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Planning and Development
Halifax Regional Municipality
Via email: backosm@halifax.ca

Re: Development Agreement Application for Multi-Residential Development at 71 Greenpark Close (PID: 41071994)

On behalf of our client, Oikos Management., zzap Consulting Inc. is pleased to submit this submit this Development Agreement (DA) application for a multi-unit residential development at 71 Greenpark Close, in Clayton Park West, Nova Scotia (PID: 41071994). To support this application, the following materials are included as appendices:

- Appendix A: Planning Rationale Letter
- Appendix B: Site Plan
- Appendix C: Traffic Impact Statement
- Appendix D: Wastewater Sewer Analysis
- Appendix E: Servicing Schematic

Please advise if you require any further information at this time to prepare the initiation report for this project.

Kind Regards,



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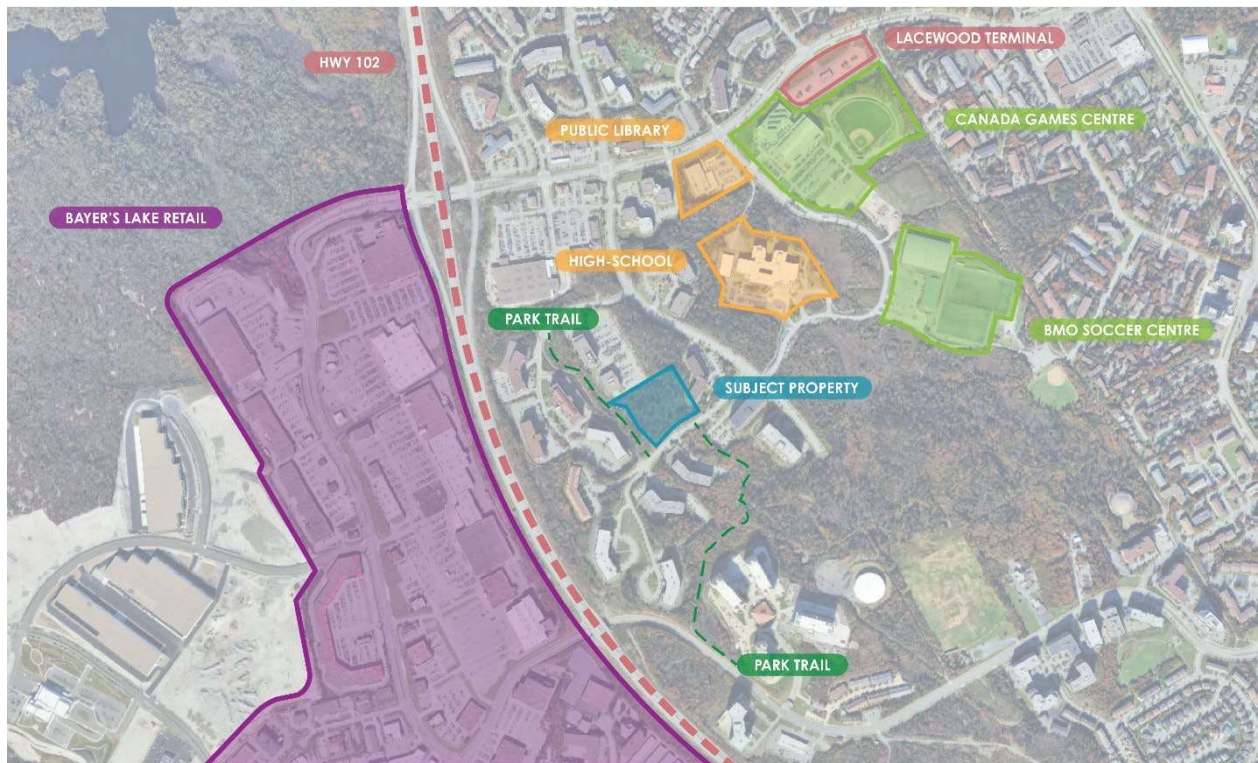
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1.0 Site Context

The subject site is within the urban service boundary, has an area of 4.3 acres (17,400 m²), and approximately 127 meters of frontage on Greenpark Close (see attached site plan). The site is located within Clayton Park West and is surrounded by medium and higher density multi-residential buildings constructed within the last 20 years. This residential community is bounded by Highway 102, Washmill Lake Drive and Regency Park Drive. Regional level commercial amenities are located in Bayer's Lake to the west, and several institutional, commercial, and recreational facilities are located within a two-kilometer radius of the property. This includes:

