

31 August 2017

Planning and Development
Halifax Regional Municipality
40 Alderney Drive
Dartmouth, Nova Scotia
B2Y 2N5

To whom it may concern:

Re: Application to rezone a portion of Green Acres – PIDs 00325985, 00330803, 00330811, 40414831 and 40019028 – from R-1 to R-2

Please find enclosed an application by Armco Capital Inc. for Green Acres in Spryfield, HRM. We are applying to rezone the R-1 portions of this site from R-1 to R-2. Electronic versions of the necessary documents can be provided upon request via email.

Attachments:

1. Rezoning Concept Plan
2. Map: areas for rezoning
3. Approved concept plan
4. Original TIS, November 2015
5. Addendum to the TIS, August 2017
6. Rezoning servicing plan
7. Cheque
8. Application form

The Site

Project Name	Green Acres
Location	Spryfield
Area for Rezoning	39 acres (approximately)
PIDs	Portion of: 00325985, 00330803, and 00330811 Entirety of: 40414831 and 40019028
Current Use	Vacant

Planning Context

RMPS Designation	Urban Settlement
Plan Area	Halifax Mainland
Secondary Plan Area	Mainland South
Plan Area Designation	Low Density Residential (Halifax MPS)
Zoning	R-1
Servicing	Fully serviced

Project History

The entire Green Acres lands are 237 acres, approximately 122 acres of which are within the service boundary. These lands are zoned R-1 and R-2 within the Halifax Mainland/Mainland South plan area.

Armco Capital received concept approval for the Green Acres subdivision in November 2015 for the lands within the service boundary. The approved concept gives a lot yield of approximately 142 R-1 units and 836 R-2 units (418 lots) for a total of 978 units. Parkland dedication of 13% will be provided.

Design

A rezoning from R-1 to R-2 results in 73 additional lots; a 7% increase in units.

Unit breakdown:

	As-of-right (concept approval)	Rezoning
Single family	142	35
Semi-detached	836	1016
total units	978	1051

The rezoning retains the road layout as approved by HRM. Certain lots along Pondfield Drive near Herring Cove Road will remain as R-1 lots, due to on-street parking and traffic concerns identified by HRM Engineering during the engineering review process. The Parkland parcels will remain in the same location as in the approved concept plan.

Water and Sanitary Servicing

Due to the minor change in the number of units, the servicing plan remains unchanged from the approved as-of-right servicing schematic that was given concept approval. There is sufficient capacity in the system to accommodate the increased number of units.

Storm Water

As part of the project design work, the Engineering team (DesignPoint) completed a review of the downstream drainage routes from the proposed site.

The majority of the overall property drains to a small stream at Mansion Avenue where HRM has recently upgraded the culvert under Mansion Avenue to a 42 inch diameter concrete pipe. From this point, the flow follows a small stream through backyards of existing properties to Herring Cove Road where a twin 48-inch diameter culvert conveys this flow under Herring Cove Road to Roach's Pond. Our design team has met with several of the home owners along this stream and understand that there are currently significant flooding problems and any additional flows will worsen the problem. The residents expressed concerns regarding any upstream development.

The storm water management plan as proposed provides on-site storage to balance the pre-and post-development flows such that there is not an increase in downstream flows. Because the existing properties experience flooding now, balancing the pre-and post-development flows from this new development will not alleviate the pre-existing flooding problems.

Armco has agreed to provide additional storm drainage improvements above and beyond what is required by regulation. In particular, we are proposing a low flow pipe to discharge the smaller flows to the stream with a new larger overflow pipe installed in Lindhurst Drive and Green Acres Drive. This new pipe will divert the peak excessive flows away from the flood prone properties.

As part of this proposed development, Green Acres Road will be reconstructed with a new storm drainage system including a storm sewer, catchbasins, and new concrete curb and gutter.

The proposed works will not only protect the existing properties from any adverse effects of the development but will substantially reduce the risk of flooding on those properties.

All of the above mentioned stormwater improvements will need to go through detail design and review and approval by HRM, Halifax Water, and Nova Scotia Environment.

