

31 August 2017

**Updated:** 2 November 2018

Stephanie Salloum  
Planning and Development  
Halifax Regional Municipality  
PO Box 1749  
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Ms. Salloum;

**RE: Case # 21491 – Development Agreement Application – Berry Hills Phase 8**

Please find attached an application by Armco Capital for Berry Hills Phase 8 in Sackville. A completed application form, relevant plans, and the Traffic Impact Study are attached. All files can be provided electronically via email.

**The Site**

<b>Project Name</b>	Berry Hills Phase 8
<b>Civic Address</b>	Snowberry Court
<b>Area</b>	51.4 acres
<b>PID</b>	portion of 41071069
<b>Current Use</b>	Vacant

**Planning Context**

<b>RMPS Designation</b>	Urban Settlement
<b>Plan Area</b>	Sackville
<b>Plan Area Designation</b>	Urban Residential
<b>Zoning</b>	CDD
<b>Serviced</b>	Fully Serviced

The Regional Plan, under policy SU-6, enables residential development of the site subject to certain criteria.

**Project History**

In 2014, Armco Capital submitted an application for a Development Agreement on this site. That proposal consisted of 60 foot frontage single family lots, zero-lot-line lots of less than 28 feet, semi-detached units, townhouse units and multi-unit buildings.

Members of the public and staff expressed concerns with the design, when it was presented at the public information meeting. Based on their comments we made a number of changes:

- eliminated townhouses and apartment buildings;
- located only R-6 (60 foot frontage) single family homes around the exterior of the site
  - deeper lots adjacent to existing residential allowed us to provide a 10 m tree retention buffer to reduce the visual impact of the development on adjacent properties;
- acquired an additional entrance to the site from Lively Road to move some of the development's traffic away from Wilson Lake Drive; and
- reduced the overall number of units on the site to reduce the potential impact on neighbouring properties.

As we prepared to submit a revised design in 2017, we circulated a preliminary design to residents, the Councillor, and HRM to get feedback. Our goal is to create a revised design that will meet the needs of both the developer and local residents.

#### *Concept 1*

The first design we submitted to HRM, in 2017, showed 246 units. There was a mix of semi-detached, and 35', 40' and 60' singles. Following a discussion with HRM staff we held two public open houses with community members living in the area. We received feedback on lot types, and size, and heard concerns from the public regarding traffic and servicing.

#### *Concept 2*

Based on community feedback we resubmitted a concept plan to the city, showing a total of 166 units (50' singles and 60' singles).

#### *Current Concept*

HRM staff requested fewer roads in the development. We reduced the road network, and to compensate for the loss in road frontage we included some smaller semi-detached units in the interior of the lot. We believe that the semi-detached units are appropriate for the area. These units will help to meet the need identified in the Halifax Housing Needs Assessment, and make the community more affordable for homebuyers. The semi-detached units will be appropriate for senior citizens downsizing from larger homes in the area. The remainder of the lots are a mix of 50' and 60' singles. The 60' singles are on the exterior of the lot, adjacent to existing homes.

### **Policy and Design**

HRM recognizes the need for an efficient utilization of the lands within the existing Urban Service Area of HRM. This proposed development takes advantage of the close proximity to two major transportation routes: Sackville Drive and Highway 101. The development contains a total of 165 residential units with a variety of housing stock from single family homes to semi-detached homes, located on the interior of the site. The design of the development is intended to fit in with the character of the surrounding neighbourhood, while providing a variety of housing stock at various price points.

The development has a population density of 10.75 ppa.

Lot breakdown:

Unit type	Unit count
Single family (60 ft.)	54
Single family (50 ft.)	55
Semi-detached (35 ft. per unit)	56
<b>Total</b>	<b>165</b>

Key features of the development:

- Two access points to the development (Wilson Lake Drive and Lively Road) to reduce the traffic impact on any one street.
- The exterior lots are exclusively larger R-6 singles.
- A tree retention area against existing single unit dwellings will reduce the visual impact of the development on neighbouring properties.

A development agreement on this land is enabled through policy SU-6 of the RMPS. The built environment around the property is largely comprised of single family homes, within the service boundary. Surrounding properties are zoned R-6 and C-2. While the new lots would be smaller than those adjacent, they will be similar in size to nearby serviced residential. The new homes abutting existing residential will be built to the R-6 zone, which is the largest as-of-right standard found in the LUB. Building larger lots would not make efficient use of municipal services and infrastructure, and would create lots that are prohibitively expensive. Additionally, in order to reduce the visual impact of the new development, a 10m tree buffer will be kept adjacent to existing residential.