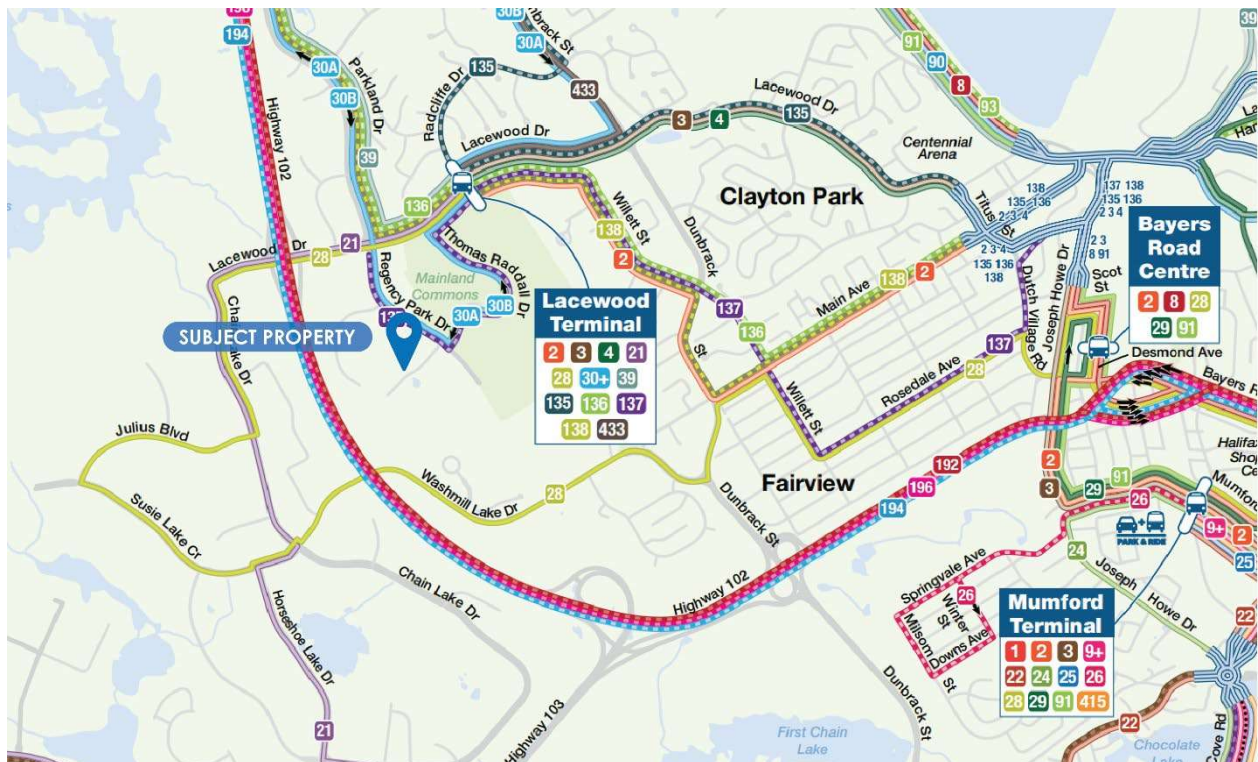
- Bayer's Lake Shopping Centre
- Keshen Goodman Public Library
- Halifax West High School
- Canada Games Centre
- BMO Soccer Centre
- Greenpark Close Park's and Solution Drive Park's trails
- Nova Scotia Health Community Outpatient Centre

Figure 1: Site Context



Additionally, Lacewood Transit Terminal - which connects the area to the rest of the Halifax Peninsula and is the terminus of the BRT Green Line - is within one kilometer of the site.

Figure 2: Transit Context



Planning Context

The site is located within the Halifax Plan area and is regulated by the Halifax Municipal Planning Strategy (MPS) and Halifax Mainland Land Use Bylaw (LUB). It is designated Commercial on the Halifax Generalized Future Land Use Map and zoned R-3. Search of land title records indicate that four development agreements are registered to the property (all enclosed with this application). Each of these DAs provide clear authority for them to be discharged if development has not been initiated or completed within a stipulated timeframe.