Traffic

The attached addendum to the Green Acres Development Traffic Impact Study looks at the impact of an increase in the number of units from 1,000 to 1,060.

The original TIS recommended that Pondfield Drive and Herring Cove Road be the primary access point to the development, and that certain upgrades be made depending on the number of units constructed in the area. These upgrades may include traffic signals at Pondfield Drive and Herring Cove Road, and upgrades to the Dentith Road intersection.

The addendum to the Traffic Impact Study found that the new units could be accommodated with the required road upgrades identified in the original report. The increase in the number of units “will only have a marginal impact and is not expected to require additional roadway infrastructure beyond what was recommended in the November 2015 TIS report”. (p. 9, TIS addendum, Griffin Transportation Group Inc.)

Rationale and Policy

Armco Capital wishes to rezone the lands within Green Acres that are currently zoned R-1 so that they are in keeping with the remainder of the development. This rezoning will have little change to the nature of the development, or impact on the area. Only 73 additional units will be added to the development.

This rezoning is in keeping with HRM policies that recognize the need for the efficient use of land within the Urban Service Area. The policies of the Halifax MPS and Mainland South SPS encourage residential development and allow rezoning, provided there is servicing capacity and development is suitable for the area. The rezoned development will be in keeping with the previously approved concept, with no



change in road layout. There is little change in unit numbers and the majority of the surrounding lands are currently zoned R-2.

The traffic impact from this development is not changed by adding the additional units, and any traffic impact will be addressed through the development process. There is sufficient servicing capacity for the additional units.

Please see Appendix 1 for policy details.

Sincerely,

ARMCO CAPITAL INC.

Laura Masching

Appendix 1

Policy	Discussion
Halifax Mainland SPS	
Section 2: Residential Environments	
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.	There is sufficient capacity in existing systems. Traffic impacts have been discussed previously and upgrades will be made as required.
2.4 Because the differences between residential areas contribute to the richness of Halifax as a city, and because different neighbourhoods exhibit different characteristics through such things as their location, scale, and housing age and type, and in order to promote neighbourhood stability and to ensure different types of residential areas and a variety of choices for its citizens, the City encourages the retention of the existing residential character of predominantly stable neighbourhoods, and will seek to ensure that any change it can control will be compatible with these neighbourhoods.	The area directly adjacent to the area to be rezoned is largely undeveloped. The nearest residential neighbourhoods are a mix of single family, semi-detached, and small multi-unit dwellings. The proposed rezoning will result in uses that are already seen in the neighbourhood.
2.4.1 Stability will be maintained by preserving the scale of the neighbourhood, routing future principal streets around rather than through them, and allowing commercial expansion within definite confines which will not conflict with the character or stability of the neighbourhood, and this shall be accomplished by Implementation Policies 3.1 and 3.2 as appropriate.	Pondfield Drive and Herring Cove Road shall be the primary access to the development. There are no principal streets within the neighbourhood.
Section 10: Environmental Health Services	
10.2 In order to ensure that critical sewer and water problems will not be created within or beyond development areas, the amount of development shall be related to capacity of existing (including potential rehabilitation) and planned sewer, water and pollution control systems, by drainage area, and shall not exceed the capacities of those systems as determined by the standard practises of the City. This shall be accomplished by Implementation Policy 5.	Sanitary and water capacity is sufficient.
Mainland South SPS	
1.2 In areas designated "Low-Density Residential" on the Generalized Future Land Use Map, which are predominantly single-family dwellings in character, residential development consisting of detached (single-	The already established neighbourhood is largely single-family dwellings, but is zoned R-2. The application is to extend the R-2 zone to the lands being developed.

family) dwellings shall be permitted, and neighbourhood commercial uses may be permitted pursuant to Policies 2.1.1 and 2.1.2 of this Plan.	
7.3 Where development proposals are being considered through rezoning or development agreement, the City shall protect environmentally sensitive areas.	All wetlands and watercourses within the rezoning area are being preserved with appropriate buffers.