



Zwicker Zareski Architecture + Planning

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December 14, 2018

Thea Langille
Principal Planner, Rural Policy and Applications
40 Alderney Drive, Dartmouth

Re: Revised Stage 2 Open Space Subdivision and Development Agreement Application, Charleswood Subdivision, Windsor Junction, NS (Case 18715)

Dear Thea:

ZZap Consulting Inc. is pleased to submit a revised Stage 2 Open Space Development application for Case 18715 the Charleswood Development in Windsor Junction, NS (PIDs: 40699837, 40092009, 00510560). To support this revised application submission, the following materials are included as appendices:

- Appendix A: Concept Plan
- Appendix B: Traffic Impact Statement
- Appendix C: Verification of Land Mass Plan
- Appendix D: Proposed Wastewater Treatment
- Appendix E: Applicable Planning Policy Chart

1.0 Introduction

Based on the 2006 Regional Municipal Planning Strategy policies (S-15, S-16 & IM-15) and River-Lakes Secondary Planning Strategy policies (RL-15, RL-22, RL-23 & RL-25), this revised Stage 2: Development Agreement application is for a Classic Open Space Development. Halifax Regional Municipality's (HRM) Open Space Design (OSD) development policies aim to protect and conserve habitat while enabling rural development. The applicable classic open space policies enable homes to be clustered to a maximum gross density of one single unit dwelling per 0.4 ha (1 acre) or up to 2 units per 0.4 ha (1 acre) for Townhome Development. The classic open space design requires 60% of the entire parcel set aside as open space. Areas of open space are determined through mapping primary and secondary conservation areas, with the goal of protecting environmentally sensitive areas and habitat corridors. This proposed development meets the requirements for land area dedicated to open space and proposes the development of 92 single family dwellings and 84 Townhomes, for a total of 176 units serviced with municipal water and on-site cluster styled sewage treatment.

2.0 Background

In April 2007, a Stage 1 Preliminary Site Design application was submitted to HRM Planning and Development. It identified open space areas to be preserved and potential areas of development. After reviewing the Stage 1 application, HRM Planning and Development arranged a public meeting, which was held on June 7th, 2007. The purpose of this meeting was to gather additional information and listen to concerns/feedback from local residents regarding the proposal.

Based on the comments received, additional work and refinement of the application occurred, resulting in a Stage 2 application being submitted in June 2013. Following the Stage 2 application submission, HRM Planning and Development arranged a second public meeting, which was held on October 16th, 2013. The purpose of this meeting was to gather additional feedback and concerns from local residents regarding the Stage 2 proposal.

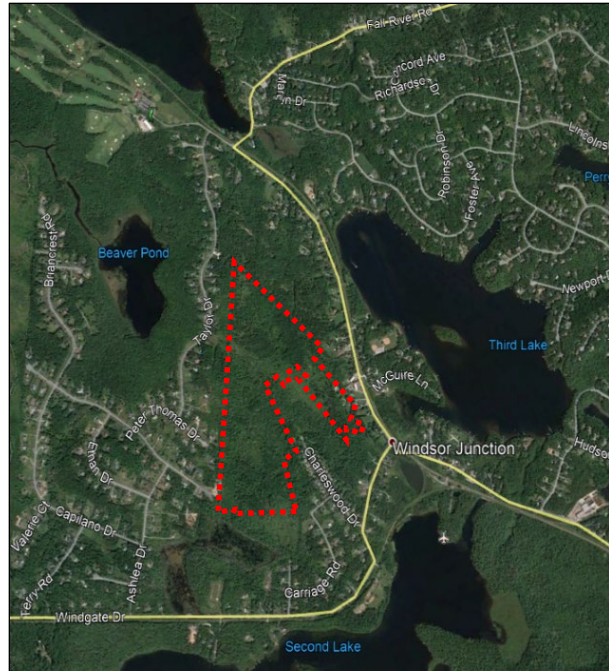
Since the Public Information Meeting in October 2013, The Shaw Group Ltd. has entered into an agreement to acquire a portion of the lands from Miller Development Limited and has redesigned the development in response to resident feedback from the 2013 PIM and current housing market preferences. Zzap Consulting Inc. has been hired as the planning consultant for this revised Stage 2 development agreement application.

