rail line. The extensive length of water frontage with the improved marina will provide a secondary access via the water. A review of climate change impacts and discussions with the Halifax Port Authority and Fisheries and Oceans Canada are ongoing.

This site has been on hold since 2012 when Regional Council undertook a series of regional studies. Now that these studies are complete, it is reasonable that the new Regional Plan create appropriate development policies for this site.

We look forward to working with the Regional Planning team in more detail regarding this very special site.

Sincerely:

[redacted]

Jennifer Tsang, MCIP

tel: [redacted]

email: [redacted]

C061-B

SUNROSE

Sunrose Land Use Consulting

Halifax, Nova Scotia

August 9, 2021

Leah Perrin, MCIP, LPP
Halifax Regional Planning Team

Dear Leah:

RE: Regional Plan Review - Paper Mill Lake lands

As a follow up to my letter dated August 10, 2020 and our subsequent planning discussions, please consider this letter a formal request seeking Regional Plan policy that would enable a "new urbanism/smart growth" development on the Paper Mill Lake lands.

The lands surrounding Paper Mill Lake in Bedford are owned by my Client, United Gulf Developments Limited. A portion of these lands are designated and zoned CCDD (Commercial Comprehensive Development District) and a portion are designated and zoned RCDD (Residential Comprehensive Development District).

The CCDD portion of the lands underwent an extensive MPS/LUB amendment process that begin in 2009 that supported the "new urbanism/smart growth" vision. In 2012, the amendments were put on hold by Regional Council until several regional studies could be undertaken. Now, ten years later, the regional studies are complete and the Paper Mill Lake lands ideally suited to be planned from a regional planning perspective.

The RCDD portion has a development agreement from 1995 that allows development over the entire 220 acres. The RCDD has the natural physical feature of Kearney Run that divides the land. The land north of Kearney run is adjacent to the CCDD and could be master planned with the CCDD. The land south of Kearney run is currently going through an amendment process seeking to allow a portion of the original development agreement design to proceed.

The vision for the CCDD, and potentially for the northern portion of the RCDD, is to create a pedestrian oriented live/work "new urbanism/smart growth" sustainably planned community. It would be the first its kind in HRM and ideal for this unique location being near the new proposed ferry terminal and having the special characteristic of extensive urban lake frontage.

We look forward to working with you and the Regional Plan review team.

Sincerely:

[redacted]

Jenifer Tsang, MCIP

tel: [redacted]

email: [redacted]

C061-C

SUNROSE

Sunrose Land Use Consulting

Halifax, Nova Scotia

August 9, 2021

Leah Perrin, MCIP, LPP
Regional Planning Team
Halifax, Nova Scotia

Dear Leah:

Re: Regional Plan Review - Esquire Motel property - 771 to 819 Bedford Highway

As per our previous discussions, this letter is to formerly request that the current Regional Plan review include specific policy that would enable the re-development of the property known as the Esquire Motel property, owned by my Client, United Gulf Developments Limited.

This property is currently designated and zoned CCDD (Commercial Comprehensive Development District) in the Bedford MPS/LUB. The property has an existing development agreement that allows a range of commercial uses within the existing motel structures.

The full re-development of the site has been put on hold since 2012 while a series of regional studies were undertaken; which are now complete. It is appropriate that new plan policy be created for this site from a regional planning perspective.

The property has a unique configuration of extensive frontage along both the Bedford Highway and the Bedford basin and it could have a connection to the Bedford Waterfront development area. Development of this site fits within the regional planning goals for transit-oriented communities. The potential new ferry service and the range of nearby commercial uses make this site ideal for a residential community that does not rely on individual vehicle ownership.

We look forward to discussing details about this site as the work of the Regional Planning team progresses.

Sincerely:

[redacted]

Jenifer Tsang, MCIP

tel: [redacted]

email: [redacted]

C070 - ABCDE

19 February 2021

Kathleen Fralic
Planner III, Policy & Strategic Initiatives
Engagement Lead, Planning and Development
regionalplan@halifax.ca

By Email

Dear Ms. Fralic:

RE: Regional Plan Review Comments

Armco is pleased to see the Regional Plan review process underway and is supportive of seeing the Plan updated to address the current needs of the Municipality. We would like to take this opportunity to highlight some areas that we believe need to be discussed and reviewed:

1. Updating the RMPS to reflect the principles of the IMP and permit development in high-traffic areas such as Morris Lake.
2. Expand the service boundary to include PIDs 40695504, 40123788, and 41315946. This minor amendment to the service boundary, adjacent to a Growth Centre, could provide much needed housing in the area.
3. Extension of the service boundary to include PID 41437229, bringing the property in line with the adjacent serviced subdivision.
4. A reevaluation and update of the Conservation Design policies to ensure HRM is meeting its goals for rural development.
5. Service boundary extension on PIDs 00325985, 00330803, 00330811, and 00319871.
6. Extension of the service boundary on PIDs 40151185, 41215419, 41215427, 40140501, and 41284449. Extending the service boundary to the CN Rail line would allow the entire area to be comprehensively planned and developed.

Please see the attached policy table for further details. We would be happy to meet with you to discuss any of these issues.

Sincerely,

ARMCO CAPITAL INC.

Laura Masching,

Planner

C070

RMPS Policy Changes:

Item	Project	Policy	Request
1	Morris Lake	Section 3.2.1, Regional Plan: "The Morris-Russell Lake Secondary Plan area has not been able to develop as expected due to the Shearwater air base being re-acquired by the Canadian Armed Forces. Consideration may be given to amending this Secondary Planning Strategy to allow for additional serviced development at the north end of Morris Lake and Eastern Passage if the connector road from Mount Hope Avenue to Caldwell Road is feasible."	The IMP prioritizes investments in transit and active transportation to deal with growth, rather than adding additional road capacity. Therefore the Municipality should not oppose development in areas where there are congested roads, if it could be demonstrated that higher transit and/or active transportation could be expected. This philosophy should be reflected in the RMPS, allowing Council to permit developments to increase traffic congestion as a necessary side-effect to continued growth in the Municipality. (Policy G-15) These policy changes would then flow down to the MPS.
2	Lindforest	SU-6 HRM shall, through the Sackville Land Use By-law, establish a CDD (Comprehensive Development District) Zone over a portion of PID No. 41071069 and the whole of PID No's. 40281479, 40875346, 41093733, 40695504, 41089012 and 41089004 located in Middle Sackville. HRM shall consider the extension of municipal wastewater and water distribution services to these properties to allow for a residential subdivision by development agreement subject to the following criteria: (a) the types of land uses to be included in the development and that, where the development provides for a mix of housing types, it does not detract from the general residential character of the community;	The Lindforest lands (PID 40695504) are within the CDD zone, outlined in the RMPS. This parcel is a relatively small vacant parcel, tucked in between residentially developed lands and Hwy 101. The service boundary should be extended to these properties, and adjacent undeveloped parcels (40123788, 41315946) as they are

		3(b) that adequate and useable lands for community facilities are provided; (c) any specific land use elements which characterize the development; (d) the general phasing of the development relative to the distribution of specific housing types or other uses; (e) that the development is capable of utilizing existing municipal trunk sewer and water services without exceeding capacity of these systems; (f) for any lands outside the Urban Settlement Designation, as shown on Map 2 of this Plan, or outside the Urban Service Area of the Regional Subdivision By-law, the requirements of Policies S-1 and SU-4; (g) that, if required by Halifax Water, a sewage flow monitoring program is established for the development and that provisions are made for its phasing in relation to achieving sewage flow targets; (h) that the sewage flow monitoring program proposed by the developer for implementation under clause (g) addresses, in a form acceptable to Halifax Water, target sewage flows to be achieved in relation to development phasing and the method, duration, frequency and location of monitoring needed to verify that target sewage flows have been achieved; (i) provisions for the proper handling of stormwater and general drainage within and from the development; and (j) any applicable matter as set out in Policy G-14 of this Plan. S-1 The Urban Settlement Designation, shown on the Generalized Future Land Use Map (Map 2), encompasses those areas where HRM approval for serviced development has been granted and to undeveloped lands to be considered for serviced development over the life of this Plan. Amendments to this Boundary may be considered: … (b) the lands are within or adjacent to a growth centre. SU-4 When considering any expansion of the Urban Service Area, HRM shall have regard to the following:	adjacent to a Growth Centre, and can provide needed housing in the area. This could be considered a minor amendment to the service boundary, and should not require a secondary plan. The CDD zone and the requirement for a Development Agreement will ensure the Municipality is able to appropriately control development.

		(a) that a Secondary Planning Strategy for the lands to be included within the Urban Service Area has been adopted by HRM except that this requirement may be waived where, in the opinion of HRM, the proposed extension represents a minor adjustment to the Area;	
3	Berry Hills 6	Service boundary extension	Request to extend the service boundary to encompass all of PID 41437229. The extension would bring this property in line with the serviced subdivision it is a part of, and allow the property to be lotted on the existing serviced street.
4	Cheviot, Black Forest, Kellswater	Conservation Design policies	No new Conservation Design subdivisions have been completed since the rules were changed in 2014. HRM should reevaluate their current policies, and goals for rural development.
5	Clifton Heights	Service Boundary extension	Extend the service boundary on PIDs 00325985, 00330803, 00330811, and 00319871.
6	Little Lake and Gough Lands	Service Boundary extension	Extend the service boundary on PIDs 40151185, 41215419, 41215427, 40140501, 41284449. The owner of the parcels is preparing to apply to subdivide these lands, within the service boundary. Extending the service boundary to the CN Rail line would allow the entire area to be comprehensively planned and developed and access planned to the future collector road.

C070-B
C319
C320

27 October 2021

Kathleen Fralic
Planner III, Policy & Strategic Initiatives
Engagement Lead, Planning and Development
regionalplan@halifax.ca

By Email

Dear Ms. Fralic:

RE: Regional Plan Review Comments

In addition to our previous letters and conversations we would like to highlight some additional lands that we believe would be appropriate for serviced development:

1. LIndforest

The Lindforest properties in Middle Sackville consist of three PIDs:

PID	Area	Servicing	Zone
40695504	27.94 acres	Adjacent to fully serviced lands	CDD
40123788	10.67 acres	Partly within water service boundary	R-6
41315946	0.43 acres	Within water service boundary	R-6

We would like all of these properties to be rezoned to CDD (SU-6 of the RMPS). The same zoning across all of the land would allow for the comprehensive development of the site allowing us to concentrate density away from natural features and less dense neighbouring properties, and optimize the road layout.

2. Hwy 101 Interchange lands

Regional Council has initiated a master planning process for these lands (Case 21639):

- HRM ownership: 41293036 (parkland), 41287137 (future Park and Ride and Cultural Centre)
- Armco ownership: 40281479, 40123598, 41287129, and 40123606

This planning process will include the extension of the water service boundary and result in the creation of planning policies and regulations permitting mixed residential, commercial, institutional and recreational uses. We believe this would be an appropriate location to extend sewer services to as well. The existing master plan process could run concurrently with the Regional Plan review.

3. Berry Hills remaining lands

PID 41496621 is a currently vacant property adjacent to the fully serviced Berry Hills 8 subdivision. Extending the service boundary through this area would allow for the extension of the Berry Hills lot fabric to create similar residential lots in the area.

Sincerely,

ARMCO CAPITAL INC.

Laura Masching,

Planner

C071

February 1st, 2021

Miles Agar, MCIP, LPP
Principal Planner
Planning & Development I Regional Planning I Urban Plan Amendments
PLANNING & DEVELOPMENT
HALIFAX MUNICIPALITY
40 Alderney Drive, (2nd Floor, Alderney Gate)
Dartmouth, HRM, Nova Scotia
P.O. Box 1749
Halifax, N.S., B3J 3A5
agarm@halifax.ca

Maggie Holm, LPP, MCIP
Principal Planner
Urban Enabled Applications
PLANNING & DEVELOPMENT
holmm@halifax.ca

Re: Re-Development of ***North American Real Estate Limited*** (NAREL) 1,019.74 Acre Land Assembly (Spryfield, Sambro), HALIFAX Municipality.

Hello Miles and Maggie:

KWR Approvals Inc. (KWRA) was retained by North American Real Estate Limited (NAREL) to review their four parcel 1,109.74 acres land parcel **(subject property)** near the intersection of Leiblin Drive and Old Sambro Road **(Appendix A)** to determine what planning approaches are available and possible best path to re-develop. The four parcels are identified as PID No. 00283283 (837 acres) which has a combination of the Holding (H), Single Family (R1) and Urban Reserve (UR) zone designations and the remaining three parcels known as PID No. 40872053 (23.16 acres), 00315283 (21 acres) and 00315291 (137.89 acres) are all zoned Industrial Commercial (C5).

Only the R1 zoned lands as part of the large PID No. 00283283 (837 acres) is within the Serviceable Boundary where municipal sewer and water are available. It is our understanding the R1 and C5 lands can be zoned as of right, however the R1 lots are too large for current residential dwelling construction trends and therefore we would like these considered for RCDD/CDD re-designation. Our focus in on the Urban Reserve (UR), (R1) and Holding (H) zone potions of PID No. 00283283.

Please consider:

- **Appendix F** highlights the HRM Regional Plan Serviceable Boundary map in the area of the Subject Property.
- **Appendix D** highlights Map 1 of the HALIFAX Mainland South Municipal Planning Strategy (MPS) and the area of the subject property in an around Kidston Lake & Leiblin Drive that are deemed '**Development not permitted.'** MPS Policy 2.1.4 & 2.1.5 and 3.6 regarding this 'development not permitted' is outlined in **Appendix F.**
- Transportation (future road) access to the subject property depending on how a Master Plan community is laid out and what phases would come off Old Sambro Road, Leiblin Park, Beachstone Drive, Kenwood Avenue and Fieldstone Street.
- The subject property given its sheer size, is part of two planned areas, four zones and numerous designations in the Generalized Future Land Use Map (GFLUM).

- **REGIONAL Plan Growth Areas**
  MPS Policy 3.2.2. The Urban Reserve (UR) designation which applies to the majority of the Subject Property is intended to ensure that a supply of land is available over a longer term horizon. There were seven areas identified as Urban Reserve (UR) in the 2006/2014 Regional Plan and one being North American Real Estate Limited **No. 5 Kidston Lake lands (Spryfield/Herring Cove)** subject parcel. Further Policy S-3 states *"The Urban Reserve Designation shall be established on the Generalized Future Land Use Map (Map 2) to identify those lands situated outside the Urban Settlment Designation where serviced development may be provided after the life of this Plan."*

- As highlighted in **Appendix B** with the zoning maps the NAREAL subject property is adjacent to dense residential subdivisions to the Northeast (north of Kidston Lake) and has Holding (H) zone lands adjacent to dense subdivision development to the west on Leiblin Drive. Also, the Village Centre **(Appendix C)** designation is established on the GFLUM future land use map just below NAREL C5 zoned three parcel land assembly and the main Urban Reserve parcel.

- The GFLUM **(Appendix C)** has designated the Urban Reserve (UR) lands within the NAREL land assembly (majority of PID No. 00283283 (837 acres) on the GFLUM as Comprehensive Development District (CDD). This makes complete sense from planning and to eventually consider/implement via a development agreement.

Given the record development in HRM, historically low apartment vacancy rate and significant shortage of available PAD ready lots, we are looking to discuss with HRM Planning & Development collaboratively the possibility and path to consider an CDD development agreement for the Urban Reserve/Holding zoned lands within NAREL land assembly. Also looking to see the possibility of having the NAREL Sambro lands analyzed as part of the current Regional Plan review or a District 5 (Chebucto Peninsula review)

Would appreciate your thoughts and a discussion with Staff upon review. Much appreciated.

Thank You & Warmest Regards,

[redacted]

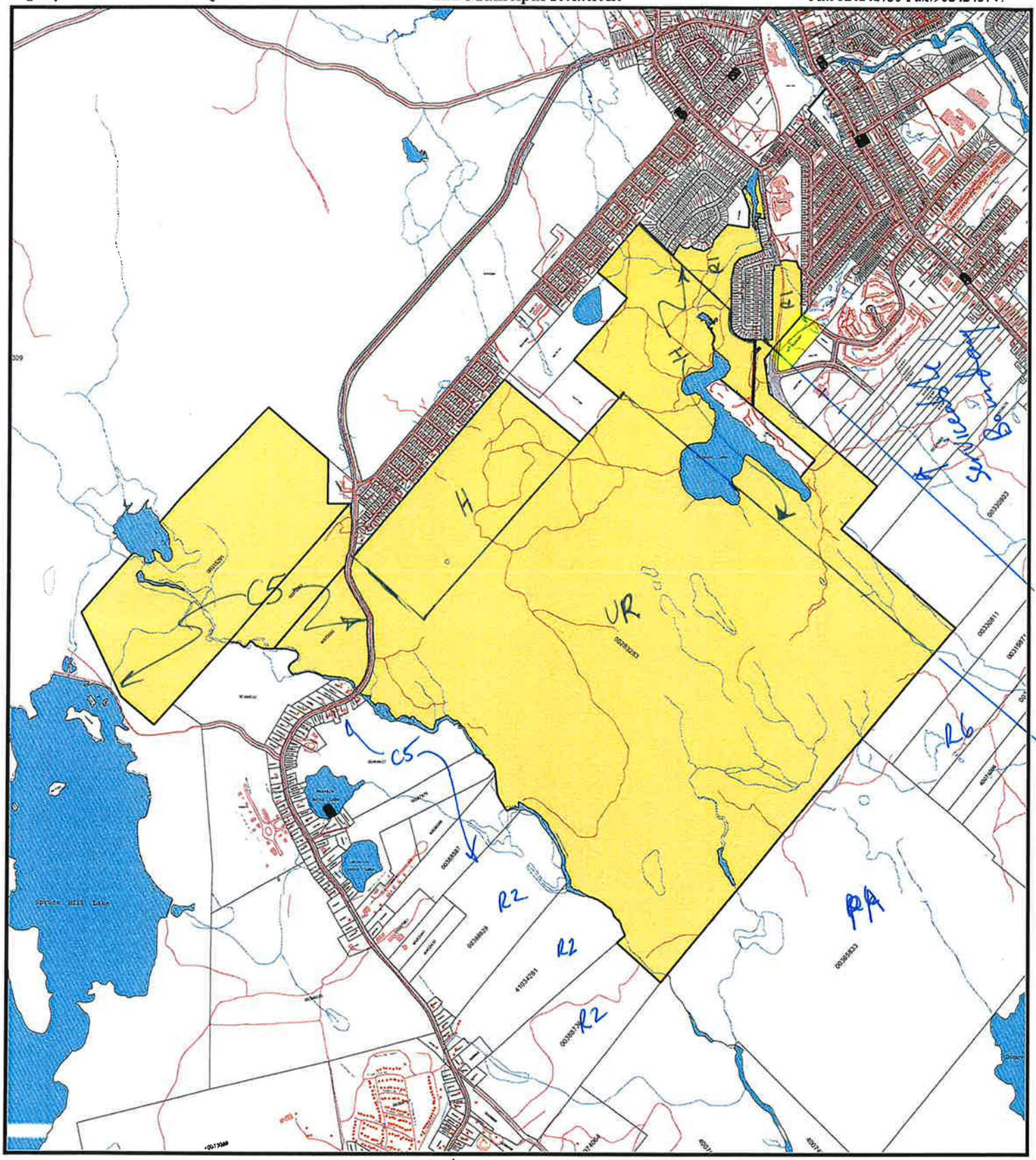
Kevin W. Riles, President
KWR Approvals Inc.

Appendix A

LAND REGISTRATION OFFICE (LRO) - CENTRAL REC
Registry and Information Management Services Division

Service Nova Scotia
and Municipal Relations

780 WINDMILL RD DARTMOUTH
Ph:9024242735 Fax:9024245747



Scale 1 : 20000

0 400 800 1200 meters

0 1000 2000 3000 4000 feet

Printed for:
Date Printed: Wednesday, July 25, 2018
Time Printed: 1:12:10 PM

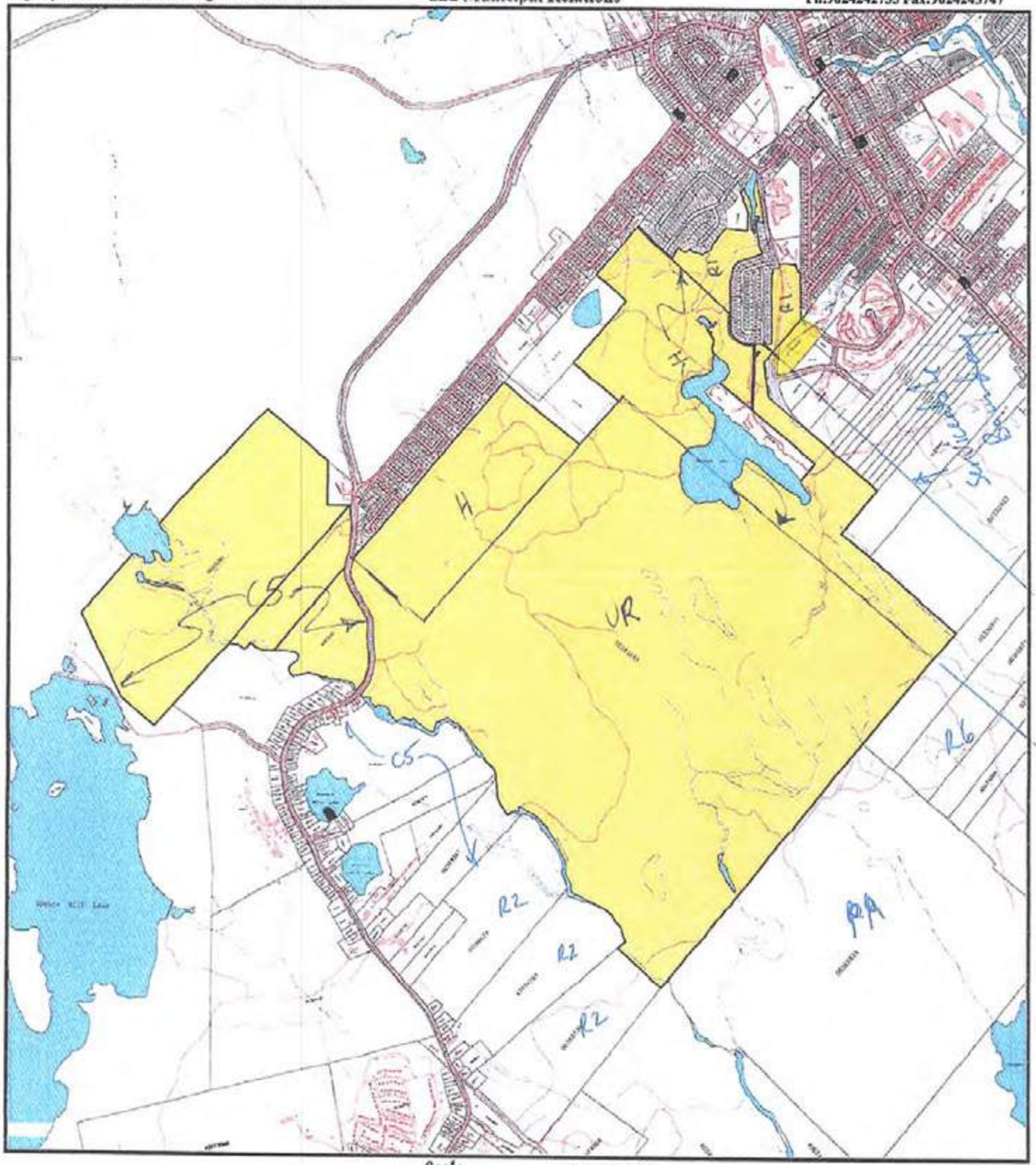
This map is a graphical representation of property boundaries which approximate the size, configuration and location of properties. Care has been taken to ensure the best possible quality, however, this map is not a land survey and is not intended to be used for legal descriptions or to calculate exact dimensions or area.

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0 400 800 1200 meters

0 1000 2000 3000 4000 feet

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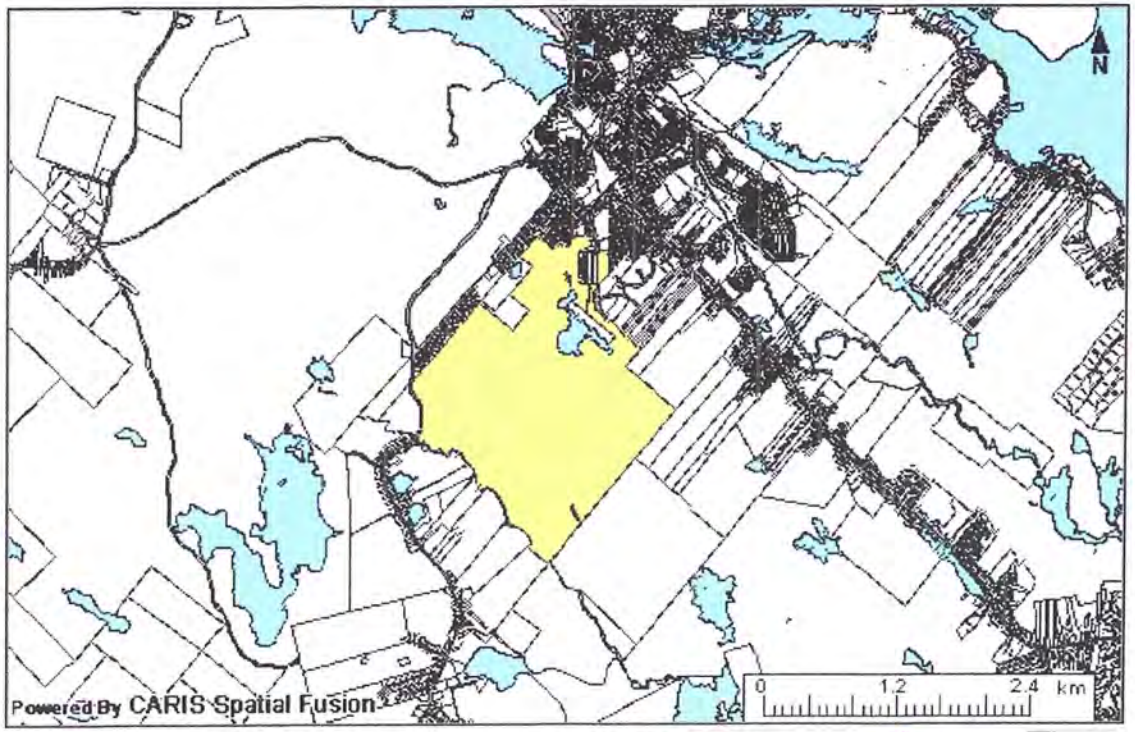
Map Layers

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- [ ] Topo
- [ ] Monuments
- [ ] Place Names

Refresh Map

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Lat: Long: Scale: 63574 Zoom: 2

Location: Search

1 Property found

PID: **00283283** Details
AAN: **03454444**
Value: $680,800 (2020 RESIDENTIAL TAXABLE)
Address: ROCKINGSTONE ROAD HALIFAX

County: HALIFAX COUNTY
Owner: NORTH AMERICAN REAL ESTATE LIMITED

LR: LAND REGISTRATION

1

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1 Property found 1

PID	Owner	Property Address	Assessment Info	Options
PID: **00283283** Type: STANDARD PARCEL Status: ACTIVE LR Status: LAND REGISTRATION	Owner: NORTH AMERICAN REAL ESTATE LIMITED Mailing Address: 30 HILLWOOD CRE HALIFAX NS CA B3M 1J4	Civic Address: ROCKINGSTONE ROAD HALIFAX County: HALIFAX COUNTY Area: 339.0 HECTARE(S)	AAN: **03454444** Value: $680,800 (2020 RESIDENTIAL TAXABLE)	Details Map

PID	Owner	Property Address	Assessment Info	Options

1 Property found 1

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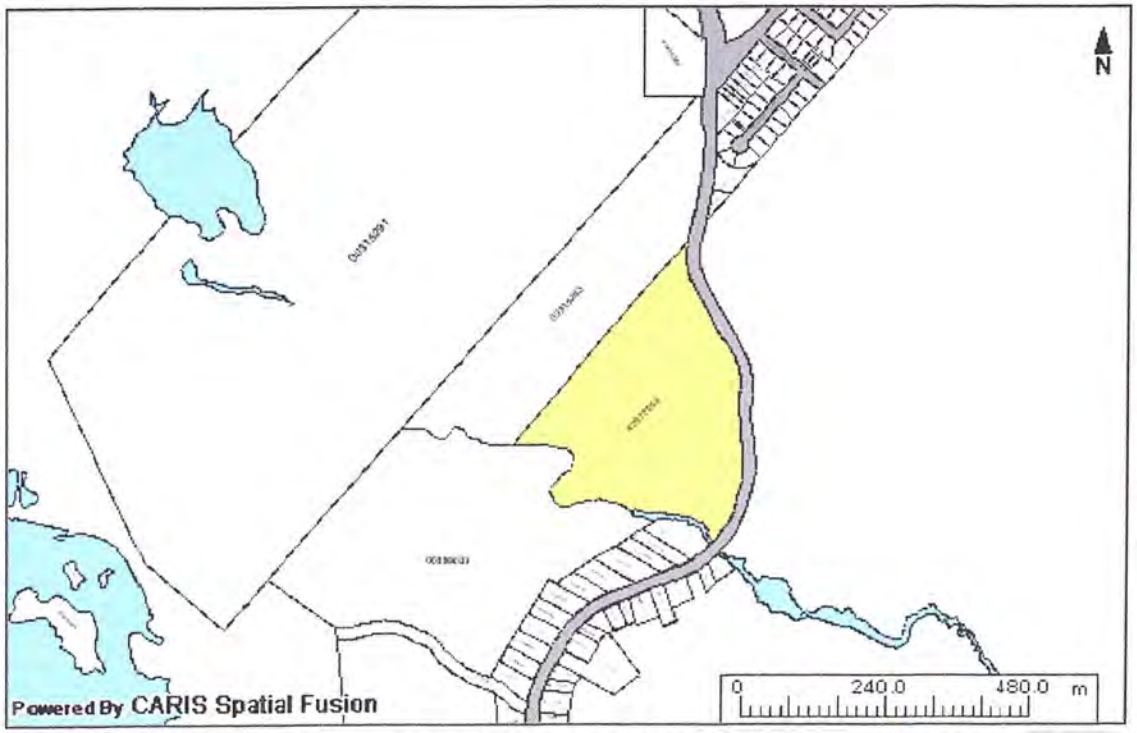
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Map Controls

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Lat: 44-35-36N **Long:** 63-38-07W **Scale:** 11474 **Zoom:** 2

Location: Search

1 Property found

PID: **40872053** Details
AAN: **09235140**
Value: $73,400 (2020 RESIDENTIAL TAXABLE)
Address: OLD SAMBRO ROAD HALIFAX

County: HALIFAX COUNTY
Owner: STANLEY HAVILL HAZEL HAVILL

LR: LAND REGISTRATION

1

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1 Property found

PID	Owner	Property Address	Assessment Info	Optic
PID: 40872053	Owner: STANLEY HAVILL HAZEL HAVILL	Civic Address: OLD SAMBRO ROAD HALIFAX	AAN: 09235140	D M
Type: STANDARD PARCEL			Value: $73,400 (2020 RESIDENTIAL TAXABLE)	
Status: ACTIVE	Mailing Address: 89 WATERFRONT DRIVE SUITE 901 BEDFORD NS CA B4A 4K4			
LR Status: LAND REGISTRATION		County: HALIFAX COUNTY		
		Area: 23.16 ACRE(S)		

PID	Owner	Property Address	Assessment Info	Optic

1 Property found

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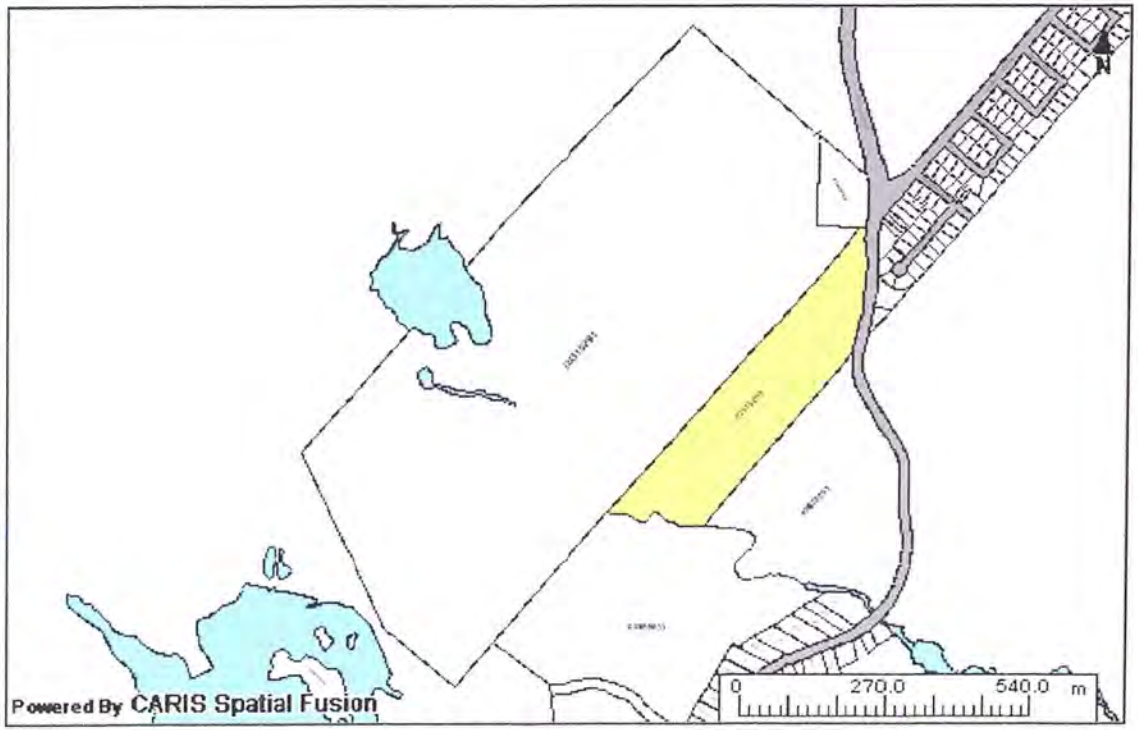
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Refresh Map

Map Controls

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- Locator Map
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Lat: 44-35-50N **Long:** 63-39-16W **Scale:** 13309 Go **Zoom:** 2

Location: Search

1 Property found

PID: **00315283** Details
AAN: **09784705**
Value: $63,500 (2020 RESOURCE TAXABLE)
Address: OLD SAMBRO ROAD HARRIETSFIELD

County: HALIFAX COUNTY
Owner: NORTH AMERICAN REAL ESTATE LIMITED

LR: LAND REGISTRATION 1

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1 Property found 1

PID	Owner	Property Address	Assessment Info	Options
PID: **00315283** Type: STANDARD PARCEL Status: ACTIVE LR Status: LAND REGISTRATION	Owner: NORTH AMERICAN REAL ESTATE LIMITED Mailing Address: 30 HILLWOOD CRE HALIFAX NS CA B3M 1J4	Civic Address: OLD SAMBRO ROAD HARRIETSFIELD County: HALIFAX COUNTY Area: 21.0 ACRE(S)	AAN: **09784705** Value: $63,500 (2020 RESOURCE TAXABLE)	Details Map

PID	Owner	Property Address	Assessment Info	Options

1 Property found 1

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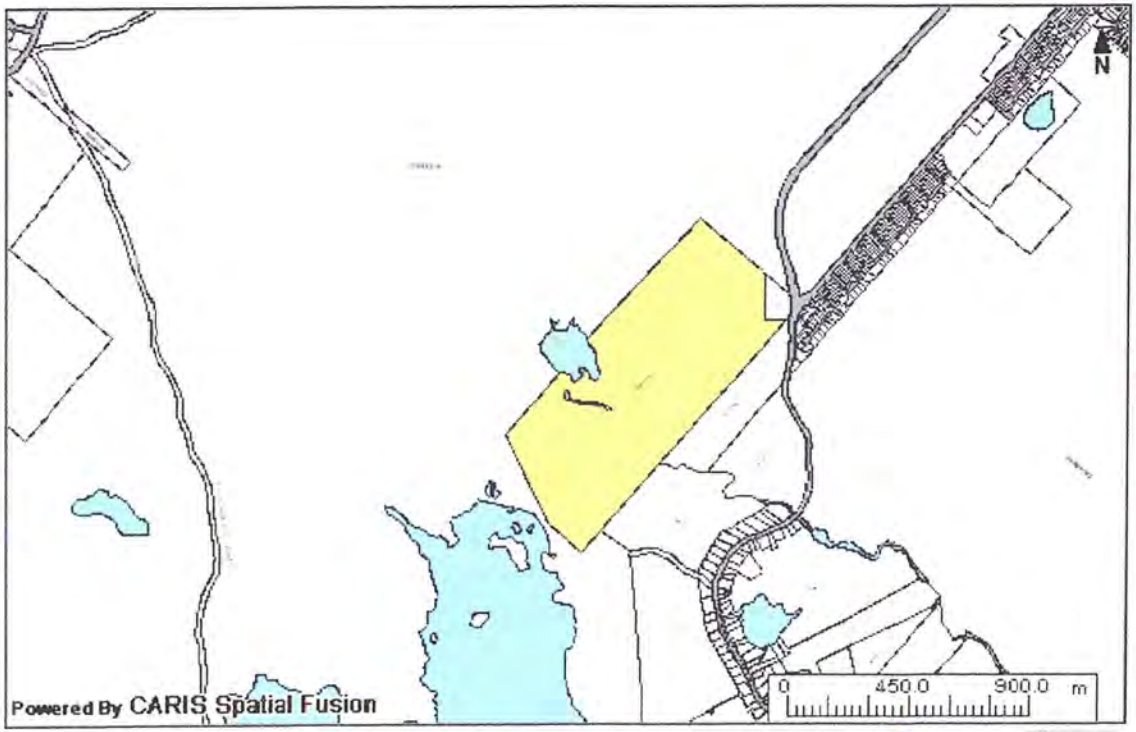
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Refresh Map

Map Controls

- NS Overview
- Locator Map
- Print Map



Lat: 44-35-39N **Long:** 63-38-06W **Scale:** 26377 **Zoom:** 2

Location: Search

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PID: **00315291** Details
AAN: **01943952**
Value: $172,900 (2020 RESOURCE TAXABLE)
Address: OLD SAMBRO ROAD HARRIETSFIELD

County: HALIFAX COUNTY
Owner: NORTH AMERICAN REAL ESTATE LIMITED

LR: LAND REGISTRATION

1

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1 Property found 1

PID	Owner	Property Address	Assessment Info	Options
PID: **00315291** Type: STANDARD PARCEL Status: ACTIVE LR Status: LAND REGISTRATION	Owner: NORTH AMERICAN REAL ESTATE LIMITED Mailing Address: 30 HILLWOOD CRE HALIFAX NS CA B3M 1J4	Civic Address: OLD SAMBRO ROAD HARRIETSFIELD County: HALIFAX COUNTY Area: 137.89 ACRE(S)	AAN: **01943952** Value: $172,900 (2020 RESOURCE TAXABLE)	Details Map

PID	Owner	Property Address	Assessment Info	Options

1 Property found 1

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Appendix B

HALIFAX

LAND USE BY-LAW

HALIFAX MAINLAND

H ZONE: HOLDING ZONE

61(1) The following uses shall be permitted in any H Zone:

(a) a detached one-family dwelling, provided that on-site sewage disposal and water services are provided on the lot on which the dwelling is proposed to be located;
(b) a public park or playground;
(c) a public recreational centre, provided that sewer and water service connections for the centre are made to the existing city services;
(d) the office of a professional person located in the dwelling house used by such professional person as his private residence;
(e) any use, other than a privy, accessory to any of the uses in (a), (b), (c) and (d).

61(2) No person shall in any H Zone carry out, or cause or permit to be carried out, any development for any purpose other than one or more of the uses set out in subsection (1).

61(3) No person shall in any H Zone use or permit to be used any land or building in whole or in part for any purpose other than one or more of the uses set out in subsection (1).

REQUIREMENTS FOR SFD IN HOLDING ZONE

61(4) Buildings erected, altered or used as single family residences in a Holding Zone shall comply with the "Single Family Dwelling Zone" requirements as contained in Section 21(a) and (c) through (h) inclusive of this by-law.

