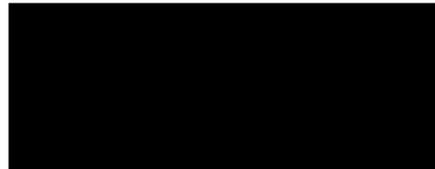


Policy Table

Policy	Implication
Morris Lake SPS (Dartmouth MPS)	
<p>ML-1 A Comprehensive Development District (CDD) Zone shall be applied to certain undeveloped lands within the Morris-Russell Lake secondary plan area and to a parcel of land abutting Highway 111, illustrated on Map 9M, to ensure development proceeds in a comprehensive manner and to enable implementation of the Morris Lake Watershed Management policies.</p>	<p>Enables development of CDD lands</p>
<p>ML-4 A series of trails for pedestrians and cyclists shall be established within the secondary plan area which link residents with commercial, employment and other activity centers and to public transit facilities and, where feasible, to regional trail systems which are developed or planned. Without limiting the foregoing, the Municipality shall establish a multi-use trail between the secondary plan area and the Woodside Ferry Terminal.</p>	<p>Sets a policy basis for building a larger network of trails in the area.</p>
<p>ML-8 Upon satisfying the requirements to allow for development stipulated under policy ML-2, development shall be permitted on parcels 1 to 13 (as shown on Map 9N) except that no road connection shall be established with Portland Estates Boulevard West until the Caldwell Road Connector has been constructed to Caldwell Road. No further development shall be permitted within the Morris - Russell Lake Secondary Plan Area until the Caldwell Road Connector has been constructed to Caldwell Road unless a traffic study has been undertaken by a qualified consultant which demonstrates that the level of service on Portland Street and Caldwell Road conforms with the performance criteria established under the Municipality's Guidelines for Preparation of Traffic Impact Studies and the road classification established under policy ML-5.</p>	<p>Until recently, development was limited due to traffic concerns in the area. See ML-8A for recent policy changes.</p>
<p>In 2022, during a review of the Regional Municipal Planning Strategy (Regional Plan), the Municipality identified the need for additional housing to support recent population growth. Remaining vacant lands within the Morris-Russell Lake secondary plan area are within the Regional Plan's Urban Settlement</p>	



designation and within the Urban Service Area where municipal water and wastewater services are available. Therefore, these lands provide an opportunity to accommodate new housing for the region's growing population.

The Integrated Mobility Plan (IMP), adopted by Regional Council in December 2017, provides a region-wide vision for mobility, directing future investment in transportation demand management, transit, active transportation, and the roadway network. The IMP represents a meaningful shift in the Municipality's approach to transportation and focuses on moving people and goods instead of private vehicles. Planning for improved mobility in suburban areas requires that consideration is given to active transportation and access to transit, rather than just movement of vehicles. Neighbourhoods should be designed with walking, bicycling and transit in mind to provide mobility for people of all ages and abilities.

ML-8A Notwithstanding Policy ML-8, Council may consider development on Parcels MLE2 and 18 in accordance with the Future Land Use and Transportation Plan (as shown on Map 9N) by development agreement. In considering any such agreement, in addition to the policies of this plan and the Regional Plan, Council shall consider the following:

a) That the development's transportation network prioritizes walking, the easy use of mobility devices, cycling and transit and where possible strengthens connections to surrounding neighbourhoods; and

(a) The development's proposed road network provides an efficient and walkable connection between existing parkland, the first phase of Morris Lake Estates, Caldwell Road, and future development on the vacant adjacent parcel. Road grades are under 6% to facilitate easy walking and cycling. A potential transit stop at the new connection with Caldwell Road would place most residents within a 500 m walk of transit. Concrete sidewalks provide connections for pedestrians within the development.

Parkland along the watercourse provides the opportunity for trail development and additional pedestrian connections.

