

LETTERS AND CORRESPONDENCE

Minister of Transportation

Mr. Kelly outlined a letter from the Minister of Transportation in response to Council's letter of November 27, 1987 concerning the traffic situation at the Beechville Interchange and the entrance to the Bayers Lake Industrial Park area.

It was moved by Councillor Rawding, seconded by Councillor P. Baker:

"THAT this letter be received and further that a letter be written to the Minister of Transportation asking for clarification regarding the plans or status for the Prospect Road."

MOTION CARRIED

Minister of Transportation

Mr. Kelly reviewed this response to Council's letter with regard to a petition from residents of Boyd Hill requesting improvements.

It was moved by Councillor Lichter, seconded by Councillor Fralick:

"THAT this letter be received."

MOTION CARRIED.

It was moved by Councillor Lichter, seconded by Councillor Snow:

"THAT a reply be sent to the Minister of Transportation indicating that the letter received is unacceptable and does not address all concerns expressed in the petition."

MOTION CARRIED.

City of Halifax

A resolution was received from the City of Halifax re apartheid.

It was moved by Councillor DeRoche, seconded by Councillor Adams:

"THAT this letter be received and further that it be referred to the Executive Committee for their consideration and deliberation."

MOTION CARRIED.

Canada Mortgage and Housing Corporation

A letter was received from Mr. J. D. Miller, Provincial Director/Manager of Canada Mortgage and Housing Corporation respecting the RRAP Program.

It was moved by Deputy Warden MacDonald, seconded by Councillor Fralick:

"THAT this letter be received."

MOTION CARRIED.

Petition - Lantz to Musquodoboit

Mr. Kelly received a petition from residents of Lantz requesting that the Department of Transportation carry out necessary improvements to the highway leading off Route 277, Lantz to Musquodoboit on the Old Halifax Highway.

It was moved by Councillor Lichter, seconded by Councillor Snow:

"THAT the petition from the residents of Lantz be received and forwarded to the Minister of Transportation indicating Council's support."

MOTION CARRIED.

Department of Environment

A letter was received from the Department of Environment respecting the Little Salmon River.

It was moved by Councillor DeRoche, seconded by Councillor Adams:

"THAT this letter be received. "

MOTION CARRIED.

DIRECTOR OF DEVELOPMENT REPORT

It was moved by Councillor Eisenhauer, seconded by Councillor Adams:

"THAT the report be received."

MOTION CARRIED.

EXECUTIVE COMMITTEE REPORT

Telephone System

Councillor Eisenhauer declared a conflict of interest.

Mr. Kelly reviewed the report from Mr. Wilson, Director of Finance with regard to acquiring the existing telephone system for the Municipal Administration Building.

It was moved by Councillor Snow, seconded by Councillor Adams:

"THAT Council approve the recommendations outlined in the report."

MOTION CARRIED.

County Parkland, Porter's Lake

Mr. Kelly reviewed a report received from the Property Management Division respecting a request from the Kinap Athletic Club, Head Chezzetcook to lease a portion of County parkland at Porter's Lake being Lot 52.

It was moved by Councillor Eisenhauer, seconded by Deputy Warden MacDonald:

"THAT Council approve the request from the Kinap Athletic Club to lease a portion of parkland, Lot 52 at Porter's Lake contingent upon the Municipality receiving clear title to the property."

MOTION CARRIED.

Sidewalk Construction - Ashgrove Avenue-Colby Drive

Mr. Kelly reviewed a report received from the Engineering & Works Department confirming the Department of Transportation has advised that street paving projects on the above noted areas have been approved.

It was moved by Councillor Mont, seconded by Councillor McInroy:

"THAT Council approve construction of sidewalks on Ashgrove Avenue from Atwood to Colby Drive, a distance of 0.41 km and on Colby Drive from Ashgrove to Colby Village Elementary School a distance of 0.11 km. The County's share is estimated at \$19,000 to be recovered from the sidewalk area rate for this area."

MOTION CARRIED.

Sidewalks, Connolly Road

Mr. Kelly reviewed the report received from the Engineering & Works Department respecting sidewalk construction, Connolly Road.

It was moved by Deputy Warden MacDonald, seconded by Councillor MacKay

"THAT Council approve the acquisition of lands required for sidewalk construction on Connolly Road at an estimated cost of \$34,000."

MOTION CARRIED.

Request for Grants

District Capital Grant, District 1

It was moved by Councillor Walker, seconded by Councillor Fralick:

"THAT Council approve a District Capital Grant, District 1 in the amount of \$2,500 for improvements to War Memorial (Monument) Hubbards Library Property."