348 PURCELL'S ~~COVE~~ ROAD ~~(RC-Aug 2/16;E-Sep 3/16)~~

61(5) Notwithstanding the definitions of "accessory building" and "accessory use" in sections 2, sections 14A, 14C, and 14U, clauses 21 (a), (b), (ba), (e), (f) and (g)) and subsections 61(1), 61(2), 61(3), 61(4), for those properties known as Lots G1, G2 and a portion of a water lot located at 348 Purcell's Cove Road, Halifax (PID #00270975, 41158452 and 00633511) and shown on Map ZM-27, the following shall apply:

(a) An existing single family dwelling and an accessory building shall be permitted on Lot G2 (PID #41158452) and a portion of a water lot (PID #00633511) as shown on Map ZM-27. No additions to the single family dwelling building or the accessory building which would increase the floor area on Lot G2 shall be permitted. No new buildings on Lot G2 shall be permitted. However, nothing in this clause shall prevent repairs and renovations to or the replacement of buildings that existed on the effective date of this provision on Lot G2;

(b) (i) An accessory building existing on the effective date of this provision and located in the northern corner of Lot G1 (PID #00270975) shall be permitted:

(A) to be accessory to the dwelling located on Lot G2,

(B) at a height of a maximum of three storeys and a maximum of thirty (30) feet and

(C) to have a minimum setback of zero (0) feet from a side or rear property line, as shown on Map ZM-27.

(ii) The accessory building in the northern corner of Lot G1 shall not be occupied at any time as a dwelling.

(iii) No additions to the accessory building in the northern corner of Lot G1 which would increase the floor area of this building or increase the existing height of this building shall be permitted.

(iv) However, nothing in this clause shall prevent repairs and renovations to or the replacement of the accessory building in the northern corner of Lot G1;

(c) An existing accessory building located on the eastern side of Lot G1 (PID #00270975) shall be permitted to have a minimum setback of zero (0) feet from a side or rear property line, as shown on Map ZM-27. Additions to this building shall comply with clause 21(f) and shall have a maximum height of fourteen (14) feet;

(d) The southernmost accessory building on Lot G1 shall be permitted to expand, subject to compliance with clause 21(f) and subject to a maximum height of fourteen (14) feet;

(e) New accessory buildings on Lot G1 which are accessory to the dwelling located on Lot G2 shall comply with the requirements of Section 21 and shall have a maximum height of fourteen (14) feet; and

(f) The provisions of clauses 61(5) (a), (b), (c), (d), (e) and subsection 62EE (7) shall not exempt the existing buildings from any associated approvals from any agency or government which may be necessary in order to obtain municipal permits for the existing buildings.

RDD ZONE: RESIDENTIAL DEVELOPMENT DISTRICT ZONE

62A(1) The following uses shall be permitted in any RDD Zone:

(a) R-1 and R-2 uses as hereinbefore set out;
(b) Uses accessory to the foregoing

R-1 AND R-2 USES IN RDD ZONE

62A(2) Buildings erected, altered or used for R-1 and R-2 uses in an RDD zone shall comply with the requirements of the R-1 and R-2 zones respectively.

62A(3) No person shall in any RDD zone carry out, or cause or permit to be carried out, any development for any purpose other than one or more of the uses set out in subsection(1).

62A(4) No person shall in any RDD zone use or permit to be used any land or building in whole or in part for any purpose other than one or more of the uses set out in subsection (1).

62B(1) Notwithstanding any other provision of this by-law, Council may, by resolution, approve any specific development application pursuant to Policy 1.5.1 of Part II, Section X (Schedule I) of the Municipal Planning Strategy.

62B(2) Application for development agreements in any Residential Development District (RDD) shall include the following information:

(i) a legal description of the total site proposed for development, to include present and proposed ownership;
(ii) a development schedule to indicate the stages or phases of development from beginning to completion;
(iii) total number and type of dwelling units, lot size, proposed lot coverages, approximate gross and net population densities, total amount of open space and usable open space, total amount of commercial and, where applicable, institutional facilities;
(iv) site plan and supporting maps to describe existing topographic conditions including contours at 5 foot intervals, water courses or bodies, flood plains, wetlands, significant natural features and forest cover including the general location of trees 6 inches in diameter or greater, proposed lot lines, location and size of all existing and proposed buildings and structures including maximum heights, types of dwelling units, density per type, and non-residential structures;
(v) the location and size of all areas to be dedicated or reserved as common open spaces, public parks, recreation areas, and other public uses; existing and proposed street circulation systems including parking and serviced areas, and major points of ingress and egress to the development; existing and proposed pedestrian circulation system, including its interrelationship with the vehicular circulation system; existing and proposed public utility system, and, where applicable, provide sanitary and water systems on and adjacent to the development site; and general schematic landscape plan indicating the treatment

of private and public open spaces, information on areas adjacent to the proposed development to indicate the relationship to these areas, to include land uses, zoning classifications, densities, circulation systems, public facilities and significant natural features and sensitive landscape.

(vi) any other information which may be required to evaluate the impact of the proposed development.

HALIFAX

LAND USE BY-LAW

PLANNING DISTRICT 5 (CHEBUCTO PENINSULA)

PART 25: UR (URBAN RESERVE) ZONE (RC-Jun 25/14;E-Oct 18/14)

25.1 UR USES PERMITTED

No development permit shall be issued in any UR (Urban Reserve) Zone except for the following:

Single unit dwellings, on existing lots provided that a private on-site sewage disposal system and well are provided on the lot
Passive recreation uses
Uses accessory to the foregoing uses

25.2 UR ZONE REQUIREMENTS

In any UR Zone, no development permit shall be issued except in conformity with the following:

Minimum Front or Flankage Yard:	**9.1m**
Minimum Side Yard:	**2.5m**
Minimum Rear Yard:	**2.5m**
Maximum Lot Coverage:	**35%**
Maximum Height of Main Building:	**11m**

PART 18: C-5 (INDUSTRIAL COMMERCIAL MIX) ZONE

18.1 C-5 USES PERMITTED

No development permit shall be issued in any C-5 (Industrial Commercial Mix) Zone except for the following:

All uses permitted in the C-2 Zone, except single and two unit dwellings.
Any industrial, assembly, manufacturing operation or **cannabis production facility (RC-Sep18/18;E-Nov 3/18)** which is conducted and wholly contained within a building and which does not involve process water treatment;
Service industries;
General contracting storage yards and services;
Machinery sales and service outlets;
Service stations;
Trucking, landscaping and excavating services;
Automotive repair outlets and auto body shops;
Warehouses;
Hotels and motels;
Restaurants including drive-in and take out restaurants;
Outdoor display courts;
All uses permitted in the P-2 (Community Facility) Zone;
Mobile dwellings and single unit dwellings which are accessory to any permitted use.
Composting operations (see section 4.29) (MC-Feb 26/96;E-Mar 28/96)

18.2 C-5 ZONE REQUIREMENTS

In any C-5 Zone, no development permit shall be issued except in conformity with the following:

Minimum Lot Area	20,000 square feet (1858 m^2)
Minimum Frontage	100 feet (32.84 m)
Minimum Front or Flankage Yard	30 feet (4.1 m)
Minimum Rear or Side Yard	15 feet (4.5 m)
Minimum Separation Distance Between Accessory Buildings	15 feet (4.5 m)
Maximum Height of Main Building	35 feet (10.7 m)

18.3 OTHER REQUIREMENTS: SINGLE AND TWO UNIT DWELLINGS

Notwithstanding Section 18.1, no person shall erect any single or two unit dwelling unless such a dwelling is located on a lot in existence on the effective date of this By-law, except where a single or two unit dwelling is accessory to any permitted use.

18.4 OTHER REQUIREMENTS: SEPARATION DISTANCES

(a) Where any C-5 Zone abuts any park or conservation zone, no building or structure shall be permitted within fifty (50) feet (16.4 m) of the abutting zone.
(b) Where any commercial or industrial use in any C-5 Zone abuts any residential or

community facility use, no building or structure shall be permitted within fifty (50) feet (16.4 m) of the abutting use.

(c) Where any C-5 Zone abuts any other zone, no bulk fuel storage tanks shall be permitted within one hundred (100) feet (32.84 m) of the abutting zone, and in no case shall any bulk fuel storage tanks be located within one hundred (100) feet of a residential use.

18.5 OTHER REQUIREMENTS: OPEN STORAGE, OUTDOOR DISPLAY, PARKING AND LOADING AREAS

(a) No open storage shall be permitted in any required front or side yard.

(b) No outdoor display shall be permitted within ten (10) feet (3 m) of any lot line.

(c) No open storage or outdoor display shall be permitted in any yard which abuts any residential or community facility use except where a visual barrier is provided.

(d) No parking or loading area shall be permitted in any required side or rear yard where the required yard abuts any residential or community facility use except where a visual barrier is provided.

(e) Notwithstanding the provisions of Section 4.27, the parking area shall be paved or otherwise maintained with a stable surface which is treated in a manner so as to prevent the raising of dust and loose particles.

18.6 OTHER REQUIREMENTS: ENVIRONMENTAL

No building, structure, open storage or parking area shall be located within twenty-five (25) feet of Fish Brook or within twenty-five (25) feet of Spruce Hill Lake.

18.7 OTHER REQUIREMENTS: SERVICE STATIONS

Where a service station is erected in any C-5 Zone, the following shall apply:

(a) Minimum Lot Area: 30,000 square feet (2787 m^2);

(b) Minimum Lot Frontage: 150 feet (45.7 m);

(c) No portion of any pump island shall be located closer than twenty (20) feet (6.1 m) from any street line;

(d) The minimum distance between ramps or driveways shall be thirty (30) feet (9.1 m);

(e) The minimum distance from a ramp or driveway to a road intersection shall be fifty (50) feet (16.4 m);

(f) The minimum angle of intersection of a ramp to a road line shall be forty-five (45) degrees;

(g) The width of a ramp shall be a minimum of twenty (20) feet (6.1 m) and a maximum of twenty-six (26) feet (7.9 m);

(h) Any materials or automobiles being stored as part of the service station operation shall be enclosed by a fence, vegetation or other means which provide a visual and physical barrier.

18.8 OTHER REQUIREMENTS: AUTO BODY SHOPS

(a) Any materials associated with an auto body shop operation shall be contained within a building or otherwise enclosed by a fence, vegetation or other means which provide a visual and physical barrier.

(b) No open storage of vehicles or equipment shall be permitted within any required yard.

18.9 OTHER REQUIREMENTS: ONE MAIN BUILDING ON A LOT

No person shall erect more than one (1) main industrial or commercial building on a lot within any C-5 (Industrial Commercial Mix) Zone. Developments which involve more than one main commercial or industrial building on a lot may be considered by development agreement subject to Policy P-81 of the Municipal Planning Strategy and Section 3.6 of this By-law.

18.10 OTHER REQUIREMENTS: USES WITHIN 250 FEET

Notwithstanding Section 18.2, no development permit shall be issued for any commercial or industrial use located within 250 feet of the Old Sambro Road north of Fish Brook, or within 250 feet of Long Lake Provincial Park, except pursuant to Section 3.6(j) of this By-law.

18.11 OTHER REQUIREMENTS: CANNABIS PRODUCTION FACILITY (RC-Sep18/18; E-Nov 3/18)

(a) Where a lot containing a cannabis production facility abuts a lot

(i) zoned or used for residential purposes, or

(ii) that is used for a daycare, community centre, school, religious institution, public park or playground,

such facility, including any building or outdoor area used as a Cannabis production facility, shall be set back a minimum 230 feet (70 metres) from the abutting lot line.





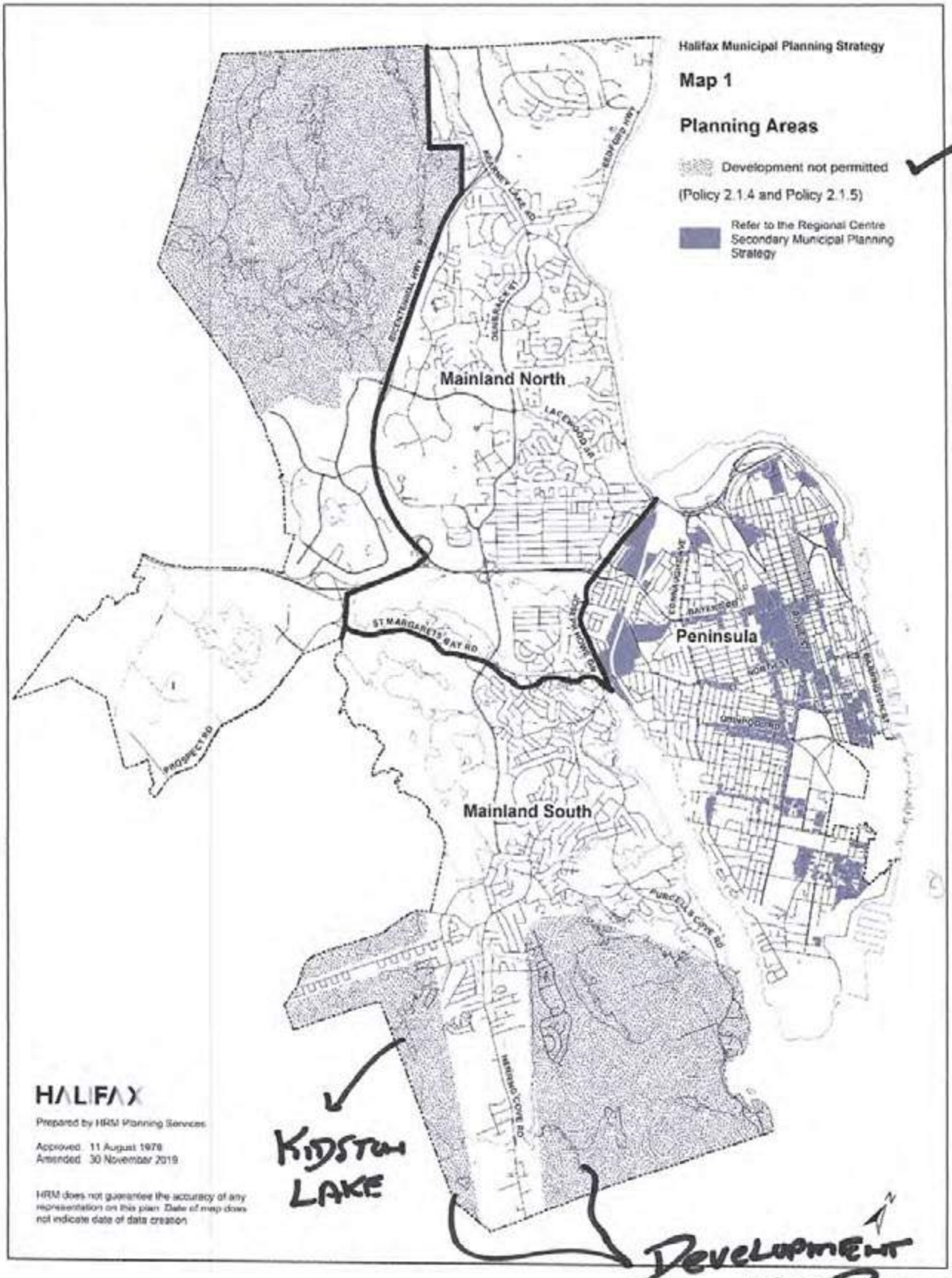
Appendix C

HALIFAX

MUNICIPAL PLANNING STRATEGY

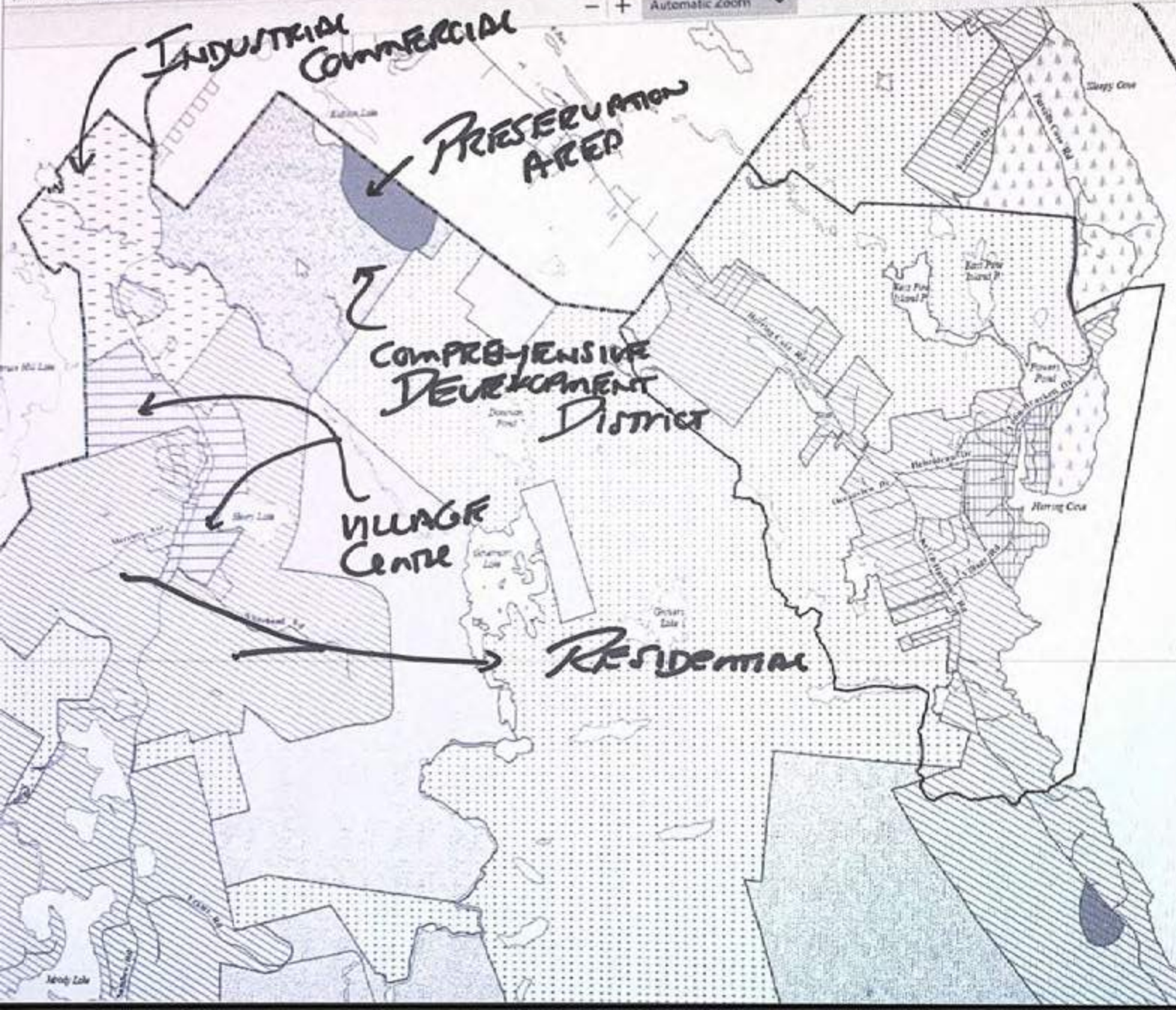
HALIFAX

Map 1: Planning Areas (RC-Sep 18/19;E-Nov 30/19)



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Municipal Planning Strat

Map 1

Generalized Future La

Designation

- Park
- Residential
- Village Centre
- Rural "A"
- Rural "B"
- Conservation
- Industrial Commercia
- Preservation
- Comprehensive Devel District

- Plan Area Boundary
- Herring Cove Village

16. GENERALIZED FUTURE LAND USE MAP

16.1 Map 9 shall be considered as the expression of intent of the City of Halifax for a future land use pattern based on the policies outlined heretofore.

16.2 The areas of future land use shown on Map 9 shall be determined primarily by the objectives and policies which correspond to the primary use shown. All other objectives and policies shall apply as appropriate, but shall be subordinate to the primary objectives and policies.

16.2.1 Pursuant to Policy 15.2, for those areas where a detailed area plan forms a part of this Plan, and where the areas of future land use are shown on a Generalized Future Land Use Map for such area, as indicated on Map 9, the City shall determine the areas of future land use in accordance with the policies of the detailed area plan. In addition to the requirements of Policy 15.2 above, where the matter under consideration is not addressed by the policies of the detailed area plan, the policies of Part II, Section II of this Plan shall apply as appropriate.

~~**SECTION III - CENTRAL BUSINESS DISTRICT**~~
Deleted (RC-Jun 16/09; E-Oct 24/09)

~~**SECTION IV - HALIFAX WATERFRONT DEVELOPMENT AREA**~~
Deleted (RC-Jun 16/09; E-Oct 24/09)

2. RESIDENTIAL ENVIRONMENTS

Objective: The provision and maintenance of diverse and high quality housing in adequate amounts, in safe residential environments, at prices which residents can afford.

2.1 Residential development to accommodate future growth in the City should occur both on the Peninsula and on the Mainland, and should be related to the adequacy of existing or presently budgeted services.

2.1.1 On the Peninsula, residential development should be encouraged through retention, rehabilitation and infill compatible with existing neighbourhoods; and the City shall develop the means to do this through the detailed area planning process.

2.1.2 On the Mainland, residential development should be encouraged to create sound neighbourhoods through the application of a planned unit development process and this shall be accomplished by Implementation Policy 3.3. It is the intention of the City to prepare and adopt a planned unit development zone subsequent to the adoption of this Plan.

2.1.3 Repealed.

POLICY 5.6

✓ 2.1.4 In accordance with Policy 2.1.3, the City shall permit only limited development with on-site services in that portion of the Mainland South area indicated on Map 1 and this shall be accomplished by Implementation Policy 3.6.

✓ 2.1.5 Development in the area shown on Map 1 to the west of the Bicentennial Drive shall be limited due to environmental sensitivity and a lack of municipal services. Only detached single unit residential dwellings and community facilities with on-site services shall be permitted.

✓ 2.1.6 Development with on-site services shall be permitted on lots which abut the existing public street network for the area surrounding Kearney Lake Road and currently designated "Residential Environments" on Map 9.

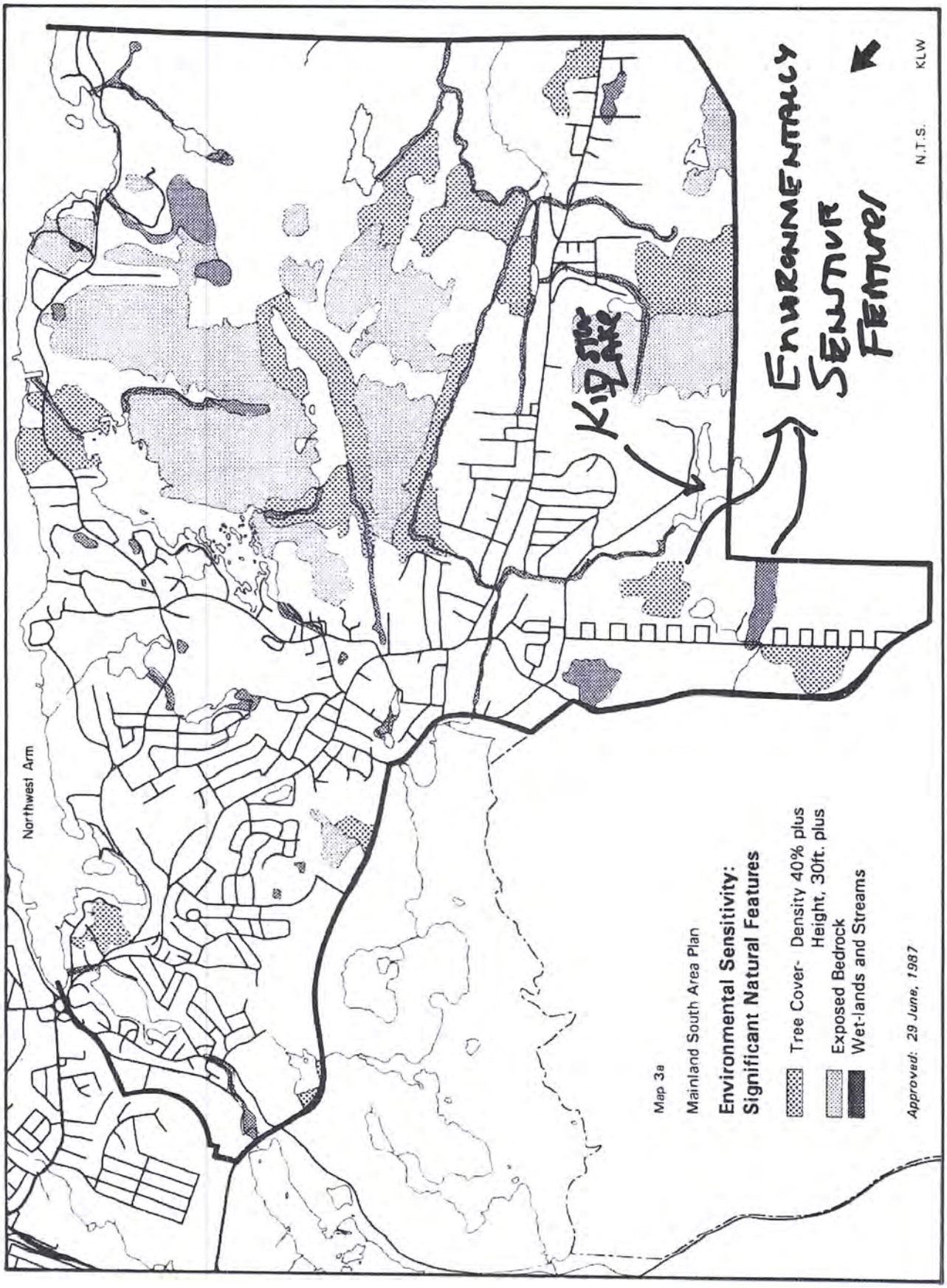
2.2 The integrity of existing residential neighbourhoods shall be maintained by requiring that any new development which would differ in use or intensity of use from the present neighbourhood development pattern be related to the needs or characteristics of the neighbourhood and this shall be accomplished by Implementation Policies 3.1 and 3.2 as appropriate.

2.3 The City shall investigate alternative means for encouraging well-planned, integrated development.

2.3.1 The City should restrict ribbon development which does not conform to the policies of this document and should seek ways to remove any such development which may become obsolete.

2.3.2 Ribbon development along principal streets should be prohibited in order to minimize access points required by local traffic.

Map 3a: Environmental Sensitivity – Significant Natural Features



3.3.1 Further to Policy 3.3 above, these areas shall be identified on the zoning map and within such areas no development permit shall be issued unless the proposed development has been approved by a resolution of Council, and further, except under an agreement with Council pursuant to Section 34(1) of the Planning Act.

3.3.2 Further to Policy 3.3.1 above, the purpose for which land within these areas is to be developed shall be primarily residential, and an emphasis shall be placed on a mix of housing types, shall include provision for local commercial uses that are intended to serve the residents of the immediate area, and shall include provision for automobile, transit and pedestrian circulation and an emphasis on conservation of natural environment features including lakes and waterways, mature trees and natural topographic features. In addition to the above, City Council may consider provision for minor commercial uses in accordance with Policy 3.1.2 in Section II, provided that such uses are consistent with the policies of this Plan, are compatible in design form and function with comprehensively planned development and with development adjacent to a comprehensively planned development, and that such uses are located in such manner as to be in accord with Policy 2.4.1 of Section II, as the principles of said policy may apply to areas of vacant land.

3.3.3 The City shall prepare and adopt plans for major public facilities including the location of collector roadways, schools and major community open space in the residentially designated undeveloped areas of the City.

3.3.4 In entering into agreements pursuant to Policy 3.3.1 above, Council shall be guided by the policies contained in Section II of this Plan, and shall not enter into agreements which are inconsistent with the policies of this Plan.

3.3.5 Prior to entering into any agreements pursuant to Policy 3.3.1, Council shall advertise its intention to do so and shall hold a public hearing at which time any objections shall be heard.

3.4 Repealed 6 June 1990.

3.5 Deleted **(RC-Jun 16/09; E-Oct 24/09)**

3.5.1 Deleted **(RC-Jun 16/09; E-Oct 24/09)**

3.5.2 Deleted **(RC-Jun 16/09; E-Oct 24/09)**

3.5.3 Deleted **(RC-Jun 16/09; E-Oct 24/09)**

3.5.4 Deleted **(RC-Jun 16/09; E-Oct 24/09)**

3.5.5 Deleted **(RC-Jun 16/09; E-Oct 24/09)**

3.5.6 Deleted **(RC-Jun 16/09; E-Oct 24/09)**

3.6 In accordance with Section II, Policy 2.1.4 the City shall establish a holding zone to be in effect at least until such time as the detailed area plan for Mainland South is adopted and approved as an amendment to this Plan.

N

Old Sambro Rd

Elmdale Cres

Kidston Lake

Glastonbury St

Westview St

Auburn Ave

Monbeh St

https://www.halifax.ca/sites/default/files/documents/about-the-city/regional-community-planning/PlanningDistrict5_MPS_Map1GFLUM26March2016.pdf

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Municipal Planning Strategy

Map 1

Generalized Future Land U

Designation

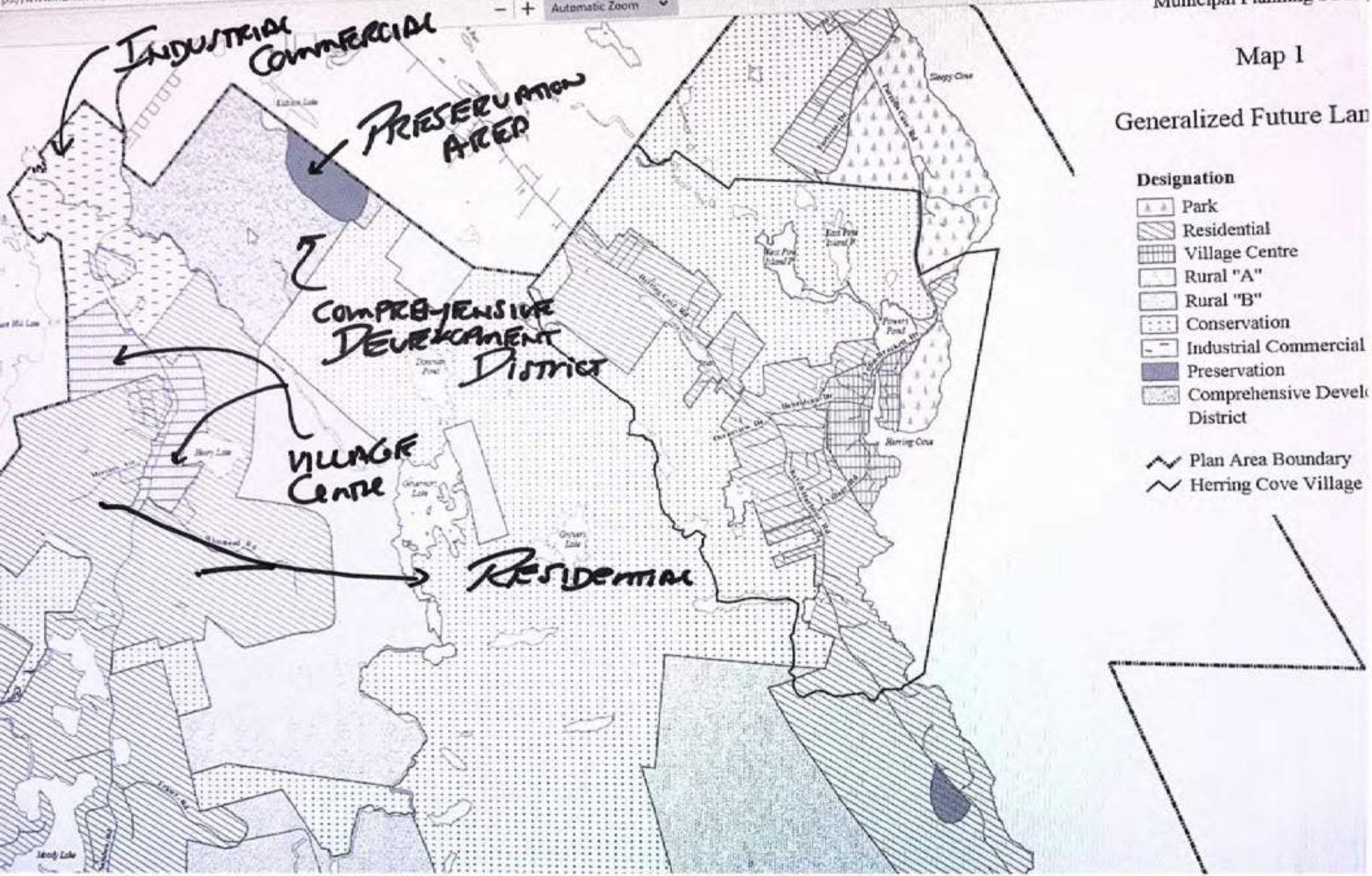
- Park
- Residential
- Village Centre
- Rural "A"
- Rural "B"
- Conservation
- Industrial Commercial
- Preservation
- Comprehensive Developmen District

- Plan Area Boundary
- Herring Cove Village Boun

Kidston Lake
Spruce Hill Lake
Henry Lake
Mercury Ave
Whitehead Rd
Donovan Pond
Governors Lake
Grovers Lake
Fraser Rd
Moody Lake
Old Sambro Rd
Sleepy Cove
Portuguese Cove Rd
Fortress Dr
West Pine Island P
East Pine Island P
Herring Cove Rd
Powers Pond
John Brackett Dr
Hebrideau Dr
Oceanview Dr
Herring Cove
Beach Harbour Rd
Village Rd

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Municipal Planning Strate

Map 1

Generalized Future Lan

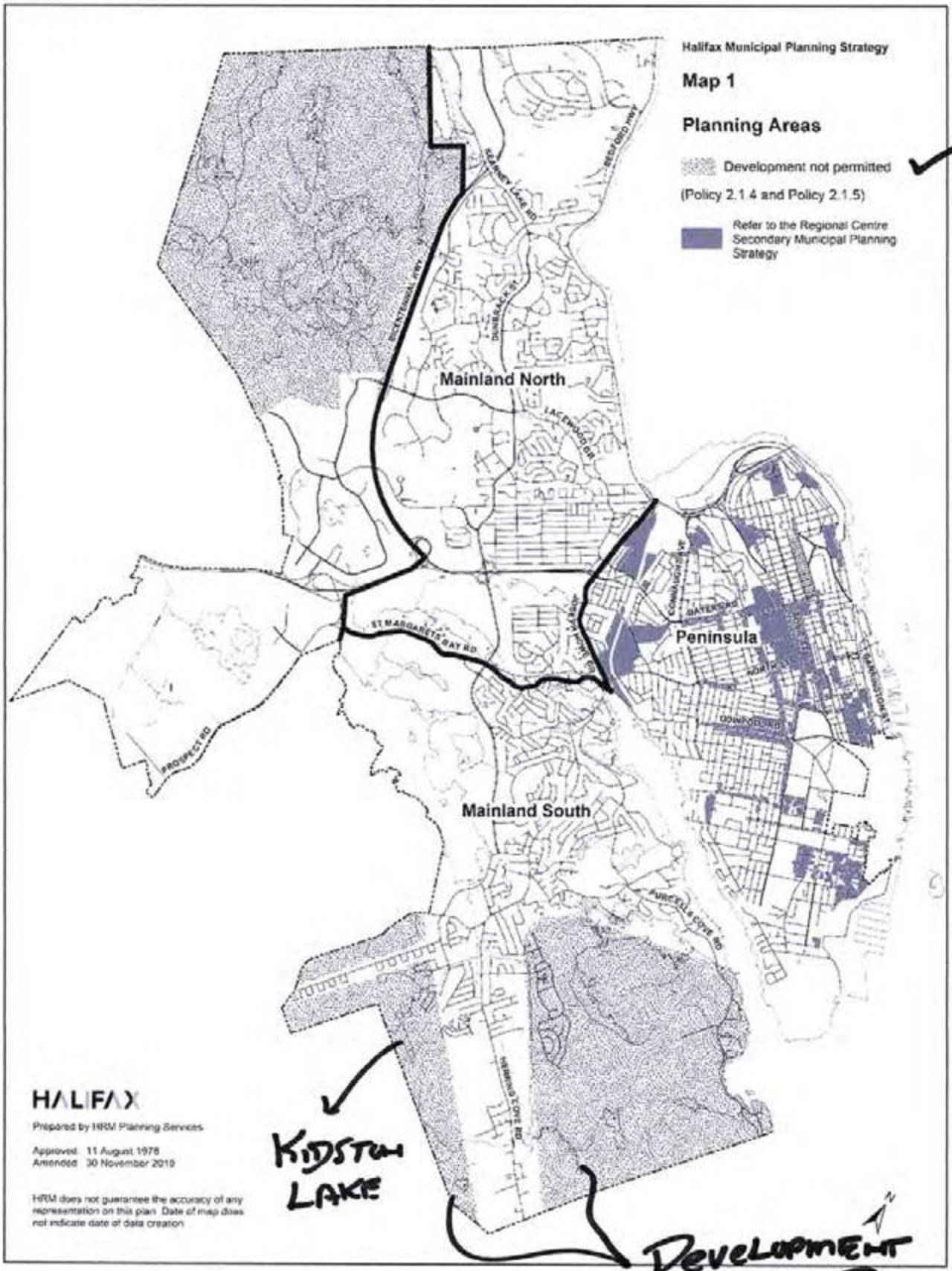
Designation

- Park
- Residential
- Village Centre
- Rural "A"
- Rural "B"
- Conservation
- Industrial Commercial
- Preservation
- Comprehensive Devel District

- Plan Area Boundary
- Herring Cove Village

Appendix D

Map 1: Planning Areas (RC-Sep 18/19;E-Nov 30/19)



Appendix E

2. RESIDENTIAL ENVIRONMENTS

Objective: The provision and maintenance of diverse and high quality housing in adequate amounts, in safe residential environments, at prices which residents can afford.

2.1 Residential development to accommodate future growth in the City should occur both on the Peninsula and on the Mainland, and should be related to the adequacy of existing or presently budgeted services.

2.1.1 On the Peninsula, residential development should be encouraged through retention, rehabilitation and infill compatible with existing neighbourhoods; and the City shall develop the means to do this through the detailed area planning process.

2.1.2 On the Mainland, residential development should be encouraged to create sound neighbourhoods through the application of a planned unit development process and this shall be accomplished by Implementation Policy 3.3. It is the intention of the City to prepare and adopt a planned unit development zone subsequent to the adoption of this Plan.

2.1.3 Repealed.

2.1.4 In accordance with Policy 2.1.3, the City shall permit only limited development with on-site services in that portion of the Mainland South area indicated on Map 1 and this shall be accomplished by Implementation Policy 3.6.

2.1.5 Development in the area shown on Map 1 to the west of the Bicentennial Drive shall be limited due to environmental sensitivity and a lack of municipal services. Only detached single unit residential dwellings and community facilities with on-site services shall be permitted.

2.1.6 Development with on-site services shall be permitted on lots which abut the existing public street network for the area surrounding Kearney Lake Road and currently designated "Residential Environments" on Map 9.

2.2 The integrity of existing residential neighbourhoods shall be maintained by requiring that any new development which would differ in use or intensity of use from the present neighbourhood development pattern be related to the needs or characteristics of the neighbourhood and this shall be accomplished by Implementation Policies 3.1 and 3.2 as appropriate.

2.3 The City shall investigate alternative means for encouraging well-planned, integrated development.

2.3.1 The City should restrict ribbon development which does not conform to the policies of this document and should seek ways to remove any such development which may become obsolete.

2.3.2 Ribbon development along principal streets should be prohibited in order to minimize access points required by local traffic.

Appendix F

HALIFAX

Regional Municipal Planning Strategy

OCTOBER 2014

3.2.2 Urban Reserve Designation

The Urban Reserve Designation is intended to ensure that a supply of land is available for serviced development over a longer term horizon. The following seven areas are designated as Urban Reserve:

1. interior lands bounded by Highway 7, Ross Road, Highway 207 and Broom Road (Cole Harbour/Westphal);
2. land surrounding Anderson Lake area (Dartmouth/Bedford);
3. Governor Lake North (Timberlea);
4. Ragged Lake (Halifax);
5. Kidston Lake lands (Spryfield/Herring Cove);
6. Purcell's Cove area back lands; and
7. private lands in the Blue Mountain - Birch Cove Lakes Regional Park area.

S-3 The Urban Reserve Designation shall be established on the Generalized Future Land Use Map (Map 2) to identify those lands situated outside the Urban Settlement Designation where serviced development may be provided after the life of this Plan.

S-4 HRM shall, through the applicable land use by-law, establish an Urban Reserve Zone to regulate development of lands within the Urban Reserve Designation. This Zone shall permit open space uses and limit residential development to existing lots and to one lot subdivided from an existing lot under lot frontage exemption provisions of the Subdivision By-law on a property identified by PID No. 00270934.

3.2.3 Rural Settlement Designations

Under this plan, Rural Settlement Designations encompass all lands outside the Urban Settlement and Urban Reserve Designations. The following three land use designations are established:

3.2.3.1 Rural Commuter Designation

S-5 The Rural Commuter Designation shall be established on the Generalized Future Land Use Map (Map 2) to encompass those areas within commuting distance of the Regional Centre that are heavily influenced by low-density residential development. The intent for this designation is to:

- to protect the character of rural communities and conserve open space and natural resources by focussing growth within a series of centres, as shown on Settlement and Transportation Map (Map 1);
- support the delivery of convenience services to the surrounding settlement area;
- control the amount and form of development between centres; and
- protect the natural resource base and preserve the natural features that foster the traditional rural community character.

