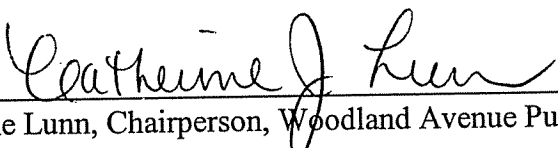


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HALIFAX PO Box 1749
Halifax, Nova Scotia
REGIONAL MUNICIPALITY B3J3A5 Canada

Harbour East Community Council
August 4, 2005

To: Chairman and Members of Harbour East Community Council

Submitted by: 
Catherine Lunn, Chairperson, Woodland Avenue Public Participation
Committee

Date: June 25, 2004

Subject: Case 00584: Mixed residential Comprehensive Development District on lands
identified as Parcel's B&C Woodland Avenue and the remnants of Block X,
South Ridge Circle, Dartmouth.

ORIGIN

On April 1, 2004, Harbour East Community Council established a Public Participation Committee (PPC) to create a Concept Plan that establishes guiding principles for the development of a comprehensive mixed residential subdivision on Parcels B&C, Woodland Avenue and the remaining undeveloped portions of Block X, South Ridge Circle.

RECOMMENDATION

The Committee recommends that Harbour East Community Council recommend to Regional Council approval of amendments to Comprehensive Development District Policies of the Dartmouth MPS for Parcel's B&C, Woodland Avenue, to enable a multiple unit dwelling to be developed by development agreement on Parcels B&C.

It is further recommended that Harbour East Community Council:

1. Discharge in part, the existing development agreement for the remaining undeveloped portions of Block X (South Ridge Circle).
2. Rezone portions of Parcel B from R-1 to CDD and other portions from CDD to R-1 and revise Schedule V "Lands Subject to a DA" of the Dartmouth Land Use By-law as shown on Map 2.
3. Permit the proposed comprehensive mixed use residential subdivision on Parcels B&C and the remnants of Block X, Woodland Avenue as generally described in Schedule C-1 attached to this Report by development agreement and subject to the intent, discussions and issues of the committee.

BACKGROUND

Introduction

On April 1, 2004, Harbour East Community Council approved a Public Participation Committee (PPC) to create a Concept Plan that establishes guiding principles for the development of a comprehensive mixed residential subdivision on Parcels B&C, Woodland Avenue and the remaining undeveloped portions of Block X, South Ridge Circle.

The PPC consists of representatives from the adjacent neighbourhood (6), one each from the Lancaster Residents Association and District 9 Residents Association (2), the Dartmouth Lakes Advisory Board (1), residents at large (1) and a property owner representative (1) for a total of 11 members. The names of the Committee members are provided in Attachment B.

The PPC held a series of meetings between May 2004 and March 2005 on the development proposal and discussed a wide array of issues ranging from municipal servicing to the type of uses permitted within the development. This report outlines the findings of a planning process for the subject lands, identifies the areas of agreement and concerns and provides recommendations for the development of the subject lands within the context of the proposal presented by ARW Developments Ltd..

Background and Enabling Policies

- In 1996, a Development Agreement between Mount Cedar Developments Limited and the former City of Dartmouth was approved for lands identified as Block X, South Ridge Circle (Map 1). This development agreement permits the following residential land uses:
 - a minimum of 12 single unit dwellings;
 - a maximum of 32 linked dwelling units;
 - a maximum of 16 townhouses; and
 - one apartment building containing a maximum of 48 dwelling units.To date, this development is incomplete with the potential to construct the multiple unit dwellings and approximately 16 townhouse units remaining.
- In 1999, Canada Lands Company Limited acquired approximately 23 acres of land (containing former DND married housing quarters) adjacent to Block X identified as Parcels B & C, Woodland Avenue.
- In 2000, these lands, along with Parcel A, Woodland Avenue, Can Euro lands, Maritime Tel & Tel Site and the former YMCA site, were identified as opportunity sites which became the subject of the Woodland Avenue East Planning Process. Led by a Steering Committee comprised primarily of area residents, this planning process explored, in consultation with the affected communities, an appropriate range of land uses for the opportunity sites within the study area. The process provided a comprehensive planning exercise which culminated in recommended policy direction for the Municipal Planning Strategy and Land Use By-law for Dartmouth. As a result of this process, Council

rezoned Parcels B&C from R-1 (Single Family Dwelling) Zone to comprehensive development district (CDD) Zone requiring that future development of these lands only be permitted through a development agreement. In accordance with CDD Policy H-3F of the Dartmouth MPS, Parcel's B&C limits residential development to:

- single unit dwellings;
 - two unit dwellings; and
 - townhouse units.
- In 2003, Council approved the rezoning of approximately 8 acres of Parcels B and C from CDD Zone to R-1 (Single Family Dwelling) Zone to permit the development of a church leaving approximately 15 acres remaining under CDD.
 - In 2003, ARW Developments Ltd. purchased Parcel's B&C due to the size and location of the parcel and the opportunity for the creation of a mixed infill residential development. An evaluation of the development potential of Parcels B&C and the remaining portion of Block X confirmed an opportunity to approach the development of these lands in a comprehensive manner. ARW Developments Ltd. intends to develop a comprehensive mixed use residential subdivision on these lands. As a component of this subdivision, the applicant wishes to change the location of a proposed multiple unit dwelling currently permitted under an existing development agreement for Block X, South Ridge Circle in order to relocate the proposed building several hundred feet west of its approved location (See Map 1). It is the Developer's intention to construct a 44 unit, 4 storey condominium.
 - An amendment to the MPS is required to enable consideration of a multiple unit dwelling on Parcel's B&C by development agreement. Additionally, amendment to the LUB is proposed in order to permit a development agreement relative to the amended MPS policy.
 - In 2004, Regional Council agreed to initiate a process to consider amending the Municipal Planning Strategy (MPS) and Land Use By-law (LUB) for Dartmouth to expand the type of residential uses permitted by Comprehensive Development District Policy for Parcels B&C, Woodland Avenue, to permit the development of a multiple unit dwelling as a component of ARW Developments Ltd. proposed residential subdivision.

DISCUSSION

Sanitary Sewer Services

The concept being proposed for the subject property will result in a disconnection of the pumping station on South Ridge Circle in favour of services being directed south across Woodland Avenue to Horizon Court and the 48" truck sewer along Lake Banook.

Recommendations:

1. The existing pumping station on South Ridge Circle shall be disconnected. All sewage from the property shall be directed south across Woodland Avenue to Horizon Court and the 48" trunk sewer along Lake Banook.
2. The design and construction of all sanitary sewer lines shall conform with HRM Standards.

Water Services

Central water services are currently available to the site at both the western boundary at the intersection of Lancaster Drive and Sea King Drive and along the northern property boundary of the property from the adjoining residential neighbourhood. Consistent with the policies of the Halifax Regional Water Commission, the water system will involve a connection to the force main near the intersection of Lancaster Drive and Sea King Drive.

Committee members expressed concern for low water pressure levels experienced in the existing Lancaster Ridge subdivision. At the request of the Committee, staff directed correspondence to the Halifax Regional Water Commission outlining resident concerns for water pressure levels. It is the recommendation of the Committee, that the proposed looping of the water system maintain existing water pressure levels within the Lancaster Ridge Subdivision and if possible act to enhance existing levels. Details with respect to the sizing of this service will be undertaken during the detailed design stage which accompanies the ultimate subdivision approval.

Recommendations:

1. To service the proposed Lots on Parcels A, B and the remnants of Block X, the committee recommends that the developer be required to extend a watermain from Sea King Drive, Lancaster Drive and Argus drive in a configuration where no dead end lines exist and looping is present.
2. The proposed development should not act to further reduce existing low water pressures experienced by homes in the existing Lancaster Ridge Subdivision. The proposed looping of the water system should at a minimum serve to maintain existing water pressure levels and if possible result in an increase water pressure experienced in the existing developed subdivision.
3. The design and construction of the water system shall conform with the Halifax Regional Water Commission.

Stormwater

The majority of the lands slope in a southerly direction towards Highway 111 east bound ramp with the western portion of Parcel B sloping westerly towards Lancaster Drive. The Albro Lake Road/Highway 111 east bound ramp to Woodland Avenue section of the Lancaster Ridge Subdivision/Woodland Avenue area close to Lake Mic Mac has a history of flooding which is believed to be the result of the inadequate existing drainage system. Concerns have been raised

regarding the proximity of proposed development to Albro Lake and Mic Mac Lake and the combined effect of increased development in the Woodland Avenue East area on water quality of area lakes.

Committee members acknowledged the concerns of residents of Lancaster Ridge/South Ridge Circle Subdivisions regarding exposed stormwater drainage and standing water adjacent to existing properties on South Ridge Circle. It is noted, that these concerns are addressed by the Concept Plan demonstrating that the developer intends to upgrade the existing open drainage corridor with a piped underground stormwater system that will tie into the stormwater drainage system of the proposed streets.

