

C003 Lake Loon Golf Course

Request from Lake Loon Golf Centre Ltd. to redesignate/ rezone and expand the Urban Service Area boundary to enable future development of this site.

Subject Site Details:

General Location	Bounded on the south by Halifax Regional Water Commission Topsail Lake watershed lands, to the west by the Forest Hills Connector, to the east by Golf View Drive and Main Street (Highway #7) and to the north by privately held lands.		
Subject Site	40396152	3.28 Acres	Lake Loon Golf Centre Limited
	00602474	11.24 Acres	Lake Loon Golf Centre Limited
	41053299	5.87 Acres	Lake Loon Golf Centre Limited
	00261933	1.65 Acres	Lake Loon Golf Centre Limited
	00261925	0.57 Acres	Lake Loon Golf Centre Limited
	00261958	0.172 Acres	May Ann Fisher
	41053281	3.21 Acres	L & A Investments Limited
	40173395	0.509 Acres	Helm's Deep Capital Limited
	40285397	0.589 Acres	Permanent Foundations Limited
	00261917	0.017 Acres	L & A Investments Limited
	Total	+/-28.11 Acres	
Current Land Use(s)	The neighbourhood is a mix of residential (single family and multi-unit) and commercial properties.		
Surrounding Uses(s)	Freeway, arterial road, strip mall, gas station		
Service Area (per Schedule B, Regional Subdivision By-Law)	Outside the Service Area (except a small jog in the northeast edge of PID 41053299). (The golf clubhouse is currently serviced by a sewer lateral force main from a Halifax Water Commission pumping station)		
Community Plan Designation	Dartmouth Municipal Planning Strategy : Reserve (RSV) Designation		
Zoning	Dartmouth Land Use Bylaw : Holding (H)		
Regional Plan Designation	OS (Open Space and Natural Resources), with a sliver of US (Urban Settlement) along most of the eastern edge Located within the Westphal Urban Local Growth Centre.		
Existing Planning Policy Considerations	Regional Plan ; Under the Regional Plan, the lands are designated Open Space and Natural Resources, located outside the Urban Service Area and within the Westphal Urban Local Growth Centre		

	The lands are within the Collins Park Watershed and immediately adjacent the Lake Lemont Emergency Water Supply Area
Regional Plan Review Considerations	- Consider this request in relation to the Regional Plan's strategic growth objectives - Consider this request in relation to the Collins Park and Lake Lemont Source Water Protection Plans - There may be opportunities to align access to the site and adjoining properties with the signalized intersection at Ridgecrest Drive and Main Street. Proposed housing units (estimated): 191 units (estimated at 7 units per acre)
Recommended Approach	Possible Categorizations: Regional Plan Phase 3: Quick Adjustments for Capacity Regional Plan Phase 4: Draft Regional Plan Regional Plan Phase 5: Future Capacity Advance Outside Regional Plan No Change Recommended Regional Plan Phase 3: Quick Adjustments for Capacity As part of this review, consider including these lands in the Urban Service Area boundary, redesignating to the Urban Settlement designation, and applying zoning under the Dartmouth Land Use By-Law that would enable future development of this site. Staff will consult with Halifax Water regarding servicing opportunities and constraints, with a focus on prioritizing protection of the Lake Lemont Emergency Water Supply Area.



C003 - Lands on Main Street and Gold View Drive (Lake Loon Golf Course)