HRM intends to recognize the established Water Service Districts and allow for consideration of further extensions in accordance with the following policies:

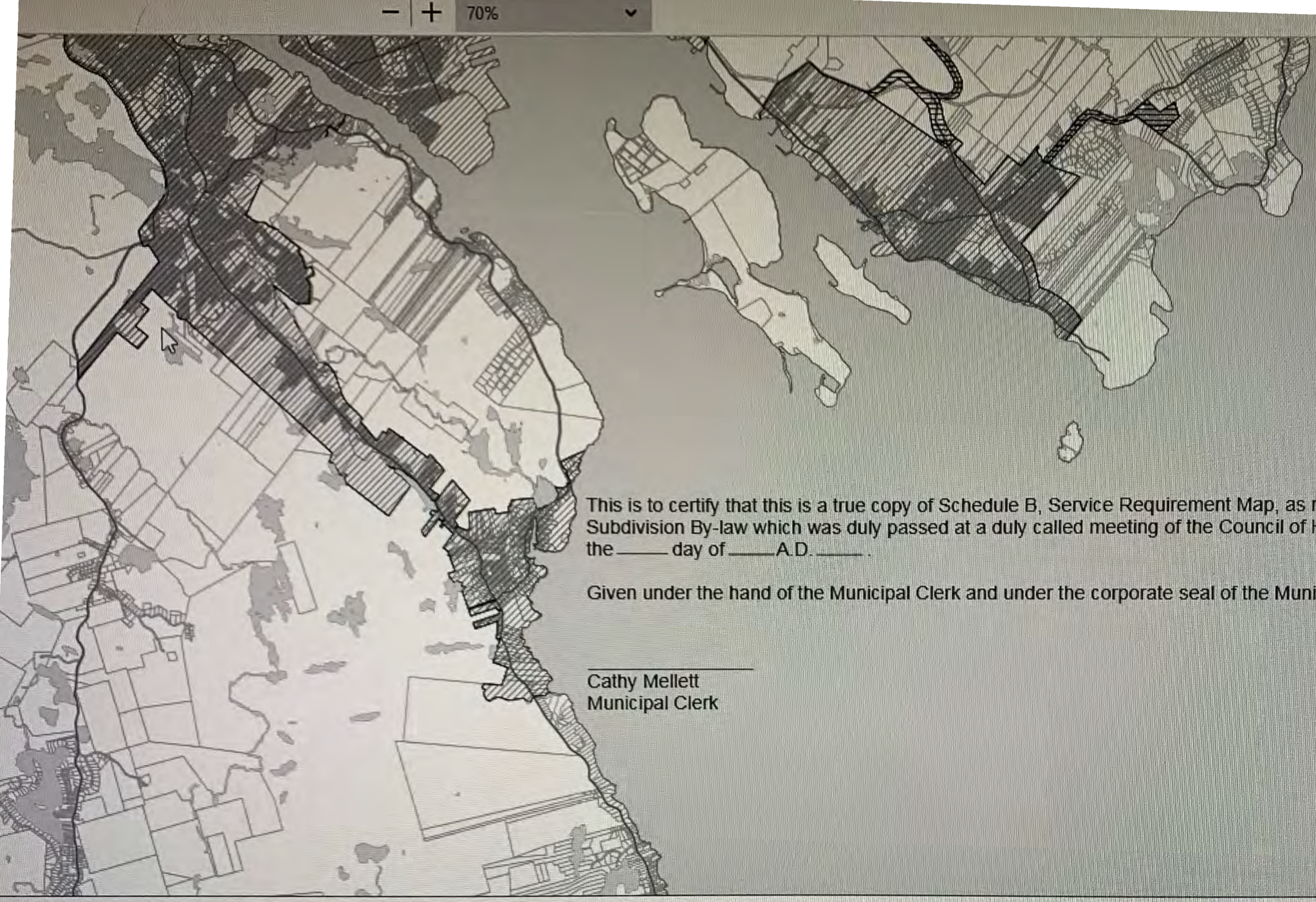
SU-13 In recognition of the Water Service Districts established under the former Halifax County Municipality Subdivision By-law, HRM shall, through the Regional Subdivision By-law, establish Water Service Areas where development shall be permitted which is serviced by a public water distribution system but without a municipal wastewater system. Within these areas, a water distribution system shall be required to service all new developments located adjacent to an existing water distribution system where a new or extended public street or highway is proposed. Further, no water distribution system shall be permitted to extend outside of a Water Service Area.

SU-14 HRM may consider establishing new Water Service Areas, subject to the financial ability of HRM to absorb any related costs, provided a wastewater management plan is also considered in accordance with Policy SU-20, if:

(a) (i) the area is within a Rural Commuter, Rural Resource or Agricultural centre and it has been determined through a secondary planning process that new growth is to be encouraged in this area; or
(ii) the lands are adjacent to an existing Water Service Area and a Classic Conservation Design development is proposed; or
(iii) the lands are adjacent to an existing Water Service Area and a Classic Conservation Design development is proposed within an Urban Reserve designation, subject to the provisions of clause (d) of policy G-16; and
(b) the new service area and a charge needed to pay for growth related improvements to the water or stormwater services has, where required, been approved by the Review Board.

SU-15 HRM may consider expanding existing Water Service Areas to existing communities, subject to the financial ability of HRM to absorb any costs related to the expansion, if:

(a) the lands are in proximity to a water transmission main planned or constructed by Halifax Water to improve the performance of the water distribution system;
(b) a study has been prepared by a qualified person verifying that there is a water quality or quantity problem that cannot reasonably be rectified by an alternative means;
(c) there are environmental concerns related to the long-term integrity of on-site sewage disposal systems and a wastewater management plan is also considered in accordance with Policy SU-19; and
(d) an area charge needed to pay for growth related improvements to the water, or stormwater services has been approved by the Review Board or Halifax Water has advised that an area charge is not required.



This is to certify that this is a true copy of Schedule B, Service Requirement Map, as referred to in the Regional Subdivision By-law which was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the _____ day of _____A.D. _____ .

Given under the hand of the Municipal Clerk and under the corporate seal of the Municipality this_____day of_____ , A.D.____

Cathy Mellett
Municipal Clerk

x Regional Municipality

Subdivision By-law
Service Requirement Map
Schedule "B"

1.25 2.5 5 7.5
Kilometers

Legend

Urban Service Area	Street construction, storm drainage system, sanitary sewage system, water distribution system and other primary and secondary services in accordance with the Design Guidelines for Urban Streets.
Water Service Area	Same as Rural Service Requirements and a water distribution system where adjacent to existing water services.
Serviced (Sewer Only)	Infill lots required to connect to sewer system.
Rural Service Area	Street construction, storm drainage system and other primary and secondary services in accordance with the Design Guidelines for Rural Streets.

	Reg Plan Designation	Plan Area	Community Plan Designation	Zone	
PID 00283283 (see Map 1 below) 837 acres					
	Urban Settlement	Halifax – Mainland South	Residential Development District	H	These are designated for the development of residential and commercial uses under Schedule I of the Halifax MPS. To be eligible for development there has to be a minimum of 3 acres allocated to the proposed development and sewer and water services have to be available to service the proposed development. These subject lands are within the Urban Settlement Designation but are outside of the Service Boundary under the Regional Subdivision By-law. An amendment to the RSUB would be required to bring these lands into the Service Boundary.
	Urban Reserve	PD 5	CDD	UR	The CDD policy was deleted from plan when area was designated UR under RP in 2006 but the GFLUM was not amended to carry this out. The lands were rezoned from CDD to the UR Zone pursuant to Policy S-4 of the Regional Plan in 2006. Policy S-4 created this zone as a Holding Zone to hold the lands for future urban development after the life of the Regional Plan. The UR Zone was designed to act in the same manner as the H Zone that was applied to the

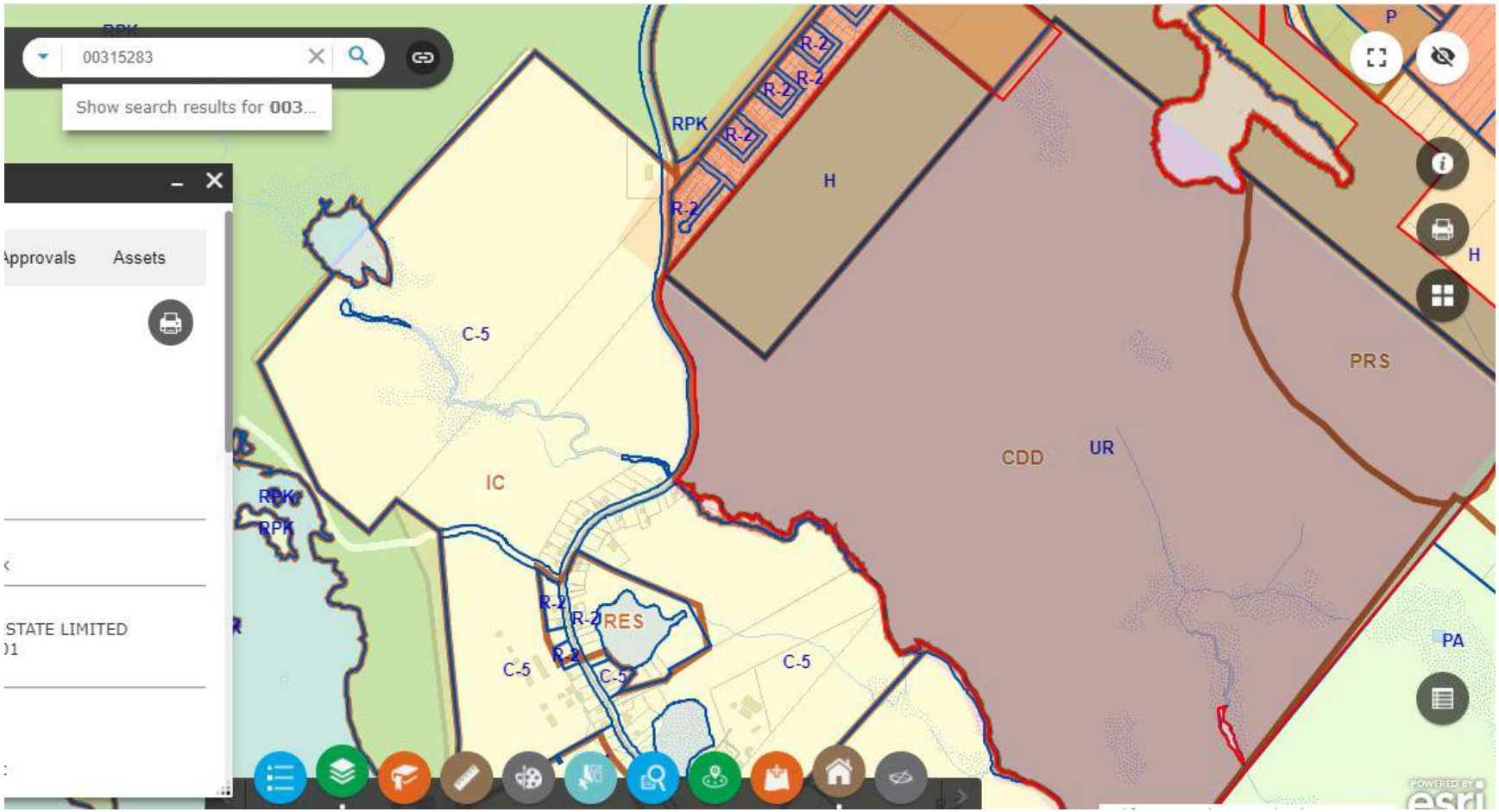
	Reg Plan Designation	Plan Area	Community Plan Designation	Zone	
					portion of the Kidston Lake Land Assembly that was under the Halifax Mainland South LUB.
	Urban Reserve	PD 5	Preservation	UR	This portion of the Kidston Lake Land Assembly is an IPB Site. It was rezoned from CDD to a UR Zone pursuant to Policy S-4 of the Regional Plan in 2006. Policy PRS-2 of the PD 5 MPS specified the intention to apply the base zone (CDD Zone) for the Kidston Lake Land Assembly, in order to reflect the private property rights. PRS-3 states an intention to request the Department of Natural Resources to designate this IBP site as a protected site under the Special Places Protection Act.
Additional Notes Concerning this site.					This site also contains the Rocking Stone which is a site of significant cultural heritage in Kidston Lake and a place that is of great importance for Place Making. Any plan for the development of this site should consider and preserve the important aspects of this site as part of this cultural landscape.

	Reg Plan Designation	Plan Area	Community Plan Designation	Zone	
					Assuming a plan of this size and this magnitude will undergo a secondary plan or CDD process, Regional Plan Policy CH-8 should be addressed.
PID 40872053 (see Map 2 below) 23.16 ac					
	Rural Commuter	PD 5	Industrial - Commercial	C-5	Under the District 5 MPS the Industrial-Commercial Designation was established over the North Harrietsfield area in recognitions of the industrial and commercial operations that were concentrating in this area off the Old Sambro Road. The plan recognizes the potential for conflict between the industrial – commercial operations and the adjacent Long Lake Provincial park on the north and western side of the designation and the Kidston Lake Land Assembly on the eastern side of the designation. This designation is a reflection of the types of land uses that had developed incrementally in this area on the boundaries of the former City of Halifax. This area is part of a larger area designated for this form of development. The plan aims to reduce conflict with the provincial park and Kidston Lake Housing development through performance

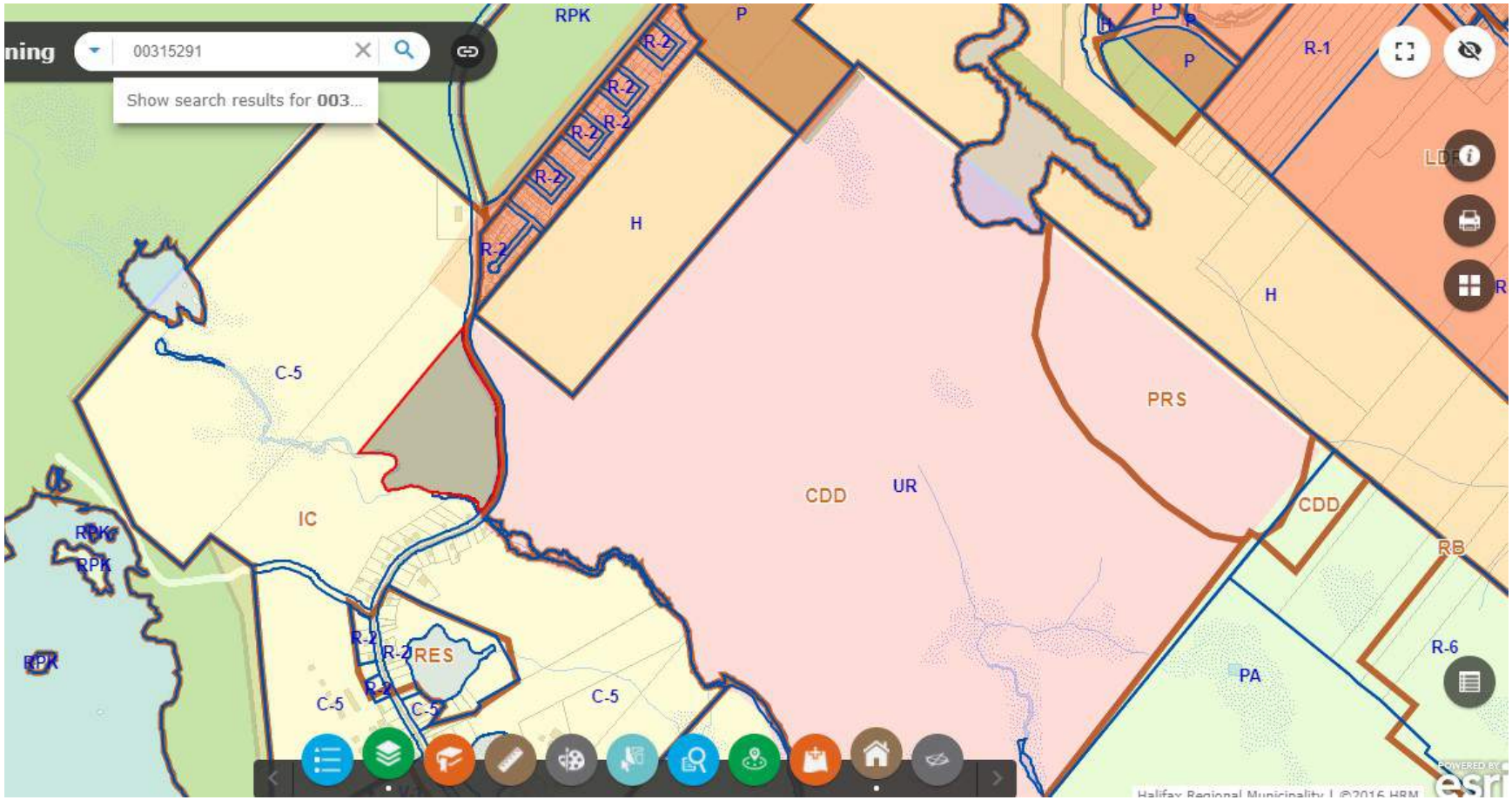
	Reg Plan Designation	Plan Area	Community Plan Designation	Zone	
					controls and setbacks. Industrial or commercial development is permitted within 250 feet of the Park or the Old Sambro Road through the provisions of a DA. This approach is aimed at managing conflict only. No housing development is permitted in the Industrial Commercial Designation. Redesignation would be required to permit a housing development in this area.
PID 00315283 (see Map 3 below) 21 ac					
	Rural Commuter	PD 5	Industrial - Commercial	C-5	See note above
PID 00315291 (ee Map 4 below) 137.89					
	Rural Commuter	PD 5	Industrial - Commercial	C-5	See note above

North American Real Estate Land Assembly Inquiry

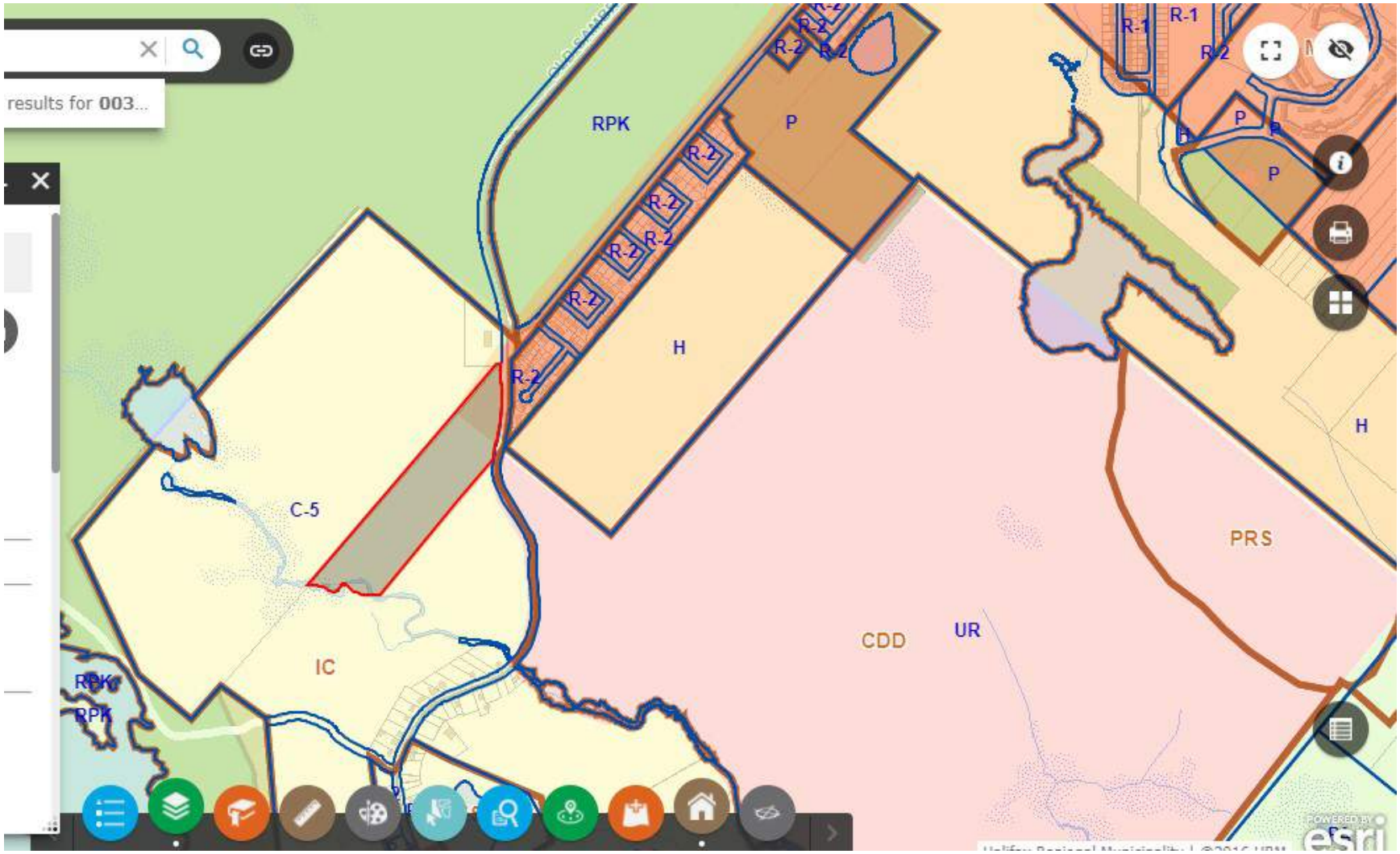
Map 1 – PID 00283283



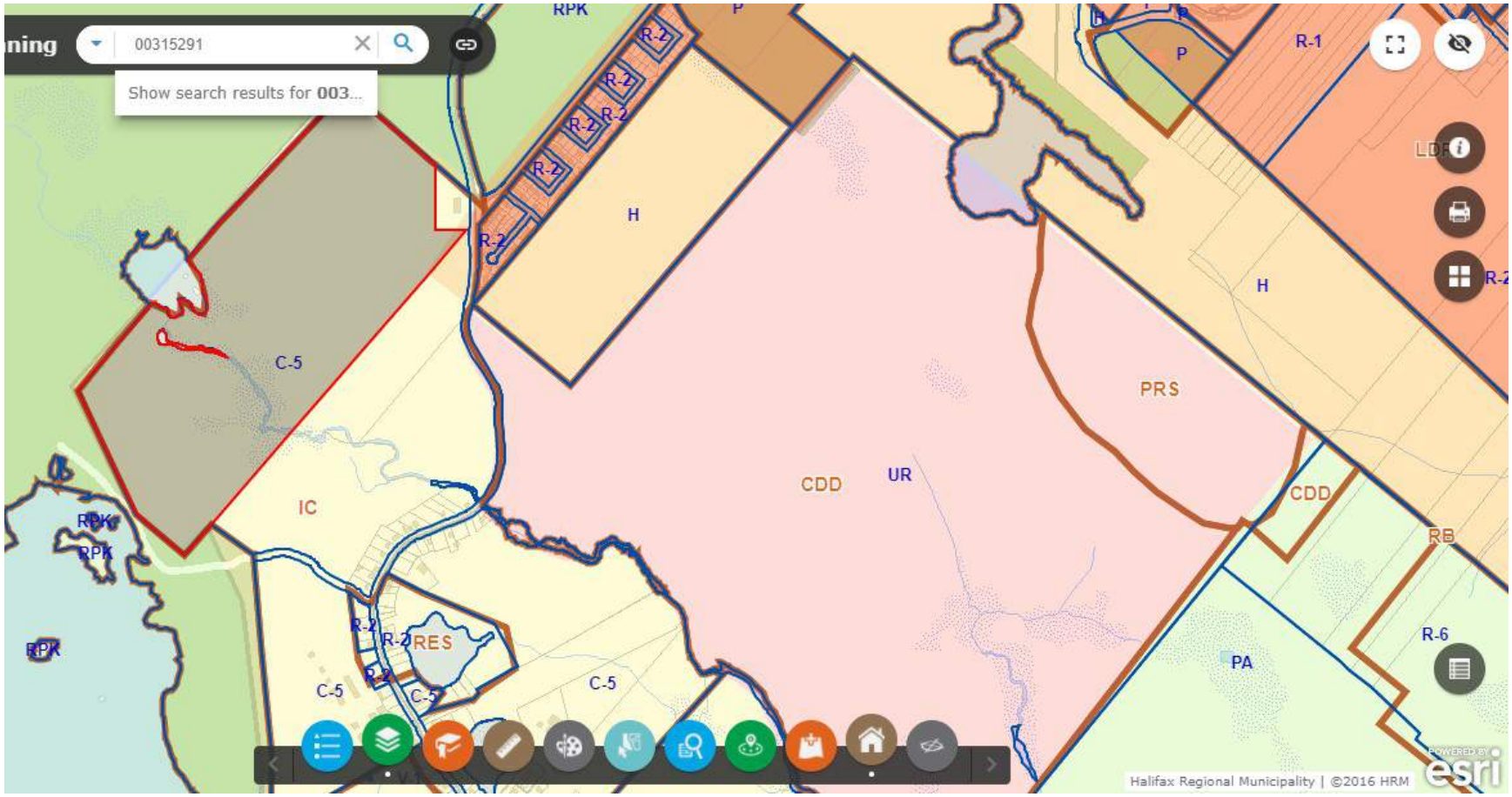
Map 2 – PID 40872053



Map 3 – PID 00315283



Map 4 – PID 00315291



Nova Scotia

Department of Education

Nova Scotia Museum Complex

Curatorial Report Number 49

Important Ecological Sites in Nova Scotia

By Robert Ogilvie
October 1984

Nova Scotia Museum
1747 Summer Street
Halifax, Nova Scotia, Canada
B3H 3A6



Nova Scotia

Department of Education

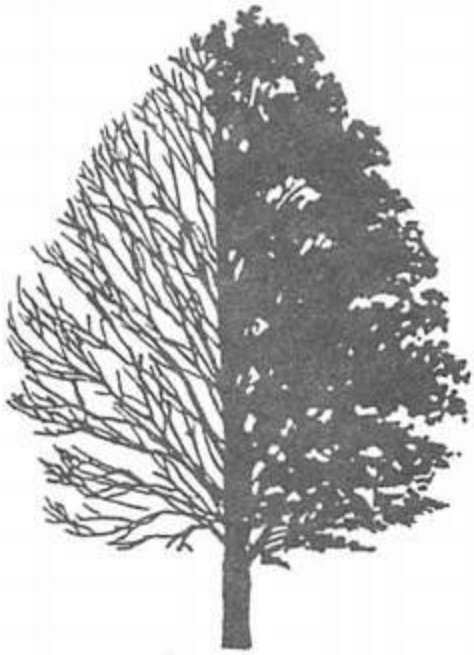
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B3H 3A6



Curatorial Reports

The Curatorial Reports of the Nova Scotia Museum contain information on the collections and the preliminary results of research projects carried out under the program of the museum. The reports may be cited in publications, but their manuscript status should be clearly indicated.

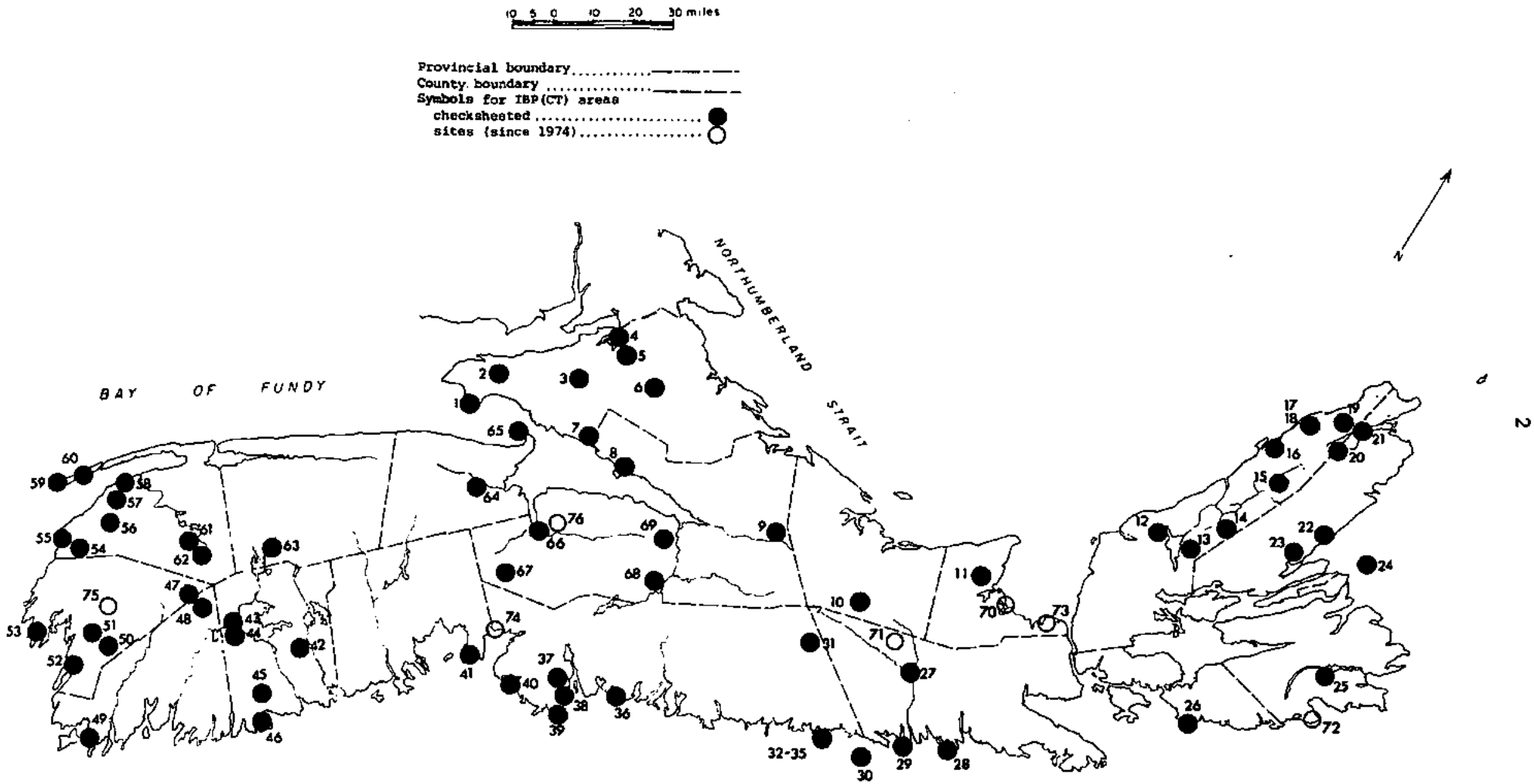
INTRODUCTION

The purpose of this report is two-fold. On the one hand, it contains the information gathered on ecological sites in the province, while on the other it establishes a guide for preliminary research into new sites. Funding was made available to enable the author to compile this information, which will be utilized and expanded upon by the Curator of Special Places. All of this was made possible by the enactment of the Special Places Protection Act of 1980, which acknowledges our responsibility to preserve important ecological, archeological and paleontological sites.

This report is a summary of the effort to date. Research into the status of seventy-six ecological sites was conducted and was entered in abbreviated form in a computer index. The contents of the index compose the body of this report, and are printed in the full standard format. Other formatting options available with our Apple III computer allow generation of a variety of reports and therefore offer a valuable information retrieval tool. As new sites are identified they will be researched and added to the index. Due to time limitations paleontological sites were not investigated.

The listed ecological reserves were chiefly those identified by the IBP-CT program of the early 1970's. The other seven sites were identified after the publication of the IBP final report and the decision was made to continue the site numbering system used therein. It should be noted that none of these sites have been proclaimed. Protection that does exist is incidental on their inclusion within the boundaries of various parks, refuges and management areas, along with the good graces of the owners. One site, the Wight Nature Preserve, is administered by the Nova Scotia Museum. Preliminary investigations indicate that several sites have suffered damage and others are in danger. It is hoped that the resources now becoming available will be enough to ease the pressure on these and other important areas.

NOVA SCOTIA


10 5 0 10 20 30 miles
Provincial boundary
County boundary
Symbols for IBP(CT) areas
checksheeted
sites (since 1974)
BAY OF FUNDY
NORTHUMBERLAND STRAIT
N

EXPLANATION OF FIELD CONTENTS

SITE : The site number and name are adopted from the IBP-CT final report " Ecological Reserves in the Maritimes, Region 7 ". Sites identified since 1974 are being numbered sequentially.

COUNTY : County or counties in which site is located.

ECOSYSTEM : Description of the important ecosystems within the site.

ECO : Continuation of ECOSYSTEM.

SIZE : Approximate area in hectares.

MAP BK : Page and grid reference from the " Map Book of Nova Scotia, 1979 ", as used in the museum's locality index.

NTS : National Topographic System map(s).

FSA : Forestry Series 'A' map(s), indicating forest type, tree heights density and other information. Scales 1"=1 mile,1"=.5 mile,1"= .25 mile.

MAP REF : Lists other map resources on file. See Appendix A.

MR : MAP REF continued.

FILE DATE : The date that the file was established. For IBP sites, this is the date of completion of the check sheet.

AIR PHOTOS: The first letter indicates whether the coverage is complete, incomplete or non-existent. The other letters indicate whether the photos on hand are monoscopic or stereoscopic, colour or black and white. This is followed by a listing of roll numbers and shot numbers of the photos in our possession.

AP : AIR PHOTOS continued.

GEOL INFO : The code number signifies the age, group and formation of the rocks underlying the site. The system is also used on the museum's geological collections. See Appendix B.

CROWN % : Approximate percentage of the site owned by the Crown.

ACRES : Approximate crown acreage.

HECTARES : Approximate crown hectareage.

DOC : Indicates whether ownership documentation is on file and if it is complete, incomplete or unavailable.

PRIVATE % : Approximate percentage of the site owned privately.

ACRES : Approximate private acreage.

HECTARES : Approximate private hectareage.

DOC : See above.

WILD HAB : Codes listed in this field are derived from " Important Freshwater Wetlands & Coastal Wildlife Habitats of Nova Scotia, 1982 ", compiled by the Wildlife Division, Department of Lands & Forests. See Appendix C.

WH : WILD HAB continued.

THEME REG UNIT : This number is derived from the report " Natural History of Nova Scotia ", and indicates habitat considerations.

STATUS : This indicates the protection status of the site. At the present time the status of most sites is unknown, except for those found within provincial and national parks. Other sites are protected to some extent by their location within wildlife santuaries, while site 74, Wight Nature Preserve, is administered by the museum.

REF : References to studies conducted on the site are on file if listed in this field.

REF : REF continued.