Updates to the Regional Plan and the proposed Suburban Plan land use structure are directing higher density mixed use development around proposed rapid transit routes and stations. The Rapid Transit Strategy (RTS) proposes four Bus Rapid Transit (BRT) lines, including the Green Line, which terminates at the Lacewood Drive Transit Terminal. Regional Plan policies identify lands around the BRT lines as areas where higher density residential development ought to occur. The subject site is within 1200m of this transit

terminal. Lands within these walkshed radii are ideal for Transit-Oriented Development. Residential development around BRT lines and stations will provide the necessary population to support an efficient and reliable public transit system.

2.0 Development Request

This proposal includes a multi-unit residential development fronting onto Greenpark Close. The development (Appendix B) includes two towers on one shared parking podium. Approximately 400 two-bedroom units could be accommodated within the proposed building.

Our client's development request is two-fold:

1. The existing DAs be discharged.
2. A new Development Agreement be considered to permit the attached plan (Appendix B)

3.0 Planning Rationale

Halifax Municipal Planning Strategy

Table 1: Policies 3.3 – 3.4 (Halifax Municipal Planning Strategy)

This proposal is supported by Policies 3.3 – 3.4 of the Halifax Municipal Planning Strategy but also by our region-wide demand for housing and the capacity of the physical infrastructure. This section outlines these details.

Policy Criteria	zzap Rationale
3.3 For the commercially designated area in the east side of Bicentennial Drive at the Bayers Lake Interchange, development of Mixed Commercial/Residential uses shall be by development agreement. Boundaries and phases of the development shall be determined through the agreement.	The subject property is designated commercial and complies with this Policy criteria by making an application for a multi-unit residential building by development agreement.
3.3.1 The overall objectives to be achieved through the development agreement are:	

a) to create a high quality, attractive and efficient mix of commercial and residential development through sound land use planning; and	Our client intends to develop two high-quality, attractive residential buildings on the site. Clauses can be written into and/or addressed in the DA process to ensure a high-quality standard of building design. The development does not propose any commercial uses due to the abundance of retail near the site. Bayers Lake and Lacewood Square both offer daily essentials, entertainment and specialty commercial items for residents of the area. It is our belief that there is a resulting lower demand for commercial uses on this site.
b) to encourage imaginative and innovative planning	This development introduces a more contemporary version of the multi-unit residential building form to the area. It orients the building closer to the street and opts for a tall-narrow building typology over a bulky mid-rise typology, preserving green space and reducing shadow impacts on the site.
3.3.2 It is envisioned that commercial enterprises that generally do not require the business interdependencies associated with the Central Business District will be the dominant form of commercial use. Uses to be encouraged include: a) service commercial, including processing and assembly, communications, research, and institutional b) retail c) office d) residential	This development proposal is for a residential building as per criteria 3.3.2(d).

3.3.2.1 It is envisioned that the broadest mix of uses will occur in eastern quadrants of the Bicentennial Drive and Parkland Drive intersection. Any retail use of a scale and character designed to serve the regional consumer market, such as large-format outlets, shall be confined to the south-east quadrant of the Parkland Drive/Bicentennial Drive interchange.	The development does not propose any commercial uses due to the abundance of nearby retail and mix already established in the community.
3.3.2.2 No use shall entail an unacceptable nuisance such as odor or noise	There are no unacceptable nuisances (odor or excessive noise) anticipated as part of this development.
3.3.3 In establishing the type and density of development to be permitted in any agreement, the Municipality will have regard to traffic, parking, public transportation, sewer, storm sewer and water capacities.	Traffic: The traffic impact statement for this development (Appendix C) states that there will be a marginal and acceptable level of traffic impacts on surrounding streets. Parking: Our client is aiming for a parking ration of 1:1. Public Transportation: Bus routes 30A/B and 137 run near the site. Additionally, Lacewood Terminal is less than 1.2km away from the site, connecting it to various transit routes around Halifax, as well as the future green BRT line. Sewer: The wastewater analysis study for this development indicates that existing pipe capacities can sufficiently accommodate the anticipated wastewater flows generated. Storm Sewer: stormwater management will be incorporated into the site as per municipal guidelines. Water: Due to the site's location on Greenpark Close with direct access to municipal water service, we understand