MOTION CARRIED.

District Capital Grant, District 1 and a General County Parkland Grant

It was moved by Councillor Walker, seconded by Councillor Rawding:

"THAT Council approve a District Capital Grant, District 1 in the amount of \$2,500 and a General County Parkland Grant, in the amount of \$2,500 for construction of a ballfield at Black Point."

MOTION CARRIED.

District Capital Grant, District 11

It was moved by Councillor Snow, seconded by Councillor C. Baker:

"THAT Council approve a District Capital Grant, District 11 in the amount of \$1,200 for the acquisition of tables and chairs for the Sheet Harbour Board of Trade Building."
MOTION CARRIED.

SUPPLEMENTARY EXECUTIVE COMMITTEE REPORTApplication - Video Arcade Outlet License

The Department of Consumer Affairs has advised that an application for a video arcade outlet license has been made to the Amusements Regulations Division by Z Best Video and Arcade, Sheet Harbour.

It was moved by Councillor MacKay, seconded by Councillor DeRoche:

"THAT Council express objection to the Department of Consumer Affairs respecting the issuance of a video arcade outlet license to Z Best Video and Arcade, Sheet Harbour."
MOTION CARRIED.

Tax Exemption - Prospect Road District Lions Club

Mr. Kelly advised that the Executive Committee received a request from the Prospect Road District Lions Club to have exemption from property taxes. The Lions Club is assessed for taxes on the former Goodwood School Property which they lease from the Municipality.

It was moved by Councillor P. Baker, seconded by Councillor Rawding:

"THAT Council approve property tax exemption for the Prospect Road District Lions Club property at Goodwood under the Tax Exemption By-law."
MOTION CARRIED.

Springfield Lake Sewerage Project

Reports were received respecting the Springfield Lake Sewerage Project.

Councillor MacDonald requested that this be sent to PAC for examination and clarification as to whether it has to be incorporated in the plan and by-law.

It was moved by Deputy Warden MacDonald, seconded by Councillor Lichter:

"THAT Council approve the sewer serviceable area boundary as identified in the design brief and the matter be referred to PAC for review of any necessary incorporation in the District Plan."
MOTION CARRIED.

COMMITTEE OF THE WHOLE RECOMMENDATION

It was moved by Councillor MacKay, seconded by Councillor Merrigan:

"THAT Council endorse a press release, letter to the residents and a budget of \$50,000 with respect to the status of Sackville."
MOTION CARRIED.

REPORT OF THE P.I.M.S. STEERING COMMITTEE

This report was for informational purposes only.

APPOINTMENT OF WEED INSPECTOR

It was moved by Councillor Reid, seconded by Councillor Lichter:

"THAT D. Roy DeWolfe be appointed as Municipal Weed Inspector for 1988."
MOTION CARRIED.

SUPPLEMENTARY PLANNING ADVISORY COMMITTEE REPORT

Councillor Mont declared a conflict of interest.

It was moved by Councillor DeRoche, seconded by Councillor Lichter:

"THAT the Planning Advisory Committee report be received."
MOTION CARRIED.

Application NO. RA-TLB-25-87-02 Amend the Timberlea/Lakeside/Beechville Land Use By-law - Rezoning of a Portion of Lot L-2

An application has been submitted by Michael Willett and Renault Smith to rezone a portion of a lot identified in the staff report from R-1 (Single Unit Dwelling) Zone to R-2 (Two Unit Dwelling) Zone and R-4 (Multiple Unit Dwelling) Zone. The applicant has indicated that he intends to develop the lot to accomodate three two-unit dwellings and an apartment building.

It was moved by Councillor Lichter, seconded by Councillor Rawding:

"THAT Council approve this application and that a date be set for a public hearing on March 21, 1988 at 7:00 p.m."
MOTION CARRIED.

Application No. RA-TLB-01-88-02 Rezone the properties at Civic Numbers 1590 and 1594 St. Margaret's Bay Road, and 1610, 1614 and 1618 St. Margaret's Bay Road, Lakeside

It is bieng requested that the properties at civic numbers 1590 and 1594 St. Margaret's Bay Road be rezoned from R-1 (Single Unit Dwelling) Zone to C-2 (General Business) Zone. Further that the

properties at civic numbers 1601, 1614, 1618 St. Margaret's Bay Road be rezoned from C-2 (General Business Zone to R-1 (Single Unit Dwelling) Zone.