SITE: 1. Cape D'Or
ECOSYSTEM: arctic-alpine habitat
ECO: -
MAP BK: 13A3,13B3 NTS: 21H/07
MAP REF: LRIS,CG,CO,SS,GSAM,FFG,GSC
MR: -
AIR PHOTO: -
AP: -
CROWN %: 6 ACRES: 6
PRIVATE%: 94 ACRES: 90
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Cumberland
SIZE: 39
FSA: G14
FILE DATE: Jun 16 71
GEOL INFO: 4(5).1.3
HECTARES: 2.5 DOC: C
HECTARES: 36.5 DOC: C
THEME REG UNIT: 710

SITE: 2. Shulie River
ECOSYSTEM: red spruce (Picea rubens) stand
ECO: -
MAP BK: 12C5 NTS: 21H/10
MAP REF: CG,CO,SS,GSAM,FFG,GSC
MR: -
AIR PHOTO: -
AP: -
CROWN %: 100 ACRES: 77
PRIVATE%: 0 ACRES: 0
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Cumberland
SIZE: 31
FSA: E16
FILE DATE: Jul 4 72
GEOL INFO: 7a.5.1
HECTARES: 31 DOC: C
HECTARES: 0 DOC: -
THEME REG UNIT: 532

SITE: 3. Chignecto
ECOSYSTEM: red pine (Pinus resinosa) stand
ECO: -
MAP BK: 12E4 NTS: 21H/09
MAP REF: CG,CO,SS,GSAM,GSC
MR: -
AIR PHOTO: -
AP: -
CROWN %: 100 ACRES: 77
PRIVATE%: 0 ACRES: 0
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Cumberland
SIZE: 31
FSA: D18
FILE DATE: Jun 17 71
GEOL INFO: 7a.5.1
HECTARES: 31 DOC: C
HECTARES: 0 DOC: -
THEME REG UNIT: 532

SITE: 4. John Lusby N.W. Area COUNTY: Cumberland
ECOSYSTEM: salt marsh
ECO: - SIZE: 653
MAP BK: 18A2 NTS: 21H/16 FSA: C18
MAP REF: LRIS,CO,SS,GSAM
MR: - FILE DATE: Aug 27 71
AIR PHOTO: -
AP: - GEOL INFO: 7a.2.
CROWN %: 92 ACRES: 1493 HECTARES: 600.7 DOC: C
PRIVATE%: 8 ACRES: 120 HECTARES: 52.3 DOC: C
WILD HAB: FW,Cu-(16E)-A-1,5944ha,98.5,A;FW,Cu-(15)-A-419,12.3ha,63.5,C
WH: MBH-H THEME REG UNIT: 523
STATUS: National Wildlife Area
REF: -
REF: -

SITE: 5. Fenwick COUNTY: Cumberland
ECOSYSTEM: deciduous forest
ECO: - SIZE: 74
MAP BK: 18A3 NTS: 21H/09 FSA: D19
MAP REF: PCL,LRIS,CO,SS,GSAM,GSC
MR: - FILE DATE: 1972
AIR PHOTO: -
AP: - GEOL INFO: 7a.5.2
CROWN %: 40 ACRES: 73 HECTARES: 30 DOC: C
PRIVATE%: 60 ACRES: 109 HECTARES: 44 DOC: C
WILD HAB: -
WH: - THEME REG UNIT: 581
STATUS: -
REF: -
REF: -

SITE: 6. Black River Road COUNTY: Cumberland
ECOSYSTEM: jack pine (Pinus banksiana) stand
ECO: - SIZE: 23
MAP BK: 18C3 NTS: 11E/12 FSA: D21
MAP REF: PCL LRIS,CO,SS,GSAM,GSC
MR: - FILE DATE: Oct 18 72
AIR PHOTO: -
AP: - GEOL INFO: 7a.2.
CROWN %: 100 ACRES: 57 HECTARES: 23 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: -
WH: - THEME REG UNIT: 521
STATUS: -
REF: -
REF: -

SITE: 7. Moose River
ECOSYSTEM: red spruce (Picea rubens) forest
ECO: -
MAP BK: 19B1,19B2 NTS: 21H/08
MAP REF: LRIS,CO,SS,GSAM,FFG
MR: -
AIR PHOTO: -
AP: -
CROWN %: 0 ACRES: 0
PRIVATE%: 100 ACRES: 800
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Cumberland
SIZE: 324
FSA: F19
FILE DATE: Jun 24 71
GEOL INFO: 7a.6.1
HECTARES: 0 DOC: -
HECTARES: 324 DOC: C
THEME REG UNIT: 510

SITE: 8. Economy River
ECOSYSTEM: old-growth spruce (Picea rubens) forest
ECO: -
MAP BK: 19D1 NTS: 11E/05
MAP REF: PCL,LRIS,CO,GSAM,FFG,GSC
MR: -
AIR PHOTO: -
AP: -
CROWN %: 60 ACRES: 115
PRIVATE%: 40 ACRES: 77
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Colchester
SIZE: 78
FSA: F21,F22
FILE DATE: Jun 24 71
GEOL INFO: 7a.6.1
HECTARES: 46.5 DOC: C
HECTARES: 31.5 DOC: C
THEME REG UNIT: 572

SITE: 9. Kemptown
ECOSYSTEM: river intervale: rare plants
ECO: -
MAP BK: 23E1 NTS: 11E/06
MAP REF: LRIS,CO,GSAM,FFG,GSC
MR: -
AIR PHOTO: -
AP: -
CROWN %: 0 ACRES: 0
PRIVATE%: 100 ACRES: 1
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Colchester
SIZE: 0.4
FSA: F28
FILE DATE: Aug 70
GEOL INFO: 7a.2.
HECTARES: 0 DOC: -
HECTARES: 0.4 DOC: C
THEME REG UNIT: 572

SITE: 10. Glencoe
ECOSYSTEM: river intervale: rare plants
ECO: -
MAP BK: 27D2 NTS: 11E/07
MAP REF: LRIS,CO,SS,GSAM,FFG,GSC
MR: -
AIR PHOTO: -
AP: -
CROWN %: 0 ACRES: 0
PRIVATE%: 100 ACRES: 2
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Pictou
SIZE: 0.8
FSA: F32
FILE DATE: Jul 4 70
GEOL INFO: 7b.8.14
HECTARES: 0 DOC: -
HECTARES: 0.8 DOC: C
THEME REG UNIT: 572

SITE: 11. Clydesdale
ECOSYSTEM: deciduous forest
ECO: -
MAP BK: 29C4 NTS: 11E/09
MAP REF: PCL,LRIS,CO,SS,GSAM,FFG,GSC
MR: -
AIR PHOTO: -
AP: -
CROWN %: 0 ACRES: 0
PRIVATE%: 100 ACRES: 192
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Antigonish
SIZE: 78
FSA: D36
FILE DATE: Aug 14 72
GEOL INFO: 12.17.
HECTARES: 0 DOC: -
HECTARES: 78 DOC: C
THEME REG UNIT: 312

SITE: 12. Black River
ECOSYSTEM: alkaline sphagnum bog
ECO: -
MAP BK: 33D3 NTS: 11K/03
MAP REF: PCL,CO,SS,FFG,GSC
MR: -
AIR PHOTO: -
AP: -
CROWN %: 16 ACRES: 120
PRIVATE%: 84 ACRES: 630
WILD HAB: FW,CB-(19)-66-1,143ha,84,A;BEH
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Inverness
SIZE: 304
FSA: CB68
FILE DATE: Jul 19 71
GEOL INFO: 7b.8.
HECTARES: 49 DOC: C
HECTARES: 225 DOC: C
THEME REG UNIT: 584

SITE: 13. Piper Glen
COUNTY: Inverness
ECOSYSTEM: mixed forest
ECO: -
SIZE: 27
MAP BK: 33E3
NTS: 11K/03
FSA: CB69
MAP REF: PCL,CG,CO,SS,FFG,GSC
MR: -
FILE DATE: Aug 6 72
AIR PHOTO: -
AP: -
GEOL INFO: 7b.9.
CROWN %: 50
ACRES: 33
HECTARES: 13
DOC: C
PRIVATE%: 50
ACRES: 34
HECTARES: 14
DOC: C
WILD HAB: -
WH: -
THEME REG UNIT: 591
STATUS: -
REF: -
REF: -

SITE: 14. Lake O'Law
COUNTY: Inverness
ECOSYSTEM: old-growth deciduous and mixed forests
ECO: -
SIZE: 35
MAP BK: 38A2
NTS: 11K/07
FSA: CB88
MAP REF: PCL,CG,CO,SS,FFG,GSC
MR: -
FILE DATE: Jul 19 72
AIR PHOTO: I,MC
AP: -
GEOL INFO: 12.20.6,7b.9
CROWN %: 100
ACRES: 86
HECTARES: 35
DOC: C
PRIVATE%: 0
ACRES: 0
HECTARES: 0
DOC: -
WILD HAB: -
WH: -
THEME REG UNIT: 591
STATUS: -
REF: -
REF: -

SITE: 15. Second Fork Brook
COUNTY: Inverness
ECOSYSTEM: old-growth deciduous forest
ECO: -
SIZE: 58
MAP BK: 37B4,37B5
NTS: 11K/07
FSA: CB94
MAP REF: PCL,CO,SS,FFG,GSC
MR: -
FILE DATE: -
AIR PHOTO: -
AP: -
GEOL INFO: 12.
CROWN %: 100
ACRES: 144
HECTARES: 58
DOC: C
PRIVATE%: 0
ACRES: 0
HECTARES: 0
DOC: -
WILD HAB: -
WH: -
THEME REG UNIT: 220
STATUS: -
REF: -
REF: -

SITE: 16. Petit-Etang COUNTY: Inverness
ECOSYSTEM: eutrophic marsh
ECO: - SIZE: 93
MAP BK: 37A3 NTS: 11K/10 FSA: CB107
MAP REF: PCL,CG,CO,SS,GSAM,FFG
MR: - FILE DATE: Jun 71
AIR PHOTO: -
AP: - GEOL INFO: 7b.8.
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 230 HECTARES: 93 DOC: U
WILD HAB: FW,I-(23)-1-1,28ha,89.5,A
WH: - THEME REG UNIT: 551b
STATUS: -
REF: -
REF: -

SITE: 17. French Mountain Lake COUNTY: Inverness
ECOSYSTEM: raised and sloping bogs and dystrophic lake
ECO: - SIZE: 54
MAP BK: 37B2 NTS: 11K/10 FSA: CB108
MAP REF: CO,SS,GSAM
MR: - FILE DATE: -
AIR PHOTO: -
AP: - GEOL INFO: 12.185.1
CROWN %: 100 ACRES: 134 HECTARES: 54 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: -
WH: - THEME REG UNIT: 210
STATUS: Cape Breton Highlands N.P.
REF: -
REF: -

SITE: 18. French Mountain Bog COUNTY: Inverness
ECOSYSTEM: sphagnum bog
ECO: - SIZE: 15
MAP BK: 37B2 NTS: 11K/15,11K/10 FSA: CB107
MAP REF: CO,SS,GSAM,FFG,GSC
MR: - FILE DATE: -
AIR PHOTO: -
AP: - GEOL INFO: 12.185.1
CROWN %: 100 ACRES: 38 HECTARES: 15 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: -
WH: - THEME REG UNIT: 210
STATUS: Cape Breton Highlands N.P.
REF: -
REF: -

SITE: 19. Grand Anse River
COUNTY: Inverness
ECOSYSTEM: old growth deciduous forest
ECO: -
SIZE: 1619
MAP BK: 37C1 NTS: 11K/15
FSA: CB116
MAP REF: CG,CO,SS,GSAM
MR: -
FILE DATE: Jun 71
AIR PHOTO: -
AP: -
GEOL INFO: 12(13).205.2,7b.9,12.20.1
CROWN %: 100 ACRES: 4000
HECTARES: 1619 DOC: C
PRIVATE%: 0 ACRES: 0
HECTARES: 0 DOC: -
WILD HAB: -
WH: -
THEME REG UNIT: 220
STATUS: Cape Breton Highlands N.P.
REF: Clattenburg,R.E.,1962
REF: -

SITE: 20. Sunday Lake
COUNTY: Inverness, Victoria
ECOSYSTEM: boreal forest,dry barrens and bogs
ECO: -
SIZE: 6022
MAP BK: 37C1,37C2,37D1,37D2 NTS: 11K/10,11K/15
FSA: CB109,CB115,CB116
MAP REF: CG,CO,SS,GSAM,FFG,GSC
MR: -
FILE DATE: May 31 71
AIR PHOTO:
AP:
GEOL INFO: 12(13).205.1,12(13).205.2
CROWN %: 100 ACRES: 14880
HECTARES: 6022 DOC: C
PRIVATE%: 0 ACRES: 0
HECTARES: 0 DOC: -
WILD HAB: -
WH: -
THEME REG UNIT: 100
STATUS: Cape Breton Highlands N.P.
REF: Bell,C.E.,Comeau,P.L.,and Smith,R.T.,1971;Comeau,P.L.,1971
REF: -

SITE: 21. North Aspy River
COUNTY: Inverness, Victoria
ECOSYSTEM: old-growth deciduous forest
ECO: -
SIZE: 256
MAP BK: 37C1,37D1 NTS: 11K/15
FSA: CB116
MAP REF: CO,SS,GSAM,FFG
MR: -
FILE DATE: Aug 6 72
AIR PHOTO: -
AP: -
GEOL INFO: 12.20.1,12(13).205.1,7b.9
CROWN %: 100 ACRES: 634
HECTARES: 256 DOC: C
PRIVATE%: 0 ACRES: 0
HECTARES: 0 DOC: -
WILD HAB: -
WH: -
THEME REG UNIT: 220,592
STATUS: Cape Breton Highlands N.P.
REF: Clattenburg,R.E.,1962
REF: -

SITE: 22. French River COUNTY: Victoria
ECOSYSTEM: old-growth mixed forest
ECO: - SIZE: 89
MAP BK: 37E4 NTS: 11K/08 FSA: CB98
MAP REF: PCL,CG,CO,SS,FFG,GSC
MR: - FILE DATE: Aug 15 72
AIR PHOTO: -
AP: - GEOL INFO: 12.
CROWN %: 20 ACRES: 44 HECTARES: 18 DOC: C
PRIVATE%: 80 ACRES: 177 HECTARES: 71 DOC: C
WILD HAB: -
WH: - THEME REG UNIT: 220
STATUS: -
REF: -
REF: -

SITE: 23. Oregon COUNTY: Victoria
ECOSYSTEM: old-growth hemlock (Tsuga canadensis) stand
ECO: SIZE: 19
MAP BK: 38C1 NTS: 11K/07 FSA: CB86
MAP REF: PCL,CG,CO,SS,GSAM,FFG,GSC
MR: - FILE DATE: Aug 15 72
AIR PHOTO: -
AP: - GEOL INFO: 12(13).205.2
CROWN %: 100 ACRES: 48 HECTARES: 19 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: -
WH: - THEME REG UNIT: 220
STATUS: -
REF: -
REF: -

SITE: 24. Bird Islands COUNTY: Victoria
ECOSYSTEM: coastal islands: bird nesting site
ECO: - SIZE: 62
MAP BK: 38E1,42A5,43A1 NTS: 11K/08 FSA: CB84
MAP REF: PCL,CG,SS,FFG,GSC
MR: - FILE DATE: Aug 15 72
AIR PHOTO: -
AP: - GEOL INFO: 7a.4.2
CROWN %: 100 ACRES: 154 HECTARES: 62 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: IS-C
WH: - THEME REG UNIT: 531
STATUS: -
REF: Smith,R.C.,and Schofield,W.B.,1958
REF: -

SITE: 25. Marion Bridge
COUNTY: Cape Breton
ECOSYSTEM: deciduous forest
ECO: -
SIZE: 54
MAP BK: 43C5
NTS: 11F/16
FSA: CB46
MAP REF: PCL,LRIS,CG,CO
MR: -
FILE DATE: Aug 14 72
AIR PHOTO: 1,SC:83308,55-56
AP: -
GEOL INFO: 12.18.1
CROWN %: 0
ACRES: 0
HECTARES: 0
DOC: -
PRIVATE%: 100
ACRES: 134
HECTARES: 54
DOC: U
WILD HAB: -
WH: -
THEME REG UNIT: 870
STATUS: -
REF: -
REF: -

SITE: 26. Point Michaud
COUNTY: Richmond
ECOSYSTEM: beach and sand dunes
ECO: -
SIZE: 159
MAP BK: 39C4,39C5,39D4,39D5
NTS: 11F/10
FSA: CB4
MAP REF: PCL,LRIS,CG,CO,SS,FFG,GSC
MR: -
FILE DATE: Jul 22 72
AIR PHOTO: C,SC:83312,45-48;83309,49-52
AP: -
GEOL INFO: 12.18.1
CROWN %: 10
ACRES: 39
HECTARES: 16
DOC: C
PRIVATE%: 90
ACRES: 354
HECTARES: 143
DOC: C
WILD HAB: SM
WH: -
THEME REG UNIT: 870
STATUS: -
REF: -
REF: -

SITE: 27. Melrose
COUNTY: Guysborough
ECOSYSTEM: old-growth hemlock (Tsuga canadensis) stand
ECO: -
SIZE: 26
MAP BK: 30C3
NTS: 11E/08,11E/01
FSA: G36,H36
MAP REF: LRIS,CG,CO,SS
MR: -
FILE DATE: Sep 10 72
AIR PHOTO: C,SC:A80355,146-147
AP: -
GEOL INFO: 9(10),12.3
CROWN %: 0
ACRES: 0
HECTARES: 0
DOC: -
PRIVATE%: 100
ACRES: 65
HECTARES: 26
DOC: C
WILD HAB: -
WH: -
THEME REG UNIT: 413b
STATUS: -
REF: -
REF: -

SITE: 28. Bickerton Island COUNTY: Guysborough
ECOSYSTEM: coastal island: bird nesting site
ECO: - SIZE: 12
MAP BK: 35A5 NTS: 11F/04 FSA: I39
MAP REF: PCL,LRIS,CG,CO,SS,FFG
MR: - FILE DATE: Jul 71
AIR PHOTO: C,SC:A80301,180-181
AP: - GEOL INFO: 9(10).12.3
CROWN %: 5 ACRES: 1 HECTARES: 0.4 DOC: C
PRIVATE%: 95 ACRES: 29 HECTARES: 11.6 DOC: C
WILD HAB: IS-S
WH: - THEME REG UNIT: 842
STATUS: -
REF: -
REF: -

SITE: 29. Tobacco Island COUNTY: Guysborough
ECOSYSTEM: coastal island: bird nesting site
ECO: - SIZE: 10
MAP BK: 31D1 NTS: 11F/04 FSA: I37
MAP REF: PCL,CG,CO,SS,FFG
MR: - FILE DATE: -
AIR PHOTO: C,SC:A80301,92-93
AP: - GEOL INFO: 9(10).12.3
CROWN %: 100 ACRES: 25 HECTARES: 10 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: IS-S
WH: - THEME REG UNIT: 842
STATUS: Wildlife Management Area
REF: McAloney,R.K.,1969
REF: -

SITE: 30. Little White Island COUNTY: Guysborough
ECOSYSTEM: coastal island: bird nesting site
ECO: - SIZE: 8
MAP BK: 31C2 NTS: 11D/16 FSA: J36
MAP REF: PCL,CG,SS,GSAM,FFG
MR: - FILE DATE: -
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.3
CROWN %: 100 ACRES: 19 HECTARES: 8 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: IS-S
WH: - THEME REG UNIT: 834
STATUS: Wildlife Management Area
REF: -
REF: -

SITE: 31. Abraham Lake COUNTY: Halifax
ECOSYSTEM: red spruce (Picea rubens)
ECO: - SIZE: 51
MAP BK: 27D4 NTS: 11E/02 FSA: H32
MAP REF: PCL,CG,CO,SS,GSAM
MR: C,SC:82301,148-149 FILE DATE: Aug 11 71
AIR PHOTO: C,SC:82301,148-149
AP: - GEOL INFO: 9(10).12.3
CROWN %: 100 ACRES: 125 HECTARES: 51 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: -
WH: - THEME REG UNIT: 413
STATUS: Liscomb Game Sanctuary
REF: -
REF: -

SITE: 32. Brokenback Island COUNTY: Halifax
ECOSYSTEM: coastal island: bird nesting site
ECO: - SIZE: 6
MAP BK: 31A2 NTS: 11D/16 FSA: J34
MAP REF: LRIS,CG,CO,SS,GSAM
MR: C,SC:82310,34-35 FILE DATE: Jul 15 71
AIR PHOTO: C,SC:82310,34-35
AP: - GEOL INFO: 9(10).12.3
CROWN %: 100 ACRES: 14 HECTARES: 6 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: -
WH: - THEME REG UNIT: 832
STATUS: Wildlife Management Area
REF: -
REF: -

SITE: 33. Long Island COUNTY: Halifax
ECOSYSTEM: coastal island: bird nesting site
ECO: - SIZE: 4
MAP BK: 31A2 NTS: 11D/16 FSA: J34
MAP REF: LRIS,CG,CO,SS,GSAM
MR: C,SC:82310,32-33 FILE DATE: Jul 14 71
AIR PHOTO: C,SC:82310,32-33
AP: - GEOL INFO: 9(10).12.3
CROWN %: 100 ACRES: 10 HECTARES: 4 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: IS-S
WH: - THEME REG UNIT: 832
STATUS: Wildlife Management Area
REF: -
REF: -

SITE: 34. Pumpkin Island
COUNTY: Halifax
ECOSYSTEM: coastal island: bird nesting site
ECO: -
SIZE: 6
MAP BK: 28E3 NTS: 11D/16 FSA: K33
MAP REF: PCL,CG,SS,GSAM,FFG
MR: - FILE DATE: Jul 23 71
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.3
CROWN %: 100 ACRES: 16 HECTARES: 6 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: IS-S
WH: - THEME REG UNIT: 832
STATUS: -
REF: -
REF: -

SITE: 35. Horse Island
COUNTY: Halifax
ECOSYSTEM: coastal island
ECO: -
SIZE: 6
MAP BK: 31A3 NTS: 11D/16 FSA: K34
MAP REF: LRIS,CO,CG,SS,GSAM,FFG
MR: C,SC:82312,31-33 FILE DATE: Jul 71
AIR PHOTO: C,SC:82312,31-33
AP: - GEOL INFO: 9(10).12.3
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 15 HECTARES: 6 DOC: I
WILD HAB: IS-S
WH: - THEME REG UNIT: 832
STATUS: -
REF: -
REF: -

SITE: 36. Conrad Beach
COUNTY: Halifax
ECOSYSTEM: barrier sand dunes
ECO: -
SIZE: 35
MAP BK: 24C5 NTS: 11D/11 FSA: L26
MAP REF: PCL,LRIS,CO,CG,SS,GSAM
MR: C,SC:82318,19-21,50-52 FILE DATE: May 71
AIR PHOTO: C,SC:82318,19-21,50-52
AP: - GEOL INFO: 9(10).12.1
CROWN %: 100 ACRES: 86 HECTARES: 35 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: SM;PPH
WH: - THEME REG UNIT: 833
STATUS: Provincial Park
REF: -
REF: -

SITE: 37. Kidston Lake
ECOSYSTEM: dry barrens: rare plants
ECO: -
MAP BK: 25A1 NTS: 11D/12
MAP REF: PCL,LRIS,CO,CG,SS,GSAM,FFG
MR: C,SC:81321,45-46,83-85
AIR PHOTO: C,SC:81321,45-46,83-85
AP: -
CROWN %: 100 ACRES: 134
PRIVATE%: 0 ACRES: 0
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Halifax
SIZE: 54
FSA: M24
FILE DATE: -
GEOL INFO: 7(8).
HECTARES: 54 DOC: C
HECTARES: 0 DOC: -
THEME REG UNIT: 451

SITE: 38. Bear Cove
ECOSYSTEM: sphagnum bog
ECO: -
MAP BK: 25A1 NTS: 11D/12
MAP REF: LRIS,CG,CO,SS,GSAM,FFG
MR: C,SC:81320,100-101
AIR PHOTO: C,SC:81320,100-101
AP: -
CROWN %: 0 ACRES: 0
PRIVATE%: 100 ACRES: 19
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Halifax
SIZE: 8
FSA: M24
FILE DATE: Jun 71
GEOL INFO: 7(8).
HECTARES: 0 DOC: -
HECTARES: 8 DOC: C
THEME REG UNIT: 851

SITE: 39. Duncans Cove
ECOSYSTEM: coastal barrens
ECO: -
MAP BK: 25A2 NTS: 11D/05
MAP REF: PCL,LRIS,CG,CO,SS,GSAM,FFG
MR: -
AIR PHOTO: C,SC:81319,112-114,147-149
AP: -
CROWN %: 60 ACRES: 328
PRIVATE%: 40 ACRES: 219
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Halifax
SIZE: 221
FSA: N24
FILE DATE: Jan 24 74
GEOL INFO: 7(8).
HECTARES: 133 DOC: C
HECTARES: 88 DOC: C
THEME REG UNIT: 851

SITE: 40. West Dover
COUNTY: Halifax
ECOSYSTEM: dry heath barrens and bogs
ECO: -
SIZE: 182
MAP BK: 21C2,21D2 NTS: 11D/05 FSA: N21,N22
MAP REF: PCL,LRIS,CG,CO,SS,GSAM
MR: - FILE DATE: May 71
AIR PHOTO: C,SC:81319,81-83
AP: - GEOL INFO: 7(8).
CROWN %: 75 ACRES: 338 HECTARES: 137 DOC: C
PRIVATE%: 25 ACRES: 112 HECTARES: 45 DOC: C
WILD HAB: -
WH: - THEME REG UNIT: 851
STATUS: Peggys Cove Conservation Area
REF: -
REF: -

SITE: 41. Hollahan Lake
COUNTY: Lunenburg
ECOSYSTEM: jack pine (Pinus banksiana) stand
ECO: -
SIZE: 4
MAP BK: 21B1 NTS: 21A/09 FSA: M20
MAP REF: PCL,SS,CO,GSAM,FFG,GSC
MR: - FILE DATE: Sep 21 72
AIR PHOTO: -
AP: - GEOL INFO: 7(8).
CROWN %: 100 ACRES: 10 HECTARES: 4.0 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: MBH-H
WH: - THEME REG UNIT: 451
STATUS: Prov. Wildlife Sanctuary (waterfowl)
REF: -
REF: -

SITE: 42. Burnaby Lake
COUNTY: Queens
ECOSYSTEM: red spruce (Picea rubens) stand
ECO: -
SIZE: 39
MAP BK: 16A1 NTS: 21A/02 FSA: P14
MAP REF: PCL,CO,CG,GSAM
MR: - FILE DATE: Sep 21 72
AIR PHOTO: -
AP: - GEOL INFO: 9(10),12.3
CROWN %: 2 ACRES: 2 HECTARES: .8 DOC: C
PRIVATE%: 98 ACRES: 94 HECTARES: 38.2 DOC: C
WILD HAB: -
WH: - THEME REG UNIT: 412
STATUS: -
REF: -
REF: -

SITE: 43. Shelburne River COUNTY: Queens
ECOSYSTEM: old-growth hemlock (Tsuga canadensis) stand
ECO: - SIZE: 62
MAP BK: 89C5 NTS: 21A/03 FSA: P11
MAP REF: PCL,CG,SS,CO,GSAM
MR: - FILE DATE: Sep 12 72
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.1
CROWN %: 12 ACRES: 18.5 HECTARES: 7.5 DOC: C
PRIVATE%: 88 ACRES: 135.5 HECTARES: 54.5 DOC: C
WILD HAB: -
WH: - THEME REG UNIT: 412
STATUS: -
REF: -
REF: -

SITE: 44. Sixth Lake COUNTY: Queens
ECOSYSTEM: hemlock (Tsuga canadensis)-red spruce (Picea rubens) forest
ECO: - SIZE: 81
MAP BK: 10C1 NTS: 21A/03 FSA: P11,Q11
MAP REF: PCL,CG,SS,GSAM
MR: - FILE DATE: Sep 14 72
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.3
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 200 HECTARES: 81 DOC: C
WILD HAB: -
WH: - THEME REG UNIT: 412
STATUS: -
REF: -
REF: -

SITE: 45. Broad River COUNTY: Queens
ECOSYSTEM: red spruce (Picea rubens) forest
ECO: - SIZE: 51
MAP BK: 10E2 NTS: 21A/02 FSA: Q13
MAP REF: PCL,CO,SS,CG,GSAM
MR: - FILE DATE: Sep 14 72
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.3
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 125 HECTARES: 51 DOC: C
WILD HAB: -
WH: - THEME REG UNIT: 412
STATUS: -
REF: -
REF: -

SITE: 46. Carter's Beach COUNTY: Queens
ECOSYSTEM: sand dunes and beach
ECO: - SIZE: 39
MAP BK: 16A3 NTS: 20P/15 FSA: R14
MAP REF: PCL,CG,CO,SS
MR: - FILE DATE: Jun 10 71
AIR PHOTO: -
AP: - GEOL INFO: 7(8).
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 96 HECTARES: 39 DOC: C
WILD HAB: PPH
WH: - THEME REG UNIT: 841
STATUS: -
REF: -
REF: -

SITE: 47. Silvery Lake COUNTY: Shelburne
ECOSYSTEM: old-growth hemlock (Tsuga canadensis)stand
ECO: - SIZE: 8
MAP BK: 10A1 NTS: 21A/03 FSA: P9
MAP REF: PCL,CG,CO,SS,GSAM
MR: - FILE DATE: -
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.3
CROWN %: 100 ACRES: 20 HECTARES: 8 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: -
WH: - THEME REG UNIT: 412a
STATUS: -
REF: -
REF: -

SITE: 48. Shelburne Barrens COUNTY: Shelburne, Yarmouth
ECOSYSTEM: fire barrens
ECO: - SIZE: 5653
MAP BK: 05E1,05E2,10A1,10A2 NTS: 21A/03,21A/04 FSA: Q8,Q9
MAP REF: PCL,CG,CO,GSAM
MR: - FILE DATE: Jun 8 71
AIR PHOTO: -
AP: - GEOL INFO: 7(8).,9(10).12.3
CROWN %: 98 ACRES: 13688 HECTARES: 5540 DOC: C
PRIVATE%: 2 ACRES: 280 HECTARES: 113 DOC: C
WILD HAB: FW,S-(8)-20-7,4ha,71.5,B;FW,S-(8)-A-41,119ha,71.5,B;FW,S-(8)-18-2,
WH: 18ha,66.5,C THEME REG UNIT: 412a
STATUS: -
REF: Strang,R.M.(1970);Strang,(1971a.);Strang,R.M.(1971b.);Strang,R.M.(1972)
REF: -

SITE: 49. Sandhills Beach
ECOSYSTEM: sand dunes and salt marsh
ECO: -
MAP BK: 06E2 NTS: 20P/12
MAP REF: PCL,CG,SS,GSAM
MR: -
AIR PHOTO: -
AP: -
CROWN %: 100 ACRES: 50
PRIVATE%: 0 ACRES: 0
WILD HAB: SM,MBH-M
WH: -
STATUS: Provincial Park
REF: -
REF: -

COUNTY: Shelburne
SIZE: 20
FSA: U8
FILE DATE: Jun 3 71
GEOL INFO: 9(10).12.5
HECTARES: 20 DOC: C
HECTARES: 0 DOC: -
THEME REG UNIT: 841

SITE: 50. Quinan Lake
ECOSYSTEM: old-growth mixed forest
ECO: -
MAP BK: 05C4,05D4 NTS: 20P/13
MAP REF: PCL,CO,CG,GSAM
MR: -
AIR PHOTO: -
AP: -
CROWN %: 100 ACRES: 1325
PRIVATE%: 0 ACRES: 0
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Yarmouth
SIZE: 536
FSA: D21
FILE DATE: Jun 21 72
GEOL INFO: 9(10).12.5
HECTARES: 536 DOC: C
HECTARES: 0 DOC: -
THEME REG UNIT: 440

SITE: 51. Moses Lake
ECOSYSTEM: old-growth deciduous forest
ECO: -
MAP BK: 05C3 NTS: 20P/13
MAP REF: PCL,CO,CG,SS,GSAM
MR: -
AIR PHOTO: -
AP: -
CROWN %: 0 ACRES: 0
PRIVATE%: 100 ACRES: 29
WILD HAB: -
WH: -
STATUS: -
REF: -
REF: -

COUNTY: Yarmouth
SIZE: 12
FSA: S6
FILE DATE: Jul 72
GEOL INFO: 9(10).12.3
HECTARES: 0 DOC: -
HECTARES: 12 DOC: C
THEME REG UNIT: 831

SITE: 52. Spinneys Heath COUNTY: Yarmouth
ECOSYSTEM: sphagnum bog
ECO: - SIZE: 280
MAP BK: 05C4,05C5 NTS: 20P/13 FSA: S6
MAP REF: PCL,CG,CO,SS,GSAM
MR: - FILE DATE: Jul 15 71
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.1
CROWN %: 100 ACRES: 691 HECTARES: 280 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: FW,Y-(2a)-A-3,162ha,69,C;FW,Y-(2)-4-15,18ha,66,C
WH: - THEME REG UNIT: 831
STATUS: -
REF: -
REF: -

SITE: 53. Chebogue Lake COUNTY: Yarmouth
ECOSYSTEM: tidal lake
ECO: - SIZE: 116
MAP BK: 05A4 NTS: 20O/16 FSA: S4
MAP REF: CG,CO,SS,GSAM
MR: - FILE DATE: Jul 1 72
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.3
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 288 HECTARES: 116 DOC: C
WILD HAB: SM;MBH-H
WH: - THEME REG UNIT: 831
STATUS: Prov. Wildlife Sanctuary (waterfowl)
REF: -
REF: -

SITE: 54. Hectanooga COUNTY: Digby
ECOSYSTEM: eastern white cedar (Thuja occidentalis) stand
ECO: - SIZE: 62
MAP BK: 05A1 NTS: 21B/01 FSA: Q4
MAP REF: CG,CO,SS
MR: - FILE DATE: Jul 7 72
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.3
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 154 HECTARES: 62 DOC: U
WILD HAB: -
WH: - THEME REG UNIT: 411
STATUS: -
REF: -
REF: -

SITE: 55. Cape St. Mary COUNTY: Digby
ECOSYSTEM: salt marsh and sand dunes
ECO: - SIZE: 132
MAP BK: 02E1 NTS: 21B/01 FSA: 03
MAP REF: PCL,CG,CO,SS,GSAM
MR: - FILE DATE: Jul 8 71
AIR PHOTO: -
AP: - GEOL INFO: 9(10).105.4
CROWN %: 50 ACRES: 162.5 HECTARES: 66 DOC: C
PRIVATE%: 50 ACRES: 162.5 HECTARES: 66 DOC: U
WILD HAB: SM;MBH-M
WH: - THEME REG UNIT: 820
STATUS: Provincial Park (dunes & beach)
REF: -
REF: -

SITE: 56. Placid Lake COUNTY: Digby
ECOSYSTEM: lake,river floodplains and old-growth hemlock(Tsuga canadensis)stand
ECO: - SIZE: 175
MAP BK: 04B4 NTS: 21A/05 FSA: 05
MAP REF: PCL,CG,CO,SS
MR: - FILE DATE: May 20 71
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.3,9(10).12.1
CROWN %: 5 ACRES: 22 HECTARES: 8.7 DOC: C
PRIVATE%: 95 ACRES: 410 HECTARES: 166.3 DOC: U
WILD HAB: FW,Yar-(3)-2-80a,17ha,71.5,B
WH: - THEME REG UNIT: 421a
STATUS: -
REF: -
REF: -

SITE: 57. Belliveau Lake COUNTY: Digby
ECOSYSTEM: lacustrine plant communities
ECO: - SIZE: 299
MAP BK: 04A3 NTS: 21B/08 FSA: 04
MAP REF: CG,CO,SS,GSAM
MR: - FILE DATE: Jul 16 71
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.3
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 740 HECTARES: 299 DOC: U
WILD HAB: -
WH: - THEME REG UNIT: 411
STATUS: -
REF: -
REF: -

SITE: 58. Grosses Coques COUNTY: Digby
ECOSYSTEM: salt marsh
ECO: - SIZE: 51
MAP BK: 04A3 NTS: 21B/08 FSA: 04
MAP REF: CG,CO,SS,GSAM
MR: - FILE DATE: Jul 7 71
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.3
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 125 HECTARES: 51 DOC: U
WILD HAB: -
WH: - THEME REG UNIT: 820
STATUS: -
REF: -
REF: -

SITE: 59. Brier Island COUNTY: Digby
ECOSYSTEM: sedge and sphagnum bogs
ECO: - SIZE: 138
MAP BK: 01C4,01D4 NTS: 21B/01,21B/08 FSA: 02
MAP REF: PCL,CO,CG,SS,GSAM
MR: - FILE DATE: -
AIR PHOTO: -
AP: - GEOL INFO: 4(5).1.3
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 340 HECTARES: 138 DOC: C
WILD HAB: FW,Digby-(18)-A-1,70ha,67.5,C;IS-S
WH: - THEME REG UNIT: 810
STATUS: -
REF: Gordon,D.P.(1972);Mills,E.L.,1970
REF: -

SITE: 60. Ventral Bog COUNTY: Digby
ECOSYSTEM: sphagnum bog
ECO: - SIZE: 97
MAP BK: 01E3 NTS: 21B/08 FSA: 02
MAP REF: PCL,CG,CO,SS,GSAM
MR: - FILE DATE: -
AIR PHOTO: -
AP: - GEOL INFO: 4(5).1.3
CROWN %: 10 ACRES: 24 HECTARES: 10 DOC: C
PRIVATE%: 90 ACRES: 216 HECTARES: 87 DOC: C
WILD HAB: -
WH: - THEME REG UNIT: 810
STATUS: -
REF: -
REF: -

SITE: 61. Birch Lake COUNTY: Digby
ECOSYSTEM: white pine (Pinus strobus) forest
ECO: - SIZE: 162
MAP BK: 04D3,04D4 NTS: 21A/05 FSA: 07
MAP REF: PCL,CG,CO,SS
MR: - FILE DATE: -
AIR PHOTO: -
AP: - GEOL INFO: 7(8).
CROWN %: 95 ACRES: 380 HECTARES: 154 DOC: C
PRIVATE%: 5 ACRES: 20 HECTARES: 8 DOC: I
WILD HAB: -
WH: - THEME REG UNIT: 440
STATUS: -
REF: -
REF: -

SITE: 62. Sporting Lake COUNTY: Digby
ECOSYSTEM: old-growth coniferous forest
ECO: - SIZE: 32
MAP BK: 04E4 NTS: 21A/05 FSA: 08
MAP REF: PCL,CG,CO,SS
MR: - FILE DATE: Jul 5 72
AIR PHOTO: -
AP: - GEOL INFO: 7(8).
CROWN %: 100 ACRES: 80 HECTARES: 32 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: -
WH: - THEME REG UNIT: 440a
STATUS: -
REF: -
REF: -

SITE: 63. Big Dam Lake COUNTY: Annapolis
ECOSYSTEM: old-growth hemlock (Tsuga canadensis) forest
ECO: - SIZE: 152
MAP BK: 09B2,09C2 NTS: 21A/06 FSA: N10
MAP REF: CG,CO,SS,GSC
MR: - FILE DATE: May 25 71
AIR PHOTO: -
AP: - GEOL INFO: 9(10).12.1,9(10).12.3
CROWN %: 100 ACRES: 375 HECTARES: 152 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: -
WH: - THEME REG UNIT: 433
STATUS: Kejimkujik N.P.
REF: -
REF: -

SITE: 64. Kentville Ravine COUNTY: Kings
ECOSYSTEM: old-growth hemlock (Tsuga canadensis) stand and river floodplain
ECO: - SIZE: 39
MAP BK: 13D5 NTS: 21H/01 FSA: I17
MAP REF: PCL,LRIS,CO,CG,SS,FFG,GSAM
MR: - FILE DATE: May 4 71
AIR PHOTO: -
AP: - GEOL INFO: 5.1.5
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 96 HECTARES: 39 DOC: C
WILD HAB: -
WH: - THEME REG UNIT: 610
STATUS: -
REF: -
REF: -

SITE: 65. Cape Split COUNTY: Kings
ECOSYSTEM: deciduous forest and arctic-alpine habitat
ECO: - SIZE: 445
MAP BK: 13D2,13D3 NTS: 21H/08 FSA: G17
MAP REF: PCL,CG,CO,SS,GSAM
MR: - FILE DATE: Jul 12 71
AIR PHOTO: -
AP: - GEOL INFO: 4(5).1.3
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 1100 HECTARES: 445 DOC: U
WILD HAB: -
WH: - THEME REG UNIT: 720
STATUS: -
REF: -
REF: -

SITE: 66. Saint Croix River COUNTY: Hants
ECOSYSTEM: mixed forest
ECO: - SIZE: 121
MAP BK: 20B1,20B2 NTS: 21A/16 FSA: J20
MAP REF: LRIS,CG,CO,SS,GSAM
MR: - FILE DATE: Jun 71
AIR PHOTO: C,SC:81328,74-77,156-159
AP: - GEOL INFO: 7b.8.8
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 300 HECTARES: 121 DOC: C
WILD HAB: -
WH: - THEME REG UNIT: 511a
STATUS: -
REF: -
REF: -

SITE: 67. Shady Brook COUNTY: Hants
ECOSYSTEM: red-spruce (Picea rubens)-hemlock(Tsuga canadensis)forest
ECO: - SIZE: 89
MAP BK: 20B3 NTS: 21A/16 FSA: K20
MAP REF: LRIS,CG,CO,SS,GSAM
MR: - FILE DATE: Sep 21 72
AIR PHOTO: C,SC:81325,28-30
AP: - GEOL INFO: 8.
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 220 HECTARES: 89 DOC: C
WILD HAB: -
WH: - THEME REG UNIT: 451
STATUS: -
REF: -
REF: -

SITE: 68. Shubenacadie COUNTY: Hants
ECOSYSTEM: clear-cut in mixed woods
ECO: - SIZE: 14
MAP BK: 24B1 NTS: 11E/03 FSA: I25
MAP REF: LRIS,CG,CO,SS,GSAM
MR: - FILE DATE: Jul 26 72
AIR PHOTO: C,SC:81326,78-80,200-201
AP: - GEOL INFO: 7b.8.3
CROWN %: 0 ACRES: 0 HECTARES: 0 DOC: -
PRIVATE%: 100 ACRES: 35 HECTARES: 14 DOC: C
WILD HAB: -
WH: - THEME REG UNIT: 511a
STATUS: -
REF: -
REF: -

SITE: 69. South Maitland COUNTY: Hants
ECOSYSTEM: river intervale, gypsum cliffs, mixed cliffs and a cave
ECO: - SIZE: 148
MAP BK: 23A3,23A4 NTS: 11E/04 FSA: H24
MAP REF: PCL,LRIS,CG,CO,SS,GSAM,FFG
MR: - FILE DATE: Mar 15 73
AIR PHOTO: C,SC:81313,89-93,148-150
AP: - GEOL INFO: 7b.8,7b.9
CROWN %: 50 ACRES: 182.5 HECTARES: 74 DOC: C
PRIVATE%: 50 ACRES: 182.5 HECTARES: 74 DOC: C
WILD HAB: FW,Col-(1)-9-1,24.5ha,66.5,C
WH: - THEME REG UNIT: 511a
STATUS: -
REF: -
REF: -

SITE: 70. Pomquet
COUNTY: Antigonish
ECOSYSTEM: barrier sand dunes
ECO: -
SIZE: 233
MAP BK: 29E4 NTS: 11F/12 FSA: D38
MAP REF: PCL,LRIS,CG,CO,SS,GSAM
MR: - FILE DATE: May 31 78
AIR PHOTO: -
AP: - GEOL INFO: 7a.6.3
CROWN %: 61 ACRES: 350 HECTARES: 142 DOC: C
PRIVATE%: 39 ACRES: 225 HECTARES: 91 DOC: C
WILD HAB: SM,MBH-H,PPH,BEH
WH: - THEME REG UNIT: 521
STATUS: Provincial Park
REF: -
REF: -

SITE: 71. Indian Man Lake
COUNTY: Guysborough
ECOSYSTEM: red oak (Quercus borealis)-white pine (Pinus strobus) forest
ECO: -
SIZE: 40
MAP BK: 30A3 NTS: 11E/08 FSA: G35
MAP REF: PCL,CG,CO,SS,FFG,GSC
MR: - FILE DATE: Jul 78
AIR PHOTO: C,SC:A80359,16-18,131-133
AP: - GEOL INFO: 7b.9.5
CROWN %: 100 ACRES: 98 HECTARES: 40 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: -
WH: - THEME REG UNIT: 572
STATUS: -
REF: -
REF: -

SITE: 72. Gabarus-Belfry Gut
COUNTY: Cape Breton
ECOSYSTEM: barrier beach
ECO: -
SIZE: 890
MAP BK: 44B2,44C2 NTS: 11F/16 FSA: CB22,CB23
MAP REF: PCL,LRIS,CG,CO,SS
MR: - FILE DATE: Dec 18 81
AIR PHOTO: I,SC:83314,215-216
AP: - GEOL INFO: 12.18.1
CROWN %: 100 ACRES: 2200 HECTARES: 890 DOC: C
PRIVATE%: 0 ACRES: 0 HECTARES: 0 DOC: -
WILD HAB: -
WH: - THEME REG UNIT: 870
STATUS: -
REF: -
REF: -

SITE: 73. Frankville
COUNTY: Antigonish
ECOSYSTEM: mixed forest
ECO: -
SIZE: 50
MAP BK: 34B4
NTS: 11F/12
FSA: D40
MAP REF: PCL,LRIS,CG,CO,SS,GSAM
MR: -
FILE DATE: -
AIR PHOTO: -
AP: -
GEOL INFO: 7b.9.
CROWN %: 100
ACRES: 123
HECTARES: 50
DOC: C
PRIVATE%: 0
ACRES: 0
HECTARES: 0
DOC: -
WILD HAB: -
WH: -
THEME REG UNIT: 521
STATUS: -
REF: -
REF: -

SITE: 74. Wight Nature Preserve
COUNTY: Halifax
ECOSYSTEM: bog, barrens and mixed forest
ECO: -
SIZE: 16
MAP BK: 20B5
NTS: 21A/09
FSA: L20
MAP REF: PCL,LRIS,CG,CO,SS,GSAM,FFG
MR: -
FILE DATE: Jul 78
AIR PHOTO: C,SC:81327,48-49,97-98
AP: -
GEOL INFO: 7(8).
CROWN %: 100
ACRES: 38.5
HECTARES: 16
DOC: C
PRIVATE%: 0
ACRES: 0
HECTARES: 0
DOC: -
WILD HAB: -
WH: -
THEME REG UNIT: 451
STATUS: Protected under Museums Act
REF: -
REF: -

SITE: 75. Gillfillan Lake
COUNTY: Yarmouth
ECOSYSTEM: coastal plain: rare plants
ECO: -
SIZE: 188
MAP BK: 05C2,05C3
NTS: 20P/13
FSA: R6
MAP REF: PCL,CG,CO,SS,GSAM
MR: -
FILE DATE: -
AIR PHOTO: -
AP: -
GEOL INFO: 9(10).12.3
CROWN %: 60
ACRES: 279
HECTARES: 113
DOC: C
PRIVATE%: 40
ACRES: 186
HECTARES: 75
DOC: C
WILD HAB: -
WH: -
THEME REG UNIT: 411
STATUS: -
REF: Keddy,P.A.,1980;Keddy,P.A.,and Reznicek,A.A.,1982;Keddy,P.A.,1982
REF: -

SITE: 76. Meander River
COUNTY: Hants
ECOSYSTEM: river intervale: rare plants
ECO: -
SIZE: -
MAP BK: -
NTS: -
FSA: -
MAP REF: -
MR: -
FILE DATE: -
AIR PHOTO: C,SC:81332,27-32,114-119
AP: -
GEOL INFO: -
CROWN %: -
ACRES: -
HECTARES: -
DOC: I
PRIVATE%: -
ACRES: -
HECTARES: -
DOC: I
WILD HAB: -
WH: -
THEME REG UNIT: 511a
STATUS: -
REF: -
REF: -

APPENDIX A - MAP REF

PCL : Indicate ownership of land by provincial government departments. Accompanied by ownership documentation on microfiche. Available from Provincial Crown Lands Record Centre.