	that there is adequate water service capacity to accommodate this development.
3.4 The overall character shall be of a prestigious mix of commercial and residential development. This shall be encouraged through consideration of the following:	
a) a high-quality standard of building design and streetscape	Clauses can be written into and/or addressed in the DA process to ensure a high-quality standard of building design and streetscape.
b) signage, landscaping, parking and utilities standards consistent with the intended prestigious image of the area.	The development maintains the site's natural vegetation wherever possible. It also provides pedestrian walkways to the front and rear of the building to maintain access. The site only provides visitor parking in front of the building and places the residents' parking underground and to the rear of the site to support a parking plan that is consistent with the established character of the area. Clauses can be written into and/or addressed in the DA process to ensure a signage and utilities standards that are consistent with the intended prestigious image of the area.
c) harmonious relationships between proposed commercial existing or proposed residential uses and between differing forms of commercial uses, through effective urban design and landscape treatment	The development does not propose any commercial uses due to the abundance of nearby retail and mix already established in the community.

d) development practices which take advantage of the natural features of the site by integrating existing vegetation and topographical features wherever appropriate;	The development maintains the site's natural vegetation wherever possible.
e) An interesting and varied entrance corridor that provides a signature for the area on both private and public lands fronting Lacewood Drive; and	This development does not front onto Lacewood Drive.
f) A transportation system allowing for convenient automobile, transit and pedestrian circulation.	The development provides three access points from Greenpark Close, as well as various pedestrian walkways in the front and rear of the building to support convenient automobile and pedestrian circulation.

Table 2: Residential Objectives (Halifax Municipal Planning Strategy)

Policy Criteria	zzap Rationale
The provision and maintenance of diverse and high quality housing in adequate amounts, in safe residential environments, at prices which residents can afford.	Our client intends to develop two high-quality, attractive residential buildings on the site. The site is in a well-established residential community. By applying CPTED principles to the onsite outdoor spaces this development can promote a safe residential environment.

Halifax Regional Municipal Planning Strategy

Table 3: Policy IM-9 (Halifax Regional Municipal Planning Strategy)

In considering a development agreement, amendments to a development agreement, or any amendments to a land use by-law pursuant to the provisions of this plan or any secondary municipal planning strategy, the Municipality shall consider:

Policy Criteria	zzap Rationale
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a) whether the proposal is reasonably consistent with the intent of the policies of this Plan, the applicable secondary municipal planning strategy and the requirements of all other municipal by-laws and regulations;	Please see Tables 1 and 2.
b) that priority be given to increasing the supply of safe, sustainable and affordable housing;	The site's proposed density creates an opportunity to provide more affordable housing.
c) where applicable, the environmental features or areas which may not be suitable for development, including:	
land subject to flooding or subsidence;	There are no coastal, pluvial, or fluvial flood hazards for this site, based on the HRM Flood Maps.
steep slopes;	There are no steep slopes on the site that would preclude development.
low-lying, marshy or unstable land, including watercourses and wetlands of all types;	There are no known watercourses or wetlands on the property.
tree cover; and	There is tree cover on the site. Tree cover will be preserved wherever possible.
habitat for species-at-risk;	There are no habitats for species-at-risk for this site, based on the NS Provincial Landscape Viewer.
d) for the features and areas identified in IM-9 (c), how the development may be directed away from or managed within these areas and the opportunities to enhance or restore degraded environmental features as part of the development proposal, where possible;	The design approach reduces interference with the natural terrain by placing a narrower building footprint, incorporating underground parking, and orienting the buildings to the front of the site, thus preserving vegetation and minimizing environmental disruption.
e) the provisions of CH-30, where applicable;	The provisions of CH-30 are not applicable on this site.