	Once adjacent parcels are developed (PIDs 00403386, 40802993, and 40402539) residents will be able to walk/cycle to and from Portland Hills Terminal without using Caldwell Road via AT trails.
b) Requiring off-site improvements that are necessary to support the development or accepting the payment of money in lieu of such improvements, respecting transit service and active transportation connections to nearby transit facilities such as the Portland Hills Terminal and Woodside Ferry Terminal.	(b) At the discretion of Council.
ML-12 It shall be the intention of Council to restrict development on lands zoned CDD within the Morris - Russell Lake secondary plan area, shown on Map 9M, until all infrastructure deficiencies (i.e. water and sewer) are resolved and development can proceed without exceeding the capacity of municipal infrastructure.	Capacity issues are resolved.
ML-18 The Future Land Use and Transportation Plan, presented as Map 9N, shall provide overall guidance for land use allocation within this secondary plan area and the following guidelines shall be adhered to in any development agreement application: ... (o) Parcels 18 and MLE-2: These parcels may be developed with a mixture of residential uses. Consideration is to be given to the steep grades over these lands when siting roads and development;	(o) we are proposing a mix of single family and multi-unit development. Road siting was based on meeting road grade maximums as per the Municipal Design Guidelines.
ML-19 The allowable density on parcel 1 shall conform with the requirements of clause (a) of policy ML-18 and the allowable density on parcel 8 shall conform with the requirements of clause (i) of policy ML-18. The density limitation established	Density is limited to 8 units per gross acre. With 190 units and 33.51 total acres, the proposed development is at 5.7 units per acre.

<p>under clause (d) of policy H-3B shall be applied to the following aggregated parcels: ... (d) parcels MLE1, MLE2 and 18;</p>	
<p>Policy H-3B In addition to the provisions of Policy H-3A, Council shall consider the following prior to approving any agreement within a CDD:</p> <p>(a) the adequacy of the mix of residential uses to provide a range of housing options in terms of lot characteristics, building and dwelling type and design;</p>	<p>(a) By building both singles and mults the development will provide a range of housing options.</p>
<p>(b) the general guide that the maximum number of apartment units shall not exceed 40% of the total actual number of units within the CDD. Such figure may be increased to a maximum of 50% provided clear advantages are gained within the CDD by means of increased parkland or open space, increased areas of undisturbed terrain and vegetation, decreased amount of impermeable surfaces and/or improved environmental protection or an improved transportation system. (RC- Mar 22/05;E-Apr 23/05)</p>	<p>(b) Multis make up 21% of the total units.</p>
<p>(c) the location and concentration or dispersal of multi-unit residential buildings with respect to impacts on street networks, abutting uses and the physical environment;</p>	<p>(c) The multi-unit building is located away from existing homes. The road network is sufficient for the relatively small number of units.</p>
<p>(d) the general guide of a maximum residential density of 8 units per gross acre, excluding acreage devoted to commercial use;</p>	<p>(d) Residential density is 5.7 units per acre.</p>
<p>(e) the compatibility of various land uses, within and adjacent to the development, and measures proposed to integrate and buffer uses. Compatibility refers to the type of land use, dwelling (housing) type and size and height of the development. Buffering refers to measures that mitigate impacts on adjacent uses, such as adequate separation distances, retention of</p>	<p>(e) Single family homes are placed adjacent to existing single-family homes.</p>

existing vegetation and the installation of suitable screening features such as new vegetation, berms and or fencing;	
(f) the adequacy of measures to minimize disruption of existing terrain, vegetation, watercourses and other physical features and to mitigate against the potential effects of disruption;	(f) A buffer will be maintained against the existing watercourse and the shoreline. Stormwater will be appropriately managed in keeping with current standards (see Servicing Schematic).
(g) the hours of operation of non-residential uses, including business uses located in dwellings;	(g) Home businesses will be allowed to operate according to local area standards.
(h) the safety and efficiency of all transportation systems, including the effects of driveways to and traffic from abutting uses to streets and walkways including the adequacy of pedestrian facilities (sidewalks/walkways);	(h) See attached Traffic Impact Statement.
(i) the general guide that street frontage for single detached development not be less than forty (40) feet and that the total number of single detached lots having street frontage less than the minimum requirement as prescribed by the land use by-law and/or the subdivision by-law (RC-Jan 29/02;E-Mar 2/02) not exceed twenty-five percent of the total number of single detached units within the CDD;	(i) This clause suggests a general guideline of a 40 ft. frontage minimum. The proposed development suggests some similar, but smaller, lot sizes.
(j) that the size and type of commercial uses be designed to serve the shopping needs of residents within the local area, rather than the community or the region. Commercial uses to be considered are to be compatible with and sympathetic to the character of the surrounding residential community in terms of location, use, scale, design and traffic impacts. Uses to be considered may include, but not limited to, offices, financial institutions, convenience shops, drug stores, personal service outlets (dry cleaning depot, laundry mats, hair salons, tailors and so on), small food stores, gas bars, and restaurants (excluding drive-throughs). Uses not to be considered include, but are not limited to department stores, home improvement centres, drinking establishments, adult entertainment uses and large grocery stores;	(j) No commercial uses are proposed