A recent stormwater study indicates that in the existing conditions, there is a significant amount of flooding occurring at various places in the drainage system. The proposed development is partly located in this existing floodplain. Through planned improvements, including a combination of culvert upgrades and the use of overland flow, roadway swales/open space as storage, the impact of proposed development on stormwater flows is considered minor.

Further, to reduce potential impacts associated with erosion and sedimentation during construction, ARW Developments should be required to design a stormwater management plan for this project which will be reviewed and ultimately approved by HRM. The Erosion and Sediment Control Plan should be sent to the Dartmouth Lakes Advisory Board and the Nova Scotia Department of the Environment for comments prior to the issuance of required permits/approvals.

Recommendations:

1. Existing exposed stormwater drainage and standing water adjacent to existing properties on South Ridge Circle should be addressed by replacing the existing open drainage corridor with a piped underground stormwater system that will tie into the stormwater drainage system of the proposed streets.
2. ARW Developments should implement environmental control measures to address the quantity and quality of stormwater leaving the property, during and after construction, as per MPS policy.
3. The Dartmouth Lakes Advisory Board should review and provide recommendations/comment to Council respecting stormwater management, erosion and sedimentation control.

Transportation

Primary access to the development should be to Lancaster Drive opposite Sea King Drive (the location where former Cannon Crescent intersects with Lancaster Drive) with a second point of access at the north end of Argus Drive (in an area formerly reviewed by the City of Dartmouth as part of the Development Agreement approval for South Ridge Circle).

Lancaster Drive meets Woodland Avenue at a four way intersection opposite Mic Mac Boulevard. The intersection has been constructed to high design standards, complete with turning lanes and traffic signals. Lancaster Drive and Adjoining streets west of the site are almost completely built-out with approximately 277 single family and duplex units. Committee members expressed strong concerns regarding current traffic conditions experienced between the Woodland Avenue/Lancaster Drive intersection and Sea King Drive. Committee members have expressed longstanding concerns specific to the speed and volume of traffic entering Lancaster Drive from Woodland Avenue.

Based on a preliminary review of traffic generation estimates contained in a Traffic Impact Analysis prepared by Atlantic Road & Traffic Management, the following assumptions can be made:

- trips generated by 80% of the single unit dwelling units, two unit dwelling units and all of the multiple family dwelling units will access Lancaster Drive at the new street to be constructed opposite Sea King Drive.
- traffic generated by the remaining 20% of the units is assumed to use Argus Drive to access Lancaster Drive.
- the addition of the fourth 'leg' and site generated traffic to the intersection will not have any significant impact on the level of service of Lancaster or Sea King Drives.
- traffic generated by the proposed Subdivision will not have any significant impacts on traffic performance in the area of Lancaster Ridge Subdivision.

Recommendations:

1. Vehicular access to the property should be provided via Lancaster Drive at the intersection of Lancaster Drive with Sea King Drive at the location previously used to access former DND street Cannon Crescent. A second access point should be located at the top of South Ridge Circle near the location previously approved by Council as part of the Block X development agreement.
2. Access to the interior of the lands should be provided via a new public street system which will be aligned with the intersections of Lancaster Drive and Sea King Drive and South Ridge Circle. The alignment of the new public street system is in response the site's topography and rectangular configuration of the property and should be designed generally as shown in Schedule C-1.
3. A hierarchy of sidewalks and secondary walkways will extend through the development. The Developer should construct walkways, connecting the proposed subdivision to parkland and existing Lancaster Ridge Subdivision at Argus Drive generally as illustrated on the Concept Plan. The walkway shall be fenced and a stable surface provided.
4. The proposed new public streets and pedestrian networks should be designed and constructed to HRM's Municipal Services Specifications.

Land Use

Residential

The proposed residential development occupies approximately 20 acres. In accordance with MPS policy for Parcels B&C, a mix of housing types are being proposed such as single unit dwellings and two-unit dwellings. The existing development agreement for Block X, permits the development of a multiple unit dwelling. As part of a comprehensive vision for the development of Parcels B&C and Block X, ARW Developments proposes to relocate the multiple unit dwelling from Block X several hundred feet to the west to a portion of Parcel B along Woodland Avenue. To consider this relocation, the subject portion of Parcel B (rezoned in 2003 from CDD to R-1 as part of lands rezoned to permit the First Baptist Church) would have to be rezoned CCD and negotiated under development agreement. In addition, MPS policy specific to Parcels B&C would have to be amended to permit access to the multiple unit dwelling use.