It was moved by Councillor Rawding, seconded by Councillor Fralick:

"THAT Council approve this application and that a public hearing date be set for March 21, 1988 at 7:00 p.m."
MOTION CARRIED.

Building Inspectors Report

It was moved by Councillor Fralick, seconded by Councillor P. Baker:

"THAT Council approve a lesser side yard clearance of 4', Paul's Point Road, Hackett's Cove, Applicant Morris Crathorne."
MOTION CARRIED.

It was moved by Councillor C. Baker, seconded by Deputy Warden MacDonald:

"THAT Council approve a lesser side yard clearance of 0' Shore Road, Herring Cove, applicant Darrell Power."
MOTION CARRIED.

REDISTRIBUTION COMMITTEE REPORT

Councillor McInroy highlighted aspects of the report re preliminary decision of Nova Scotia Municipal Board respecting boundary adjustments for the proposed new districts 14, 17 and 20, also a petition received from residents of Devon.

It was moved by Councillor McInroy, seconded by Councillor Wiseman:

"THAT Council approve the recommendations as outlined in the report for submission to the Municipal Board."
MOTION CARRIED.

AMENDMENT TO THE REGULATIONS OF ANIMALS BY-LAW

It was moved by Councillor Lichter, seconded by Councillor P. Baker:

"THAT the by-law be forwarded back to Robert Cragg to formulate a by-law strictly related to cats and applicable to only those districts who wish to have the by-law administered."
MOTION CARRIED.

13 FOR; 4 AGAINST

Councillor Rawding inquired what the status of the Dangerous Animals By-law is. Robert Cragg advised he has not received it from Municipal Affairs as yet, however he did receive a lengthy letter advising of some problems the Minister has with it.

Councillor Rawding could not understand why there was any difficulty in enacting this by-law as it is almost the same as the by-law of the City of Dartmouth.

Mr. Cragg advised that he will bring a report back to Council regarding this issue.

Department of Community Services, CAMR - Councillor P. Baker

Councillor P. Baker advised he would like to defer this item and replace it with another.

Councillor P. Baker expressed concern with the employees of BFI and their situation.

It was moved by P. Baker, seconded by Councillor Walker:

"THAT Council support the employees of BFI and that a letter be written to the Minister of Labour and the Minister of Social Services requesting that they review this situation."
MOTION DEFEATED.

5 FOR 12 AGAINST

WOODBINE MOBILE HOME PARK - COUNCILLOR MERRIGAN

A report was received from E. Wdowiak, Director of Engineering & Works with regard to the Woodbine Mobile Home Park. The report outlined the feasibility of presently being able to convey sewage from Woodbine to the existing Millwood trunk sewer to alleviate the existing malfunctioning treatment plants on site.

The report advised that it is technically feasible to accommodate the Woodbine Trailer Park, however if consideration is given to this request it was recommended that the following conditions be incorporated:

1. Storage capacity of approximately 240,000 gallons would have to be provided.
2. Aeration equipment would have to be designed and incorporated in the storage tank to prevent sewage from septicizing.
3. Pumping to service the Woodbine Park would be controlled to night time pumping or off peak times.
4. Servicing would be to accommodate Woodbine Park only.
5. The engineering design for the pumping station forcemains, gravity sewer, and storage tank aeration would have to receive the approval of the Engineering Department.

6. The Developer would be required to undertake inflow/infiltration reduction programs to reduce the amount of storm inflow into the Woodbine system.
7. The collection systems in Woodbine would have to be completely TV inspected to identify any inflows which would have to be repaired.
8. The total cost would be borne by the Park owner.

There was considerable discussion with regard to whether a public hearing should be held.

It was moved by Councillor Merrigan, seconded by Councillor Snow:

"THAT approval in principal be given and further that it be referred to Urban and PAC."

It was moved by Councillor Mont, seconded by Councillor McInroy:

"THAT this item be referred to Urban and PAC."
MOTION CARRIED.

EMERGENCY AGENDA ITEMS

Flooding - Councillor Rawding

Councillor Rawding expressed concern with heavy flooding in areas in his District.

It was moved by Councillor Rawding, seconded by Councillor Fralick:

"THAT a letter be couriered to the Department of Transportation indicating there is a serious flooding problem at Birchdale Court, Glengarry Gardens, District 2, and that we believe the sole responsibility is the Department of Transportation due to the construction and storm water sewers being higher than the roads, and that the situation be investigated and remedied as soon as possible."
MOTION CARRIED.