<p>(k) Notwithstanding criteria “j”, larger commercial development containing a wider range of uses may be considered for lands adjacent Highway 111 at the proposed Woodside interchange;</p>	<p>(k) N/A</p>
<p>(l) within the Morris-Russell Lake area, all new development shall adhere to the Morris Lake Watershed Management policies as contained in Policies ML-1 to ML-23 as applicable;</p>	<p>(l) Noted.</p>
<p>(m) the impact the proposed development may have on the quality of life of existing neighbourhoods, and notwithstanding criteria (b),(d),(i),and (j), Council may reduce the maximum allowable under each criteria in order to protect the quality of life of residents within existing neighbourhoods;</p>	<p>(m) This policy is subjective.</p>
<p>(n) any and all other matters applicable to the subdivision and servicing of the lands, the provision of parkland and the effects of the development on community services as set out in policy IP- 1l and, for specific uses which are otherwise subject to development agreements, the specific considerations required by the text and policies of this Plan;</p>	<p>(n) Unclear what the policy objectives are.</p>
<p>(o) for lands located in the Lake Loon Golf Centre CDD, identified as PIDs 40396152, 00602474, 41053299, 00261933, 00261925, 00261958, 41053281, 40173395, 40285397, and 00261917, 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, considerations shall be given to: ... (RC-Oct 11/22;E-Nov 16/22)</p>	<p>(o) N/A</p>
<p>Parkland In addition to parcels identified for recreational purposes under policy ML-18, lands are to be acquired for trail development, particularly along lake shores</p>	<p>Land has been provided for trail development along the watercourse, as per this policy. 15% parkland is proposed.</p>

<p>and watercourses. Lake shore buffer areas will be sought throughout the secondary plan area with emphasis placed on securing public ownership. The Municipality shall also encourage developers to assist in the development of active recreation parks by undertaking site preparation and installation of recreation equipment. In exchange, the normal land dedication requirements may be reduced.</p> <p>ML-22</p> <p>The Municipality shall acquire lands for public trails with emphasis on locations adjacent to lakes and watercourses. The following specific criterion shall be applied to any development agreement application:</p>	
<p>(a) no more than 50 percent of the lakeshore within each development agreement application shall be privately owned;</p>	<p>(a) the previous phase of Morris Lake Estates deeded 100% of the lakeshore (approximately 1,000 feet) lakefront as parkland.</p>
<p>(b) where private lakefront ownership is proposed, adequate alternative pedestrian links are provided from the publicly-owned lake front buffer area through a street or walkway system and back to the lakefront;</p>	<p>(b) the watercourse parkland, at the lakefront, provides lake access. The street running parallel to the lakefront provides pedestrian access via a sidewalk and a connection to the existing park in Phase 1.</p>
<p>(c) the determination of private versus public lake front ownership shall be negotiated through each development agreement application on a case-by-case basis;</p>	<p>(c) Noted.</p>
<p>(d) stormwater treatment facilities may be located on municipal lands but shall not be located on municipal parkland;</p>	<p>(d) Stormwater facilities are located outside of the proposed parkland.</p>
<p>(e) lands which face severe topographical constraints or contain severe environmental characteristics may be considered for public parkland dedication in accordance with municipal parkland guidelines.</p>	<p>(e) Noted.</p>