3.0 Site Details

PROJECT NAME	Charleswood Subdivision
STREET ADDRESS	Charleswood Drive, Windsor Junction, NS
MUNICIPALITY	Halifax Regional Municipality
SITE AREA	54.29 hectares / 134.1 acres
PROPERTIES	PIDs: 00510560, 40699837, 40092009
EXISTING LAND USE	Vacant Land
REGIONAL MUNICIPAL PLANNING STRATEGY DESIGNATION	Rural Commuter
PLAN AREA	Planning Districts 14 and 17 (Shubenacadie Lakes) Plan Area – River Lakes Secondary Plan Area
MPS DESIGNATION	Residential
LUB ZONE	R-1a
ALTERNATIVE HOUSING OPPORTUNITY SITES IN RLSPS	Site D

The subject site is in Windsor Junction, NS between the existing Charleswood Subdivision and Capilano Estates. The site is approximately 25 km from Downtown Halifax, 6.5 km from the commercial area at the intersection of Highway 2 and Fall River Road and 7 km from the Sackville Drive commercial area.

The site is currently vacant land that was heavily impacted by Hurricane Juan which required the removal of fallen and damaged vegetation. The remaining forested areas within the site are primarily made up of Black Spruce and a few mixed hardwoods. The site is proposed to be accessed via Charleswood Drive and Cumberland Way, which both connect to Windgate Drive.



4.0 Revised Development Proposal Summary

The revised development proposal outlined in this application fulfills the requirements of Stage 2: Conceptual Design for Open Space Designed Development as detailed in the 2006 HRM Regional Plan (Policies S-15 and S-16). We are proposing a total of 176 residential units that will be dispersed across 8 separate development blocks. We are proposing to develop one less residential unit than the previous 2013 application. This is a result of receiving a more accurate land mass survey of the subject properties (see Appendix C) that slightly impacted the allowable density on the lands. Blocks A-D will be developed and owned by The Shaw Group Ltd. and will contain a total of 84 rental bungalow townhouse units configured into clusters. Block E will contain 25 single unit dwellings which will be either owned and rented by The Shaw Group Ltd or sold as bare land condo units. Block F is proposed to be HRM Parkland. Blocks G & H will be developed by Miller Development Limited and are proposed to contain 68 single unit dwellings within two separate bare land condominiums

	AREA (acres)	ALLOWABLE DENSITY (units per acre)	TOTAL UNITS
TOWNHOUSE AREAS PER RLSPS	42	2	84
REMAINING LANDS FOR SINGLE FAMILY	92.1	1	92
TOTAL	134.1		176

The footprint of the townhouse buildings within Blocks A-D will be approximately 4,000 ft.² and contain a total of four dwelling units. Each individual townhouse unit within the overall townhouse building will be approximately 1000 ft.². The height of the townhouse buildings will not exceed 35 ft. and parking for the townhouse units will be provided within a private driveway loop accessed off a public street. The footprints of the single-family dwellings within Blocks E, G & H will range from 1,000 to 3,000 ft.² and the height of each home will not exceed 35 ft. Each home-site will allow for a driveway no wider than 24 ft.

Each of the development blocks will be serviced by municipal water and on-site wastewater systems. The wastewater systems will be owned and maintained by the property owners in accordance with NSE requirements.

Access to the various blocks will be through a continuation of both Cumberland Way and Charleswood Drive. The private common driveways connecting to the public roads will be built to Emergency Vehicle Standards (18-20 ft wide) and will have a base capable of supporting such vehicles.

5.0 Open Space Management Plan

This application remains under the 'Classic Open Space Design' framework and under this framework, no more than 40% of the land mass can be disturbed for residential uses, roads and private driveways. This updated proposal allocates 60.4% of the land mass to be left undisturbed as common open space, which will remain under the ownership of either The Shaw Group Ltd., bare land condominiums or HRM (Parkland) and will be protected by the Development Agreement. Although the residents may wish to use the 60% open space for passive recreation, there are no plans to create walking trails within the undisturbed common open space.