The proposed relocation of the multiple unit dwelling generated a great deal of discussion by the Committee. In general, some Committee members expressed concern relative to the history of multiple unit dwelling development in Dartmouth and to compatibility of multiple unit dwellings with other housing types. While a majority of Committee members voted in favour of relocating the multiple unit dwelling from it's currently permitted location behind South Ridge Circle, the Committee is uniformly against any future proposals to develop additional multiple unit dwellings on Parcels B & C and Block X. In addition, while the Committee acknowledges that Parcel A is not within the Committee's mandate at this time, the Committee expressed uniform opposition towards any future proposed multiple unit dwellings on Parcel A.

All residential units will front on a proposed public street and receive direct access onto either Lancaster Drive or Argus Drive. The location of each type of use is as per the attached Concept Plan (Schedule C-1).

To minimize land use impacts on existing residential uses, abutting the property (ie on Argus Drive and South Ridge Circle), similar or compatible housing forms should be located adjacent to one another, such as single unit dwellings abutting single unit dwellings. In such cases, no buffer area should be required but the Committee does recommend that the developer retain as much natural vegetation at the rear of these lots as possible. Adequate separation distances and buffers should be provided between the apartment building and adjacent residential uses.

MPS policy sets a general guide of a maximum residential density of 6 units per acre. This density maximum may change slightly to accommodate the relocation of the multiple unit dwelling or if the developer provides additional parkland and/or amenities beyond what is normally negotiated through the CDD agreement process.

Recommendations:

1. Parcel's B&C and Block X should provide a mix of housing types (single unit dwellings, two unit dwellings and apartment units. The general location of each type of housing shall be as generally illustrated on the Concept Plan.

2. The general guide of a maximum residential density of 6 units per acre is established in current MPS policy. It is acknowledged by the Committee, that the maximum allowable density may increase to accommodate the relocation of the multiple unit dwelling or if the developer provides additional parkland and/or amenities beyond what is normally negotiated through the CDD agreement process.
3. A maximum of one multiple unit dwelling should be permitted on Parcel B. No additional multiple unit dwellings should be permitted on Parcel B, C or Block X.
4. Proposed dwellings planned to be located adjacent to existing dwellings on Argus Drive and South Ridge Circle should be of similar housing type (ie singles abutting singles, etc.). If housing types are not the similar, a buffer should be provided between the two abutting uses.
5. The Developer should retain as much natural vegetation as possible at the rear of the lots abutting the existing developed lots along Argus Drive and South Ridge Circle.
6. The multiple unit dwelling should be located adjacent Woodland Avenue as generally shown on the Concept Plan.
7. The maximum height of the multiple unit dwelling should be four storeys and the maximum number of units should be limited to 44.
8. Variation and embellishment in exterior architectural design and siting should be applied to the entire development and required through provisions of the development agreement to encourage visual interest and quality design.

Recreational Land

HRM Real Property Parkland Planning Services have identified an assessed need for neighbourhood parkland in the Lancaster Ridge Subdivision. In accordance with Parkland Planning standards, the proposed development is required to provide neighbourhood parkland to service the proposed development.

In accordance with the existing development agreement for Block X, an area identified by Schedule "B" as "Park (Tree Preservation Area)" was previously dedicated to HRM by Mount Cedar Developments. This "park area" currently serves as a buffer between existing houses on South Ridge Circle and previously proposed uses (i.e. multiple unit dwelling) as approved by the Development Agreement for Block X. The current concept by ARW Developments proposes to acquire this parcel from HRM for limited development opportunity in exchange for improved parkland development in the community and upgrades to existing stormwater management. As a result of planned improvements, Real Property Services has agreed to recommend that this parcel be declared surplus to HRM's needs.

ARW Developments Ltd. has offered to provide two neighbourhood parks and contribute towards the development of these parks. With input by staff and the Committee, the following

recommendations have been established to guide the location and development of two neighbourhood parks:

Recommendations:

1. HRM should dispose of the majority of the land holding previously approved under the existing development agreement for Block X and identified as "Park (Tree Preservation Area)" to ARW Developments and either retain the remaining vegetated strip of land between proposed development and existing properties on South Ridge Circle or investigate selling the this land area to the existing adjacent home owners on South Ridge Circle.
2. The old growth pine located within the "Tree Preservation Area" should be retained and planned stormwater drainage improvements implemented without disturbing the tree if possible.
3. The developer shall provide two neighbourhood parks.
4. Neighbourhood Park 1 should be located as generally illustrated on the Concept Plan as "Park 1". Park 1 shall take be configured to take advantage of gently sloping lands.
5. Neighbourhood Park 2 shall be located at the top of South Ridge Circle as generally illustrated on the Concept Plan as "Park 2".
6. Park 2 should be configured in a manner which serves to retain as much of the existing vegetation as possible.
7. A walkway connection should be provided from the new street adjacent Park 1 over lands housing the pumping station to Argus Drive.
8. Parkland eligibility that results from subdivision of the lands owned by and proposed as the site for the First Baptist Church Dartmouth should be transferred to ARW Developments for use in the development of the neighbourhood parks proposed for Parcels B&C.
9. The types of facilities for the park should be determined by HRM Recreational Services, in consultation with existing residents in the area and the new residents from the proposed development.

Environmental Controls

The majority of the property drains towards the Highway 111 and flows into Lake Mic Mac, except for a portion of Parcel B that flows towards Lancaster Drive.

Recommendations:

1. Site specific provisions for the property should require environmental protection measures and erosion and sedimentation control mechanisms, including the implementation of an effective stormwater management plan, to be incorporated within the design and construction of the development.
2. Stormwater management and erosion and sedimentation control plans should be approved by HRM engineering, in consultation with Dartmouth Lakes Advisory Board.
3. Prior to any earth movement or tree removal on the property, an Erosion and Sedimentation Plan and Stormwater Management Plan should be reviewed and approved by HRM, in consultation with the Dartmouth Lakes Advisory Board to address conditions during and after construction.

Landscaping and Maintenance

Recommendations:

1. To enhance the appearance of the development and to mitigate land use compatibility concerns, ARW Developments should provide landscaping and buffering measures throughout the development.
2. A Maintenance Plan for all landscaping measures should be submitted and approved by HRM prior to the issuance of any permits for the development.

Phasing of the Development

Upon approval of a CDD Agreement for the property, the proposed public street and all of the services contained within it, and the necessary extensions to the sanitary sewer and water system will all be designed and submitted for review as one complete phase. The development is anticipated to take two to three years to complete, with the first units to be designed and potentially constructed beginning in the fall of 2004.

CONCLUSIONS

The PPC process for Parcels B&C and the remaining lands of Block X offered an opportunity for several interested stakeholders to discuss conceptual development guidelines for the lands within the context of a development proposal. While disagreements and concerns were evident with respect to planning process, relocation of a multiple unit dwelling and traffic conditions experienced in the area and unforeseen issues and circumstances resulted in delays to the planning review process, the Committee worked well together and discussing real ideas and issues about the subject area. The content of this report and the development proposal before Council or consideration is a direct result of the Committee's commitment to the planning process.