LRIS : Indicate land ownership. Accompanying information on file. Available from Land Registration Information Service.

CG : Crown Grant index sheets showing approximate boundaries of original land grants. Available from N.S. Dept. of Lands and Forests, Map Distribution Unit. Scales 1"=1 mile,1"=.5 mile.

FSB : Forestry Series "B", a forest inventory for areas designated as Forest Management Units. Scale 1"=.25 mile.

FSC : Forestry Series "C", original land grants, scale 1"=.25 mile.

FSD : Forestry Series "D", base map, scale 1"=.25 mile.

CO : Contoured Orthophotos showing metric contours. Available form NSDLF Map Distribution Library.

SS : Soil Survey by county. Map plus report.

NSCM : Claim maps indicating exploration claims extant. Available from N.S. Dept. of Mines and Energy.

NSAM : Aeromagnetic maps available from NSDME.

GSAM : Aeromagnetic maps available from the Geological Survey of Canada.

FFG : Original GSC geological maps done by Faribualt and Fletcher. Out of print.

GSC : Geological maps of the GSC other than those above. Some available from the GSC, others out of print.

GBN : Geo-Base Number, computer derived and used for exact locality reference for selected sites. Not yet available.

APPENDIX B - GEOL INFO

AGE	GROUP	FORMATION
1. QUATERNARY		
1a. Recent		
1b. Pleistocene		
2. TERTIARY		
2a. Pliocene		
2b. Miocene		
2c. Oligocene		
2d. Eocene		
2e. Paleocene		
3. CRETACEOUS		
4. JURASSIC	1. Fundy	1. McCoy Brook
	1.	2. Scots Bay
4(5). TRIASSIC/JURASSIC	1.	3. North Mountain
5. TRIASSIC	1.	4. Blomidon
	1.	5. Wolfville
6. PERMIAN		
7. CARBONIFEROUS		
7a. Pennsylvanian	2. Pictou	1. Scotch Village
	2.	2. Broad Cove
	2.	3. Inverness
	3. Stellarton	
	4. Morien	1. Ptychocarpus unitus
	4.	2. Linopteris obliqua
	4.	3. Lonchopteris
	5. Cumberland	1. Upper fine
	5.	2. Upper coarse
	5.	3. Lower fine
	5.	4. Lower coarse
	5.	5. New Glasgow
	6. Riversdale	1. Parrsboro
	6.	2. Boss Point
	6.	3. Port Hood
	6.	4. Claremont
	6.	5. Millsville
	6.	6. Pomquet
7b. Mississippian	7. Canso	1. Londonderry
	7.	2. West Bay
	7.	3. Middleborough
	7.	4. Lismore
	7.	5. Mabou
	7.	6. Point Edward
	7.	7. Cape Dauphin
	7.	8. St. Anns
	7.	9. Watering Brook
	8. Windsor	1. Murphy Road
	8.	2. Green Oaks
	8.	3. Churchville
	8.	4. Wentworth Station
	8.	5. Miller Creek
	8.	6. MacDonalds Road
	8.	7. Forbes Lake
	8.	8. White Quarry

APPENDIX B (continued)

AGE	GROUP	FORMATION
7b. Mississippian	8. Windsor	9. Macumber
	8.	10.Stewiacke
	8.	11.Carrolls Corner
	8.	12.Meaghers Grant
	8.	13.Gays River
	8.	14.Bridgeville
	8.	15.Holmes Brook
	85. No group	1. Grantmire
	9. Horton	1. Cheverie
	9.	2. Horton Bluff
	9.	3. Ainslie
	9.	4. Strathlorne
	9.	5. Craignish
	9.	6. Wilkie Brook
	9.	7. Upper unit
	9.	8. Middle unit
	9.	9. Lower unit
7(8). CARBONIFEROUS/DEVONIAN	95. No group	1. Undifferentiated
	95.	2. Greville River
	95.	3. Rapid Brook
	95.	4. Nuttby
	95.	5. Fisset Brook
8. DEVONIAN	95.	1. Falls
	10. Fountain Lake	1. Diamond Brook
	10.	2. Byers Brook
	10.	3. McAras Brook
	10.	4. Unnamed-sedimentary
	10.	5. Unnamed-volcanic
	105.No group	1. Murphy Brook
	105.	2. McAdam Lake
	105.	3. Torbrook
	105.	4. Portapique River
	105.	5. Knoydart
8(9). DEVONIAN/SILURIAN	105.	1. undifferentiated
9. SILURIAN	105.	1. New Canaan
	105.	2. Kentville
	105.	3. Wilson Brook
	105.	4. Earltown
	105.	5. Kerrowgare
	105.	6. Glencoe Brook
	11. Arisaig	1. Stonehouse
	11.	2. Moydart
	11.	3. McAdam Brook
	11.	4. French River
	11.	5. Ross Brook
	11.	6. Beechhill Cove
9(10). ORDOVICIAN/SILURIAN	115.No group	1. White Rock-sedimentary
	115.	2. White Rock-volcanic
	115.	3. Bear Brook
	115.	4. McGillivray Brook
	115.No group	5. Dunn Point
	115.	6. Sunnybrae

APPENDIX B (continued)

AGE	GROUP	FORMATION
10. ORDOVICIAN		
10(11). ORDOVICIAN/CAMBRIAN	12. Meguma	1. Halifax
	12.	2. Halifax-metamorphosed
	12.	3. Goldenville
	12.	4. Goldenville-metamorph.
	12.	5. Gneiss
	125.No group	1. McLeod Brook
11. CAMBRIAN	125.	2. MacNeil
	125.	3. MacMullin
	125.	4. Keppoch
	125.	5. undivided
	13. Bourinot	1. Eskasoni
	13.	2. Dugald
	13.	3. Gregwa
	14. Kelvin Glen	1. Victoria Bridge
	14.	2. Gillis Brook
	14.	3. Kelvin Lake
	145.No group	1. McLean Brook
	145.	2. Trout Brook
	145.	3. Canoe Brook
	145.	4. MacCodrum
	145.	5. Morrison River
	15. Iron Brook	1. Ferrona
	15.	2. Little Hollow
	15.	3. Black John
	16. McDonalds Brook	1. Arbuckle Brook
	16.	2. Malignant Cove
11(12). HADRYNIAN/CAMBRIAN	165.No group	1. Undifferentiated
12. HADRYNIAN	165.	1. Jeffers
	165.	2. Warwick Mountain
	17. Georgeville	1. Livingstone Cove
	17.	2. Morar Brook
	17.	3. Chisholm Brook
	18. Fourchu	1. Undifferentiated
	185.No group	1. Metavolcanics-unnamed
	185.	2. Slate,schist-unnamed
	185.	3. Metaconglomerate-unn.
	19.Bass River Complex	1. Great Village River
	19.	2. Gamble Brook
	19.	3. Folly River
	20. George River	1. Marble, calc-silicates
	20.	2. Metavolcanics
	20.	3. Metamorphic rocks
	20.	4. Quartzite
	20.	5. Metaconglomerate
	20.	6. Paragneiss & schist
12(13). HADRYNIAN/HELIKIAN	205.Undifferentiated	1. Undivided
	205.	2. Mafic gneiss,schist
	205.	3. Felsic gneiss,schist
	21. Mt.Thom Complex	
	22. Basement Complex	
13. HELIKIAN		

LD HAB

e are 6 types of habitat noted in the previously mentioned book, and tion of them is listed below.

1. Freshwater Wetlands : The code lists habitat type (FW), site code, area in hectares, rating (37-108) according to value to wildlife, and a letter grade (A=Best, B=Better, C=Good)
2. Salt Marsh : SM
3. Islands : Sensitive and critical bird habitats are indicated IS-S and IS-C
4. Migratory Bird Habitats : Moderate and high-use areas are indicated MBH-M and MBH-H.
5. Piping Plover Nesting Habitats : PPH
6. Bald Eagle Habitat : BEH

REFERENCES

- Anonymous, 1982. Important Freshwater Wetlands and Coastal Wildlife Habitats of Nova Scotia,'82. N.S. Dept. of Lands and Forests.
- Griffiths,L., Muecke, A., 1982. Special Places in Nova Scotia. History and Context. Nova Scotia Museum.
- Simmons,M., Davis,D., Griffiths,L., Muecke,A., 1984. Natural History of Nova Scotia, 2 vol. N.S. Dept.Education, N.S. Dept. Lands and Forests.
- Snow, K., 1984. Project Description for the Capability Trial of the Geo-Base Geographic Information System.
- Special Places Protection Act (Nova Scotia) 1980.
- Taschereau, P., (ed.), 1974. Ecological Reserves in the Maritimes: Final Report of the Scientific Advisory Panel Region 7. Halifax, Canada.

C072

1382 Cole Harbour Road
Phone 902-456-0671 Fax 902-462-6472
e-mail jim@morashconstruction.com

August 4th 2021

To H.R.M. Planning.

This letter is to confirm that I would like to move toward developing the parcel at the end of Kenora Drive, with the intent on subdividing the lot into five single family building lots. As per discussions from August 2020. The PID is 00460717. I have attached the proposed rough sketch of the cul de sac addition.

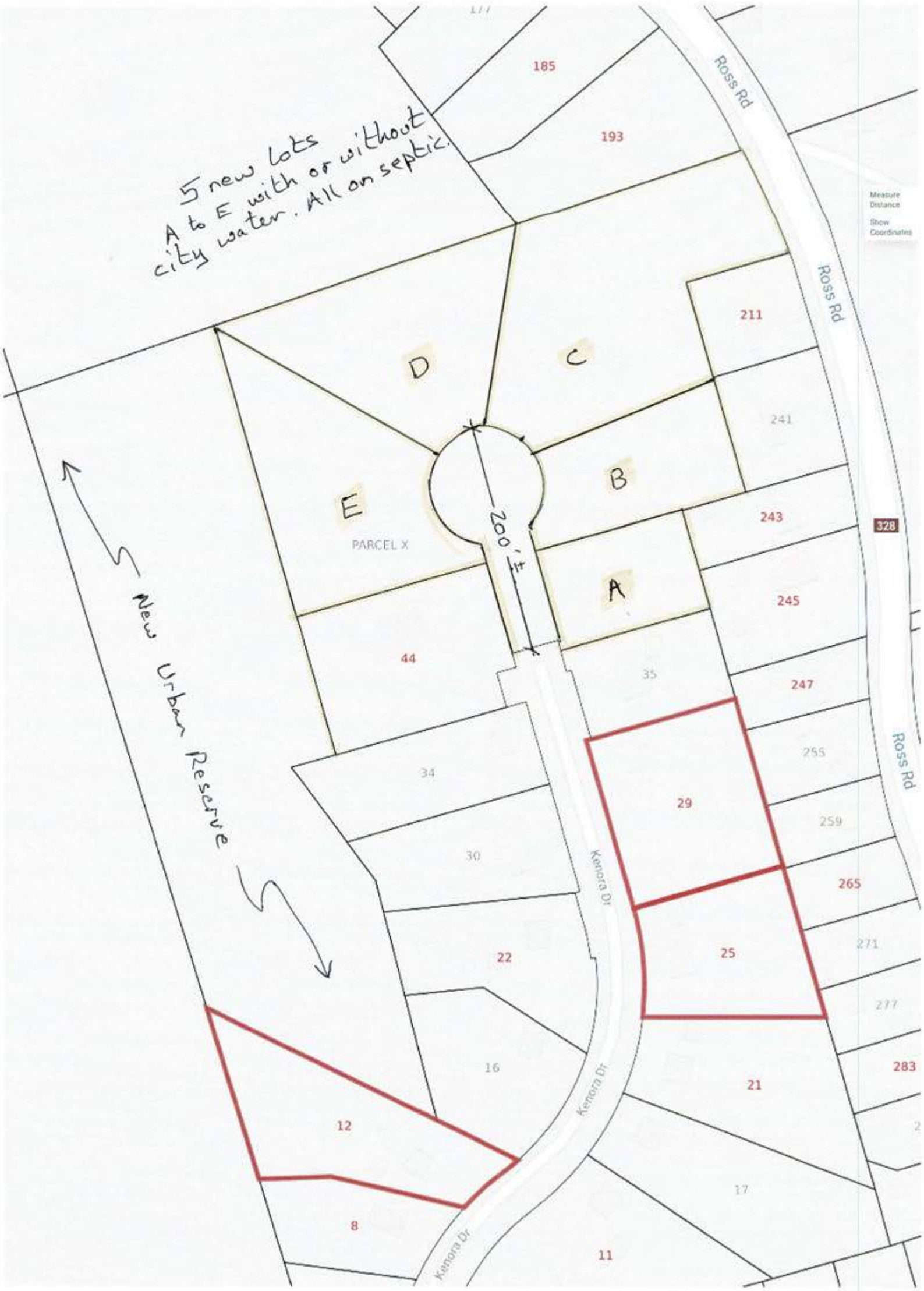
Yours Truly, Jim Morash
Jim Morash Construction Ltd.

ViewPoint

NEW TODAY (0)

List only properties in view

Nothing here! Please change your filters



C074

From: Stephen Adams
To: Perrin, Leah
Subject: [External Email] RE: Holding Zone Questions
Date: September 27, 2021 10:05:39 AM
Attachments: image001.png
image002.png

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

Hi, Leah:

The PID I'm interested in addressing is 41182643. It is zoned Holding and R-2. The property owners would like to have the entire parcel zoned R-2 to extend their subdivision.

Thank you, Leah,

Stephen

Stephen Adams Consulting Services Inc.
[redacted]

C077

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

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

FYI

Tony Lajo
[redacted]

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

PIPELINE RIGHT-OF-WAY

LANDS OF ULTRAMAR CANADA INC. BOOK 5044 PAGE 584

CALDWELL ROAD

TO VOLE HARBOUR ROAD

TO EASTERN PASSAGE

ROAD ROADWAY 66'

BLOCK (135)
PROPOSED COMMERCIAL AREA
REMAINING LANDS OF
OKNAH REALTY LTD.
66,633.26 SQ. FT.
1.53 ACRES

BLOCK (134)
PROPOSED COMMERCIAL AREA
LANDS OF
OKNAH REALTY LTD.
54,674.56 SQ. FT.
1.25 ACRES

ATHOLEA DRIVE

AMETHYST CRESCENT

AMETHYST CRESCENT

PEARL DRIVE

SAPPHIRE STREET

OPAL COURT

FUTURE DEVELOPMENT

FUTURE DEVELOPMENT

TA-X TEMPORARY TURNING AREA

DRAINAGE RIGHT-OF-WAY (PIN-1)

LANDS OF OKNAH REALTY LTD. BOOK 2755 PAGE 502

LANDS OF A. J. GILES INVESTMENTS LTD. BOOK 2058 PAGE 43

NOTE
FOR PREVIOUS SURVEY OF THIS AREA SEE PLAN OF SURVEY OKNAH PARK SUBDIVISION PHASE 3 APPROVED ON THE 25TH DAY OF JULY A.D. 1988 REVISED TO THE 8th DAY OF APR A.D. 1992 DRAWN BY K.W. ROBB & ASSOCIATES LTD.

NOTE
FOR PREVIOUS SURVEY OF THIS AREA SEE PLAN OF SURVEY OKNAH PARK SUBDIVISION PHASE 3, DATED THE 25 DAY OF JULY A.D. 1988, DRAWN BY K.W. ROBB & ASSOCIATES LTD.

NOTE
FOR PREVIOUS SURVEY OF THIS AREA SEE PLAN SHOWING LANDS OF OKNAH REALTY LTD. DATED THE 10th DAY OF MARCH A.D. 1972 DRAWN BY K.W. ROBB & ASSOCIATES LTD.

NOTE
THE LANDS AS SHOWN ON THIS PLAN ARE ON ARE INTENDED TO BE FOR A PORTION OF THOSE LANDS DESCRIBED IN A DEED FROM THE MUNICIPALITY OF THE COUNTY OF HALIFAX TO OKNAH REALTY LTD. RECORDED AT THE REGISTRY OF DEEDS OFFICE HALIFAX IN BOOK 2755 PAGE 502.

NOTE
THE AREA SHOWN IN HEAVY DARK LINES ON THIS PLAN REPRESENTS THE ONLY AREA SURVEYED AND CERTIFIED. THE REMAINING AREA IS A GRAPHIC REPRESENTATION ONLY AND IS NOT TO BE USED FOR LEGAL DESCRIPTIONS FOR CONVEYANCING PURPOSES OR FOR DEFINING BOUNDARY LINES.

TO ASSURE ACCURACY AND ORIGINAL DATA THIS PLAN MUST BEAR AN EMBOSSED STAMP BY K.W. ROBB & ASSOCIATES LTD., N.S.L.S. NO. 225

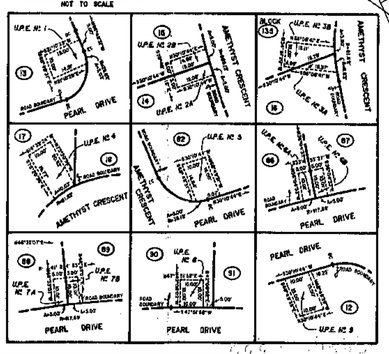
REMAINING LANDS
NOT TO SCALE

REMAINING LANDS OF OKNAH REALTY LTD. BOOK 2755 PAGE 502 P.I.D. 329644

KEY PLAN
SCALE - 1:50,000

HALIFAX HARBOUR, DARTMOUTH, MORRIS LAKE, COLE HARBOUR, SITE, MISSION LAKE, COLE HARBOUR

DETAILS
UTILITY POLE EASEMENTS
NOT TO SCALE



Halifax County Municipality
THIS FINAL PLAN OF SUBDIVISION IS APPROVED FOR
LOTS 16 TO 18 INCL., 25 TO 28 INCL. AND 91 TO 114 INCL.
DATE: MAR 17 1995
[redacted]
Approved by Development Officer
KELLEY TRENTY

IMPORTANT NOTICE
HALIFAX COUNTY MUNICIPALITY OFFERS NO GUARANTEE THAT BUILDING OR DEVELOPMENT PERMITS WILL BE ISSUED ON ANY OF ALL LOTS APPROVED ON THIS ENDORSED SUBDIVISION PLAN.
NOTICE: "In the interest of water quality preservation, it is advised that since it is a legal requirement under the Nova Scotia Water Act to obtain a water rights permit from the Department of Environment prior to commencing any work in or around the immediate vicinity of any watercourse, including the bed and flow of every river, stream, lake, creek, pond, spring, lagoon, swamp, marsh, wetland, estuary, gulch or other natural body of water, whether it contains water or not."

CENTRAL SERVICES
LOTS 16 AS ABOVE AND 25 TO 28 INCL. AND 91 TO 114 INCL. ARE SERVICED WITH MUNICIPAL WATER & SEWER.

SERVICE LATERALS FROM THE MAIN TO THE BUILDING SHALL BE THE RESPONSIBILITY OF THE OWNER.

PUBLIC STREETS OR HIGHWAYS
THE FOLLOWING STREETS AND HIGHWAYS ARE OWNED AND MAINTAINED BY THE NOVA SCOTIA DEPARTMENT OF TRANSPORTATION:
[redacted]

LEGEND

———	DENOTES LANDS DEALT WITH ON THIS PLAN
○ WIT. SM	DENOTES SET WITNESS SURVEY MARKER
⊙ SM / FSM	DENOTES SET SURVEY MARKER OR FOUND SURVEY MARKER
⊕ SP / FSMP	DENOTES SET CAPPED ROCK POST OR FOUND CAPPED ROCK POST
⊙ IB / FIB	DENOTES SET IRON BAR OR FOUND IRON BAR
⊕ IP / FIP	DENOTES SET IRON PIPE OR FOUND IRON PIPE
⊕ CC / FCC	DENOTES SET CUT CROSS OR FOUND CUT CROSS
WP / FWP	DENOTES SET WOODEN POST OR FOUND WOODEN POST
△ N.S.C.M. 1234	DENOTES NOVA SCOTIA CO-ORDINATE MONUMENT
———	DENOTES FACE OF CURB
———	DENOTES EDGE OF PAVEMENT
———	DENOTES EDGE OF GRAVEL
TR	DENOTES TRAVERSE HUB OR TRAVERSE LINE
———	DENOTES ORDINARY HIGH WATER MARK OF SHORE
———	DENOTES FENCE
B.C., E.C., P.R.C.	DENOTES END CURVE, BEGIN CURVE, POINT OF REVERSE CURVE

THIS SURVEY WAS EXECUTED DURING THE PERIOD SEPT. 8th TO SEPT. 27th, 1993

NOTE

1) ALL BEARINGS ARE DERIVED FROM CO-ORDINATE MONUMENT N.S.C.M. 4424 & 1478 1976 VALUES OF THE NOVA SCOTIA CO-ORDINATE MONUMENT SYSTEM AND ARE REFERENCED TO CENTRAL MERIDIAN 64° 30' 00" WEST.
2) ALL DISTANCES ARE MEASURED AND SCALE FACTOR HAS NOT BEEN APPLIED.
3) LOT IDENTIFIERS "12" - "18" INCL., "25", "26", "27", "28" - "90" INCL. ORIGINATE WITH THIS PLAN.
4) LOTS "12" - "17" INCL., LOT "82" & LOTS "86" - "90" INCL. ARE SUBJECT TO AN EASEMENT IN FAVOR OF THE NOVA SCOTIA POWER CORPORATION AND MARITIME TELEGRAPH & TELEPHONE CO.LTD. FOR THE CONSTRUCTION & MAINTENANCE OF GUY WIRES & ANCHORS FOR ELECTRICAL DISTRIBUTION PURPOSES.

SURVEYOR'S CERTIFICATE

I, K.W. ROBB, 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 NOVA SCOTIA LAND SURVEYORS ACT AND THE REGULATIONS MADE THEREUNDER.

DATED THIS 27th DAY OF SEPT. A.D. 1993

[redacted]
K.W. ROBB & ASSOCIATES LTD.
NOVA SCOTIA LAND SURVEYORS
N.S.L.S. NO. 225

REVISIONS

REVISED NOV. 5, 1994 - AMENDMENTS TO UTILITY POLE EASEMENTS H.R.

PLAN 30602 DR 332
CLASS B DOC 9182
ENTERED AND FILED
Mar 22 A.D. 19 95
[redacted]

PLAN OF SURVEY
OKNAH PARK SUBDIVISION (PHASE 4)
LANDS OF
OKNAH REALTY LIMITED
AMETHYST CRESCENT & PEARL DRIVE
COLE HARBOUR, IN THE COUNTY OF HALIFAX
PROVINCE OF NOVA SCOTIA

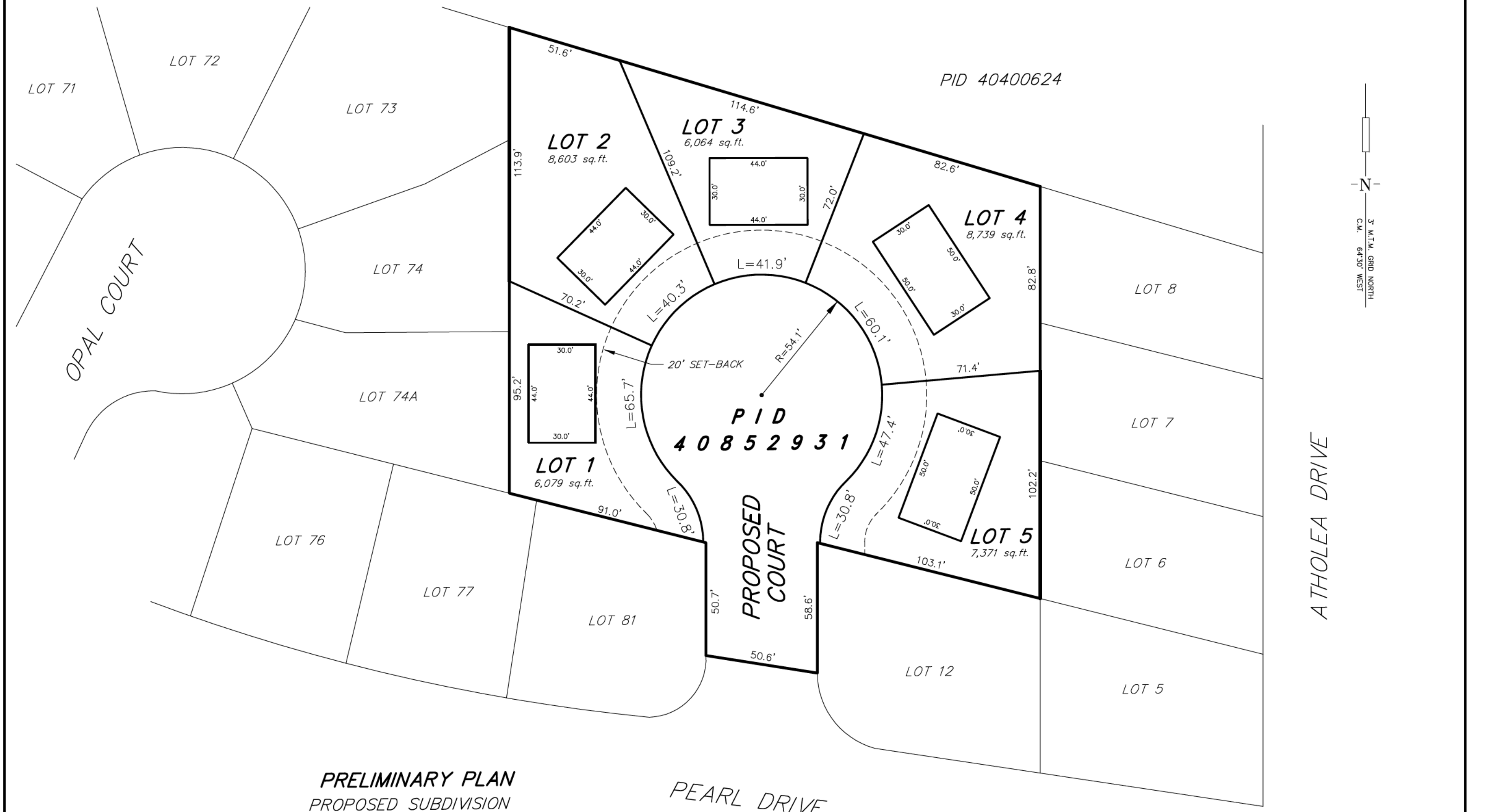
SCALE - 1 INCH = 40 FEET

40 20 0 40 80 120 160 200

THE ASSOCIATION OF NOVA SCOTIA LAND SURVEYORS
No 18389

W.O. NO. 3806-S & 4689-2

30X 30602



PRELIMINARY PLAN

PROPOSED SUBDIVISION
PID 40852931
PEARL DRIVE, COLE HARBOUR

SCALE – 1"=40'

C079

Perrin, Leah

From: Perrin, Leah
Sent: March 24, 2021 2:36 PM
To: Andrew Kent
Cc: Holm, Maggie; Sampson, Paul
Subject: RE: Eastern Passage - expansion of Birch Hill park

Hi Andrew,

Because your request would require a change to the Regional Plan, 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 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 (such as a concept plan, or written description of your proposal), please feel free to forward that along.

Kind regards,
Leah

LEAH PERRIN, MCIP LPP
PRINCIPAL PLANNER
REGIONAL POLICY PROGRAM
PLANNING & DEVELOPMENT
HALIFAX
PO BOX 1749
HALIFAX NS B3J 3A5
T. [redacted]
halifax.ca

From: Sampson, Paul [redacted]
Sent: March 24, 2021 2:30 PM
To: Andrew Kent [redacted]
Cc: Perrin, Leah [redacted]; Holm, Maggie [redacted]
Subject: Eastern Passage - expansion of Birch Hill park

Hi Andrew,

While there is policy in the local MPS for Eastern Passage/ Cow Bay (policies E-2 and UR-11) to consider expansion of Birch Hill park through the development agreement process, these policies were written prior to the Regional Plan (RP) and Regional Subdivision By-law (RSBL). The current service boundary is mapped in the RSBL, which means any alteration to that would require an amendment to the RSBL and likely the RP policies.

It would be worthwhile to discuss with Leah (cc'd here) the possibilities for having that looked into during the RP review process.

Regards,
Paul

PAUL SAMPSON, MCIP LPP
PLANNER II – URBAN ENABLED APPLICATIONS
PLANNING & DEVELOPMENT | CURRENT PLANNING
40 ALDERNEY DR., 2ND FLOOR (ALDERNEY GATE)

HALIFAX
PO BOX 1749
HALIFAX NS B3J 3A5
T. [redacted]
halifax.ca

From: Andrew Kent [redacted]
Sent: March 17, 2021 10:49 AM
To: Perrin, Leah [redacted]
Subject: [External Email] RE: Eastern Passage Discussion

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

Hi Leah,

Thanks for the quick reply. The parcels are PIDs **40001414** and **00373639** adjacent to our Birch Hill Community.

The land is mostly 'Rural Commuter' in the Regional Plan, Rural Area in the Municipal Plan and has Rural Area zoning.

We believe none of these designations would allow and expansion of our Birch Hill Community.

I would like to 1. Confirm my understanding is correct – no expansion is currently possible and 2. See if there would be any support for new affordable housing in the form of an expanded manufactured home community on these lands - if we pursued plan amendments / a rezoning / development agreement. I don't believe the majority of these lands are within the current service boundary.

Andrew

Killam APARTMENT REIT

Andrew Kent | Director, Developments
[redacted]
www.killamREIT.com | tsx:kmp.un

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From: Perrin, Leah [redacted]
Sent: March 17, 2021 10:41 AM
To: Andrew Kent [redacted]
Subject: RE: Eastern Passage Discussion

Hi Andrew,

I am in back to back meetings for the next few days – if you could send me the PID or address by email, with a brief description of your question, I can do a bit of digging before a chat perhaps early next week?

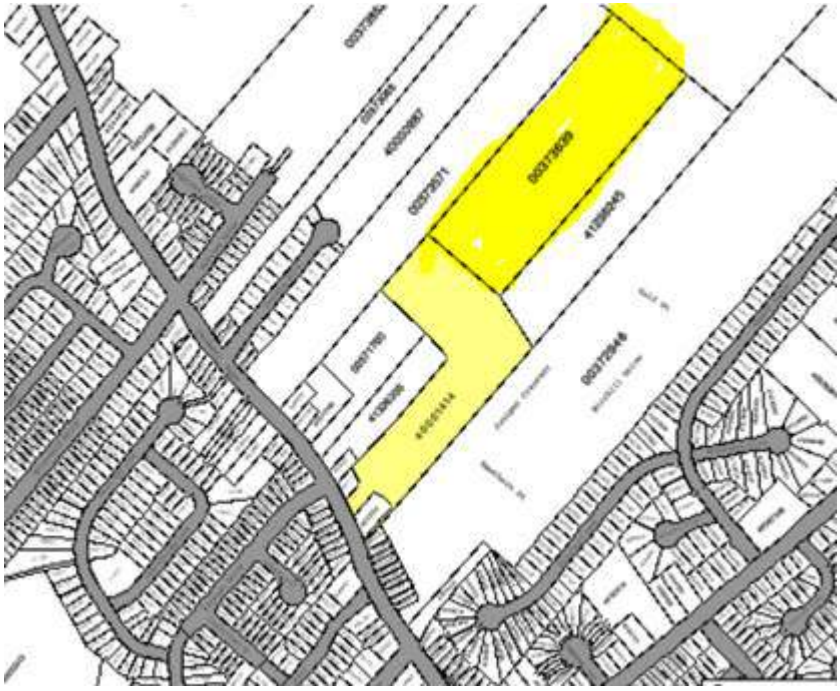
Thanks
Leah

LEAH PERRIN, MCIP LPP
PRINCIPAL PLANNER
regional policy program
PLANNING & DEVELOPMENT
HΛLIFΛX
PO BOX 1749
HALIFAX NS B3J 3A5
T. [redacted]
halifax.ca

From: Andrew Kent [redacted]
Sent: March 17, 2021 9:27 AM
To: Perrin, Leah [redacted]
Subject: [External Email] RE: Eastern Passage Discussion

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

Hi Leah, forgot the land:



Andrew Kent | Director, Developments
[redacted]
www.killamREIT.com | tsx:kmp.un

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From: Andrew Kent
Sent: March 17, 2021 9:26 AM
To: [redacted]
Subject: Eastern Passage Discussion

Hi Leah,

I'm hoping we can have a quick conversation about the land below.

C083

Perrin, Leah

From: Jeff Kielbratowski [redacted]
Sent: April 29, 2021 8:12 PM
To: Perrin, Leah
Cc: Meghan Harper
Subject: [External Email] Kiel Developments - Request For Development - Eastern Passage

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

Hi Leah,

It was great meeting you on our call the other day with Greg Zwicker. As mentioned, Kiel Developments and Highpoint Developments have substantial land holdings in Eastern Passage next to Hartlen Point Golf Course. Currently we are landlocked without a service boundary extension. We would like for HRM to consider this area for serviced development as you make adjustments to the regional plan. These properties are prime for development as this is just an extension of existing municipal services. Attached are the PID'S for reference.

We have an application in for the as of right property at 2160 Shore Rd.

Properties are owned by:

- Kiel Developments Ltd
- Highpoint Developments

Please let me know if you have any questions and please confirm receipt.

Thanks,
Jeff

PID		Owner	
PID:	**00354928**	Owner:	KIEL DEVELOPMENTS LIMITED
Type:	STANDARD PARCEL	Mailing Address:	
Status:	ACTIVE		
LR Status:	NOT LAND REGISTRATION		
PID:	**00354936**	Owner:	KIEL DEVELOPMENTS LIMITED
Type:	STANDARD PARCEL	Mailing Address:	
Status:	ACTIVE		
LR Status:	NOT LAND REGISTRATION		
PID:	**00400135**	Owner:	KIEL DEVELOPMENTS LIMITED
Type:	STANDARD PARCEL	Mailing Address:	CAMBRIDGE II 202 BROWNLOW AVENUE UNIT 305 DARTMO
Status:	ACTIVE		
LR Status:	LAND REGISTRATION		
PID:	**00400762**	Owner:	KIEL DEVELOPMENTS LIMITED
Type:	STANDARD PARCEL	Mailing Address:	
Status:	ACTIVE		
LR Status:	NOT LAND REGISTRATION		
PID:	**00400770**	Owner:	KIEL DEVELOPMENTS LIMITED
Type:	STANDARD PARCEL	Mailing Address:	
Status:	ACTIVE		
LR Status:	NOT LAND REGISTRATION		
PID:	**41427295**	Owner:	KIEL DEVELOPMENTS LIMITED
Type:	STANDARD PARCEL	Mailing Address:	CAMBRIDGE II 202 BROWNLOW AVENUE UNIT 305 DARTMO
Status:	ACTIVE		
LR Status:	LAND REGISTRATION		

PID		Owner	
PID:	**40299232**	Owner:	HIGHPOINT DEVELOPMENTS LIMITED
Type:	STANDARD PARCEL	Mailing Address:	
Status:	ACTIVE		
LR Status:	NOT LAND REGISTRATION		

PID	Owner

PID		Owner	
PID:	**40035891**	Owner:	KIEL DEVELOPMENTS LIMITED
Type:	STANDARD PARCEL	Mailing Address:	
Status:	ACTIVE		
LR Status:	NOT LAND REGISTRATION		
PID:	**40035966**	Owner:	KIEL DEVELOPMENTS LIMITED
Type:	STANDARD PARCEL	Mailing Address:	
Status:	ACTIVE		
LR Status:	NOT LAND REGISTRATION		

PID		Owner	
PID		Owner	
PID:	**00401463**	Owner:	KIEL DEVELOPMENTS LIMITED
Type:	STANDARD PARCEL	Mailing Address:	
Status:	ACTIVE		
LR Status:	NOT LAND REGISTRATION		
PID:	**40069866**	Owner:	KIEL DEVELOPMENTS LIMITED
Type:	STANDARD PARCEL	Mailing Address:	
Status:	ACTIVE		
LR Status:	NOT LAND REGISTRATION		
PID:	**40765364**	Owner:	KIEL DEVELOPMENTS LIMITED
Type:	STANDARD PARCEL	Mailing Address:	
Status:	ACTIVE		
LR Status:	NOT LAND REGISTRATION		

Jeff Kielbratowski
Co-Founder, COO
[redacted]

C085

architecture + planning
1 Canal St, Dartmouth NS B2Y 2W1
www.zzap.ca

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

Re: Kiel Developments Ltd., Westphal (PIDs: 40166308, 40166282, 40195877 & 00460733)

As the 10-year review of the Regional Plan is underway, Kiel Developments Ltd, is requesting the following be considered.

1. The subject properties (PIDs: 40166308, 40166282, 40195877 & 00460733) be included in the Urban Service Area within the Regional Subdivision By-law.
2. These properties be designated Urban Settlement within the Generalized Future Land Use Map of the Regional Municipal Planning Strategy.
3. The subject properties be designated 'Urban Residential' within the Generalized Future Land Use Map of the Cole Harbour/Westphal Plan Area
4. The subject properties be zoned CDD 'Comprehensive Development District' within the Zoning Map of the Cole Harbour/Westphal Plan Area

Site Description

The subject site (see Figure 1) falls partially in the water service boundary and partially outside the service boundary for sewer and water services as shown on the Halifax Regional Subdivision By-law Service Requirements Map (Revised September 30, 2017). The site is currently partially designated Rural Commuter and partially designated Urban Reserve within the Regional Plan. Part of the site fronting on Main Street designated Urban Residential (UR) and the remainder of the site designated Rural Residential (RR) within the Cole Harbour/Westphal Municipal Planning Strategy. Subsequently, the portions of the site designed Urban Residential are split zoned into a combination of residential zones (R-1-R3) and commercial zones (C-4). The portions of the site designated Rural Residential are zoned Urban Reserve (UR) in the Cole Harbour/Westphal Land Use By-law.