The proposed development area (disturbed area) is 21.5 hectares or 39.6% of the total land mass, which complies with the maximum of 40% requirement of the 2006 Regional Plan. The breakdown of total developable area to open space is as follows:

	HECTARES	PERCENTAGE
TOTAL AREA	54.29	100%
DEVELOPABLE AREA	21.50	39.6 %
OPEN SPACE AREA	32.79	60.4 %
PARKLAND DEDICATION (INCLUDED IN OPEN SPACE AREA)	3.2	5.9%

6.0 Planning Rationale and Policy Review

The Shaw Group Ltd. and Miller Development Limited. are aiming to create a neighbourhood that is inclusive and accommodating to all generations. Currently, the Windsor Junction area offers very limited options for seniors looking to downsize and stay within their community. The development proposes to include high-quality, single level townhouse rental units, introducing a new housing stock that is currently missing from the community and is compatible in terms of height, bulk and scale with surrounding existing residential uses. The townhouse development offers a housing choice that caters to seniors who are looking to downsize and are seeking quality, affordable rental accommodations. These rental units, in addition to more traditional single family homes, create a more inclusive, multi-generational project that enables older adults to stay in the community they are familiar with, close to their friends, family and existing social support systems.

The intent of Charleswood Open Space Design development is to enable greater creativity in the development of new residential uses in the Windsor Junction area targeted for residents looking for, or looking to maintain, a rural lifestyle with easy access to nature and outdoor activities. The central principle of the design approach is to locate homes on the portion of the site where the land is best suited for development while preserving natural open space, water bodies, and wetlands.

Other benefits of Open Space Design developments include:

- Low impact on the character of surrounding community
- Protection of community water supplies
- Provision of a diversified housing stock, including affordably priced rental homes

In keeping with this philosophy, our client is proposing a healthy living and inclusive community with immediate access to natural lands that can be used for passive recreation activities. The proposal aims provide high quality yet affordable living in a community within a 25 km distance of Downtown Halifax. This will enable greater access to a wider range of people who will have the benefit of enjoying the natural environment in which the development sits.

The proposed development is aligned with HRM's Regional Municipal Planning Strategy policies. The development preserves significant environmental features of the landscape to develop in a sustainable manner. Areas that support important environmental functions have been identified and preserved. The proposed development is located on the lands where soils are best suited for development incorporating measures to mitigate environmental impacts.

Please refer to Appendix E for a detailed review of applicable planning policies.

7.0 Technical Requirements/Plans

Traffic:

The updated traffic impact statement from WSP states that the proposed development would not cause any noticeable or significant impacts to traffic in the area, as the main road (Windgate Drive) presently has relatively low volumes and is quite capable of handling the extra flow from the proposed development. Sighting clearances on access roads can also be readily met.

Please refer to Appendix B for more details.

Sewage Treatment/Wastewater:

We are proposing that the wastewater system for each development block will be a BIOPRO™ Automatic Treatment Unit (ATU) with a disposal trench for subsurface disposal. The sizing of the disposal trenches will be based on the NSE Approved design guidelines. We are proposing the BIOPRO system for its ease of use, lack of septic tanks, and superior treatment levels of effluent prior to subsurface disposal.

Please refer to Appendix D for more details.

Phosphorus/Stormwater:

The Halifax Regional Municipality (HRM) has implemented phosphorous (P) control measures within the Regional Plan and the River Lakes Secondary Planning Strategy to minimize P export during development so as to protect the quality of water within the Shubenacadie Lake system. With a goal to achieve no net increase of P export, HRM

policies require the preparation of Phosphorus Net Loading Assessments (PNLA) for developments within the River Lakes plan area. On behalf of the applicants, Stantec Consulting Ltd. (Stantec) completed a PNLA for the proposed development which has been reviewed by HRM staff. We understand based on this review, the PNLA methodology is acceptable and requires the development of a Stormwater Management Plan (SWMP) and an Erosion and Sediment Control Plan (ESCP) which will outline specific methods and Best Management Practices to achieve the desired outcomes from the PNLA. This work is currently underway and will be submitted for staff review/approval when complete.

Subdivision:

The subject lands are proposed to be subdivided into eight separate lots, one lot for each block. Each proposed lot will have frontage one of the new public road extensions and will be serviced with municipal water and an individual sanitary treatment system.

Please refer to Appendix A for more details.

Water:

This development will have access to municipal water. A Halifax Water owned water main will be located within each new public road extension, Cumberland Way and Charleswood Drive. The various development blocks will be serviced via private water systems connected to the municipal mains. These private water systems will include meter chambers located at or near the entrances to each of the residential clusters before being distributed to the various buildings. Fire Hydrants will be placed along the private common driveways according to emergency standards.

8.0 Conclusion

We trust that the enclosed materials satisfy the application requirements, and we look forward to working with Staff and Council throughout the application process. Should you have any questions, comments or concerns with regards to this application, please do not hesitate to contact the undersigned.

Sincerely,

Original Signed

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