



Re: Item No. 12.3

CARRIAGEWOOD
ESTATES

MPS and LUB Amendment Proposal
Case 24045
Public Hearing - January 24th, 2023

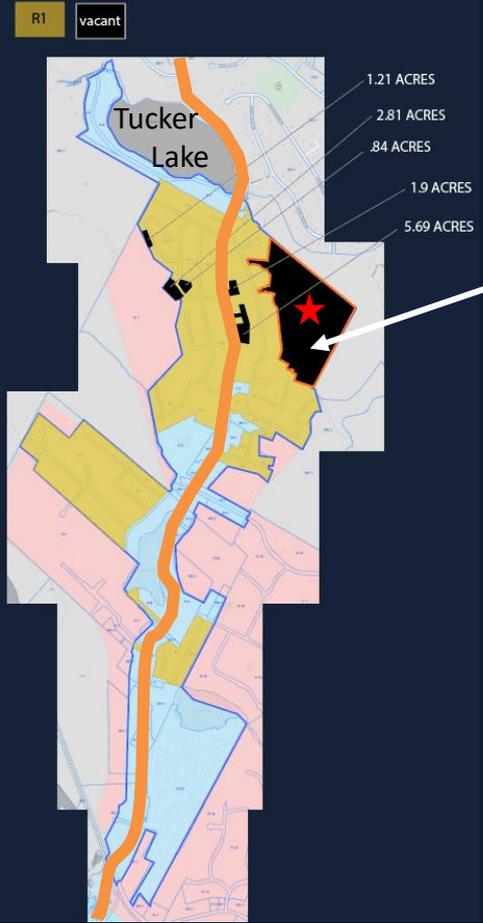


About:

- Creating more affordable subdivision lots by adjusting subdivision rules by creating a new zone in the Beaverbank area;
- The days of lots with large 60 foot road frontages in a serviced area being the base standard are gone.
- Most consumers can no longer afford lots which require so much land and road frontage in a serviced area.
- Lots with smaller lot frontages have less road and cost less and are being sought out by our customers.
- We are seeking 40 foot lots in a serviced area of Beaverbank while not increasing the density of development over existing rights;



Property Location & Zoning Context



Carriagewood Estates
~76.6 Acres

Introduction

Based on previous public engagement:

- We have put our previous application to amend the plan area's R-1 Zone on hold (Case 23213), and*
- We have returned with a revised application to create a new, R1-C (Small Lot Single Unit Dwelling) Zone that would be applied to most of the interior of the site*



Existing Approvals / Regulation:

- Enables up to a 270 unit subdivision on the lands.*
- Subdivision development underway under existing regulations.*

Request:

- Smaller lot widths and area (40' / 4000 sq ft)*
(No increase in the number of lots)

Impact:

- Reduce the length of public roads*
- Enable increased setbacks from the wetland/watercourse*
- No changes proposed outside proposed subdivision*



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BEAVER BANK, NOVA SCOTIA

JULY 2022

NTS

CONCEPT PLAN

LEGEND



Open Space



Walkway



Existing/Planted
Vegetation



KEY PLAN



NOTE: This conceptual plan is used for illustrative purposes and is intended to convey the concept and vision for the development/buildings. Site details are subject to change.



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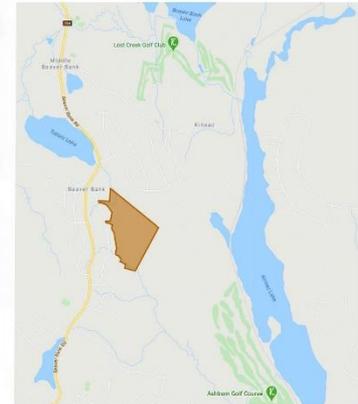
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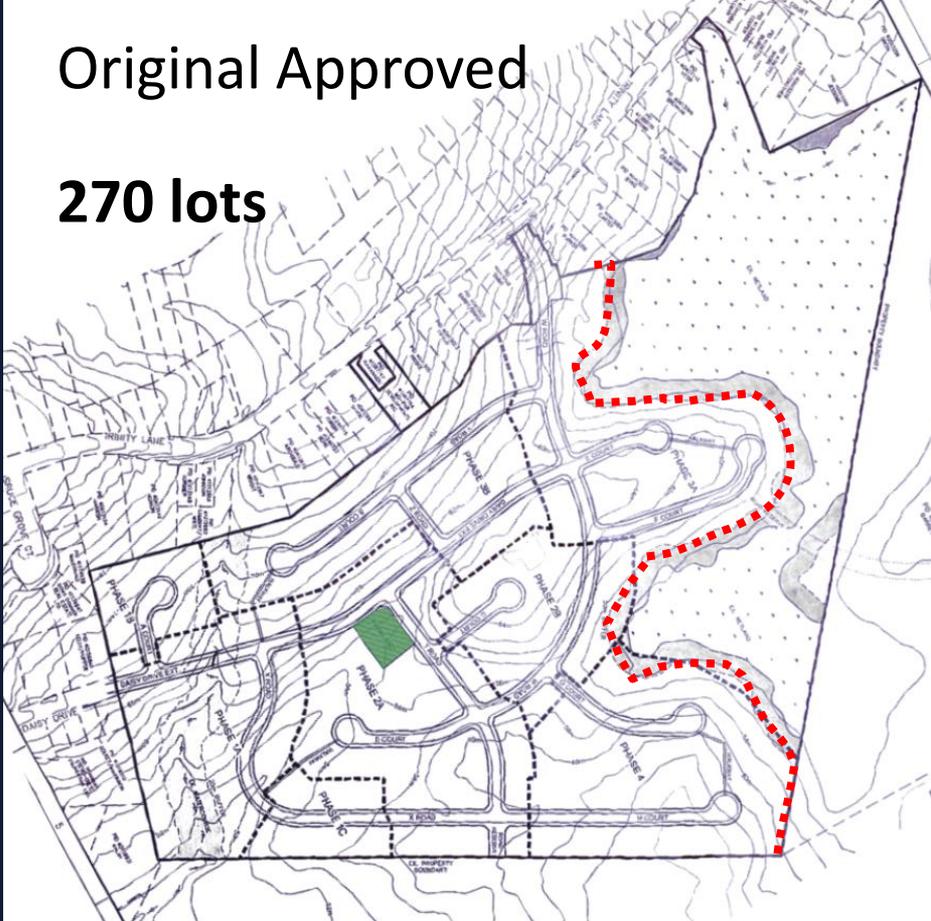