Councillor Mont advised that a meeting should be held with regard to this problem.

It was moved by Councillor Mont, seconded by Councillor Rawding:

"THAT a letter be written to the Department of Transportation and the Department of Housing requesting a meeting with representatives of Halifax County to discuss the problem of flooding and storm drainage and how these problems will be dealt with."
MOTION CARRIED

It was moved by, seconded by:

"THAT Council go in-camera."
MOTION CARRIED.

The Council agreed to meet in-camera to hear a presentation and briefing from the Adhoc Committee on Sackville Status and input from PIR Communications consultants relative to a proposed communications strategy.

The issue received considerable discussion. The Council then agreed to go out of camera to regular Council Session.

It was moved by Councillor Mont, seconded by Warden MacKenzie:

"THAT the Council authorize the retention of PIR Communications Consultant Ltd. to proceed with the development of phase I of their proposed communications strategy (research and opinion survey) and that Council agree to consider the balance of the proposal upon receipt of Phase I."
MOTION CARRIED.

It was noted that the estimated cost of Phase I would be in the area of 15,000.

PUBLIC HEARING

FEBRUARY 18, 1988

ADOPTION OF DISTRICT 14 PLAN AND ZONING BY-LAW

PRESENT WERE: Warden MacKenzie, Chairman
Councillor Walker
Councillor Rawding
Councillor Fralick
Councillor P. Baker
Councillor C. Baker
Councillor DeRoche
Councillor Adams
Councillor Randall
Councillor Reid
Councillor Lichter
Councillor Snow
Councillor MacKay
Councillor McInroy
Councillor Mont

ALSO PRESENT: Mr. K.R. Meech, Chief Administrative Officer
Mr. G.J. Kelly, Municipal Clerk
Mr. R.G. Cragg, Municipal Solicitor
Ms. V. Spencer, Director of Planning & Development
Mr. W. Butler, Manager, Policy Division

SECRETARY: Glenda Hill

Warden MacKenzie advised this public hearing has been called to consider the adoption of the Municipal Planning Strategy and Land Use By-law for District 14. He reviewed the procedure for the public hearing.

Mr. Butler informed Council has been provided with a number of proposed amendments to the plan and the zoning by-law. These amendments are intended to correct errors and omissions from the previous drafts. He noted specific recommendations relate to private roads, reduced lot frontages, and to reflect intentions to develop the Aerotech Park. Mr. Butler indicated the final recommendation for amendments were not presented to the Municipal Planning Strategy Committee (MPSC) for review. Councillor Lichter felt a final decision concerning amendments to the plan should not be made at this public hearing; he suggested MPSC be given time to review any amendments after the public hearing.

SPEAKERS IN FAVOUR OF THE MPS AND LAND USE BY-LAW

Steve Moir, Alderney Consultants, informed he is representing CHS Developments as the owners of Winley Subdivision, Windsor Junction. He noted this property is currently under a PUD agreement permitting

industrial development. He requested that the requirement for a PUD agreement be removed from the property and that deeded parkland be returned in favour of a 5 percent dedication within a residential development. Mr. Moir informed CHS Developments proposes 26 single family lots and two local commercial lots (C-2). Mr. Moir outlined the property in question on a map, including that parkland which CHS Developments would like to have returned for water frontage lots.

Councillor Snow asked if there had been any contact with affected residents' associations. Mr. Moir informed he has discussed the proposal with both the Riverlake Advisory Board and the Shubenacadie Lakes Advisory Board. The Riverlake Residents' Association indicated no strong opposition to the proposal, although they requested a buffer for an existing single family dwelling. He informed he has not heard directly from the Shubenacadie Lakes Advisory Board.

Councillor MacKay clarified the requested zoning by Mr. Moir. Mr. Moir informed preference is for R-1A lots but the plan indicates R-1B. The intention is to extend central water servicing.

Ross Pearson representing Adventure Investments Ltd. informed they own 450 acres adjacent to the property owned by CHS Developments. He expressed appreciation to the Public Participation Committee for the hard work and efforts that went into the District 14 Plan. He concluded he is very supportive of the proposed Plan and Zoning By-law.

Harold Dillon, Commissioner, Village of Waverly stated he is supportive of the proposed Plan. He reviewed some history of the community of Waverley, stating it is mostly a residential area suburban to Dartmouth, Bedford, and Halifax. He stated the village is concerned with the quality of life, protection of the natural environment and the desire to retain the sense of community; all are properly addressed in the proposed Plan.