Regional Plan



Subject Area



Regional Plan Generalized Future Land Use Designation

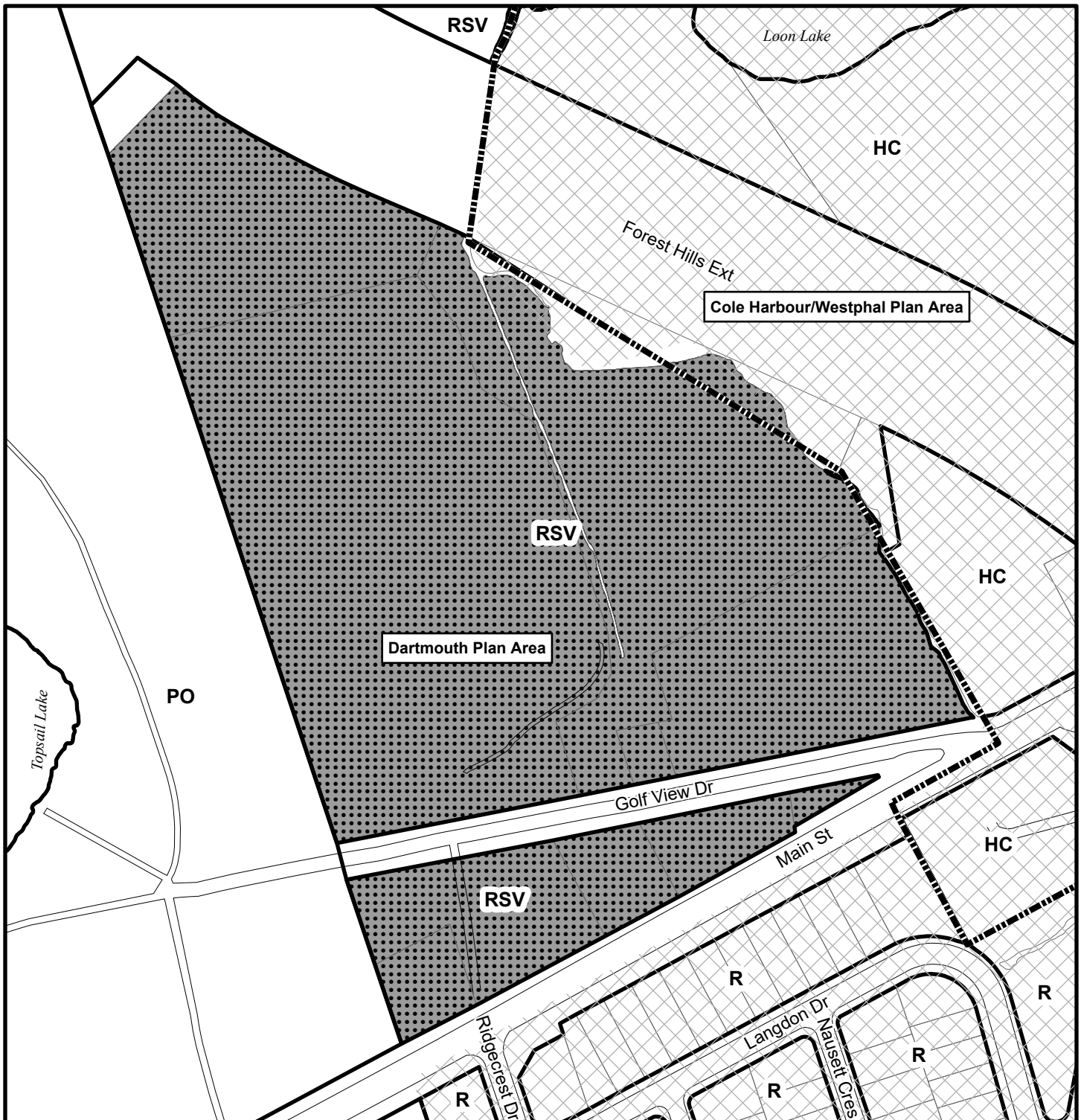


HALIFAX

0 20 40 60 80 100 m

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

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



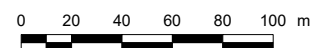
C003 - Lands on Main Street and Gold View Drive (Lake Loon Golf Course)