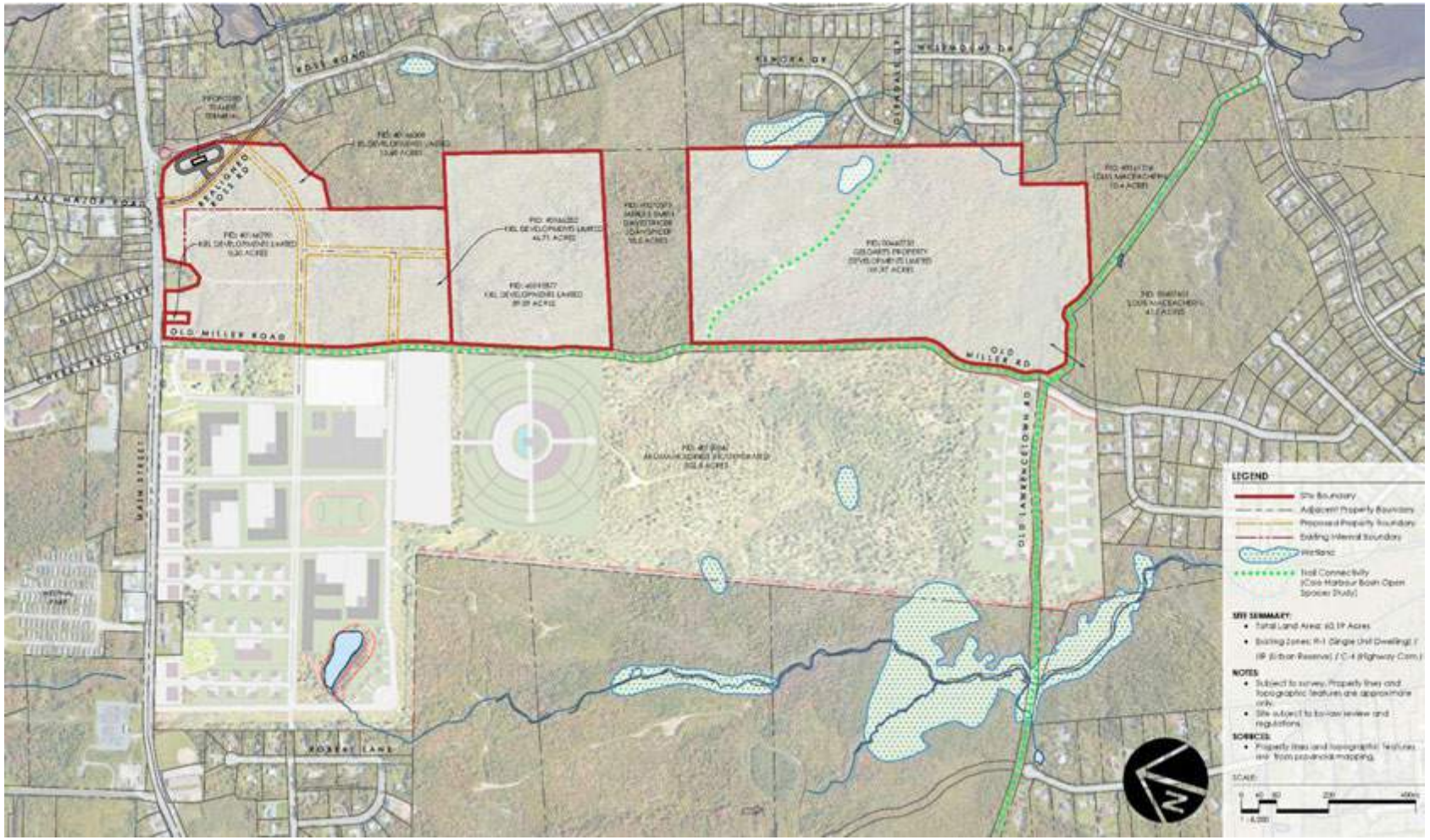


Figure 1: Subject Site

Discussion

The Regional Plan is a strategic policy document that outlines the goals, objectives and direction for long term growth and development in Halifax. While the Regional Plan provides broad direction, it has been several years since the plan was adopted (2006) or reviewed (2014). We understand HRM is currently embarking on a much-needed review of the Regional Plan. We believe that there have been enough changes to the circumstances in Halifax since the Regional Plan was adopted or last reviewed to request an extension of the water and sewer service boundary to enable development that is inconsistent with the current policies of the Regional Plan but is supported by:

- Principals of high-quality development that is comprehensibly planned,
- Demographic, social and economic trends
- Integrated Mobility Plan
- Green Network Plan
- Adequacy of Services

<u>High-quality and Comprehensively planned development</u>

The surrounding area is a mix of residential and commercial properties. With its strategic location identified as a 'Rural Local Centre' within the Regional Plan. Urban Local Centres are intended to include a mix of low and medium density residential housing, and local commercial and institutional uses. The centres were identified in locations where there is potential for cost-shared, community-based public transit. Future development in these centres is intended to enhance pedestrian and AT connections, have high quality streetscaping and interconnected private and public open spaces.

The site has great development potential for infill development. Currently, access to the site is by way of Main Street. However, HRM has indicated that it is interested in re-aligning Ross Road, to provide access to the site and the adjoining properties. Development of infill sites is a means of sustainable land development close to a city's urban area.

Although, much of the site currently has no access to municipal sanitary and water systems, the site is in an area with existing transportation and utility infrastructure, schools, parks and recreation, and places of worship. Development of these lands will add homes and/or businesses in a designated centre area. This a great example and opportunity for smart growth that is compact and walkable, offers a mix of uses, and creates a sense of place.

The site is immediately adjacent to the proposed development by Akoma Holdings on the site of the former Nova Scotia Home for Colored Children (NSHCC). The proposed development contemplates a mix of residential uses (low, medium, and high-density),

commercial uses, and institutional uses. This application is currently in going through the final stages of a Regional Plan amendment and site-specific policy and land use by-law amendment.

Our proposed amendments as part of the RP+10 review would enable the subject site to be comprehensively planned through a secondary planning process that would involve significant engagement with the community and various stakeholders to ensure any proposed development is compatible with surrounding communities and applicable policies.

Demographic, social, and economic trends

Demographic, social, and economic trends shape the way people live and, by extension, their demand for real estate. Demographic changes - more seniors looking for homes that better meet their needs, more millennials forming new households, and more singles in all age categories—are likely to drive demand for infill development. There is demand for both rental and for-purchase homes that better match the needs of empty-nesters and retirees. Millennials are biking, walking and taking public transit more often and driving less. Social changes - single-person households are now the second most common household. People living alone are attracted to places with a sense of community and proximity to everyday amenities and services. Economic trends - consumer preferences for the amenities that infill locations offer are likely to grow as changing demographics affect the housing market. In the next 20 years, the needs and preferences of aging baby boomers, new households, and one-person households will all drive real estate market trends— and infill locations are likely to attract many of these people.

Integrated Mobility Plan

Halifax has invested a great deal of time and effort on the Integrated Mobility Plan (IMP). The focus of the plan is on the movement of people rather than the mode of transportation, concentrating on travel options that are sustainable, enjoyable and healthy. Halifax 2031 Regional Plan targets are to have at least 30% of trips made by transit and active transportation and at most 70% of trips made by private vehicles. If accomplished, the result will be lower need for car ownership and lower greenhouse gas emissions resulting in improved air quality in the region and healthier communities.

It is our understanding that in discussions with HRM staff and the area councillor, there is a desire to re-align Ross Road to create an intersection with Lake Major Road. This is to allow for a new set of traffic lights at that intersection as well as a possible transit terminal located adjacent to Ross Road (See Figure 1). Locating new development around existing and proposed transit terminals is a key objective of the Integrated Mobility Plan.

Green Network Plan

The Halifax Green Network Plan identifies five themes that define the importance of open spaces to the ecological, economical, and socio-cultural vitality of the Region: Ecology, Working Landscapes, Cultural Landscapes, Community Shaping and Outdoor Recreation. The Summed Value Mapping in the Green Network Plan shows that the Subject Site is an area with minimal open space landscape values across the following themes: ecological landscape, working landscape and socio-cultural landscape.

The Halifax Green Network Plan mapping shows that the subject site holds minimal value to the Green Network Plan overall themes; therefore, development of the site fits well with Halifax Green Network Plan's Action #31 – Theme: Community Shaping, Action: Amend the Regional Plan to prioritize the redevelopment of brownfield site and other underdeveloped urban infill sites.

Cole Harbour Basin Open Space Plan

Recommendation 12 of the 2013 Cole Harbour Basin Open Space Plan identifies a proposed trail link adjacent to the subject site along Old Miller Road (See figure 1) to connect the Black Cultural Centre to Cole Harbour Heritage Park. Additionally, the plan calls for a trail connection between Cole Harbour Place and the Cole Harbour Estuary via Old Lawrencetown Road.

Funding for these projects may prove challenging unless the tax base is significantly increased. The requested amendments to the regional plan allow for a more comprehensive approach to development in the area that incorporates the long-term objectives outlined in the Cole harbour Basin Open Space Plan.

Adequacy of Services

The subject site is partially within the existing water service boundary (See Figure 2). Comprehensive development of the Cherry Brook area as requested, would allow for the opportunity to cost share extending the water and sewer boundary to the Cherry Brook/Preston area.

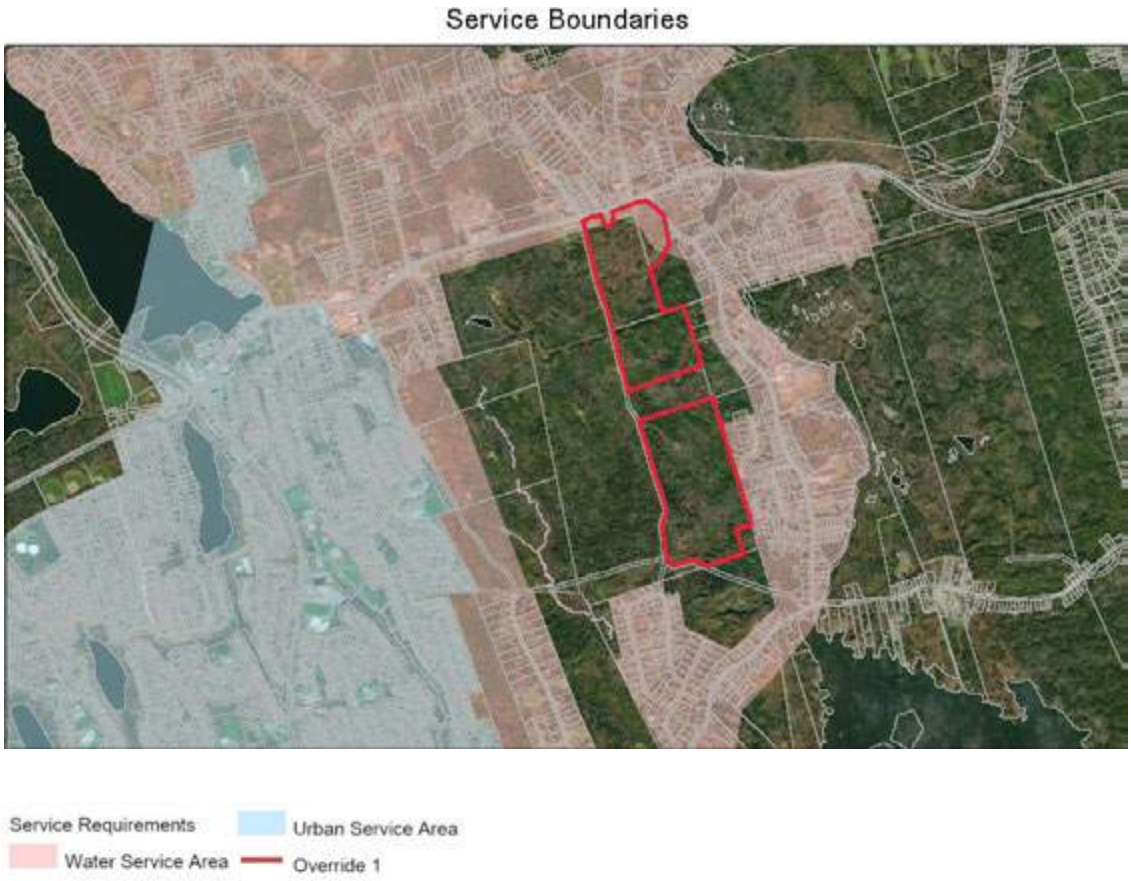


Figure 2: Service Boundary

Closing

We strongly feel that the proposed amendments outlined in this letter, as part of the RP+10 review, should have significant benefits to enable the comprehensive development of a prime infill site that is within direct proximity to existing amenities and services. The site is also within an area of the municipality that has been identified for growth under the Regional Plan.

Halifax is experiencing increased demand for infill locations such as this site – resulting from changing demographic, social and economic trends effecting the housing market. According to the Halifax Green Network Plan, these lands hold minimal value to the Regional Green Network. Comprehensive development of the site would result in better utilization of existing services: transit, active transportation(sidewalks), parks and recreation facilities, schools and fire protection services.

architecture + planning
1 Canal St, Dartmouth NS B2Y 2W1
www.zzap.ca

We would like to thank you for the continued time and effort towards the RP+10 review. 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,

Chris Markides MCIP, LPP

[redacted]
Urban Planner
ZZap Consulting Inc.

C086

fathomstudio.ca
1 Starr Lane
Dartmouth, NS
B2Y 4V7

Nov 15, 2021, 2018

KATE GREENE MCIP, LPP
POLICY & STRATEGIC INITIATIVES PROGRAM MANAGER
PLANNING & DEVELOPMENT

Re: Exhibition Park Master Plan

Dear Kate;

On behalf of Banc Properties, we would like to initiate a secondary planning process for the future redevelopment of the Exhibition Park lands in Planning District 4 for lands currently zoned as CR-2. The generalized future land use map shows this site as a residential development. The property is fully serviced with water and sewer and its close proximity to the city and nature reserves makes it an ideal site for future development. The land is 109.1 acres in size without considering the existing commercial gas bar now under development. The intent is to keep the Exhibition Park building while starting to develop the surrounding lands. Eventually, the plan needs to consider the removal of the existing building, though that is not part of the current short or medium term plans. This letter outlines the intended changes in use as well as a rationale for the change and in keeping with HRM's latest policies. The new master plan imagines a mixed use corridor along Prospect Road while reducing the number of access points into the land from 4 down to 3 controlled entries. The intent is to develop an open space focused master planned development employing the latest stormwater and ecological design principles to create a self contained, walkable and transit friendly neighbourhood with a wide variety of housing types from semi and townhome to mid-rise multi-unit buildings centered around parkland.

Existing RC-2 Zone

The RC-2 zone is limited to recreation type uses like Exhibition Park, racing track, rifle ranges, amusement parks, bowling alleys, etc. The GFLUM considers residential development as the highest and best future use for the property. Though the site is identified as "Rural Commuter" on the Regional Plan GFLUM, it is right across the sytreet from the "Urban Settlement" zone and is also at the very edge of the urban transit service boundary. It would be very easy to make the case for including this site in the peripheral zones since the site is serviced and so close to the urban settlement zone.

The Master Plan

The master plan for the site is based on an open space model for development; in this model, 2 central parks are shown as the showcase for the development, linked by a surrounding trail system and bike path network.

The characteristics of the plan include:

1. A ring road encircles the existing Exhibition Park building creating a mobility loop for buses, and active transportation with signalized entries into the development from Prospect Road. The ring road would have a central median for landscaping and lighting

ARCHITECTURE LANDSCAPE ARCHITECTURE PLANNING INTERPRETIVE WAYFINDING BRANDED ENVIRONMENTS

and sidewalks would be located on both sides of the street. 1.5m on-street bike lanes would be located on both sides of the ring road. Underground power and services would be explored and street trees would be plentiful. Dark sky compliant fixtures would be used.

2. Both main entries on the new ring road would terminate in large neighbourhood parks. On the southern side, the existing pond would be a focal point of the park as the focal point for the south entrance. The pond's stormwater management possibilities would be explored in the design. On the north gateway park, a large central open space would be flanked by some of the mid-rise development with views to the provincial lands to the east preserved from the northern entrance. Both parks would be programmed for active and passive community uses.
3. Development fronting the ring road would be mid-rise, with groundfloor doors and small urban front yards to create activity on the street. Every ground floor unit would have a groundfloor door on either the street, or the parking lot sheltered behind the building. No parking would be provided between the street and the building. We imagine these buildings to range in height from 4-6 storeys with retail groundfloor uses near Prospect Road.
4. Most of the development bordering on surrounding lands (mostly Provincial land) will be low rise townhouses or semi's. No single family homes are imagined as part of the plan in order to create a density node that would support transit and comemrcial uses.
5. A looped trail system surrounds the entire development border linking to inner parks and open space networks that permeate the development to a surrounding trail network around the whole development.
6. On both the north and south sides of the development, a stormwater management areas has been planned for to ensure a balance of pre and post stormwater conditions. An existing lowlying swale and perennial stream network has been preserved as the backbone to this stormwater system in the north. To the south, a llarge stormwater pond which feeds into a wetland complex offsite has been preserved as a central open space feature. This pond would be designed to store and purify some of the site runoff from the surrounding development. A flood control structure would be designed to manage the greater than 10 year storm events.
7. Multi-unit buildings would have one level of underground parking and some at grade parking. We expect parking ratios to be 1:1 with more than half of the parking located underground.
8. Buildings along Prospect Road are street related commercial in order to create walking activity along Prospect Road. Parking would be located behind the buildings. An existing stand of semi-mature trees would be preserved along Prospect Road. There is the potential for smaller commercial pad development as part of this commercial development along Prospect Road. Any access to these sites will by the signalized intersections or potentially limited access right-in, right-out entries/exits. A more detailed traffic study will be done to finalize the eventual design of roads and access points shown on the plan.
9. All parking lots would include parking islands and trees to minimize stormwater and urban heat island conditions.
10. Minor roads would connect to the ring road network with sidewalks on both sides of the street to enhance community walkability.
11. Right-of-ways to offsite potential future developments are preserved in the plan to the south and north of the site. Park reserves are maintained along the eastern edge of the Provincial lands in case these lands are ever developed in the future. In the meantime, these parks act as gateways into the provincial lands.
12. Exhibition Park is preserved but future road connections are shown to indicate future expansion of the residential development. The existing parking lots are also preserved and access to the site maintains the existing entry points with the exception of the removal of the central entry road.

Phasing and Development Pro-Forma Development

The 109 acres will take many years to build out. The current plan shows a mix of semi, townhouse and multi-unit development with a total anticipated build-out of around serviced residential 1800 units and about 160,000 sq.ft. of commercial uses (excluding the Exhibition Park building). There are two drainage district divided by the existing building. To the north, the site drains predominantly northward and eastward. To the south, the site drains to an

existing pond to the south, which feeds into an off-site wetland complex that runs along the eastern boundary of the site. The development consists of:

- *68 semi detached units*
- *76 townhomes*
- *22 multi-unit buildings from 4-6 storeys in height with about 1,800 units in total*
- *1934 total units (about 4,300 people)*
- *about 165,000 sq.ft. of additional ground-floor commercial space facing onto Prospect Road.*

At least half of the parking would be located underground in order to minimize the surface parking and connected to stormwater features at the north and south end of the site to polish runoff from the residential area. Many of the units are 'street related' to ensure that walkability is enhanced.

In October, HRM published a policy paper on creating incentives for public affordable housing and it would be the developers intention to create at least 5% of the units (~100 units) as affordable housing units following HRM's policy.

The proposed housing development would go a long way towards achieving HRM's Integrated Mobility Plan targets for the regional centre increasing walking and transit from 30% and 20% respectively today to 37% and 23% in 2031. 2000 units or approximately 4,600 people living within walking distance of Bayers Lake (and the new hospital facility) will create enormous walking potential in what is now an auto-dominated landscape. Under the new IMP, the new ring road for this development will be classified as "Collector" with other streets being local streets. In the case of the master plan, this would include a full multi-use trail connection between the gateway parks proposed in the plan and the surrounding trail connector proposed in the plan.

We look forward to discussing the process for advancing the project in the next stage with your input and guidance. Please contact me when senor staff have reviewed this proposal to determine the next course of action and timing.

Sincerely,

Original Signed

Rob LeBlanc
Sr. Planner, Fathom Studio

EXHIBITION PARK - DEVELOPMENT PLAN

0 60 120m

Scale = 1:1500

November 2021

SEMI-DETACHED
TOWNHOMES
TRAIL
MULTI UNIT RESIDENTIAL F
MULTI UNIT RESIDENTIAL G
PARK
STORMWATER POND
TOWNHOMES
SEMI-DETACHED
MULTI UNIT RESIDENTIAL E
MULTI UNIT RESIDENTIAL H
PARK
MULTI UNIT RESIDENTIAL N
TRAIL
TRAIL
PARK
TOWNHOMES
PHASE 1
PHASE 2
STORMWATER POND
TOWNHOMES
SEMI-DETACHED
MULTI UNIT RESIDENTIAL D
MULTI UNIT RESIDENTIAL I
MULTI UNIT RESIDENTIAL O
MULTI UNIT RESIDENTIAL C
MULTI UNIT RESIDENTIAL M
TOWNHOMES
COMMERCIAL A
B
MIXED USE
GAS BAR
J
MULTI UNIT RESIDENTIAL
L
MULTI UNIT RESIDENTIAL
HALIFAX EXHIBITION CENTER
Q
MULTI UNIT RESIDENTIAL
PARK
TRAIL
TOWNHOMES
SEMI-DETACHED
ENRTY PLAZA
K
MIXED USE
PARK
STORMWATER POND
R
MULTI UNIT RESIDENTIAL
MULTI UNIT RESIDENTIAL V
TOWNHOMES
PHASE 1
PHASE 2
COMMERCIAL P
PROSPECT ROAD
MULTI UNIT RESIDENTIAL U
W
MULTI UNIT RESIDENTIAL
X
MULTI UNIT RESIDENTIAL
TOWNHOMES
S
MIXED USE
T
MIXED USE
COMMERCIAL Z
COMMERCIAL Y
RAGGED LAKE

Exhibition Park Development Pro Forma

Avg. Unit Size 90 sq.m.
Efficiency 80%

		Footprint (sm)	Commercial FLOORS	RETAIL GFA	Residential Floors	Total Floors	Total Res GFA	Units
BUILDING	A	1427	1	1427		1		
	B	2705	1	2705	3	4	8115	72
	C	2023	0	0	4	4	8092	72
	D	1491	0	0	4	4	5964	53
	E	1960	0	0	4	4	7840	70
	F	1344	0	0	4	4	5376	48
	G	1344	0	0	4	4	5376	48
	H	2320	0	0	6	6	13920	124
	I	1493	0	0	6	6	8958	80
	J	1944	0	0	4	4	7776	69
	K	1953	1	1953	3	4	5859	52
	L	1971	0	0	4	4	7884	70
	M	2070	0	0	6	6	12420	110
	N	1323	0	0	6	6	7938	71
	O	2593	0	0	6	6	15558	138
	P	1806	1	1806	0	1		0
	Q	2457	0	0	6	6	14742	131
	R	3007	0	0	6	6	18042	160
	S	2352	1	2352	3	4	7056	63
	T	2352	1	2352	3	4	7056	63
	U	1592	0	0	6	6	9552	85
	V	1795	0	0	4	4	7180	64
	W	2061	0	0	4	4	8244	73
	X	2102	0	0	4	4	8408	75
	Y	1799	1	1799		1		
	Z	900	1	900		1		
TOTAL GFA				15,294			201,356	1,790

SEMI-DETACHED	68
TOWNHOMES	76
TOTAL UNITS	1934

fathom

C089

Perrin, Leah

From: Perrin, Leah
Sent: May 26, 2021 9:20 AM
To: Chris Marchand; Nightingale, Peter
Cc: Maria Jacobs [redacted]
Subject: RE: Service Boundary Extension

Hi Chris,

Thanks for your patience. Our team has been working on the Regional Plan Review and we have just released a "Themes & Directions" report, that will guide a major phase of public consultation on the project.

As part of the Regional Plan Review, we are considering whether additional lands should be brought into the service boundary. One area that is under consideration is the Sandy Lake area, which the Regional Plan designated Urban Settlement, meaning it could be considered as a future serviced community within the life of the plan (by 2031). Your lands on Smiths Road are just outside the Urban Settlement designation, however we could consider through the review whether a change is warranted should secondary planning for Sandy Lake proceed. I will log your request and we will consider it as part of the review.

In the meantime, if you're interested to learn more about the Regional Plan Review, please visit our website here: https://www.shapeyourcityhalifax.ca/regional-plan

Kind regards,
Leah

LEAH PERRIN
T. [redacted]

From: Chris Marchand [redacted]
Sent: May 17, 2021 9:30 AM
To: Nightingale, Peter [redacted]; Perrin, Leah [redacted]
Cc: Jacobs, Maria [redacted]
Subject: [External Email] RE: Service Boundary Extension

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

Thanks Peter and Leah,

I believe a request of this nature would fall under policy SU-4, but I could be wrong.

Regards

Chris

From: Nightingale, Peter [redacted]
Sent: May 17, 2021 9:20 AM
To: Perrin, Leah [redacted] Chris Marchand [redacted]
Cc: Jacobs, Maria [redacted]
Subject: RE: Service Boundary Extension

My apologies, the property Chris was inquiring about is 30 Smiths Rd. in Bedford.

Peter

From: Perrin, Leah [redacted]
Sent: Monday, May 17, 2021 9:19 AM
To: Nightingale, Peter [redacted] Chris Marchand [redacted]
Cc: Jacobs, Maria [redacted]
Subject: RE: Service Boundary Extension

Hello Chris,

Happy to help, but not sure if there was an attachment on the original email that didn't make its way to me? I'm not sure what property you're referring to.

Copying my colleague Maria Jacobs who will help out on this one.

Thanks
Leah

LEAH PERRIN, MCIP LPP *(SHE/HER)*
PRINCIPAL PLANNER
REGIONAL POLICY PROGRAM
PLANNING & DEVELOPMENT
HALIFAX
PO BOX 1749
HALIFAX NS B3J 3A5
T. [redacted]
halifax.ca

From: Nightingale, Peter [redacted]
Sent: May 17, 2021 9:10 AM
To: Chris Marchand [redacted]
Cc: Perrin, Leah [redacted]
Subject: Service Boundary Extension

Good morning Chris,

Your inquiry about extending the service boundary was assigned to me. However, as any service boundary changes require an amendment to the Regional Plan, I'm forwarding your inquiry to Leah Perrin, who is a Principal Planner with our Regional Planning group. She can advise on whether there is policy support for extending the service boundary and what the process would be for such an application.

Regards,
PETER NIGHTINGALE, MCIP, LPP
PLANNER II
CURRENT PLANNING | RURAL POLICY & APPLICATIONS

HALIFAX
PO BOX 1749
HALIFAX NS B3J 3A5
T. [redacted]
halifax.ca

Hi Steve and Erin,

We own both of these properties and I was wondering what the process would be to make a request for them to be included in the service boundary? There is policy that supports this. There is water and sewer about 30 meters away on Smiths Road.

Let me know please.

Thanks

Chris Marchand, P.Eng
VP of Operations
Ramar Developments Limited

C096

Perrin, Leah

From: Claire Grimmer [redacted]
Sent: June 11, 2021 11:58 AM
To: Gempton, Shilo
Subject: [External Email] Re: [External Email] Re: PID 40621914

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

Good Morning Shilo,

We received your very disappointing reply. We purchased this property over 30 years ago with the intentions of building our home and for a retirement income.

My husband and I are seniors and we recently had three buyers for our property who wanted to build their homes and HRM told them it was not possible? The property was and still is zoned R6 and we have always paid residential taxes, definitely not taxes for resource or farming.

You stated that there were 1000+ 10 hectare lots that cannot be developed but reading further there were exceptions made and so the focus was on certain subdivisions.....and as you state that the amendments did not impact the majority of the 1000+ 10 hectare lots; but it certainly effected and impacted our LIVES.

We cannot understand or except how HRM with a stroke of a pen, arbitrarily devalued our property and our 25 plus acres become totally worthless.

HRM decision makers did not even have the decency to notify property owners who LIVES would be drastically effected by this unfair HRM decision.

Yes, please include our comments as part of the Regional Plan Review and of course, add us to the mailing list for any and all updates.....

Sincerely,

Claire and Bill Grimmer

Claire Grimmer
Shediac, NB Canada - [redacted]

On Friday, June 11, 2021, 09:32:31 a.m. ADT, Gempton, Shilo <gemptos@halifax.ca> wrote:

Good morning Claire,

Apologies for the time it has taken to respond to your email. As Stephanie mentioned, we've had some very tight timelines and we're now entering into our engagement phase for the Regional Plan Review. I've now had some time to look into your inquiry and read through the various staff reports that have dealt with the 10 hectare (25 acre) lot issue and consult with my supervisor.

As Stephanie mentioned, we are undergoing a Regional Plan Review for the Regional Municipal Planning Strategy. However, I also wanted to give you a bit of a background.

- The HRM Charter and the Municipal Government Act set out certain types of subdivision that do not require subdivision approval. Parcels of land created or altered through these provisions are not required to be surveyed or assessed for their suitability for development as would be required under the standard subdivision approval process. This exemption includes creating lots that exceed ten hectares in area.
- This exemption is generally intended to allow the creation of blocks of land for resource uses, such as farming or forestry.
- In recent years, people have tried to use this exemption with the intent to create such lots for cottage or residential development. However, these lots must meet LUB requirements in order to obtain development permits. In most cases, the lots being created under this exemption do not meet HRM's minimum requirements for public road frontage.
- In 2016, concerns were raised about owners who made investments in the 10 hectare lots for residential purposes, even though regulations had not changed and they may not have been eligible for this type of use.
- Given these concerns, on April 12, 2016 Regional Council requested a staff report commenting on the advisability of an amendment concerning lots of land that are 10 hectares (25 acres) in size.
- The November 23, 2016 staff reported noted that there are 1,000+ 10 hectare lots that cannot be developed as they don't meet the LUB road frontage requirements. At the time of the 2016 report, there was a submission that supported amendments to allow all of these lots to be enabled for development. However, staff noted that lots may continue to be used and developed for a number of purposes, depending on the specific situation, applicable local regulations and such things as the opportunity to work with neighbouring land owners. It further noted that permitted the wide spread development of 10 hectares lots without road frontage would not be consistent with the general intent of the Regional Plan. The Regional Plan controls rural housing development in a number of ways in order to support traditional service centres, manage environmental impacts, reduce long-term costs and preserve rural character.
- The Regional Plan generally does not support the development of lots that do not front on a public or approved private road. As a result, the proposed amendments to the Regional Plan were intentionally limited to existing developments and specific subdivisions to maintain the general intent of the Regional Plan and ensure that new subdivision proposals are developed through established Regional Plan policies, such as the conservation design development agreement process.
- The limited scope of the amendments also helped to ensure that new subdivision proposals comply with Municipal subdivision requirements, such as parkland dedication provisions.
- The amendments were intentionally focused on existing developments and the six subdivisions identified in the 2016 staff report.
- In focusing on these certain subdivisions, the amendments did not impact the majority of the over 1,000 lots that are 25-50 acres in size that did meet road frontage requirements. These lots were not covered by the amendments are located throughout HRM and include:

· isolated or small groupings of 10 hectare lots that appear to have been created for resource development purposes; and

· 10 hectare lot subdivisions that may have been created for future residential development that have not received Municipal permits or made formal inquiries recorded in HRM's files.

- Although the proposed amendments were limited to certain subdivisions, staff also acknowledged that HRM had received a number of general comments and concerns related to rural development. Some of the topics raised include road standards, conservation design development agreement requirements and lot grading.
- In recognition that rural areas face unique planning challenges, the Planning and Development Department formed a dedicated team of staff to better focus and coordinate planning matters in these areas. While the amendments focused on issues concerning the development of 10 hectare lots, staff intended to consider the broad feedback received through this planning process to inform the Department's on-going development of its rural planning work program.

As we move forward in the Regional Plan Review, I can include your request in the Regional Plan Review, but we likely would not be recommending in favour of changing the policy due to the reasons outline above. This issue has already been evaluated by staff and Council. However, if you wish, I can submit your comments as part of the Regional Plan review and include it in our correspondence log. I can also add you to our mailing list to receive updates on the Regional Plan Review if you wish.

If you would like to learn more about the Regional Plan Review, you can also visit our website at https://www.shapeyourcityhalifax.ca/regional-plan.

I realize this is a lot of information to take in. If you have any questions, please don't hesitate to contact me.

Kindly,

Shilo

SHILO GEMPTON, MCIP LPP
PLANNER III

PLANNING AND DEVELOPMENT | REGIONAL PLANNING

T. [redacted]

HALIFAX

PO BOX 1749

HALIFAX NS B3J 3A5

halifax.ca

From: Salloum, Stephanie [redacted]
Sent: Monday, May 10, 2021 11:52 AM
To: Claire Grimmer [redacted] BILL GRIMMER [redacted]
Cc: Perrin, Leah [redacted] Gempton, Shilo [redacted]
Subject: RE: [External Email] Re: PID 40621914

Hello Claire,

The contacts for the Regional Plan review project are Leah Perrin and Shilo Gempton (cc'd). Please be advised that the Regional Planning team is working diligently on a hard deadline and it may take several days for them to respond.

Shilo Gempton

[redacted]

Leah Perrin

[redacted]

[redacted]

Kind regards,

Stephanie

Stephanie Salloum LPP, MCIP
Planner III – Rural Policy & Applications

CURRENT PLANNING | PLANNING AND DEVELOPMENT

HALIFAX

PO BOX 1749

HALIFAX NS B3J 3A5

[redacted]

[redacted]

halifax.ca

From: Claire Grimmer [redacted]
Sent: May 8, 2021 10:16 PM
To: Salloum, Stephanie [redacted] BILL GRIMMER [redacted]
Subject: [External Email] Re: PID 40621914

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

Hello Stephanie,

Thank you for your information.

Can you forward me the contact information for the planners on the team who are involved in the Regional MPS review.

I would appreciate a name, contact number and email address please.

Thanking you in advance

Claire Grimmer

Claire Grimmer
Shediac, NB Canada - [redacted]

On Friday, April 30, 2021, 11:32:08 a.m. ADT, Salloum, Stephanie <sallous@halifax.ca> wrote:

Hello Claire,

I apologise for the delay in getting back to you – I met with my team about your inquiry and reached out to our Development Services group to confirm my research on lots subdivided along Canal Cays Drive.

Canal Cays Drive is a private travelled way or private shared driveway. It is not an approved private street. Most of the lots created along this driveway were created using the 25 acre lot provision under Provincial legislation. This provision was intended for resource and agricultural use. A permit for a single unit dwelling can only be issued if a lot meets the requirements of the applicable Land Use By-law. PID 40621914 does not meet the requirements of the Land Use By-law for Planning Districts 14 & 17 and is therefore not eligible for a development permit for a single unit dwelling. The house at PID 40695603, 198 Canal Cays Drive, was permitted because this lot was Municipally approved through provisions under the Regional Subdivision By-law. It is not a 25-acre lot.

The amendments to the Regional Subdivision By-law and several Land Use By-laws that were approved by Regional Council on January 10, 2017 intended to acknowledge permits that were issued in error and provide clarification on lots that have been created using the 25-acre lot provision under the *HRM Charter* (provincial legislation). More detailed information on this process and the amendments can be found in this staff report and this staff report. These amendments did not change the zoning or regulations that apply to your property. In other words, the rules that apply to your property today are the same rules that applied prior to January 10, 2017.

Through our preliminary review of your inquiry, we explored what processes may be available to you to enable approval of a permit for PID 40621914:

1. Appeal of a Development Permit Refusal

While the current by-laws do not permit a single unit dwelling at your property, you may still apply for a permit. The decision of the Development Officer to refuse the permit may be appealed to the Nova Scotia Utilities and Review Board (NSUARB) in accordance with the *Halifax Regional Municipality Charter*. The test would be for the NSUARB to determine if the Development Officer's decision to refuse the development permit was consistent with the Land Use By-law. While we provide this option in the spirit of offering a thorough response to your inquiry, we believe this approach is unlikely to generate the outcome you are seeking. We strongly suggest obtaining independent advice from a qualified subject matter expert before embarking on this path.

2. Apply for a Municipal Planning Strategy Amendment

The policies and regulations that prevent the issuance of a development permit in these circumstances could be altered through a legislative amendment process. A Municipal Planning Strategy (MPS) is a strategic policy document that sets

out the goals, objectives and direction for long term development in the Municipality. Any member of the public may request Regional Council consider an amendment to planning policy documents. However, amendments to the MPS are significant undertakings and Council is under no obligation to consider such requests. MPS amendments should only be considered when there is reason to believe that there has been a change to the circumstances since the MPS was adopted or last reviewed.

To consider approving a permit for a single unit dwelling at your property, amendments to the Regional Municipal Planning Strategy (MPS), Regional Subdivision By-law (RSBL) and Planning Districts 14 & 17 Land Use By-law (LUB) would be required. A process to consider such amendments would involve reviewing other 25-acre lots across the Municipality. Planning staff are unlikely to recommend an amendment to permit residential development on 25-acre lots that do not satisfy the current LUB requirements, but the decision would be ultimately up to Regional Council.

If you still wish to apply for amendments to the MPS, RSBL and LUB, the application form can be found here. The application cost is $7,500 which includes a $5,000 processing fee and $2,500 advertising deposit. Where the advertising costs differ to the deposit, the balance would be refunded or charged to the applicant. An application submission for an MPS amendment must include a written rationale from a Licensed Professional Planner who is a full member of the Canadian Institute of Planning. More details on the submission requirements are listed in Part 3 of the application form.

There is also a project underway to review the Regional MPS. If you wish to get in contact with a planner on that team, please let me know.

If you have any further questions, please feel free to contact me.

Kind regards,

Stephanie

Stephanie Salloum LPP, MCIP
Planner III – Rural Policy & Applications

CURRENT PLANNING | PLANNING AND DEVELOPMENT

HALIFAX

PO BOX 1749

HALIFAX NS B3J 3A5

[redacted]

[redacted]

halifax.ca

C102/C103

Perrin, Leah

From: Perrin, Leah
Sent: June 8, 2021 3:01 PM
To: Chris Marchand
Subject: RE: Service Boundary Extension

Categories: To be filed

Hi Chris,

Thanks, yes, I will add these to the list as well.

Regards,
Leah

LEAH PERRIN
T. 902.476.3792

From: Chris Marchand [redacted]
Sent: June 3, 2021 11:03 AM
To: Perrin, Leah [redacted]
Cc: Jacobs, Maria [redacted] Nightingale, Peter [redacted]
Subject: [External Email] RE: Service Boundary Extension

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

Hi Leah,

Thanks, if looking at these properties, I would like to ask that PID 00475442 in Middle Sackville and PID's 00468116 and 00468355 are also considered for inclusion in the service boundary through the next regional plan review.

Thanks

Chris

C104

ekistics

Jan 4, 2017

1 Starr Lane, Dartmouth, NS
B2Y 4V7

CONTACT
Rob LeBlanc
president
t 902 461 2525

ANDREW BONE,MCIP, LPP, PLANNER III
REGIONAL PLANNING – POLICY & STRATEGIC INITIATIVES
PLANNING & DEVELOPMENT, HRM

Landscape Architecture
Planning
Architecture
Civil/Transportation Engineering

Re: Bayers Lake Master Plan

Dear Andrew;

On behalf of Banc Properties, we would like to initiate a secondary planning process under policy EC-9 of the Regional Plan for the future development of the next large phase of Bayers Lake. The property is about 178 acres in size and is currently zoned as general industrial (I-3).We were commissioned in December to advance a land use master plan for the property that took into account some changes in use for what is permitted under the I-3 zone. This letter outlines the changes in use as well as a rationale for the change and in keeping with HRM's latest policies. The new master plan shows several non-traditional I-3 uses that are currently not considered in the existing zone but have been considered in the recent changes to the RP+5 Regional Plan. Also shown on the master plan, is a continued investment in open space, stormwater management, and active transportation.

Existing I-3 Development

The I-3 zone was broadened in the early 1990's to allow commercial uses in what was traditionally an industrial park zone (soft and heavy industrial uses were permitted). Around the same time, the industrial zone was broadened to allow more commercial shopping uses in response to new retail trends, and the City started a program of adding sidewalks and park amenities in the park to create a more walkable, mixed-use industrial/ retail hub. The old rail line through the park was developed as the COLTA greenway following the COLTA Greenway master plan (Ekistics, 2009) and the trail has become one of the cities destination trails for cyclists, walkers, and runners throughout HRM. Additional phases are planned for the future and the master plan shows several COLTA "spur" trails through the Banc lands connecting to the adjacent Blue Mountain - Birch Cove Lakes Wilderness Area to the north.

The master plan shows about 70% of the future development on the eastern fringe as traditional I-3 uses (shown as white buildings) bordering on the existing I-3 uses to the east. These lands will develop as-of-right as per the existing zone standards.

The master plan shows a small, but important, variation from how current I-3 lands are developed. Most existing retail stores in Bayers Lake are pushed far away from the streets and sidewalks with a large expanse of parking in between. This type of development favours the automobile and reduces the walkability of the area to transit users or pedestrians who have to walk a long distance from the sidewalk to reach the retail stores (in many cases without sidewalks on private properties). This is one if the reasons why Bayers Lake's "Walk Score" is a very low 29 out of 100. To make future phases of Bayers

Lake more walkable, the master plan shows future buildings pulled right up to the street with parking clustered either behind or to the side of the building and sidewalks on private lands to connect the public sidewalk with future building entrances. In many cases, parking is restricted or limited between the building and the sidewalk to ensure pedestrians can easily walk to their destinations. The overall intent is to create a much more walkable and AT friendly Bayers Lake in this next phase.

Park Land & Stormwater Management

The Banc lands border the Blue Mountain - Birch Cove Lakes Wilderness Area to the north and prudent planning should allow for a 'park gateway' into the 1,767 hectares reserve, as part of this next phase of development. The developer is proposing a 16 acre (9%) gateway park into reserve on the northern fringe of the property. This land has not been clear cut (unlike the rest of the property) and it has always been the intention of preserving these lands as part of the park dedication. There are no provincially designated wetlands on the proposed parkland property and no exceedingly steep slopes that would prevent it for consideration for parklands dedication. The master plan shows a series of stacked loop trails, a parking area and trailhead facility which may or may not include a washroom building. As a major trailhead into a large regional park, this area may be appropriate for a natural playground or other dedicated nature park facilities. The other gateway trailhead into the park reserve would be in around the Annapolis Group lands at some point in the future. Until that time, this would be a major trailhead into the park.