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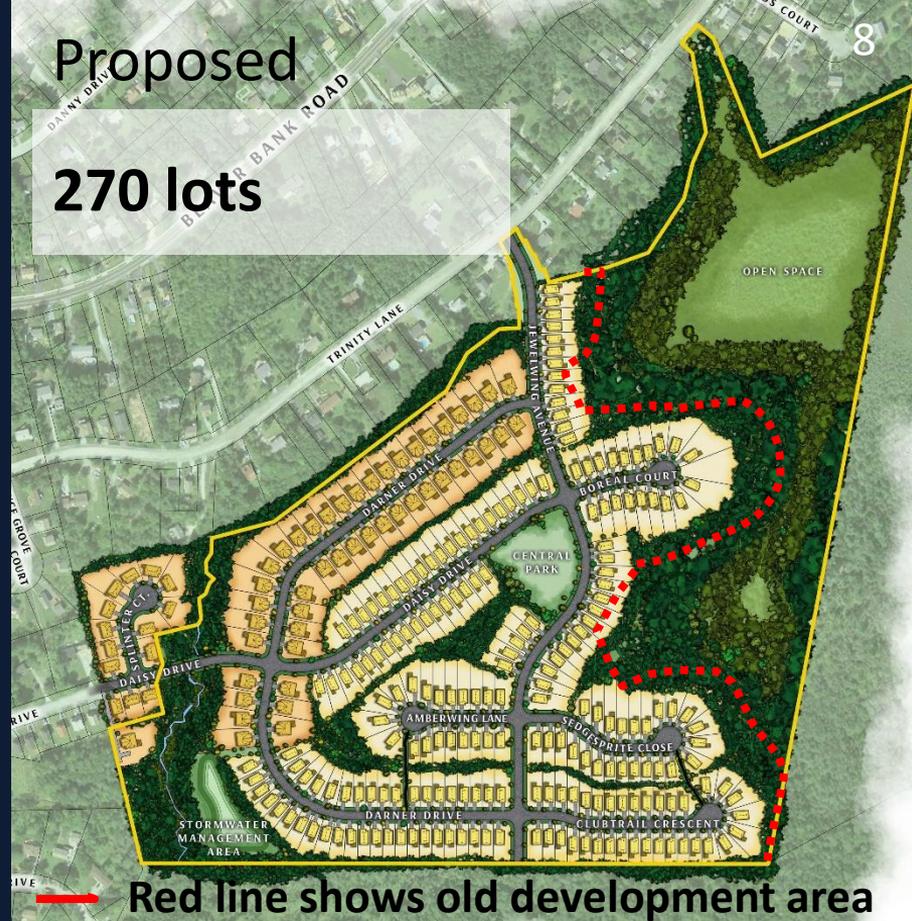
Original Approved

270 lots



Proposed

270 lots



Red line shows old development area



CARRIAGEWOOD
ESTATES

CLAYTON
DEVELOPMENTS

Benefits of the Proposed Design Include:

- Reduced Road
- Greater Housing Attainability
- Less Site Disturbance
- Greater setback from wetland
- Increased Open Space
- Lower Environmental Impact
- Same number of lots



Public Engagement Concerns

- Increased traffic on Beaver Bank Road
- Stress on other infrastructure and services
- Sidewalks

- As-of right subdivision – serviced growth enabled by Plan/LUB
- Traffic Impact Statement – no significant impact anticipated
- HRCE previously informed of subdivision. Will accommodate residents.
- Sidewalks to be provided within development.



Closing Comments

- **Outcomes of reducing lot widths on the property:**
 - Right-size regulations to match market need
 - Create more attainable housing products by reducing infrastructure costs
 - Savings on municipal services and road maintenance
 - Lower environmental impact by reducing the developed area /increasing wetland setbacks





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