Generalized Future Land Use

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

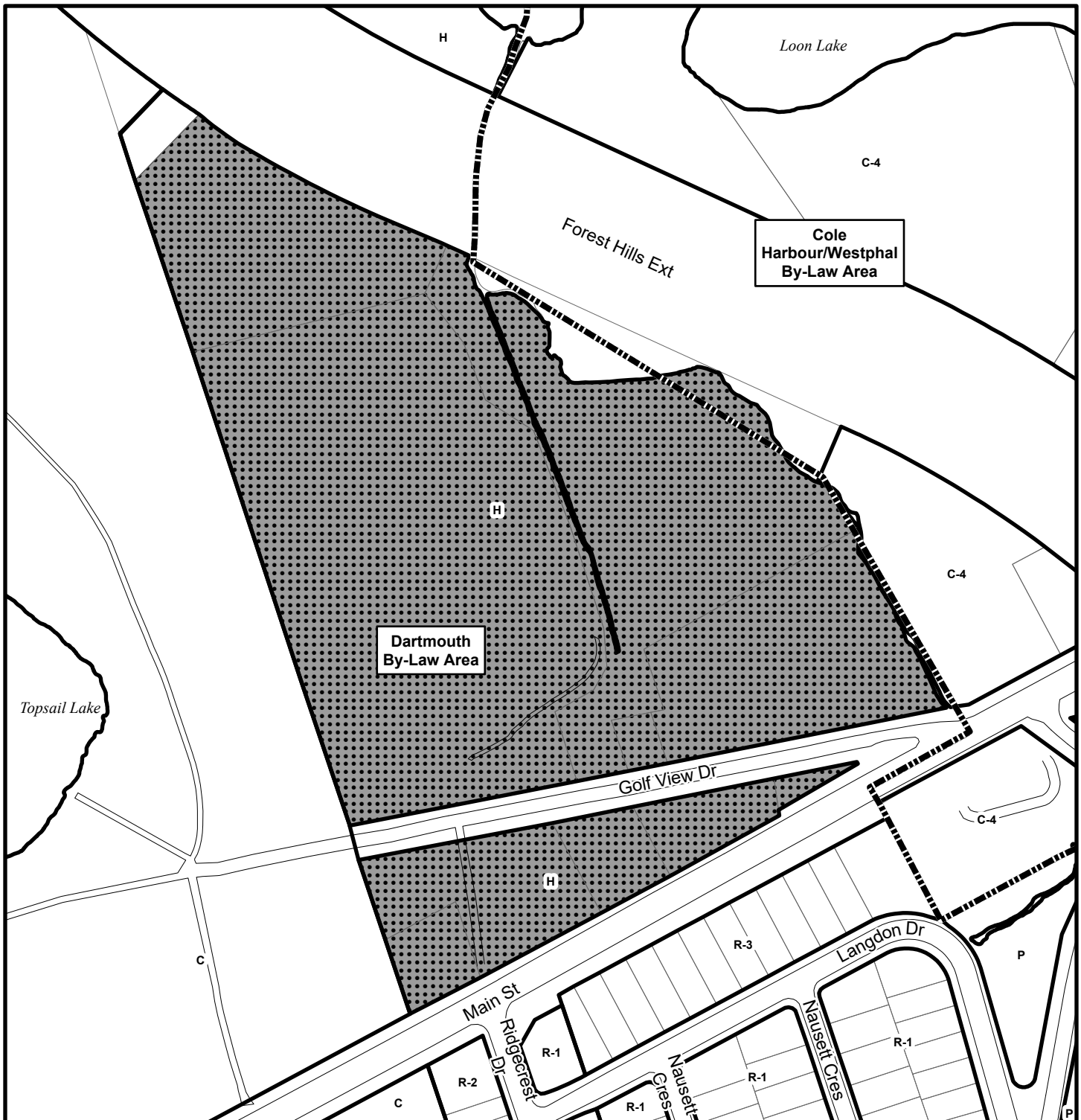


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C003 - Lands on Main Street and Gold View Drive (Lake Loon Golf Course)

Zoning

-  Subject Area
-  By-law Area
-  Zoning



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0 20 40 60 80 100 m

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

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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.

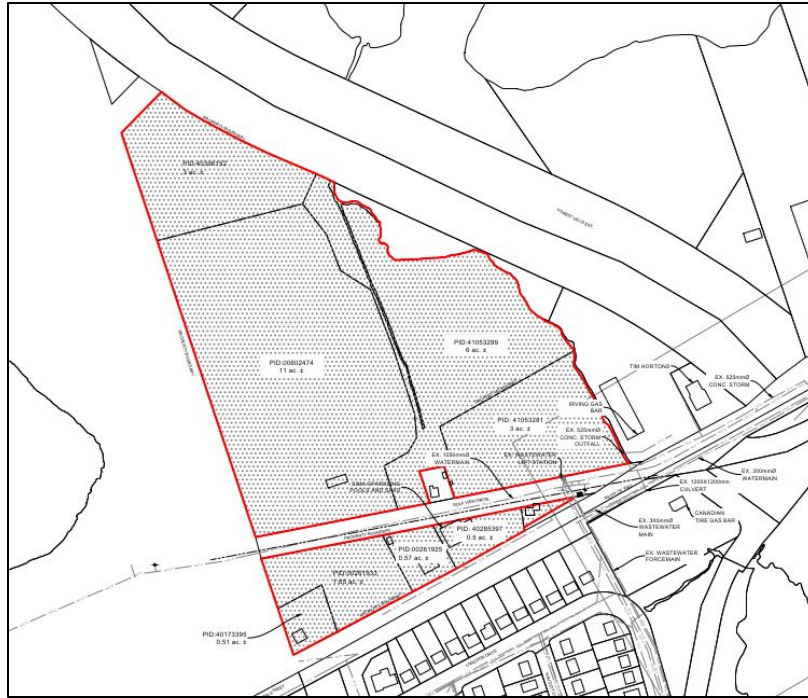


Figure 1: Subject Site

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

High-quality and Comprehensively planned development

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 is 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 of 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



Email: mackerbrian@gmail.com
Phone: 902-449-7608