Mr. Dillon praised Policy P-80 for providing the Village Commission with an opportunity for input respecting planning and development issues in the area.

He expressed support for the recognition of the importance of the Shubenacadie Canal System, the Lake Major Watershed, the Waverley Game Sanctuary, and the lake system as a natural resource for the area. He concluded expressing appreciation to Mr. Boutlier, the PPC, and Halifax County staff for their work in this regard.

Ron Ford, Grand Lake/Oakfield stated he is pleased with the MPS, and he commended the PPC. Mr. Ford informed that parents of children attending Oldfield Consolidated Elementary School have recently become aware of a building permit issued for the construction of a truck stop adjacent to the school. He expressed difficulty with the issuance of this building permit, noting it was understood that during the planning stages, any major development would be reviewed by the PPC to determine the impact on the overall plan; however, this information was not brought to the attention of those concerned. He outlined the proposed building and the anticipated traffic flow from the proposal in relation

to the location of the school. He stated children are bused to school at this location, they live in the area, and they walk along Hall's Road, where the truck stop is to be located. He felt the County Planning Department processed the application for the building permit in a diligent and competent manner. However, the County issues permits by relying on the ability of various Provincial departments to perform their responsibilities in a competent manner. In this case, it was the duty of the Department of Transportation (DOT) to withhold approval on the basis that for a period of two months of the year, the No. 2 Highway is closed to tri-axle traffic unless their load is significantly reduced. He stated 80 to 90 percent of long distance trucks today are tri-axle. He informed the Department of Transportation had told him earlier today that this point was inadvertently overlooked; therefore, had the Department of Transportation performed their duty in a competent manner, the County would not have issued a building permit. He requested that Halifax County Council take initiative to rescind building permit no. 86090.

There was some discussion concerning the location of the proposed development in relation to the school site.

Councillor Snow asked the Municipal Solicitor if there is any legal recourse with respect to the issuance of this permit. Mr. Cragg was not sure Council has the authority to rescind a permit the building inspector issued. He felt there is not much anybody can do about the issuance of this permit. He stated he is not sure the chief building inspector would not have been able to issue the permit if the Department of Transportation should have been aware of what Mr. Ford claims they should have been aware.

Councillor MacKay was of the understanding that before Council announces an intention to hold a public hearing for the consideration an MPS, one can make application for the zoning of the land at present. However, once Council notes its intention, one can only make application for the proposed land use for the land in question. He noted the timing of the application for the building permit (November 13, 1987) and Council's notice of intention to hold a public hearing to consider the MPS for District 14 (mid-January). He asked why the PPC would not be informed; he was of the understanding they should have been notified. Mr. Butler informed the PPC had ceased to exist when it became known that this application had been made, as the plan was in the final stages.

Councillor MacKay asked Mr. Ford if the Department of Transportation relates to tri-axles specifically or to the weight limitations during the spring. Mr. Ford responded only tri-axles are restricted because of their weight; Mr. Ford reiterated that 80 to 90 percent of trucks today are tri-axle vehicles.

Keith Boutlier, Chairman, PPC, District 14 informed he is speaking on behalf of a number of communities. He read a presentation from the residents of Charleswood Subdivision, noting people in the area purchased their land on the basis that the general concept of the remainder of the undeveloped part of the subdivision was to remain

a single family designation. However, the final draft of the plan changes this land from an R-1-type designation to an R-6 designation, permitting mobile homes and multi-unit dwellings. This will add to the present sewage problems. This change was not originally made because there was difficulty getting in touch with the subdivision owner to attend a meeting. Therefore, he requested that those lands in Charleswood Subdivision zoned R-6 be changed to R-1.

Mr. Boutlier referred to another presentation with respect to Charleswood Subdivision, Windsor Junction. This was circulated to Members of Council.

Mr. Boutlier next referred to a presentation on behalf of Mark Thompson, PPC representative for the community of Goffs, indicating support for the proposed District 14 plan.

Mr. Boutlier stated everything in the plan is related to the environment; it was designed to protect it. He commented on the efforts of the Planning Committee to make the public aware of meetings and intentions. He stated the efforts of everyone involved, including the former planner, were outstanding and worthwhile.

Mr. Boutlier continued that private roads was an issue with respect to the plan and the Subdivision By-law. The PPC took a stand in opposition to private road development, which received negative feedback. To accommodate those who expressed this feedback, a number of special meetings to discuss private roads were arranged, but there were not large turnouts at these meetings, until the fourth which was held in Wellington. At that meeting a decision was made to allow development of three lots per year on private roads. He stated the PPC went to great extents to try to accommodate the public. Mr. Boutlier felt this is one of the better plans presented to Council, which has been reviewed three times by Council.