ATTACHMENTS

Map 1: Location & Zoning

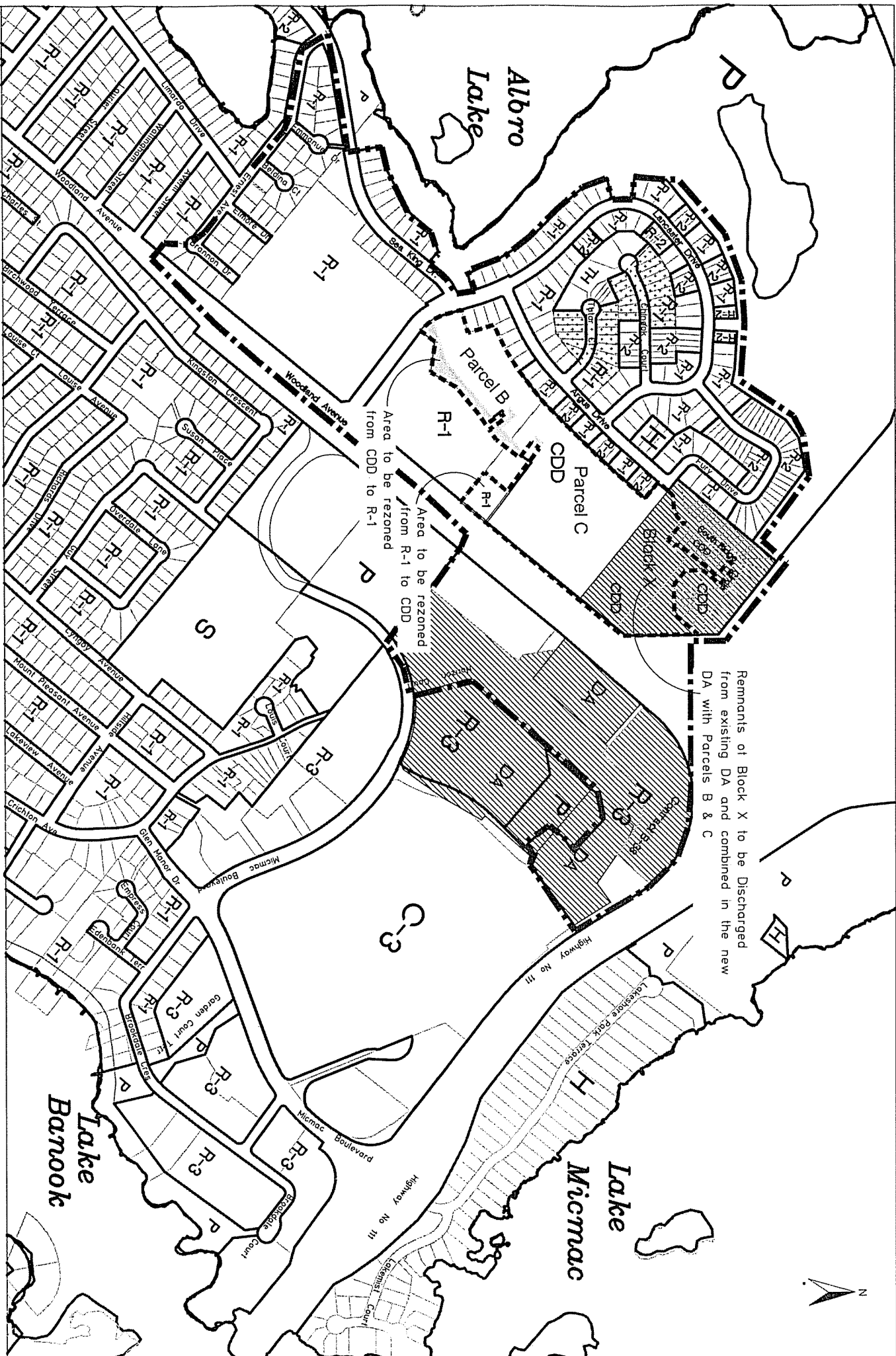
Attachment A: Schedule C-1: Concept Plan

Attachment B: Members List for the Woodland Avenue Public Participation Committee

Minutes of the Meetings for the Woodland Avenue PPC for May 5, 2005, May 12, 2005, May 26, 2005, June 2, 2004, June 2004, June 24, 2004 and March 21, 2005 (available upon request)

Additional copies of this report , and information on its status can be obtained by contacting the Office of the Municipal Clerk at 490-4210 or Fax 490-4208

Report Prepared by: John MacPherson, Planner in consultation with the Woodland Avenue Public Participation Committee



Remnants of Block X to be Discharged from existing DA and combined in the new DA with Parcels B & C

Map 1

Location & Zoning

Subject Area

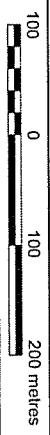
- P Park
- R-1 Single Family Residential Zone
- R-2 Two Family Residential Zone
- R-3 Multiple Family Residential Zone
- CDD Comprehensive Development District
- C-3 General Business Zone
- H Holding Zone
- S Institutional Zone
- TH Townhouse Zone

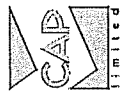
See Section 32(3) Dartmouth By-law

Notification Area

Existing Development Agreement

January 20, 2004





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ATTACHMENT B

Members of the Public Participation Committee

Name	Address
Catherine Lunn - Chair	25 Colombo Drive, Dartmouth
Mike Raftus - Vice Chair/Lancaster Residents Association	32 Sea King Drive, Dartmouth
Sean Fuller - District 9 Residents Association	19 Ernest Avenue, Dartmouth
Phil Dodd	36 Sea King Drive, Dartmouth
Marlene Holden	56 Fury Drive, Dartmouth
Clint Schofield	12 Ernest Avenue, Dartmouth
Eric Wile	52 South Ridge Circle, Dartmouth
Brad MacLeod	45 South Ridge Circle, Dartmouth
Dave Shaw	53 Lancaster Drive, Dartmouth
Peter Connor - Land Owner Representative	105 Braemar Drive, Dartmouth
Pierre Clement - Dartmouth Lakes Advisory Board	69 Swanton Drive, Dartmouth