Having smaller lots on the interior of the development allows us to provide a range of housing types to homeowners, and increase the affordability of homes in Middle Sackville. Semi-detached dwellings are particularly well-suited to senior citizens, who often struggle to downsize while remaining in their community.

We believe this high quality design will be in keeping with the surrounding neighbourhood.

Please see the policy table in Appendix 1.

### **Parkland and Open Space**

The attached concept shows a proposed neighbourhood park parcel (1789 m<sup>2</sup>) at the intersection of streets A and B. The remainder of the required 10% parkland dedication will be provided in parkland improvements and cash-in-lieu. This park will provide a recreational amenity for residents within, and surrounding the community.

### **Traffic Impact**

Please see attached.

### **Servicing**

The development will be serviced with potable water fed from the Berry Hills Booster station on Woodys Lane. A servicing study is presently underway to identify what upgrades if any will be required to this station to support this development. The wastewater system will flow by gravity to Sackville Drive as shown on the servicing schematic (attached). A wastewater pumping station may be required at the



junction of Wilson Lake Drive and the unused road reserve. Storm water will be addressed through a new piped municipal storm system which will be designed to meet the pre/post balance requirements of HRWC. An alternate servicing design may be considered, if a more cost efficient design becomes feasible.

Thank you for your consideration of this application.

Sincerely,  
**ARMCO CAPITAL INC.**

Laura Masching,  
Planner

## Appendix 1 – policy table

Policy	Implication
<p>RMPS</p> <p>SU-6 HRM shall, through the Sackville Land Use By-law, establish a CDD (Comprehensive Development District) Zone over a portion of PID No. <b>41071069</b> 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:</p>	
(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 development will be exclusively residential in keeping with the neighbourhood. As-of-right R-6 singles will be on the exterior of the lot, with smaller lots on the interior. A tree retention area will provide a buffer between existing homes and the new development. The densest use will be R-2 35' semi-detached units.
(b) that adequate and useable lands for community facilities are provided;	Parkland dedication is provided, to meet the need identified by HRM.
(c) any specific land use elements which characterize the development;	Single family and semi-detached homes
(d) the general phasing of the development relative to the distribution of specific housing types or other uses;	<p>Larger single family homes will be on the perimeter of the lot, with smaller singles and semis in the interior.</p> <p>Phasing TBD.</p>
(e) that the development is capable of utilizing existing municipal trunk sewer and water services without exceeding capacity of these systems;	Sufficient capacity is available for this land.
(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;	n/a
(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;	As required.
(h) that the sewage flow monitoring program proposed by the developer for implementation under clause (g) addresses, in a form acceptable to	As required.

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	Proper handling of stormwater and drainage is provided for.
(j) any applicable matter as set out in Policy G-14 of this Plan.	G-15

Policy	Implication
G-15 RMPS – In considering development agreement applications pursuant to the provisions of this Plan, in addition to all other criteria as set out in various policies of this Plan, HRM shall consider the following:	
<p>(a) that the proposal is not premature or inappropriate by reason of:</p> <p>(i) the financial capability of HRM to absorb any costs relating to the development;</p> <p>(ii) the adequacy of municipal wastewater facilities, stormwater systems or water distribution systems;</p> <p>(iii) the proximity of the proposed development to schools, recreation or other community facilities and the capability of these services to absorb any additional demands;</p> <p>(iv) the adequacy of road networks leading to or within the development; and</p> <p>(v) the potential for damage to or for destruction of designated historic buildings and sites;</p>	<p>(i) HRM will not incur any cost relating to this development</p> <p>(ii) waste/storm/water: these systems are adequate to meet the needs of the development</p> <p>(iii) community facilities and schools are available in the area. Parkland dedication is being offered as per HRM's need.</p> <p>(iv) see attached traffic study.</p> <p>(v) n/a</p>
<p>(b) that controls are placed on the proposed development so as to reduce conflict with any adjacent or nearby land uses by reason of:</p> <p>(i) type of use;</p> <p>(ii) height, bulk and lot coverage of any proposed building;</p> <p>(iii) traffic generation, access to and egress from the site, and parking;</p> <p>(iv) open storage; and</p> <p>(v) signs;</p>	<p>A tree retention area will be put in place next to existing homes. The lots adjacent to single family homes will be exclusively single family homes, as per the R-6 zone.</p> <p>Please see attached traffic study.</p>
(c) that the proposed development is suitable in	The development is suitable in these regards.

terms of the steepness of grades, soil and geological conditions, locations of watercourses, marshes or bogs and susceptibility to flooding; and	
(d) if applicable, the requirements of policies E-10, T-3, T-9. EC-14, CH-14 and CH-16.	n/a