With respect to the proposed truck stop adjacent to Oldfield school, Mr. Boutlier stated he is not comfortable with this proposal. He felt it should be located someplace away from the school.

Councillor Snow expressed appreciation to Mr. Boutlier and the PPC for their hard work and the fine job they did on the Plan for District 14. He felt any discrepancies will work out to the benefit of the plan.

Councillor P. Baker asked if the concerns of the residents have been discussed with the oil company involved. Mr. Boutlier informed there was a public meeting held last night in this respect. He stated it does not appear the oil company is prepared to move their proposal because of the amount of money invested. Councillor P. Baker noted it appears the building permit for this proposal was issued because there was an oversight on the part of the DOT. He asked if the residents could approach government to rescind this building permit. Mr. Boutlier informed the residents would definitely agree to taking this action; he felt this action will take place, and he expressed hope that Council will stand behind the people.

Warden MacKenzie noted in a letter on behalf of Irving Oil Limited, the company is prepared to supply crossing guards should they be required. Mr. Boutlier agreed this is all very good, but there is nothing to control the contents of the trucks and the dangers that could emanate from trucks containing dangerous chemicals. He stated this could be very dangerous in an area adjacent to an elementary school, and there are no guarantees that explosions or other dangers would not take place. He suggested Irving Oil may be interested in building a new school away from this site.

Councillor Fralick asked if there were any representatives of the Department of Transportation present at the public meeting on February 18 regarding this issue. Mr. Boutlier informed there was not; the meeting was called on very short notice. He informed the PPC received a request for C-4 zoning on the lands in question, but there was no indication of the purpose for this zoning. He stated perhaps the decision to rescind this building permit cannot be made now, but he asked that Council consider deferring a decision regarding this zoning request until the issue on the building permit can be resolved by the proper authority.

Councillor P. Baker asked if the School Board was approached regarding this application. He stated he would bring this issue up at a meeting of the School Board. Mr. Boutlier agreed this should be discussed at a meeting, and he suggested that several residents would also be willing to attend this meeting.

Councillor DeRoche asked if the PPC would be willing to allow C-4 zoning on the property in question except for the prevailing circumstances. Mr. Boutlier indicated he could not determine this on behalf of the PPC. He stated in his own opinion C-4 zoning is not appropriate for this lot. He agreed with Councillor DeRoche that it is possible to ask Council to consider denying C-4 zoning on this property, although he felt the applicant should have the right to request the application.

Mr. Boutlier concluded the discussion by expressing appreciation for the work of Committee Members. He stated he is sorry he will not be working on this anymore, and he asked that Council vote in favour of accepting the plan, as every effort has been made for the people.

Warden MacKenzie expressed appreciation to Mr. Boutlier for his work on behalf of Council, the residents of Halifax County, and especially those of District 14.

Tony Robinson, Grand Lake stated he is in favour of the majority of the proposed plan, but he also felt the proposed truck stop adjacent to the Oldfield School is a problem which should be addressed. He stated he cannot totally object to the interests of Irving Oil because he does not have enough information to make this determination. He noted the application for this building permit was made under a general building zone, and he was of the understanding that it is the prerogative of the building inspector to withhold the issuance of a permit for such a development until he obtains a petition of non-objection from all

households within 1,000 feet of the development. He referred to Zoning By-law No. 24, page 53. He asked if this is applicable and if this action took place. Mr. Butler stated he does not know if the building inspector took this action, and he indicated at this point it is not known what can be done about this permit. Mr. Robinson stated it would have only be reasonable that such action be taken when a development such as this is proposed adjacent to an elementary school.

Mr. Robinson noted counsel for Irving Oil was in attendance and he questioned if Irving Oil would be willing to address the residents before development proceeds and indicate if Irving shares any of the concerns of the parents.

Dave MacLean, Vice Chairman, PPC, District 14 expressed appreciation to the entire PPC and staff, most particularly Chris Reddy, former planner, and Bill Butler. He stated he is supportive of the proposed plan with a few exceptions. He expressed agreement with Mr. Moir's presentation with respect to the development of CHS lands. He also expressed agreement with the zoning request for Charleswood Subdivision. He expressed agreement with the concerns of residents with children in the Oldfield School, stating this land is not applicable for C-4 zoning.