<p>ML-23 It shall be the intention of Council to encourage all new development within the Morris-Russell Lake secondary plan area to meet certain basic design objectives as follows:</p>	
<p>(a) to reproduce the pre-development hydrological conditions;</p>	<p>(a) Pre- and post-development stormwater will be balanced.</p>
<p>(b) confine development and construction activities to the least critical areas of the site and consider clustered development to minimize land disturbance;</p>	<p>(b) We are open to discussion.</p>
<p>(c) maintain the overall desired density of development by allocating higher densities to areas most suitable for development;</p>	<p>(c) We are open to discussion.</p>
<p>(d) minimize changes to the existing topography; and</p>	<p>(d) We are open to discussion.</p>
<p>(e) preserve and utilize the natural drainage system</p>	<p>(e) Watercourses will not be altered and the required buffer will be put in place.</p>
<p>ML-24 It shall be the intention of Council to require all new development situated on lands zoned CDD within the Morris-Russell Lake secondary plan area to incorporate specific design standards which maximize the protection of water quality in Morris and Russell Lakes. The following shall be used as guidelines:</p>	
<p>(a) all lands with slopes of 15% or greater should not be developed unless additional environmental control measures are implemented to minimize the amount of erosion generated from the site;</p>	<p>(a) Sedimentation control measures will be put in place where required.</p>
<p>(b) all wetlands (as defined by the presence of characteristic wetland vegetation) should be excluded from development;</p>	<p>(b) One small wetland is located on site and is proposed to be altered through proper NSE approvals.</p>
<p>(c) all shorelines should be protected by a 100 foot buffer zone except that the width of the buffer zone may be decreased to 75 feet if, through detailed study, the topography and vegetation conditions warrant the reduction. Within the buffer zone, no vegetation or soil shall be removed or altered unless under a</p>	<p>(c) A 100-foot buffer has been provided.</p>

<p>management plan has been approved to provide for restoration of vegetation, shoreline access paths, view corridors, habitat management, safety and welfare or shoreline recreation where such provisions may be made without adversely affecting the primary purpose of preserving water quality in the lake. Any study or management plan submitted pursuant to this clause shall be prepared by a person qualified to make the required determinations and an approval procedure shall be established under the terms of a development agreement;</p>	
<p>(d) all wetlands and watercourses should be protected with a buffer strip within which no vegetation or soil should be removed or altered unless approved under a management plan approved pursuant to the provisions of clause (c). For wetlands, the buffer strip should be at least 25 feet in width for wetlands less than 0.5 acres in size and 50 feet for wetlands over 0.5 acres. All streams shall have a minimum 50 foot buffer strip on each side;</p>	<p>(d) The watercourse will be buffered, see above for the wetland.</p>
<p>(e) the amount of impermeable surfaces created should not exceed 25% of the gross area of the proposed development. Minor increases in this figure may be considered provided the amount of proposed undisturbed land substantially exceeds the guideline described in section ML-11(f) and such undisturbed lands are incorporated into the final drainage plan;</p>	<p>(e) Impermeable surface currently sits at 33%.</p>
<p>(f) a minimum of 25% of the natural vegetation on the site should be retained in an undisturbed state and incorporated into the final drainage plan;</p>	<p>(f) Undisturbed vegetation currently sits at 14%.</p>
<p>(g) the public, landowners, developers and the Municipality are encouraged to maximize phosphorous reduction to the fullest extent possible through the use of best management practices as recommended by the Morris Lake Stormwater Management Plan (Jacques Whitford, 2004); and</p>	<p>(g) Noted</p>
<p>(h) no development shall be permitted on septic systems.</p>	<p>(h) All dwelling units will be on municipal water and sewer.</p>
<p>As the Morris-Russell Lake area is developed, there will be a need for stormwater to be controlled to remove sediments and phosphorous. The</p>	<p>Noted</p>

Municipality commissioned a stormwater management plan for Morris and Russell Lakes. The plan contained recommendations regarding structural and non-structural approaches for stormwater management and implementation strategies for both new and existing development.

ML-27

Any development agreement application within the Morris-Russell Lake secondary plan area shall adhere to the recommendations of the Morris Lake Stormwater Management Plan (Jacques Whitford, 2004). All government works within the Morris Lake Watershed shall also adhere to the recommendations of this plan and, where feasible, the plan recommendations shall be applied to existing development within the watershed.