f) whether the proposal is appropriate and not premature, with consideration given to:	
i. the financial capacity of the Municipality to absorb any costs relating to the development;	There are no known costs to the Municipality associated with this development.
ii. municipal or private wastewater, stormwater, and water infrastructure provision;	The development would connect to municipal water and wastewater infrastructure. The wastewater analysis study for this development indicates that existing municipal pipe capacities can sufficiently accommodate the anticipated wastewater flows generated. Our client intends to comply with on-site stormwater management regulations. A preliminary servicing plan is attached. Due to the site's location on Greenpark Close with direct access to municipal water service, we understand that there is adequate water service capacity to accommodate this development. Should additional analysis be required please notify.
iii. emergency services to support the proposed development;	Emergency services (fire station) are within 2.0km of the site
iv. schools, parks, and community facilities;	There is an abundance of school, park, and community facilities within proximity to the subject property.
v. road networks leading or next to, or within the development;	There are adequate road networks leading to the development. The site has direct access to Greenpark Close, which connects to Regency Park Drive which intersects with Lacewood Drive, a major arterial road. Access to Hwy 102 is less than 1.0km from the site. Refer to the Traffic Impact Statement (Appendix C) for further information.

vi. transportation infrastructure for walking/rolling, cycling, transit, and vehicles for travel to and within the development;	• Pedestrian sidewalks exist along Greenpark Close. • The Solutions Drive and Geizer Hill walking trails exist adjacent to the site. • The Halifax Mainland Trail is accessible from the Mainland Common • Bus routes 30A/B and 137 run along the Regency Dr. near the site. The provision of this infrastructure supports walking/rolling and transit access to and within the development.
vii. whether the subject lands are suitable for development in terms of the steepness of grades, soil and geological conditions, locations of watercourses, wetlands, and susceptibility to flooding;	The design approach reduces interference with the natural terrain by placing a narrower building footprint, incorporating underground parking, and orienting the buildings to the front of the site. There are no known watercourses or wetlands on the site.
g) whether development regulations in the proposed rezoning or development agreement will mitigate the potential conflicts between the proposed development and nearby land uses, by reason of:	
i. the type of use(s);	The new development will contain a residential use, which is already prevalent in the surrounding area.
ii. the built form of any proposed building(s);	This development introduces a more contemporary version of the multi-unit residential building form to the area. It orients the building closer to the street and opts for a tall-narrow building typology over a bulky mid-rise typology, preserving green space and reducing shadow impacts on the site.

iii.	impacts on adjacent uses, including compatibility with adjacent residential neighbourhoods, parks, community facilities, and railway operations;	There is an abundance of school, regional level parkland and recreational facilities in close proximity to the subject property. The neighbourhood immediately surrounding the site is largely composed of multi-unit buildings which maintains compatibility with the community context.
iv.	traffic generation, safe access to and egress from the site, and parking;	The traffic impact study for this development states that there will be a marginal and acceptable level of traffic impacts on surrounding streets. The development provides three access points from Greenpark Close to support safe access and egress from the site. Our client is aiming for a parking ratio of 1:1.
v.	open storage and signage,	No open storage is planned on the site. Signage will be designed in conformance with Halifax Mainland LUB requirements or addressed through the DA clauses.
vi.	maintenance;	Clauses can be written into and/or addressed in the DA process to ensure on-site maintenance.
vii.	impacts of lighting, noise, fumes, and other emissions; and	There are no negative emissions anticipated as part of this development. Clauses can be written into and/or addressed in the DA process to minimize any potential conflict.
viii.	any other relevant matter of planning concern.	Should additional analysis be required please notify.

Servicing Capacity

Population density and unit maximums set out in the original DA were based on the capacity of existing infrastructure. Our client retained SDMM, Consulting Engineers to confirm that there is existing capacity in the wastewater system for 400 residential units



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or an equivalent population of 900 people. Their report, attached, states that "the downstream sewer system has sufficient capacity to accommodate the anticipated wastewater flows generated by this proposed development."

A Traffic Impact Assessment, attached, was also undertaken. The results state that, given the site's access to transit, existing well-connected mobility network and the residual capacity of the street network, a 400-unit residential building will induce "a marginal and acceptable level of traffic operational impact on the study area streets and intersections."

4.0 Closing

We ask that this proposal be considered under the current Regional Plan review process. Should you have any questions, clarifications, or comments regarding this submission, please do not hesitate to contact us.

Sincerely,

A black rectangular box redacting the signature of Greg Zwicker.

Greg Zwicker, MCIP, LPP
Principal
zzap Consulting Inc.

A black rectangular box redacting the signature of Ali Tabaza.

Ali Tabaza
Planner
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