Velma Ledwidge, PPC, District 14 read her presentation as was circulated to Members of Council. She expressed support for the proposed plan with the exception of the proposed truck stop at Enfield.

Beverly Peters, Oakfield informed she learned late last evening about the proposed truck stop at Enfield. She stated the truck stop will abutt the school property, and it would not be possible for her to keep her children away from these trucks when they are playing on the school grounds. She expressed difficulty that the permit was issued without letting the people in the area knowing about the proposal. She concluded that the Deputy Minister of Transportation was called to be advised about this public meeting, but he did not return the call. She stated anything to stop this development next to the school would be appreciated.

Margaret Moss, Oakfield informed she has two children who travel on the bus to the Oldfield School, and she stated as of this morning the sub-system supervisor of the School Board was not aware of this proposal. She stated no residents of the area were aware of this proposal, as well. Mrs. Moss added that there have already been a few near-misses involving trucks and school buses near the existing scale house. She stated this situation will be made much worse if the proposed truck stop is constructed.

SPEAKERS IN OPPOSITION TO THE MPS AND LAND USE BY-LAW

Tom Swanson, President, Alderney Consultants Ltd., informed he is speaking on behalf of several clients. He began with the Brightwood Golf and Country Club. He informed Brightwood owns property near Spider Lake which they have been trying to develop as a golf course for

several years. These lands are proposed to be zoned P-4, a watershed protection designation, and R-1, a residential zone. Mr. Swanson informed much money has been spent on trying to develop those lands proposed to be zoned P-4 into a golf course. He informed a top soil removal permit has been issued, and plans have been submitted for the approval of other stages of the development, including the shores of Spider Lake. Mr. Swanson informed that County staff are not opposed to the development of the golf course in principle, but they felt it would be more desirable if this were done under a contract. However, Brightwood feels this will create several problems: 1) they will have to make application to do something which they can now do as of right; 2) it will mean another time delay in a process which has been going on over a number of years; and 3) expansion of any of the facilities would mean additional applications and public hearings. Mr. Swanson felt it is possible for the County to modify the proposed plan to permit Brightwood to utilize their lands for purposes of building a golf course subject to obtaining a building permit, to the provisions of the top soil removal permit, and to the Department of the Environment with regard to protection of the Spider Lake watershed. He requested that the proposed Plan be modified to permit this construction without a contract with the County. Mr. Swanson informed the Chairman of the Brightwood Committee for this new facility, Mr. Pat King, is in attendance and would be willing to answer any questions.

Mr. Swanson continued that those lands proposed to be zoned R-1B will also cause a problem for Brightwood due to lot frontage and lot size requirements. He stated the proposed requirements will represent an increase of 25 percent in lot frontage as compared to most other parts of Halifax County. He also stated it appears there is no reduction for the provision of a two unit dwelling - it appears five times as much frontage will be required for a two unit dwelling. He expressed concern that land area increases are even higher than the frontage increases. These additional requirements will increase the cost of servicing by 25 percent and land cost will increase by more than 25 percent. County maintenance and administration costs will also increase by 25 percent with respect to municipal services. He stated these requirements will make it near impossible to have affordable housing in District 14 on serviced lots.

Mr. Swanson continued that fire protection costs in District 14, with the proposed lot size and frontage requirements, will be too high. He felt Council should give consideration to permitting of development of lands such as the Brightwood lands with the standard for serviced lots of 6,000 square foot lot with 60 feet of frontage which has been the standard in the County for many years, and that two unit dwellings be permitted on 3,000 square foot lots with 30 feet of frontage. Mr. Swanson stated that the County should be able to protect District 14 without devaluing. He noted District 14 is almost the size of Halifax and Dartmouth combined and to adopt a plan that will make residential development of serviced lots 25 to 50 percent more expensive is not good planning. He reiterated that the residential standards which have been throughout Halifax County for serviced areas should be adopted. Mr. Swanson advised his request is that those lands owned by Brightwood, outside of the P-4 zone be zoned in such a manner that

would permit residential development as proposed in the plan but allowing 60 foot frontage and 6,000 square feet or 30 foot frontage and 3,000 square feet for two unit dwelling lots.

Mr. Swanson continued that it has been Brightwood's intention from the initial stages of planning almost 20 years ago that the clubhouse facilities for the golf club would be on the crest of the hill overlooking the golf course and Spider Lake. He stated the zoning line between the R-1 and the P-4 zone may interfere with this, and Brightwood would not be able to build the clubhouse at a location to take advantage of the height of the land. He requested that the portion of lands on the plans for the golf course be zoned in such a manner to permit the golf course and associated buildings as proposed.

