



architecture + planning
1 Canal St, Dartmouth NS B2Y 2W1
www.zzap.ca

July 3, 2025

Jessica Harper
Halifax Regional Municipality
Principal Planner – Rural Policy & Applications
Development Services - Planning & Development

Re: Application for a Development Agreement, West Petpeswick, Halifax Regional Municipality, NS (PID: 00334953)

On behalf of our client and landowner, Jamie Gilfoy, zzap Consulting Inc. (zzap) is pleased to submit a Development Agreement application for a multi-phase residential development located on West Petpeswick Road (PID: 00334953).

The supporting documents included with our application reflect discussions we have had with planning staff. We remain open to further revisions and improvements to the development plan as we move forward in a collaborative manner with you and your colleagues.

We respectfully request that you provide us with an anticipated schedule for the development agreement process.

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

Kind Regards,



Connor Wallace, MCIP, LPP
Principal
Zzap Consulting Inc.
connor@zzap.ca



1.0 Site Location and Context

The 44-acre (18 ha) subject property is located within the Eastern Shore (West) Plan Area approximately 30 km east of Dartmouth and 50 km West of Sheet Harbour. It is designated Mixed Use (MU) on the Generalized Future Land Use Map and zoned Mixed Use (MU) within the Eastern Shore West Land Use By-law (LUB). The site has two frontages on West Petpeswick Road, separated by the property located at 812 West Petpeswick Rd. The property is a vacant parcel.

2.0 Description of Development Proposal

After excluding slopes in excess of 30%, wetlands and watercourse buffers the site's developable area is approximately 36 acres (14.6 ha). The development proposed is clustered towards the front half of the property. One access is proposed onto West Petpeswick Road and internal access to each building is via a private driveway. Development will take place over 5 phases. The site will be serviced by private, on-site water, stormwater retention and shared septic services.

The proposal includes 100 townhouse units within 21 separate buildings as follows:

- Thirteen 4-unit buildings (30x52 ft units)
- Eight 6-unit buildings (24x44 ft units)

Our client is also proposing a centrally located community building for residents' use and storage space.

3.0 Rationale and Applicable Policy Analysis

The proposed development is consistent with MPS enabling policy MU-3 which states that, "...it shall be the intention of Council to consider permitted multiple unit dwellings in accordance with the development agreement provisions of the Planning Act...". When considering entering into a development agreement for development proposals Council shall ensure that the proposal is consistent with the criteria detailed in Table 1. Table 1 responds to each of the policy assessment criteria.

Table 1 – Assessment Criteria

Policy MU-3 [Secondary Planning Strategy– Eastern Shore]: Notwithstanding Policy MU-2, it shall be the intention of Council to consider permitting multiple unit dwellings in accordance with the development agreement provisions of the Planning Act. In considering such an agreement, Council shall have regard to the following:	
Criteria	Response
A) that the architectural design and scale of the building is compatible with nearby uses	The nearby uses consist of small-scale single-family homes on large lots. The proposed development is compatible with nearby uses because it applies design features that resemble the surrounding single unit dwellings. Features incorporated into the design include single storey ground-oriented buildings, sloped roofs and clear front entryways to each unit. Units will be offset to minimize the perception of a uniform building mass.
B) that adequate separation distances are maintained from low density residential developments and that landscaping measures are carried out to reduce the visual effects of the proposed use	A minimum distance of 9.5m is established between units to ensure that there is adequate separation between each townhouse to help maintain the low density rural character of the development. The units are also setback from the street to minimize the visual impact of the development. A large natural buffer is maintained between proposed structures and side property lines.
C) that open space and parking areas are adequate to meet the needs of residents.	There is ample open space for residential use in this proposal with a total of less than 10% of the lot being utilized for buildings and driveways. Two parking spaces per residential unit are proposed for this development (one enclosed space in the garage and one surface space on the driveway). This ratio is greater than the requirement of 1.5 spaces per unit as stated in the Land Use By-law.
D) the means by which solid and liquid wastes will be treated;	An on-site shared septic system is utilized to ensure that wastewater is properly treated. Please see attached site servicing plan.
E) the impact of the proposed use on traffic volume and the local road network, and the adequacy of sighting distances from the entrance and exit of the site	Please refer to the attached Traffic Impact Statement
F) the provisions of Policy IM-10.	(Changed to IM-9 in Regional Plan)

Policy IM-9 [Regional Plan]: (1) 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:	
Criteria	Response
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;	<p>There are several high-level policies contained in the Regional Plan that support the development as proposed.</p> <ul style="list-style-type: none"> • Policy H-7 supports the provision of cluster housing within the secondary plan areas. • Policy HC-4 (k) states that the municipality shall consider permitting a diversity of housing types as part of a Rural Community Planning program. This proposal promotes diverse housing types in a rural community by providing townhouse dwellings that offer a smaller more affordable option compared to the single-family homes that make up a large portion of the surrounding housing stock. • Section 5.4 addresses the housing shortage crisis impacting the entire province. The Municipality is working to increase the supply of housing by allowing more diverse housing types in all residential areas and by increasing gentle density and missing middle housing. A diverse range of housing options is also needed in rural areas, and we believe that this proposal supports this policy goal.
B) that priority be given to increasing the supply of safe, sustainable and affordable housing;	<p>This development proposal prioritizes the supply of safe, sustainable and affordable housing by utilizing a clustered development pattern, concentrating the buildings together leaving a large portion of the lot's natural features intact. This housing type is generally more affordable than typical single-family homes due to their smaller size and efficient construction. We believe that this proposal creates a safe community as houses are configured to face the street enabling natural surveillance.</p>