The developer is proposing a substantial 50-100m buffer along the lands that border upon Black Duck Pond. In this area, the wooded buffer has also been preserved from clearcutting and it would be the intention of the developer to dedicate this land (about 14 acres) to HRM for extending the COLTA greenway trail along the north side of the lake to connect to the Blue Mountain - Birch Cove Lakes Wilderness Area. Though this trail could likely traverse the old powerline easement to get to the back lands, the master plan also shows a new trail connection from the Black Duck Pond trail up to the new trailhead park proposed to the north. Some of this route would be a 3m wide multi-use trail on the north side of the new road alignment with the intent of creating a high quality trail between the new lake trail and the trailhead with only one road crossing at a planned intersection.

In the plan, preserving the water quality and quantity of Black Duck pond has been secured by strategically locating 2 large stormwater ponds to control run-off from the new development prior to emptying into the lake. Since much of the land is already granite table lands, the run-off coefficient between pre-development and post-development will likely be very close. As a result, we would expect there to be little change in run-off quantity except where whatersheds may be changed as a result of site grading. Instead, the stormwater wetlands have been designed to provide water storage for 48 hours to ensure water quality in the lake. These ponds will be designed to the latest stormwater design standards and will be sized to provide 48 hours of polishing and storage.

Hospital Site

As you know, the Province has purchased about 15-18 acres of land in this area for a new outpatient clinic bordering on Black Duck Pond. It is our understanding that hospital uses (P-Zone: Park and Institutional Zone) are permitted in I-3 zoned lands, though they are not specifically called out in the list of permitted uses (50A(1)). Either way, the provnce can advance their agenda through a ministerial order. The master plan shows a new facility that has yet to be designed but the plan has followed the same principles of pulling the building close to the street so that transit users have close access from a transit stop. We are not certain if a helipad is needed but we've shown one in case. We've also show how the building could front onto a healing garden which overlooks the lake. Again, these details will be up to the province when they move ahead with the design, but the master plan informs how the bigger thinking could be accommodated in the new hospital design.

Residential Development

The master plan is also proposing a residential cluster as part of the development. There are several reasons for a residential infill:

- The 178 acres of land will take a significant time to build out as I-3 land since it is approximately 1/4 the size of the entire industrial park. The demand for this much new industrial development is limited and would likely take 30-40 years to realize.
- The proximity to the new Wilderness Reserve will create demand for lifestyle residential development and people who will walk the trails and wilderness areas that are adjacent to the proposed residential area.
- The new outpatient facility could create demand for seniors or other lifestyle facilities that would benefit from healthy living, retail and office uses in Bayers Lake, and the new uses that will likely associate with the new hospital (e.g. doctors offices, pharmacies, physiotherapists, etc.).
- Residential areas create 'eyes on the street' at all times of the day or night in Bayers Lake improving security in the park.
- The residential use will be consistent with what Annapolis Group is proposing for their lands to the north of this site so the residential area will not be isolated from other future residential areas.
- The new residential users will activate many of the businesses that already exist in the park creating a better retail and office environment with higher demand.

The master plan is showing 14 buildings with on average 150 units per building or around 2,000 units. The average height of the buildings would range from 6-10 storeys with no building exceeding 10 storeys. At least half of the parking would be located underground in order to minimize the surface parking and a large stormwater wetland has been located close to this area to polish runoff from the residential area. Many of the units are 'street related' to ensure that walkability is enhanced.

In October, HRM published a policy paper on creating incentives for public affordable housing and it would be the developers intention to create at least 5% of the units (100 units) as affordable housing units following HRM's policy.

The proposed housing development would go a long way towards achieving HRM's Integrated Mobility Plan targets for the regional centre increasing walking and transit from 30% and 20% respectively today to 37% and 23% in 2031. 2000 units or approximately 4,600 people living within walking distance of Bayers Lake and the new hospital facility will create enormous walking potential in what is now an auto-dominated landscape. Under the new IMP, the new roads for this development will be classified as "Collector" as all the other Bayers Lake streets are designated, but this street could be implemented with Complete Streets guidelines for right-sizing the streets to the proposed development context. In the case of the master plan, this would include a full multi-use trail connection between the gateway park proposed in the plan and the Black Duck Pond trail connector proposed in the plan. This trail would be located on the north side of the street.

Supportive Policies for Residential Development in Business Parks

The next phase of Bayers Lake is considered a privately owned business park under the new regional plan (RP+5). The regional plan states that "**There may be opportunities to integrate medium to higher density residential uses with private business parks to allow for affordable housing, reduced travel times and greater accessibility to goods and services for the residents. Limitations on the extent of residential development and design considerations may be needed to ensure developments are compatible and residents are provided with adequate services and infrastructure**". To that end, the Regional Plan notes in Policy EC-9 that:

EC-9 Provisions may be established under secondary planning strategies to allow for residential developments within private business parks through a development agreement. Policy criteria shall be established to achieve compatible developments and ensure that residents have adequate services and infrastructure.

The proposed residential infill in this area of Bayers Lake is consistent with the Regional Plan's policy EC-9 since adequate services and infrastructure will be provided as part of the development context but that would be explored in a secondary plan. We understand that a secondary Planning Strategy (or some sort of plan amendment) may be needed to initiate the development agreement for this residential development and the developer would like to formally initiate that process.

We look forward to discussing the process for advancing the DA in the next stage with your input and guidance. Please contact me when senor staff have reviewed this proposal to determine the next course of action and timing.

Sincerely,

[redacted]

Rob LeBlanc
President, Ekistics Plan + Design

C107

Perrin, Leah

From: Dave Barter [redacted]
Sent: June 24, 2021 3:00 PM
To: Gempton, Shilo
Cc: Perrin, Leah
Subject: [External Email] Re: Canal Cays, Fletcher Lake, Wellington Lot 25-2

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

Thank you for a glimmer of hope. The land is/was our retirement security blanket.

Beverley

Sent from my iPhone

On Jun 24, 2021, at 12:11 PM, Gempton, Shilo [redacted] wrote:

> Good afternoon Beverly,
>
> It's not exactly a "no" to your request. Ultimately, it's a Council decision. Although Council has considered this issue in the past and decided "no" in 2016, we will be bringing a report to Council that outlines all the requests that we have received through the Regional Plan Review so that they may consider them. At that point, Council would direct staff about how to consider your request moving forward. We are targeting this Fall for that report. We will be including your request, along with other similar requests in the Fletcher Lake area, so that Council can decide if they would like to direct staff to revisit this issue.
>
> Please let me know if you have any further questions. The matter is a bit complicated, so please feel free to contact me by phone as well.
>
> Thanks,
> Shilo

SHILO GEMPTON, MCIP LPP
PLANNER III
PLANNING AND DEVELOPMENT | REGIONAL PLANNING

T. [redacted]

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

From: Dave Barter [redacted]
Sent: Wednesday, June 23, 2021 5:18 PM
To: Gempton, Shilo [redacted]
Cc: Perrin, Leah [redacted]
Subject: [External Email] Re: Canal Cays, Fletcher Lake, Wellington Lot 25-2

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

So, the answer is No, is that correct?

Beverley

Sent from my iPhone

On Jun 23, 2021, at 1:41 PM, Gempton, Shilo [redacted] wrote:

> Good afternoon Beverly and Dave,
>
> I understand from Stephanie Salloum that you've already had a conversation about your property and that she's suggested reaching out to me to see if there are any options through the Regional Plan review for development rights of your property. As Stephanie likely explained, this property was subdivided outside of HRM subdivision processes, using provisions under the HRM Charter (formerly the Municipal Government Act) for resource uses such as farming or forestry. This issue of the 10 hectare parcels created outside of HRM provisions has been reviewed by staff and considered by Council in previous years. To give you some background -
>
> - The HRM Charter and the Municipal Government Act set out certain types of subdivision that do not require subdivision approval. Parcels of land created or altered through these provisions are not required to be surveyed or assessed for their suitability for development as would be required under the standard subdivision approval process. This exemption includes creating lots that exceed ten hectares in area.
> - This exemption is generally intended to allow the creation of blocks of land for resource uses, such as farming or forestry.
> - In recent years, people have tried to use this exemption with the intent to create such lots for cottage or residential development. However, these lots must meet LUB requirements in order to obtain development permits. In most cases, the lots being created under this exemption do not meet HRM's minimum requirements for public road frontage.
> - In 2016, concerns were raised about owners who made investments in the 10 hectare lots for residential purposes, even though regulations had not changed and they may not have been eligible for this type of use.
> - Given these concerns, on April 12, 2016 Regional Council requested a staff report commenting on the advisability of an amendment concerning lots of land that are 10 hectares (25 acres) in size.
> - The November 23, 2016 staff reported noted that there are 1,000+ 10 hectare lots that cannot be developed as they don't meet the LUB road frontage requirements. At the time of the 2016 report, there was a submission that supported amendments to allow all of these lots to be enabled for development. However, staff noted that lots may continue to be used and developed for a number of purposes, depending on the specific situation, applicable local regulations and such things as the opportunity to work with neighbouring land owners. It further noted that permitted the wide spread development of 10 hectares lots without road frontage would not be consistent with the general intent of the Regional Plan. The Regional Plan controls rural housing development in a number of ways in order to support traditional service centres, manage environmental impacts, reduce long-term costs and preserve rural character.

- The Regional Plan generally does not support the development of lots that do not front on a public or approved private road. As a result, the proposed amendments to the Regional Plan were intentionally limited to existing developments and specific subdivisions to maintain the general intent of the Regional Plan and ensure that new subdivision proposals are developed through established Regional Plan policies, such as the conservation design development agreement process.
- The limited scope of the amendments also helped to ensure that new subdivision proposals comply with Municipal subdivision requirements, such as parkland dedication provisions.
- The amendments were intentionally focused on existing developments and the six subdivisions identified in the 2016 staff report.
- In focusing on these certain subdivisions, the amendments did not impact the majority of the over 1,000 lots that are 25-50 acres in size that did meet road frontage requirements. These lots were not covered by the amendments are located throughout HRM. The rights of these lots have not changed with the amendments. These include:
  · isolated or small groupings of 10 hectare lots that appear to have been created for resource development purposes; and
  · 10 hectare lot subdivisions that may have been created for future residential development that have not received Municipal permits or made formal inquiries recorded in HRM's files.
- Although the proposed amendments were limited to certain subdivisions, staff also acknowledged that HRM had received a number of general comments and concerns related to rural development. Some of the topics raised include road standards, conservation design development agreement requirements and lot grading.
- In recognition that rural areas face unique planning challenges, the Planning and Development Department formed a dedicated team of staff to better focus and coordinate planning matters in these areas. While the amendments focused on issues concerning the development of 10 hectare lots, staff intended to consider the broad feedback received through this planning process to inform the Department's on-going development of its rural planning work program.

As we move forward in the Regional Plan Review, I can include your request in the Regional Plan Review, but we likely would not be recommending in favour of changing the policy due to the reasons outline above. This issue has already been evaluated by staff and Council. However, if you wish, I can submit your comments as part of the Regional Plan review and include it in our correspondence log. I can also add you to our mailing list to receive updates on the Regional Plan Review if you wish.

If you would like to learn more about the Regional Plan Review, you can also visit our website at https://www.shapeyourcityhalifax.ca/regional-plan.

Kind regards,
Shilo

SHILO GEMPTON, MCIP LPP
PLANNER III
PLANNING AND DEVELOPMENT | REGIONAL PLANNING

T. [redacted]

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

From: Dave Barter [redacted]
Sent: Friday, June 18, 2021 1:30 PM
To: Gempton, Shilo [redacted]
Cc: Salloum, Stephanie [redacted]
Subject: [External Email] Canal Cays, Fletcher Lake, Wellington Lot 25-2

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

Good afternoon,

My husband and I own the above lot. We are looking at giving our children 21 acres of the 25+ acre lot and selling the remainder, which would be 4 acres, plus a bit.

We have 400 feet road frontage (private road like Kings Rd.) to work with to meet the guidelines regarding frontage on private roads.

Therefore, assuming the lot would meet other requirements, perk tests, etc. Is the above doable?

Sincerely,

Beverley Barter

C109

brighter community
PLANNING & CONSULTING

July 16, 2021

RE: Consideration of Hammonds Plains Lands in the Regional Plan Review Process

Dear Ms. Greene:

We are requesting that Halifax Regional District consider the future development of Schedule J properties in Hammonds Plains as part of the Regional Plan review process. While we feel a review of the growth restrictions related Schedule J lands is merited in the Regional Plan review, we are specifically asking for consideration of removal of two large parcels (PID00457564 and 00422980) from the Schedule J lands. These parcels are shown on the map below.



Figure 1. Subject Properties (shown in dark purple outline)

The Regional Plan was first adopted in 2006 and last major review was done in 2014. At the time the plan was created, HRM was trying to contain uncontrolled growth and urbanization of rural and resource lands and to put a structure in place for a more coordinated approach to growth

Phone: [redacted]
www.brighterplanning.ca

management, environmental protection, and service delivery. As such, HRM implemented policy to limit growth in the commuter areas and has further restricted development of land in the Hammonds Plains and Beaver Brook area through subdivision regulations.

Much has changed in the intervening years. Actual growth rates were double the anticipated growth rates of the plan, HRM planning programs and development control tools have evolved, and the way in which many people live, work and play looks different than it did 15 years ago. During the Covid-19 pandemic many people were working from home, and it is anticipated that many people will continue this practice. The current plan review process offers the opportunity to consider policy changes that reflect these changing conditions. to accommodate and plan for growth and ensures that residents can find housing that meets their needs.

Our request to remove these two properties from the Schedule J lands considers the following factors:

- A small portion of these properties are located within the Schedule J boundary as shown in Figure 2.
- Location between existing single-unit residential subdivisions
- Development will require a small extension of road network through an existing road reserve. Access can be provided through PID 00457697 (also owned or optioned by client) to existing road reserve and connection to Blue Jay Lane.
- The local area offers recreational opportunities, commercial services, and public amenities including nearby Hammonds Plain school
- Increased transportation options with bike infrastructure along Hammonds Plains Road, new traffic demand management measures, and changing travel patterns due to telecommuting
- Improved environmental regulations and new Green Plan
- Increasingly dispersed employment opportunities across the region and a growing portion of the workforce are telecommuting. During the Covid-19 pandemic many people were working from home, and it is anticipated that many people will continue this practice and are looking for larger homes to provide home office space and private green space.
- Single-unit dwellings in the areas closer to downtown are no longer attainable for most households
- Low density development in rural areas supports the regional plan goals to enable housing across the region and provide housing choice including the capacity to accommodate residents in their preferred housing type
- HRM data shows a high level of demand /preference for ground-based units while capacity

brighter community
PLANNING & CONSULTING

in the current growth areas is for apartment style developments

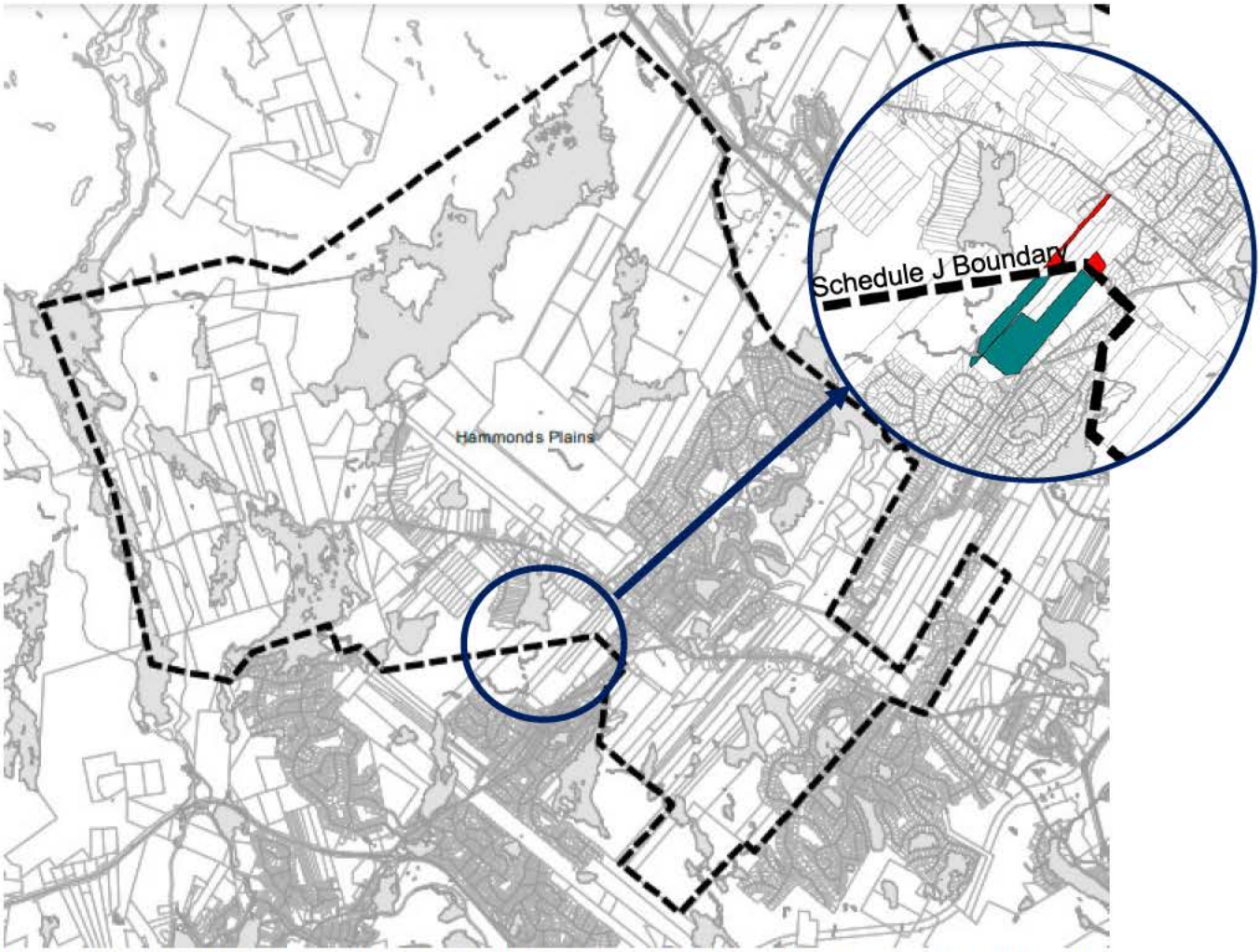


Figure 2. Schedule J Lands. Red area is the portion of the property within Schedule H, Blue is Portion of parcel outside Schedule J.

Thank you for considering this submission as part of the Regional Plan review process. We are happy to discuss any aspect of our submission. If you have any questions, please contact me at [redacted]

Sincerely,

Phone: [redacted]
www.brighterplanning.ca

brighter community
PLANNING & CONSULTING

[redacted]

Chrystal Fuller
Principal – Brighter Community Planning

Phone: [redacted]
www.brighterplanning.ca

C117

June 2021

Leah Perrin
Planning & Development
Halifax Regional Municipality
40 Alderney Drive
Halifax, NS B3J 3A5

Re: Lands of Lost Creek Village Inc. – Lost Creek, Beaver Bank:

Applicant Marchand Developments Ltd.

1. **PID #41340258 42.5 acres**
2. **PID #40871626 40.0 acres**
3. **PID #40121089 101.3 acres**
4. **PID #41381963 91.4 acres**
5. **PID #40121931 0.4 acres**

As the 10-year review of the Regional Plan is underway, Lost Creek Village Inc. and Marchand Developments Ltd. are requesting the following be considered.

1. Lands be included in the Urban Service Area within the Regional Subdivision By-law, including sanitary service, as these properties are currently proposed to develop with onsite water and sewer (see Attachment A – Subject properties)
2. These properties be designated Urban Settlement within the Generalized Future Land Use Map of the Regional Municipal Planning Strategy.

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. The water and urban service boundaries are nearby. Including the lands in the Urban Service Area would enable the development of an urban serviced community, rather than the traditional onsite development currently proposed for this area.

2. The approved Development Agreement currently regulating development on these lands enables 100 units on large un-serviced lots. Extending municipal services into this area will enable a more compact/efficient development.

3. There is a shortage of attainable housing in the community. Un-serviced lots consume a large land area , requires an inefficient road and lot layout thereby increasing development costs and final home price.

4. Single family homes are the predominate land use in the area. Urban services would allow smaller lot singles to be considered in future developments. A variety in housing form increases choice and ability to age-in-place.

5. A compact development form allows for more investment in community facilities such as parks, trails and transit upgrades. The currently enabled development form is costly and requires all available land be utilized, leaving minimal opportunity for community facilities.

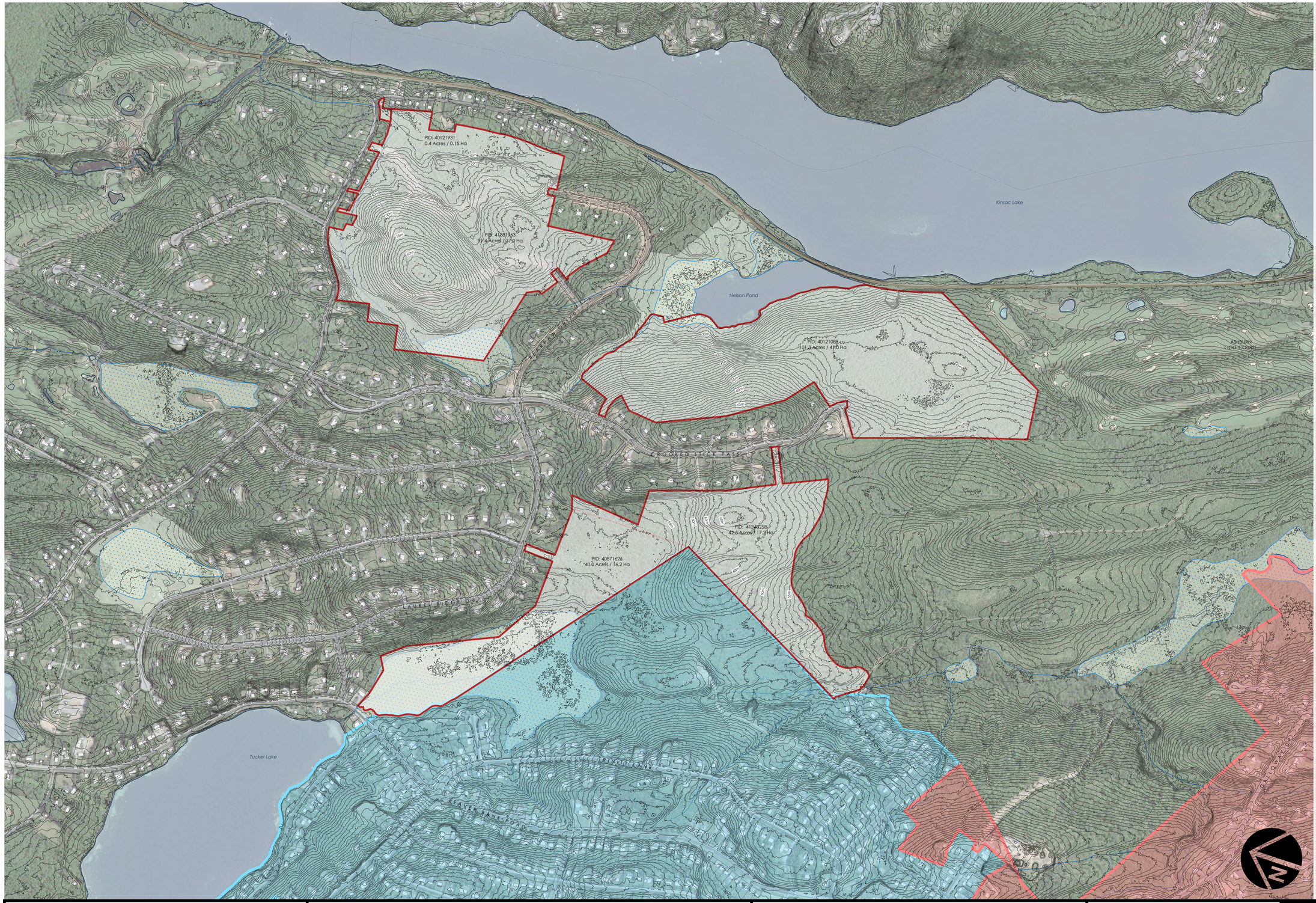
Once you have had an opportunity to review this request, we would ask that we meet to discuss in more detail and how to move this forward.

Sincerely,

[redacted]

Jeff Marchand
President
Marchand Developments Inc.

Enclosure – Attachment A – Subject properties map.



LEGEND

- Site Boundary
- Internal Property Boundary
- Adjacent Property Boundary
- Wetland / Watercourse (Mapping)
- Service Requirements - Water
- Service Requirements - Urban

SITE SUMMARY:

- Total Land Area: 275.6 Acres / 111.55 Ha
- Existing Zones: CCD / R-6

NOTES:

- Subject to survey. Property lines and topographic features are approximate only.
- Site subject to by-law review and regulations.

SOURCES:

- Property lines and topographic features are from Provincial Mapping

SCALE:

0 50 100 200 400m

1 : 5,000

CLIENT		PROJECT	DRAWING		
MARCHAND DEVELOPMENTS		**LOST CREEK DEVELOPMENT** Beaver Bank, Nova Scotia	**ATTACHMENT A - SUBJECT PROPERTIES**	PROJECT NO. **21-112** DRAWN BY: KW ISSUED FOR REVIEW DATE: JUNE 29, 2021	DRAWING NUMBER **100**

SHEET: 24x36

FILE: C:\Users\Kim\Voucker Zoreski Architecture & Planning\Business Development - Documents\2021\112 Lost Creek\dwg\SITE_PLAN-100.dwg

C299

July 28, 2021

Leah Perrin
Planning & Development
Halifax Regional Municipality
40 Alderney Drive
Halifax, NS B3J 3A5

Re: APPLICANT - Marchand Developments Ltd. – Barrett Lake, Beaver Bank

1)	**PID #00500967**	**64 A**	**Barrett Lake**
2)	**PID #41495383**	**2.84A**	**Lot 2**
3)	**PID #41495391**	**2.53A**	**Lot 3**
4)	**PID #41495409**	**2.57A**	**Lot 4**
5)	**PID #41317918**	**6.50A**	**Lot 211A**
6)	**PID #41317991**	**1.87A**	**Lot 218A**
7)	**PID #41318007**	**1.96A**	**Lot 219A**
8)	**PID #41317983**	**2.17A**	**Lot 217**
9)	**PID #41317967**	**1.69A**	**Lot 216**
10)	**PID #41495375**	**1.7 A**	**Lot 212A**

As the 10-year review of the Regional Plan is underway, and Marchand Developments Ltd. is requesting the following be considered.

1. Lands be included in the Urban Service Area within the Regional Subdivision By-law, including sanitary service, as these properties are currently proposed to develop with onsite water and sewer. These currently are in the water serviced zoning only. We are requesting full servicing with water, sewer and storm servicing now prior to buildout in an un-serviced form of servicing.

2. These properties be designated Urban Settlement within the Generalized Future Land Use Map of the Regional Municipal Planning Strategy. Removal of Temporary Holding Zone status on all of these lands.

<u>Rationale for Current Requests:</u>

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

1. The water and urban service boundaries are nearby. Including the lands in the Urban Service Area would enable the development of an urban serviced community, rather than the traditional onsite development currently proposed for this area.

2. The approved Subdivision plans currently regulating development on these lands enables 10 units on large un-serviced lots. Extending municipal services into this area will enable a more compact/efficient development for potentially 200 new homes.

3. There is a shortage of attainable housing in the community. Un-serviced lots consume a large land area, requires an inefficient road and lot layout thereby increasing development costs and final home price.

4. Single family homes are the predominate land use in the area. Urban services would allow smaller lot singles to be considered in future developments. A variety in housing form increases choice and ability to age-in-place.

5. A compact development form allows for more investment in community facilities such as parks, trails and transit upgrades. The currently enabled development form is costly and requires all available land be utilized, leaving minimal opportunity for community facilities.

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,

[redacted]

Kevin Marchand
Marchand Developments Ltd.

Enclosure – Attachment A – Subject properties map.

C300

July 28, 2021

Leah Perrin
Planning & Development
Halifax Regional Municipality
40 Alderney Drive
Halifax, NS B3J 3A5

Re: APPLICANT - Marchand Developments Ltd. – Monarch Drive, Beaver Bank

1) PID #40830291 1.31A Civic 45 Monarch Dr (Lot 37)
2) PID #40830309 1.93A Civic 27 Monarch Dr (Lot 38)

As the 10-year review of the Regional Plan is underway, and Marchand Developments Ltd. is requesting the following be considered.

1. Lands be included in the Urban Service Area within the Regional Subdivision By-law, including sanitary service, as these properties are currently developed and being proposed to develop with onsite sewer. It is as of right R1 zoning and in the water serviced zoning only. We are requesting full servicing with water, sewer and storm servicing prior to full buildout in an un-serviced form of servicing. Our interest is to re-zone 120' in depth from the road frontage of both properties to facilitate 60' wide full-serviced frontages for building lots to continue housing such as along Majestic Drive. Intent to provide piped storm system and sidewalk that benefits the community as this property is directly across from Monarch Elementary School. There is a current safety issue in this community on a daily basis with families parking along both sides of Monarch Drive dropping off and picking up children on a daily basis. Walking students are forced to walk on the street daily dodging between parked cars and oncoming traffic. Sidewalks in this area are essential and my proposal would facilitate sidewalks by myself if these lands get into the serviced boundary!

2. These properties be designated Urban Settlement within the Generalized Future Land Use Map of the Regional Municipal Planning Strategy.

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. The water and urban service boundaries are nearby. Including the lands in the Urban Service Area would enable the development of an urban serviced community, rather than the traditional onsite development currently proposed

for this area. Serviced lands are beside and across the street from both properties.

2. The approved Subdivision currently regulating development on these lands enables two (2) units on large un-serviced lots, along with two (2) additional auxiliary units – total of four (4) units. Extending municipal services into this area will enable a more compact/efficient development. This would entail ten (10) homes with ten (10) auxiliary units for a total of 20 (20) units.

3. There is a shortage of attainable housing in the community. Un-serviced lots consume a large land area, requires an inefficient road and lot layout thereby increasing development costs and final home price.

4. Single family homes are the predominate land use in the area. Urban services would allow smaller lot singles to be considered in future developments. A variety in housing form increases choice and ability to age-in-place.

5. A compact development form allows for more investment in community facilities such as parks, trails and transit upgrades. Adding these lands into the full serviced boundary would substantially add to pedestrian safety in our Monarch Community to our elementary students and community in whole.

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,

[redacted]

Kevin Marchand
Marchand Developments Ltd.

Enclosure – Attachment A – Subject properties map.

C310

BRYCON

October 1, 2021

Halifax Regional Municipality

Attention: Leah Perrin, MCIP LPP

RE: Middle Sackville Property

Dear Leah:

We understand that HRM is collecting requests for changes to the Regional Plan policy (re: inclusion in the service boundary).

We have a property located in Middle Sackville, PID # 40167561 that we wish to have included in the new service boundary for future development. Please accept this letter as our official request.

Our property has frontage on Sackville Drive and is located between Rosemary Drive and Fennerty Road. We understand that Halifax Water may have an interest in having municipal services in this area so that the sewage treatment plant at Springfield Lake can be decommissioned.

Our property is zoned MU-2 which allows for development with on-site services but we would prefer to develop more efficiently and are willing wait for municipal services if we knew they would be coming in the future. Given the current housing crisis, it is important to make sure there is adequate serviceable land to accommodate the increased population growth in the Halifax area. Sackville is an ideal area to offer affordable housing.

Please advise if you require anything further for this request.

Should you have any questions, please do not hesitate to contact the undersigned.

Yours Truly,

[redacted]

Ronnie Melanson, P.Eng.,
VP Engineering
Office: [redacted]
Cell:
Fax:
Email:

C311

September 28,2021

Leah Perrin
Planning & Development
Halifax Regional Municipality
40 Alderney Drive
Halifax, NS B3J 3A5

Attention: Leah Perrin

Re: **Marchand Developments Ltd. – Webber Lake**

PID #4123614 **19A**

As the 10-year review of the Regional Plan is underway, Marchand Developments Ltd. is requesting the following be considered.

1. Lands be included in the Urban Service Area within the Regional Subdivision By-law, including sanitary service, as these properties are currently proposed to develop with onsite water and sewer (see Attachment A – Subject properties)
2. These properties be designated Urban Settlement within the Generalized Future Land Use Map of the Regional Municipal Planning Strategy.

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. The water and urban service boundaries are nearby. Including the lands in the Urban Service Area would enable the development of an urban serviced community, rather than the traditional onsite development currently proposed for this area.

2. This site has the capacity of approximately 300 senior housing units and municipal services would really help to facilitate a more compact/efficient development.

3. There is a shortage of attainable housing in the community. Un-serviced lots consume a large land area, requires an inefficient road and lot layout thereby increasing development costs and final home price.

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,

[redacted]

Jeff Marchand
President
Marchand Developments Inc.

Enclosure – Attachment A – Subject properties map.



LEGEND

- Site Boundary
- Adjacent Property Boundary
- Exisitng Zoning Boundary
- Wetland

SITE SUMMARY:

- PID: 40123614
- Total Land Area: 18 0 Acres
- Existing Zone: MU-2 (Mixed Use 2) / FP (Floodplain)

NOTES:

- Subject to survey. Property lines and topographic features are approximate only.
- Site subject to by-law review and regulations.

SOURCES:

- Property lines and topographic features are Provincial Mapping

SCALE:

0 10 20 30 60 90 125m

1 : 2 500

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CLIENT

PROJECT

WEBBER LAKE DEVELOPMENT
Middle Sackville, Nova Scotia

DRAWING

SITE PLAN

PROJECT NO. **21-BD-076**
DRAWN BY: KW
ISSUED FOR REVIEW
DATE: APRIL 29, 2021

DRAWING NUMBER
102

FILE: C:\Users\Ross\Zwicker Zareski Architecture & Planning\Projects - 2021 Projects\21-080 Marchand Lucasville\4_PLAN\1_DWG\1_Site Plan\21-BD-076-SITE_PLAN-102.dwg SHEET: 11x17

NOTE:
CLADDING TO BE NON-COMBUSTIBLE, NON-VINYL TYPE.

EXTERIOR MATERIALS LEGEND	
1	COMPOSITE METAL PANEL
2	WOOD LIKE METAL PANEL
3	FIBRE CEMENT SIDING
4	ALUMINUM FRAMED GLASS GUARD (1.06m)
5	UNUSED
6	DOUBLE PATIO DOOR (2.15m X 1.82m)
7	CURTAIN WALL SYSTEM
8	PUNCH WINDOW (2.15m X 1.21m)
9	BUILDING CUT LINE



EAST ELEVATION

21-080_Building Elevations

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CLIENT
MARCHAND DEVELOPMENTS

PROJECT
WEBBER LAKE DEVELOPMENT
Middle Sackville, Nova Scotia

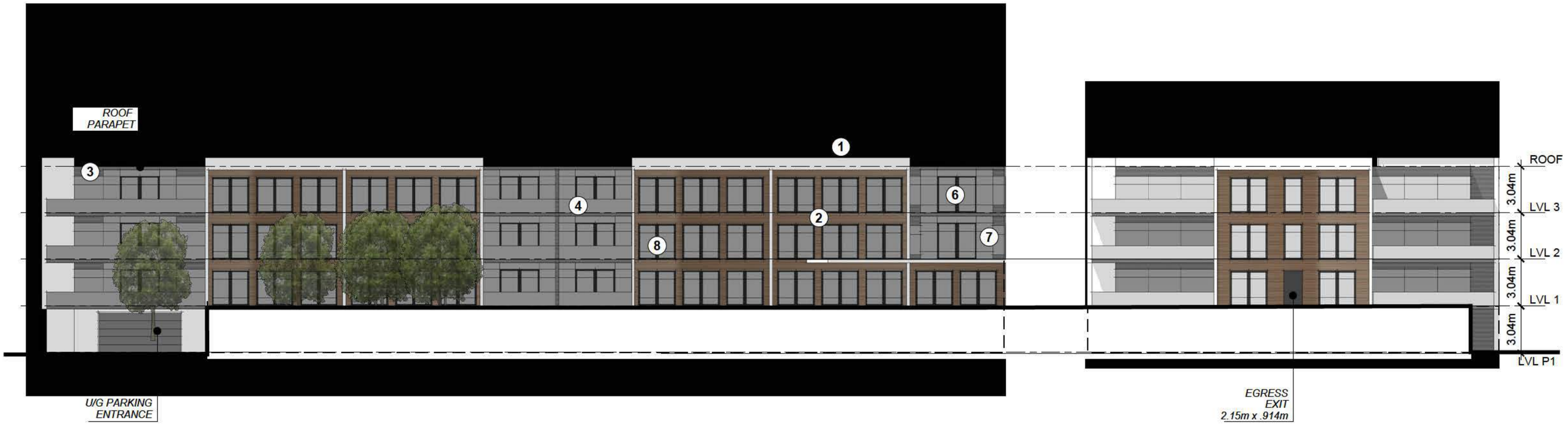
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EAST ELEVATION
SCALE 1:240
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PROJECT NO. **21-080**
DRAWN BY: MC
ISSUED FOR DP
DATE: June 16, 2021

SCHEDULE
A1

NOTE:
CLADDING TO BE NON-COMBUSTIBLE, NON-VINYL TYPE.

EXTERIOR MATERIALS LEGEND	
1	COMPOSITE METAL PANEL
2	WOOD LIKE METAL PANEL
3	FIBRE CEMENT SIDING
4	ALUMINUM FRAMED GLASS GUARD (1.06m)
5	UNUSED
6	DOUBLE PATIO DOOR (2.15m X 1.82m)
7	CURTAIN WALL SYSTEM
8	PUNCH WINDOW (2.15m X 1.21m)
9	BUILDING CUT LINE



NORTH ELEVATION

EAST ELEVATION

21-080_Building Elevations

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CLIENT
MARCHAND DEVELOPMENTS

PROJECT
WEBBER LAKE DEVELOPMENT
Middle Sackville, Nova Scotia

DRAWING
NORTH & EAST ELEVATION
SCALE 1:240
0m 3.04m 1.52m 6.09m

PROJECT NO. **21-080**
DRAWN BY: MC
ISSUED FOR DP
DATE: June 16, 2021

SCHEDULE
A2

NOTE:
CLADDING TO BE NON-COMBUSTIBLE, NON-VINYL TYPE.

