



Matthew Conlin
Planner III
Current Planning | Planning & Development
Halifax Regional Municipality

Re: Development Agreement Application for a Proposed Multiple Unit Development at 229 Beaver Bank Road, Halifax, NS (PID: 40579351)

Dear Matt,

On behalf of our client, MoMac Developments Incorporated, Zzap Consulting Inc. is pleased to submit this Development Agreement (DA) application for a proposed multi-unit residential development on Beaver Bank Road (PID: 40579351). To support this application submission, the following materials are enclosed:

- Attachment A: Policy Discussion and Rationale
- Attachment B: Site Plan

1.0 Summary of Development Proposal

Our client is seeking to construct five townhouse-style multiple unit dwelling buildings consisting of 17 grade-oriented units. The intention is to subdivide the property into two lots with the existing house on one lot and the townhouse style dwellings on the other lot.

2.0 Enabling Policies

The subject property is designated 'Urban Residential' within the Sackville Municipal Planning Strategy and is zoned 'R-6 Rural Residential' within the Sackville Land Use By-law.

Policy UR-6 of the Sackville Municipal Planning Strategy allows Community Council to consider Development Agreements, subject to several policy assessment criteria that are noted in section 3.0 of this letter.

3.0 Rationale and Applicable Policy Analysis

The proposed development is consistent with applicable enabling planning policies. Additionally, the site is within proximity to a variety of goods, services, public transportation, and recreational amenities. Please refer to Table 1, which outlines how the proposed development adheres to applicable DA policy assessment criteria.



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4.0 Closing

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

Sincerely,



Julia Healy
Project Planner
ZZap Consulting Inc.
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Attachment A: Policy Discussion and Rationale

UR-6: Notwithstanding Policies UR-2 and UR-5, within the Urban Residential Designation, it shall be the intention of Council to consider townhouse developments which do not provide direct access from each unit to a public street, in accordance with the development agreement provisions of the Planning Act. In considering such an agreement, Council shall have regard to the following:	
POLICY CRITERIA	APPLICANT RESPONSE
(a) That the development includes a minimum area of twenty thousand (20,000) square feet;	The development includes a minimum area of 55,025 sf for the townhouse parcel.
(b) that municipal central services are available and capable of supporting the development;	The site is within the Urban Service Boundary and serviced by municipal water and wastewater. A servicing schematic has been submitted for staff review.
(c) The adequacy of separation distances from low density residential development;	A minimum 3.0 metre setback is proposed at the rear of the townhouse blocks abutting single family residences adjacent to the property. However, the predominant setback for the townhouse blocks is 4 metres. This is consistent with the rear and side yard setbacks for the townhouses at the corner of Beaver Bank Road and Stokil Drive.
(d) That the design features including landscaping, parking areas and driveways are of an adequate size and design to meet the needs of the residents of the development and to address potential impacts on adjacent development;	The proposed development contains 17 units each with one-car garages and an additional surface parking space. There will be a small amenity area at the southeast of the property abutting the emergency vehicle turnaround. The site will be landscaped to provide privacy between the buildings and to soften the hardscapes within the site. Additionally, pedestrian connectivity in the form of a sidewalk is being contemplated.
(e) That the height, bulk, lot coverage, and appearance of any building is compatible with adjacent uses;	<p>The property is surrounded by several different zones. The properties directly adjacent to the site are all within the R-6 zone except for 229 Stokil Drive which is zoned P-2. To the west and south is a substantial Commercial District containing a variety of commercial uses.</p> <p>The built form of the surrounding area is predominantly 1 and 2-storey residential and</p>

	<p>commercial structures. There is a new 4-storey multi-unit buildings at 310 Stokil Drive.</p> <p>Relatively low lot coverage and the siting of the building at the rear of the property help to minimize the impacts of the development on the surrounding area.</p>
(f) General maintenance of the development;	Appropriate maintenance standards can be established and enforced through the DA process.
(g) Preference for a site in close proximity to community facilities such as schools, recreation areas, and bus routes	<p>The site is in close proximity to schools at all levels, including:</p> <ul style="list-style-type: none"> • Smokey Drive Elementary (15-minute walk, 6-minute bike ride, or 3-minute drive), • Sackville Heights Junior High (33-minute walk, 11-minute bike ride, or 5-minute drive), • Millwood Highschool (24-minute walk, 6-minute bike ride, or 4-minute drive). • Via Vita Academy (7-minute walk, 3-minute bike ride, or 2-minute drive) (Abutting the rear of the property), <p>The nearest bus stop is a 2-minute walk from the site and serviced by route #86 and express route #186. This route runs ever 30-minutes during peak hours. The #86 goes to the Sackville Bus Terminal and the #186 is an express bus that terminates in Downtown Halifax. The site is also located a 12-minute bike ride or 5-minute drive from Sackville Terminal which offers free park & ride services and includes 385 parking stalls to allow commuters from the Sackville area easy access to the Halifax Peninsula and other areas through transit.</p>
(k) the provisions of Policy IM-13	See the analysis of policy IM-13 below.

IM-13: In considering amendments to the land use by-law or development agreements, in addition to all other criteria as set out in various policies of this planning strategy, the Sackville Community Council shall have appropriate regard to the following matters:

Policy Criteria	Applicant Response
(a) that the proposal is in conformity with the intent of this planning strategy and with the requirements of all other municipal by-laws and regulations	Policy UR-6 allows council to consider this proposal subject to the requirements outlined in those policy sets. This proposal will comply with all other municipal by-laws and regulations.

(b) that the proposal is not premature or inappropriate by reason of	
(i) the financial capability of the Municipality to absorb any costs relating to the development	There are no costs anticipated for the municipality to absorb as part of this development proposal.
(ii) the adequacy of sewer and water services	Please see the attached servicing schematic.
(iii) the adequacy or proximity of school, recreation and other community facilities	Consultation with the Halifax Regional Centre for Education will be part of this process. However, their long term outlook published in 2021, does not indicate there will be any capacity issues in the school system resulting from this development.
(iv) the adequacy of road networks leading or adjacent to, or within the development	The proposal has access to the road network from Old Bever Bank Road.
(v) the potential for damage to or for destruction of designated historic buildings and sites.	No damage or destruction is anticipated, nor is there any realistic potential of damage or destruction of any nearby historic buildings or sites.
(c) that controls are placed on the proposed development so as to reduce conflict with any adjacent or nearby land uses by reason of:	
(i) type of use	See responses to same under the Policy UR-6 analysis.
(ii) height, bulk and lot coverage of any proposed building	See responses to same under the Policy UR-6 analysis.
(iii) traffic generation, access to and egress from the site, and parking	See responses to same under the Policy UR-6 analysis.
(iv) open storage	See responses to same under the Policy UR-6 analysis.
(v) signs	No signs are proposed.
(vi) any other relevant matter of planning concern	See responses to same under the Policy UR-6 analysis.
(d) that the proposed site is suitable in terms of steepness of grades, soil and geological conditions, locations of watercourses, potable water supplies, marshes or bogs and susceptibility to flooding.	See the attached servicing schematic.
(e) any other relevant matter of planning concern	See responses to same under the Policy UR-6 analysis.



<p>(f) Within any designation, where a holding zone has been established pursuant to A Infrastructure Charges - Policy IC-6", Subdivision Approval shall be subject to the provisions of the Subdivision By-law respecting the maximum number of lots created per year, except in accordance with the development agreement provisions of the MGA and the A Infrastructure Charges@ Policies of this MPS.</p>	<p>N/A – site is not subject to Policy IC-6.</p>
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