C) where applicable, the environmental features or areas which may not be suitable for development, including:	
i. land subject to flooding or subsidence;	According to the HRM Flood Map, the lands are not at risk for flooding.
ii. steep slopes;	The site plan identifies steep slopes and is deliberately designed to keep development away from terrain not suitable for development.
iii. low-lying, marshy or unstable land, including watercourses and wetlands of all types;	This proposal establishes a large buffer between development and the nearest watercourse. No known wetlands are present on the site.
iv. tree cover; and	This proposal leaves approximately 90% of the parcel undeveloped thereby maintaining the existing tree cover on the undeveloped portion of the property.
v. habitat for species-at-risk;	According to Provincial species-at-risk mapping, this site is not within a habitat for any species that are at risk.
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;	Development will be directed in a way that ensures the least amount of conflict between the development itself and the environment. This proposal is clustered together to ensure that lot disturbance is kept to a minimum to preserve environmental elements and buildings are located away from areas not suitable for the development (i.e., close to watercourses or in parts of the site that have steeper sloped terrain)
E) the provisions of CH-30, where applicable;	This development proposal area does not abut any registered heritage properties.
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;	It is not anticipated that the municipality will need to absorb any costs associated with the proposed development.
ii. municipal or private wastewater, stormwater, and water infrastructure provision;	This proposal includes private on-site storm management ponds, septic fields and wells.
iii. emergency services to support the proposed development;	<ul style="list-style-type: none"> The nearest RCMP facility is approximately within 5 km (6 minute

	<p>drive) of the site.</p> <ul style="list-style-type: none"> The nearest fire service to this site is the Halifax Regional Fire Station 23 which is approximately 15 km (14 minute drive) from the site.
iv. schools, parks, and community facilities;	<p>This proposal is in range of schools of all levels and community facilities.</p> <ul style="list-style-type: none"> Oyster Pond Academy – Preprimary to Grade 9 (18 minute drive, 59 minute bike ride.) Eastern Shore District High – Grade 10 to Grade 12 (5 minute drive, 13 minute bike ride.) Musquodoboit Harbour Peace Park is the nearest park to the site (7 minute drive, 18 minute bike ride.) The Eastern Shore Community Centre is the nearest community facility to the site (7 minute drive, 18 minute bike ride.) We note that the developer is proposing an on-site community centre.
v. road networks leading or next to, or within the development;	<p>This proposal connects to West Petpeswick Road via private driveway. West Petpeswick road is the main access to and from the community and is a two-lane road with a speed limit of 60km/hr. The attached Traffic Impact Statement addresses the existing road capacity.</p>
vi. transportation infrastructure for walking/rolling, cycling, transit, and vehicles for travel to and within the development;	<p>Given that this is a rural community the infrastructure available to residents for non-vehicular transportation is relatively limited when compared to an urban setting, however this proposal provides for safe internal circulation for non car users by incorporating a relatively straight narrow driveway with good sightlines. This will allow residents to safely walk, roll, or cycle within the community. This allows for a balance between different modes of transportation.</p>
vii. whether the subject lands are suitable for development in terms of the steepness of grades, soil and geological conditions,	<p>There are no known issues associated with the site's soil conditions or geological features. Our client intends to ensure that the development is designed and constructed to</p>

locations of watercourses, wetlands, and susceptibility to flooding; and	<p>safely build around the site's various grade changes. At the building permit stage, we anticipate that there will be a grading plan that outlines the necessary retaining wall systems required on site.</p> <p>No buildings are proposed within watercourse buffers. There are no known wetlands on the site.</p>
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);	This proposed development consists of single storey townhouse units plus a small community centre which is compatible with the surrounding rural neighbourhood character.
ii. the built form of any proposed building(s);	The single-storey built form of townhouse structures within this development proposal is similar to the surrounding building heights; furthermore, the townhouses are kept to a maximum of 6 attached units so that the building scale and mass is minimized. Please see response to Policy MU-3(a) above.
iii. impacts on adjacent uses, including compatibility with adjacent residential neighbourhoods, parks, community facilities, and railway operations;	<p>This development proposal is compatible with adjacent uses, being single family homes by maintaining the residential use and adding a local community centre, therefore this development is not expected to impact adjacent uses negatively.</p> <p>There are no railway operations near the site.</p>
iv. traffic generation, safe access to and egress from the site, and parking	We anticipate that the traffic generated from the development can be accommodated on the existing road network. Please see the attached traffic impact statement.
v. open storage and signage,	<p>The residential units are all equipped with enclosed garages to provide storage for residents.</p> <p>The developer may require site signage in the form of wayfinding or entrance signs. We anticipate that this can be addressed in the Development Agreement.</p>



vi.	maintenance;	This proposal will either be rental units or a bareland condominium corporation. In either case all maintenance will be privately managed.
vii.	impacts of lighting, noise, fumes, and other emissions; and	We do not believe there will be any noise, fumes or emissions from the development once it is completed. The development agreement can include a clause that regulates the site's lighting.
viii.	any other relevant matter of planning concern.	None.

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,



Connor Wallace, MCIP, LPP
Principal
Zzap Consulting Inc
connor@zzap.ca