EXTERIOR MATERIALS LEGEND	
1	COMPOSITE METAL PANEL
2	WOOD LIKE METAL PANEL
3	FIBRE CEMENT SIDING
4	ALUMINUM FRAMED GLASS GUARD (1.06m)
5	UNUSED
6	DOUBLE PATIO DOOR (2.15m X 1.82m)
7	CURTAIN WALL SYSTEM
8	PUNCH WINDOW (2.15m X 1.21m)
9	BUILDING CUT LINE



SOUTH ELEVATION

21-080_Building Elevations

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CLIENT
MARCHAND DEVELOPMENTS

PROJECT
WEBBER LAKE DEVELOPMENT
Middle Sackville, Nova Scotia

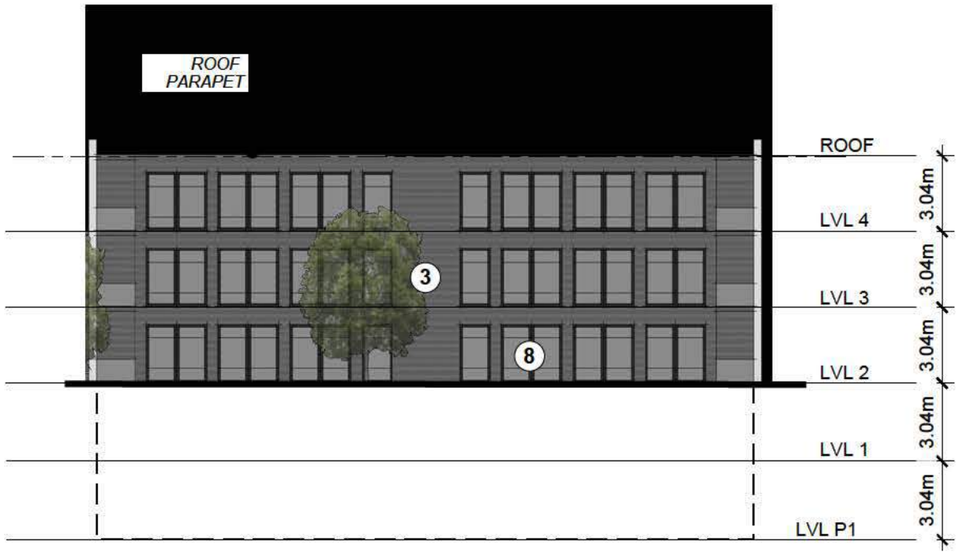
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SOUTH ELEVATION
SCALE 1:240
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PROJECT NO. **21-080**
DRAWN BY: MC
ISSUED FOR DP
DATE: June 16, 2021

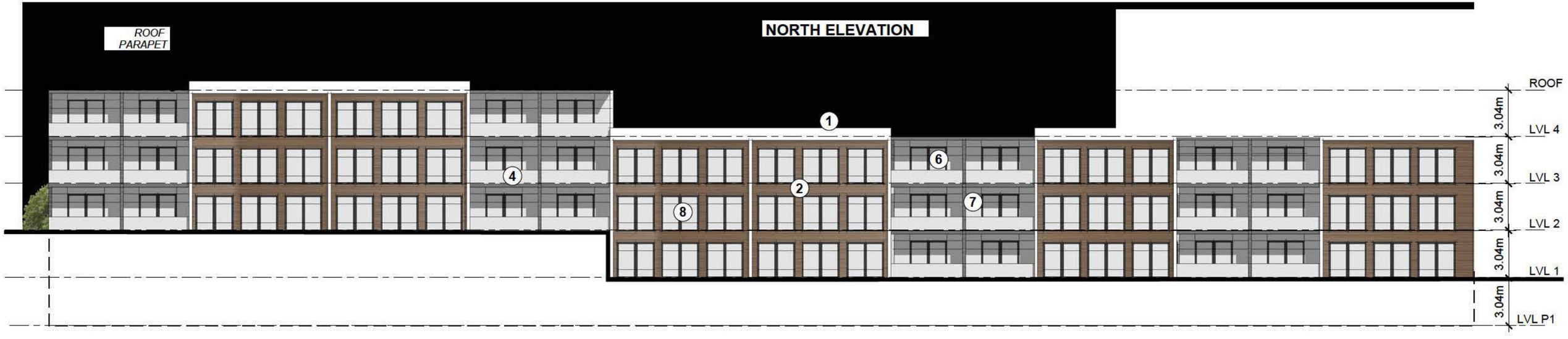
SCHEDULE
A3

NOTE:
CLADDING TO BE NON-COMBUSTIBLE, NON-VINYL TYPE.

EXTERIOR MATERIALS LEGEND	
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2	WOOD LIKE METAL PANEL
3	FIBRE CEMENT SIDING
4	ALUMINUM FRAMED GLASS GUARD (1.06m)
5	UNUSED
6	DOUBLE PATIO DOOR (2.15m X 1.82m)
7	CURTAIN WALL SYSTEM
8	PUNCH WINDOW (2.15m X 1.21m)
9	BUILDING CUT LINE



WEST ELEVATION



NORTH ELEVATION

21-080_Building Elevations

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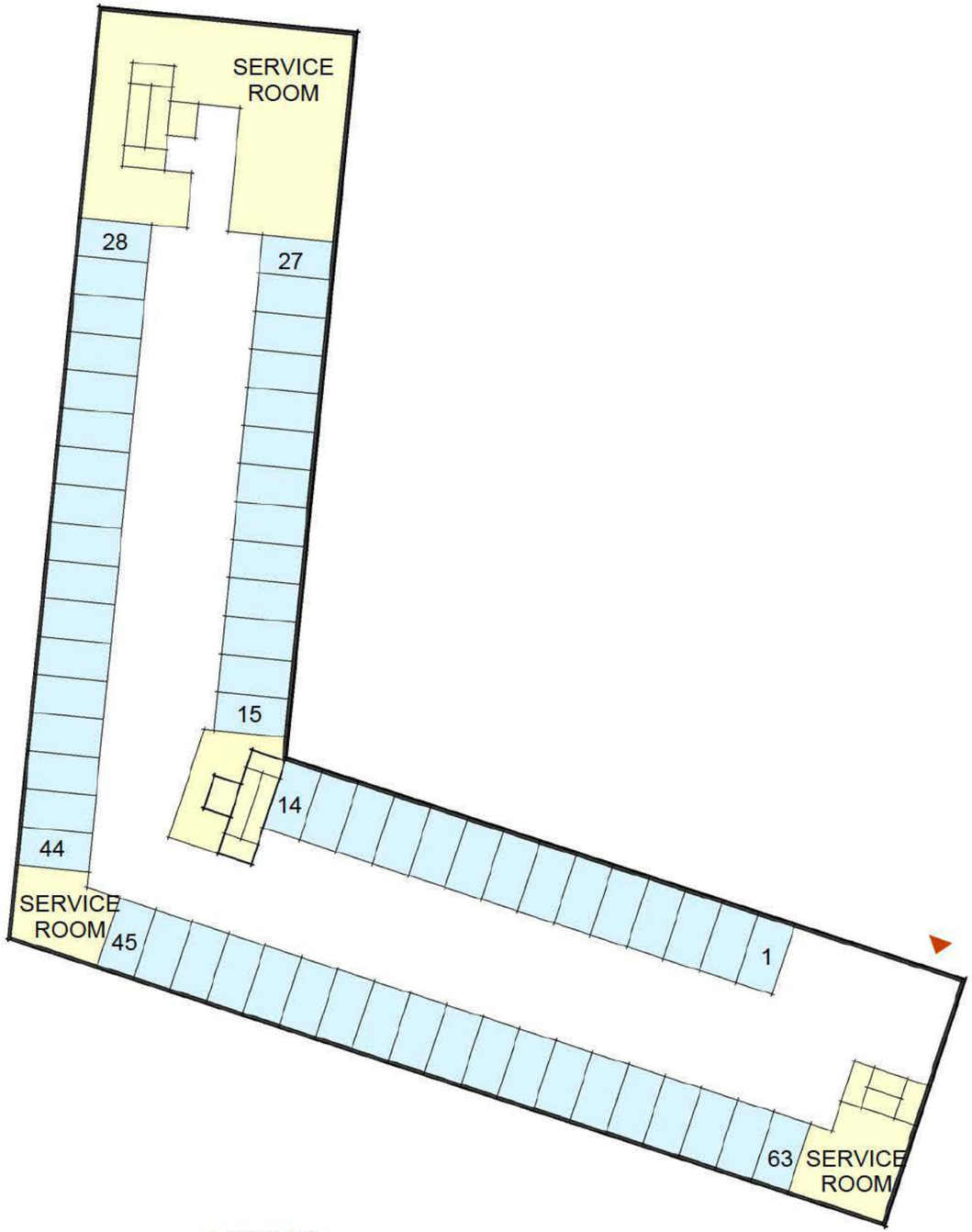
CLIENT
MARCHAND DEVELOPMENTS

PROJECT
WEBBER LAKE DEVELOPMENT
Middle Sackville, Nova Scotia

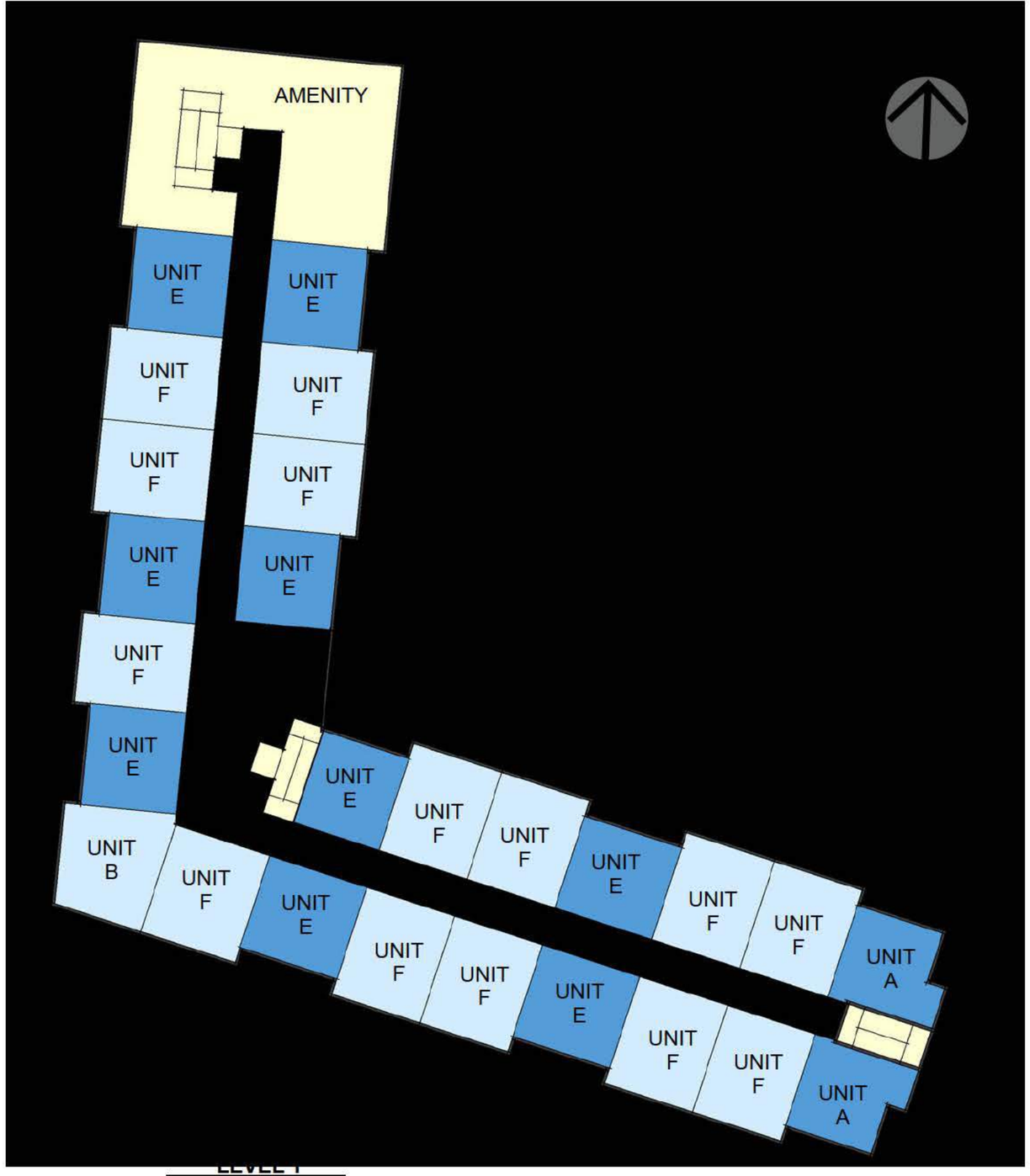
DRAWING
NORTH & WEST ELEVATION
SCALE 1:240
0m 3.04m 1.52m 6.09m

PROJECT NO. **21-080**
DRAWN BY: MC
ISSUED FOR DP
DATE: June 16, 2021

SCHEDULE
A4



LEVEL P1



LEVEL 1

21-080_Building Elevations

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CLIENT
MARCHAND DEVELOPMENTS

PROJECT
WEBBER LAKE DEVELOPMENT
Middle Sackville, Nova Scotia

DRAWING
FLOOR PLANS
SCALE 1:480
0 3.04
1 52 6 09

PROJECT NO. **21-080**
DRAWN BY: MC
ISSUED FOR DP
DATE: June 16, 2021

SCHEDULE
A5



LEVEL 4

21-080_Building Elevations

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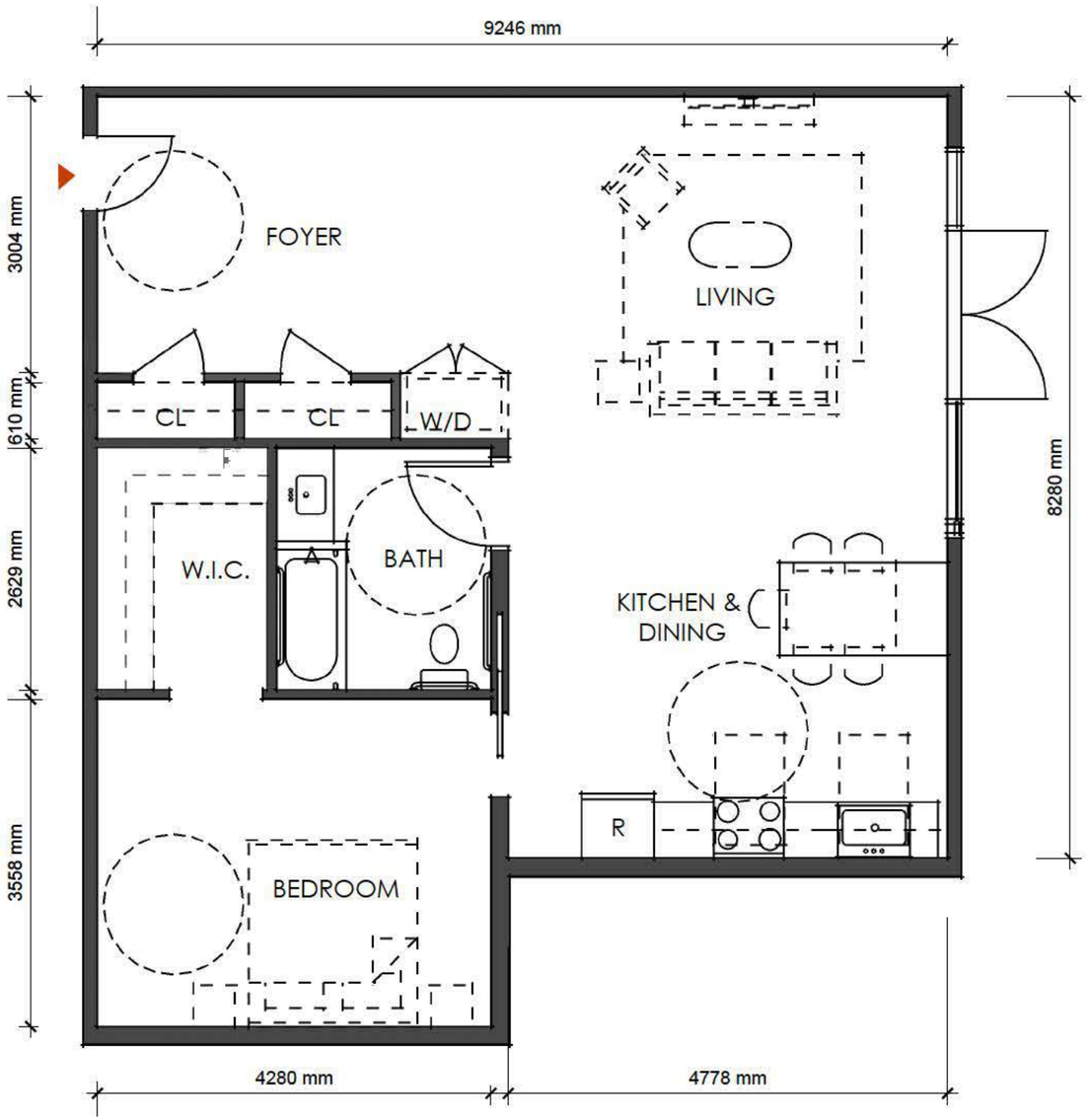
CLIENT
MARCHAND DEVELOPMENTS

PROJECT
WEBBER LAKE DEVELOPMENT
Middle Sackville, Nova Scotia

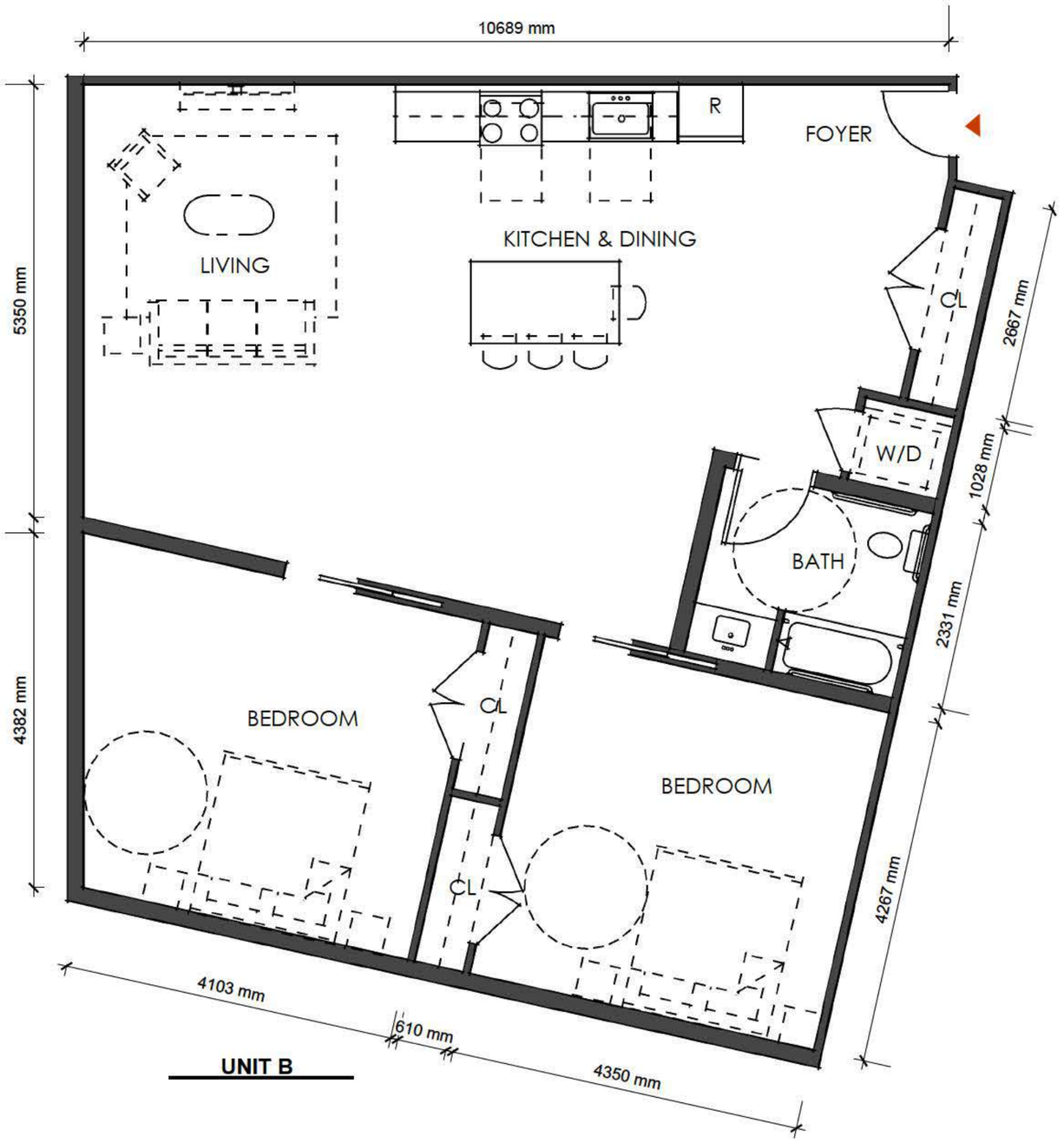
DRAWING
FLOOR PLANS
SCALE: 1:480
0 3.04
1.52 6.09

PROJECT NO. **21-080**
DRAWN BY: MC
ISSUED FOR DP
DATE: June 16, 2021

SCHEDULE
A6



UNIT A



UNIT B

21-080_Building Elevations

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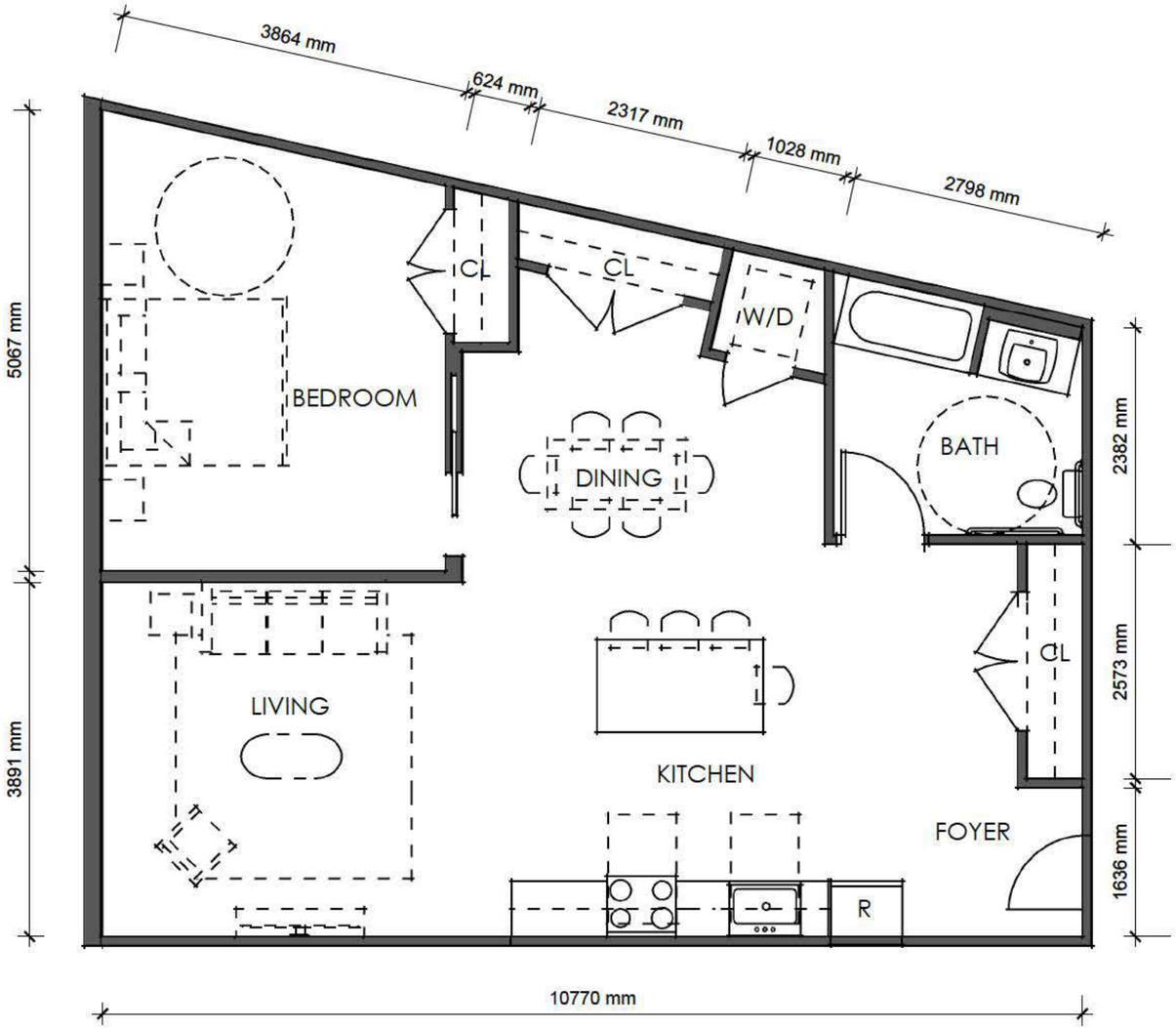
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PROJECT
WEBBER LAKE DEVELOPMENT
Middle Sackville, Nova Scotia

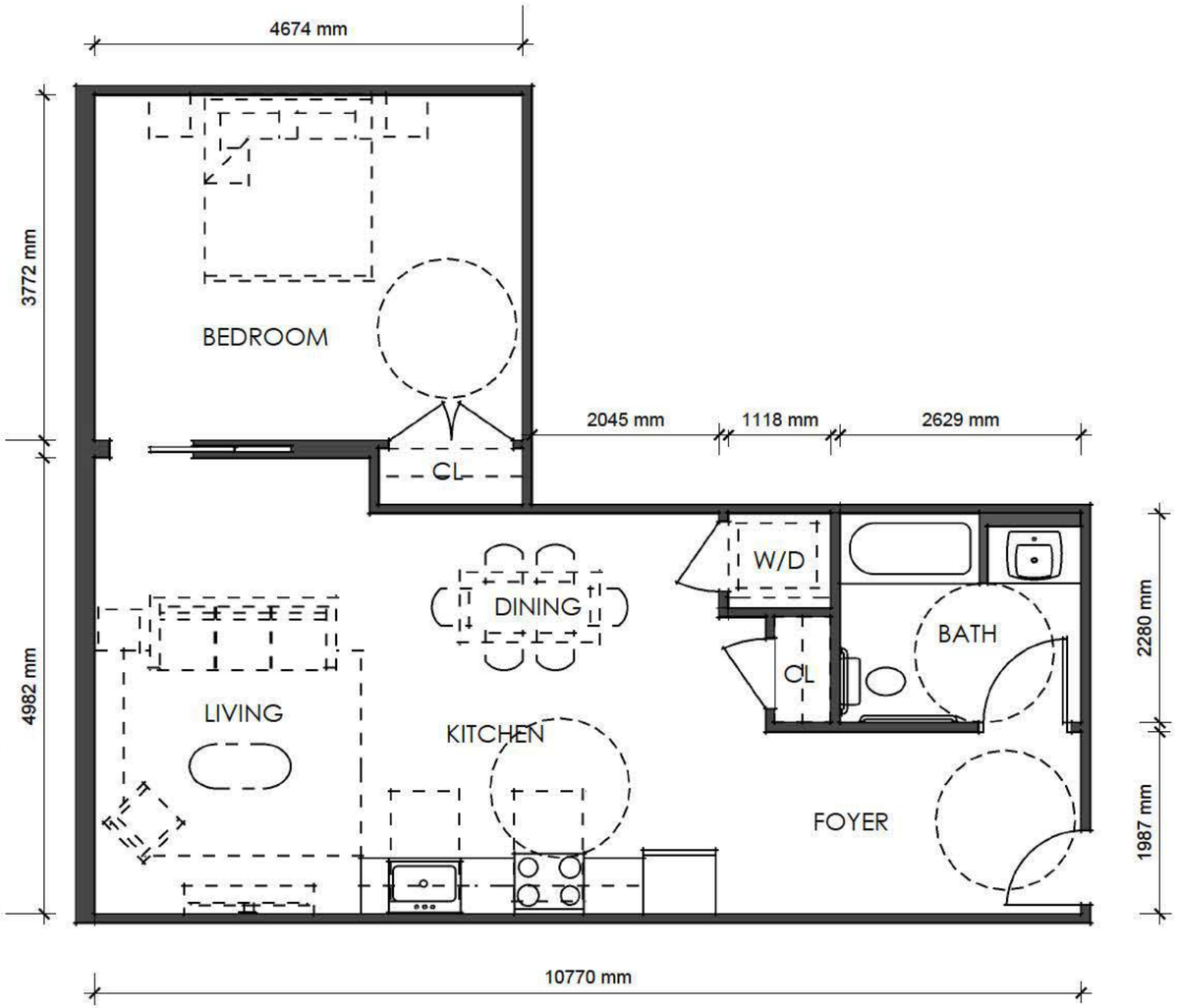
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UNIT BLOWUPS
SCALE: 1:64

PROJECT NO. **21-080**
DRAWN BY: MC
ISSUED FOR DP
DATE: June 16, 2021

SCHEDULE
A7



UNIT C



UNIT D

21-080_Building Elevations

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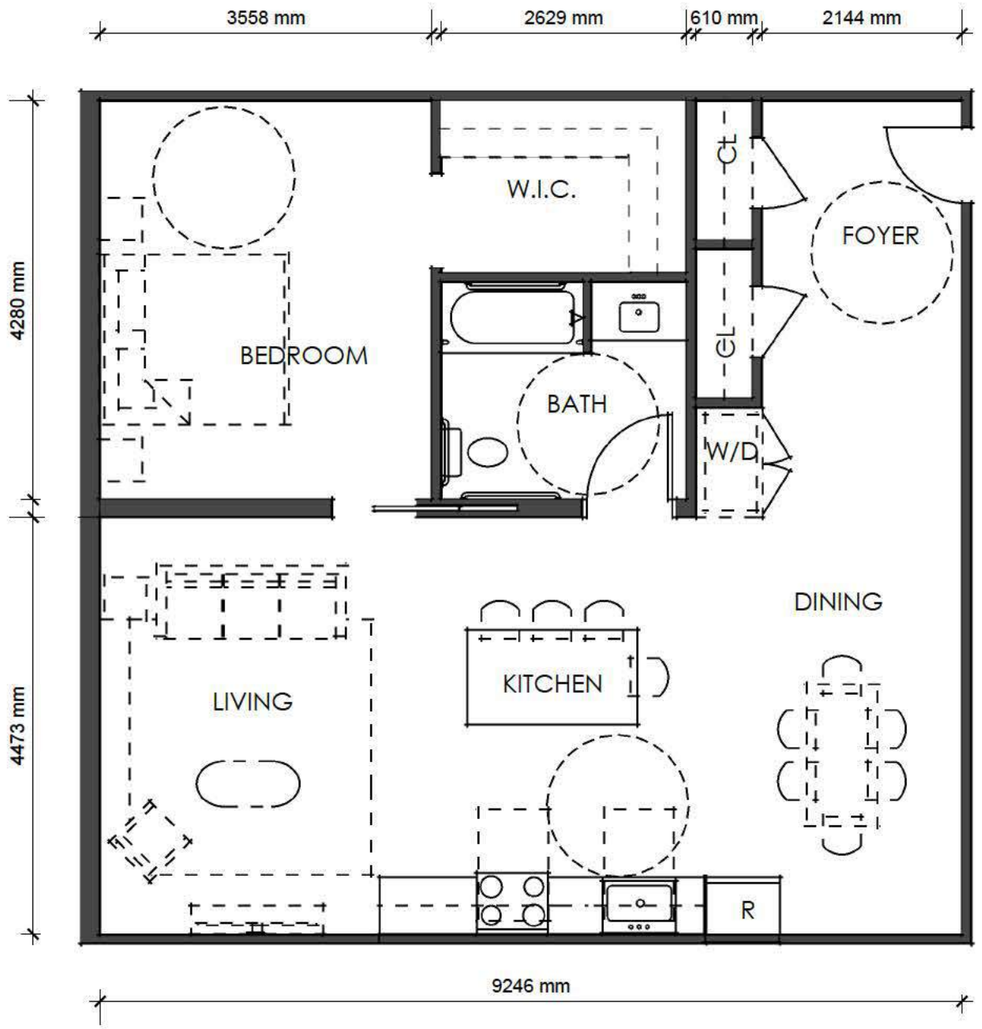
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PROJECT
WEBBER LAKE DEVELOPMENT
Middle Sackville, Nova Scotia

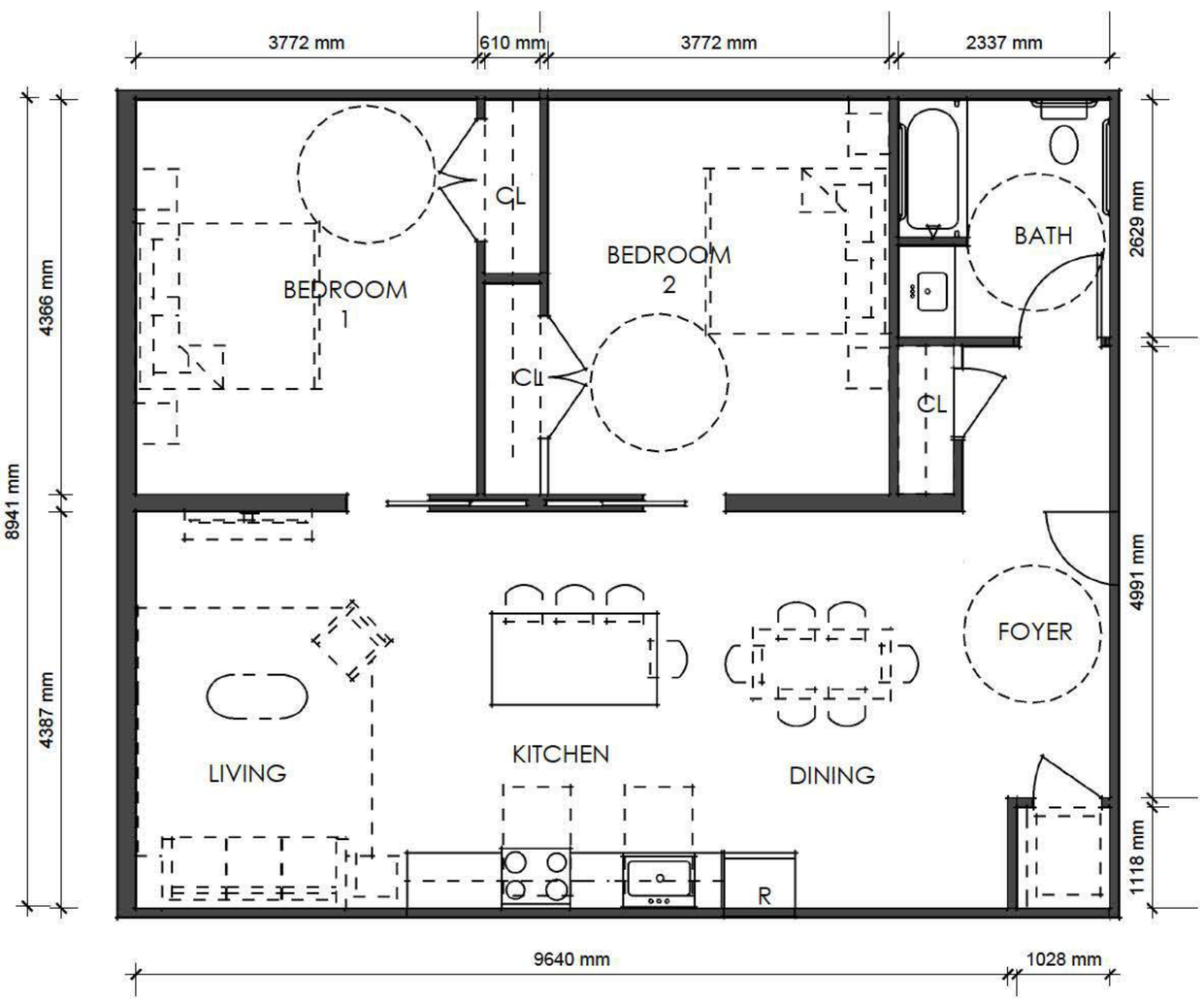
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UNIT BLOWUPS
SCALE: 1:64

PROJECT NO. **21-080**
DRAWN BY: MC
ISSUED FOR DP
DATE: June 16, 2021

SCHEDULE
A8



UNIT E



UNIT F

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CLIENT
MARCHAND DEVELOPMENTS

PROJECT
WEBBER LAKE DEVELOPMENT
Middle Sackville, Nova Scotia

DRAWING
UNIT BLOWUPS
SCALE: 1:64

PROJECT NO. **21-080**
DRAWN BY: MC
ISSUED FOR DP
DATE: June 16, 2021

SCHEDULE
A9



21-080_Building Elevations

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CLIENT

MARCHAND DEVELOPMENTS

PROJECT

WEBBER LAKE DEVELOPMENT
Middle Sackville, Nova Scotia

DRAWING

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PROJECT NO. **21-080**
DRAWN BY: MC
ISSUED FOR DP
DATE: June 16, 2021

SCHEDULE
A10

C312

September 28,2021

Leah Perrin
Planning & Development
Halifax Regional Municipality
40 Alderney Drive
Halifax, NS B3J 3A5

Re: **Marchand Developments Ltd. – Springfield Lake Area**

Ledgeview Drive	**PID #41302837**	**65A**
Ledgeview Drive	**PID #41305020**	**2A**
Megan Drive	**PID #41047655**	**14A**
Lakeview Ave	**PID #41491853**	**100A**
Lakeview Ave	**PID #41302829**	**35.16A**
Lakeview Ave	**PID #41077603**	**108.48A**

As the 10-year review of the Regional Plan is underway, Marchand Developments Ltd. is requesting the following be considered.

1. Lands be included in the Urban Service Area within the Regional Subdivision By-law, including sanitary service, as these properties are currently proposed to develop with onsite water and sewer (see Attachment A – Subject properties)
2. These properties be designated Urban Settlement within the Generalized Future Land Use Map of the Regional Municipal Planning Strategy.

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. The water and urban service boundaries are nearby. Including the lands in the Urban Service Area would enable the development of an urban serviced community, rather than the traditional onsite development currently proposed for this area.

2. The approved concept plans currently regulating development on these lands enables 150 units on large un-serviced lots. Extending municipal services into this area will enable a more compact/efficient development.

3. There is a shortage of attainable housing in the community. Un-serviced lots consume a large land area, requires an inefficient road and lot layout thereby increasing development costs and final home price.

4. Single family homes are the predominate land use in the area. Urban services would allow smaller lot singles to be considered in future developments. A variety in housing form increases choice and ability to age-in-place.

5. A compact development form allows for more investment in community facilities such as parks, trails and transit upgrades. The currently enabled development form is costly and requires all available land be utilized, leaving minimal opportunity for community facilities. This project links into the proposed Beaver Bank/Mt. Uniacke/Collector Rd Extension program.

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,

[redacted]

Jeff Marchand
President
Marchand Developments Inc.

Enclosure – Attachment A – Subject properties map.

C314

SUNROSE

Sunrose Land Use Consulting

Halifax, Nova Scotia

October 5, 2021

Leah Perrin, MCIP, LPP
Regional Planning Team
Halifax, Nova Scotia

Dear Leah:

Re: Regional Plan Review – Middle Sackville Property PID 40699845

On behalf of my Client, Shoreham Development Limited, we are requesting that you please consider expanding the service boundary to include the above noted property. This property recently went on the market and my Client has a signed purchase and sale agreement for the property.

The property is located adjacent to the Middle Sackville Urban Local Growth Center that has municipal services. The property is just behind Sackville Drive with frontage on Bambrick Road and Orchard Drive.

There are several older residential properties nearby that were developed with on-site services that would be considered undersized by today's standards. It is likely only a matter of time before the nearby older residential septic systems will need to be replaced, yet their lot sizes may not meet the minimum standards for new septic systems.

This property is eligible for a conservation design subdivision by development agreement but it would be a more efficient use of land to develop it with municipal water and sewer services. It is a good location to provide residential lots to help address HRM's desperate need for housing.

Expanding the service boundary in this area of Middle Sackville would allow HRM and Halifax Water to address some outdated servicing infrastructure in the area.

Thank you for your consideration and we look forward to discussing this matter in more detail as the Regional Plan review process continues.

Sincerely:

[redacted]

Jenifer Tsang, MCIP, LPP

tel: [redacted]

email: [redacted]

Re: Planning for an Active Lifestyle Community

Properties owned by Greg Dowe – Provincial Properties

- PID 00425512 – 28 Acres
- PID 00422535 – 43 Acres
- PID 00423509 – 11 Acres (currently owned by Armco)

This project is in the planning stages to create a 50+ / Seniors development on the corner of **Hammonds Plains Road and Lucasville Road**.

Phase 1 of the plan is for a portion of PID 00425512 is an as of right plan with seven lots with one apartment building on each

- Creating seniors apartment units (approximately 336 Total Units)
- Divide off 7 individual Lots each with an apartment building on it
- Two of the buildings / lots will access off of Hammonds Plains Road
- 5 of the buildings / lots will access off of Lucasville Road

The plan is to access Municipal water for these units.

We will also be creating an onsite communal Waste Water System.

Phase 2 and Phase 3 – are planned to be Duplex Units and Single Family on

- Remaining part of PID 00425512 – for the Duplexes (48 units)
- The Single Family Homes on PID 00422512 and planned to purchase PID 00423509 for additional single family (total single family 120)

Our Request for the Plan Review

- The serviceable boundary be adjusted to include all three parcels of land – as you will see the **as of right** apartments Phase 1 can currently be serviced.
- The plan will be to use Municipal Water and Communal Wastewater System for Phase 2 and 3

We will provide you with the draft site plans as they are currently being worked on.

We would be pleased to meet with you if it would help at this stage and explain further our plans. If there is additional information you would like at this time please let us know.

- Site Planners – Rob LeBlanc – Fathom Studios
- Design Point Engineering – Evan Teasdale

Ged Stonehouse

(project facilitator)

COUNTRY MEADOWS at HAMMONDS PLAINS

0 60 120
1:3000

NORTH

POWERLINE EASEMENT

PARK

EXISTING TRAIL

PHASE 3

PHASE 2

PHASE 1

TRAILS

HAMMONDS PLAINS ROAD

LUCASVILLE ROAD

STP

20 UPF
3 FLOORS
60 UNITS

16 UPF
3 FLOORS
48 UNITS

12 UPF
3 FLOORS
36 UNITS

61 61 20 72 61 61 61 76 20 61 75

fathomstudio.ca
1 Starr Lane
Dartmouth, NS
B2Y 4V7

fathom

Formerly
Ekistics Planning & Design