Councillor DeRoche asked if the Brightwood property is serviced and where proposed servicing is to come from. Mr. Swanson replied it is not presently serviced, but the City of Dartmouth water supply is close to it; it presently terminates at the City boundary which is approximately one-half mile away from the Brightwood lands. He stated the water lines along the Waverley Road to the City boundary were sized to permit future extension.

Councillor DeRoche commented that the presentation almost indicates that the membership of the club might be instrumental in causing the City to reconsider its policy with respect to restriction of development. Mr. Swanson stated the City of Dartmouth has adopted that policy for their own boundaries as well as those beyond their own until they determine the adequacy of the water supply and how they may upgrade the present transmission system. He felt this will not mean development will cease over a long period of time. He informed that City of Dartmouth Engineering staff have indicated to him that the demand on their system at present has reached the extent that they have to assess how they will expand it in order to meet infill demand before they permit future extensions outside the infill areas. They are currently investigating this.

Councillor DeRoche asked how Brightwood proposes extensions will be paid for; he asked if Brightwood is prepared to pay the capital costs for the extension of these services. Mr. Swanson replied he cannot answer this on behalf of his client. He added that development demands in time will mean many property owners in the area may share in such costs.

Councillor DeRoche asked what is an adequate size for development should the services not be extended. Mr. Swanson stated without central servicing lots would have to comply with recommendations of the Nova Scotia Department of Health, depending on soil conditions for on-site disposal. He noted the Department of Health will require 100 foot frontage, which the Plan requires, and they may require only 20,000 square foot lots, rather than 40,000 square foot lots. The cost of the additional square footage of land is not as material without the services. It is the servicing costs that are of concern.

Mr. Swanson informed the second client he is representing is Bowport Enterprises who own 200 to 300 acres of land near the Brightwood lands within the Village of Waverley. He made the same request on their behalf with regard to lot size and frontage.

Councillor DeRoche asked if these parcels and requests have been presented to the Public Participation Committee prior to the public hearing. Mr. Swanson informed not to his knowledge. He informed he, personally, has only become aware of consideration to rezone these lands in the past few weeks. Clients were advised, and they instructed him to represent them at this public hearing.

David Barrett, 468 Beaverbank Road, informed he is speaking in favour and against the proposed plan. Mr. Barrett reviewed his submission as presented to Council, expressing concern that the plan shows a great bias towards homeowners and how much and how far away a homeowner should have control over someone else's land. He suggested it is reasonable for a homeowner to insist on restrictions up to 1,000 feet of his property. He referred to 600 acres owned by Barrett Lumber which lies on both sides of Highway No. 102. He stated this property has two quarry sites, and he requested that they be zoned appropriately, noting the site is over 2,000 feet from any home; it has a rock base; it is next to the Aerotech Park; it is next to a 100-series highway; the zoning can be applied long before there are any houses; and it is within the noise level of the airport.

Mr. Barrett requested that Barrett Lumber lands be zoned AE4 with the exception of the existing quarries, which they would like to remain as quarries.

Mr. Barrett next referred to Policy P-61, page 53 with respect to paid firemen. He felt paid firemen can add a lot of costs to a community; he suggested paid volunteers can be very cost effective, leaving enough for sidewalks, playgrounds, etc.

Mr. Barrett also referred to Policy P-62, page 54 with respect to mutual aid; he stated the idea of extending mutual aid is a very good idea, and he felt all fire departments should participate in this.

Mr. Barrett also felt Exit 5A should be incorporated into policy discussions on pages 82 and 85 (Policies P-97 and P-101), with respect to future commercial development. He also noted Policy 101 on page 88 should be Policy 102 - a technical error.

With respect to the Aerotech Park, Mr. Barrett felt this development is excellent with good growth potential. He expressed support for the zoning here, stating this area will be a great asset for the County.

With respect to page 44 of the Land Use By-law, Mr. Barrett felt Section 11.3 (c) is too restrictive as there is much land here. He felt this restriction against mechanical equipment should apply to within 1000 feet of a home, but not on 100 acres in the middle of nowhere.

Kim Conrad, Conrad Brothers Ltd., informed he is in general agreement with the proposed MPS and Land Use By-law for District 14, but he requested an amendment to lands owned by Conrad Brothers Ltd. to allow the operation of the existing quarry. This rezoning would be from proposed R-1B to I-3. He stated there is 20 to 30 years left on the quarry, and this request is to allow for the future. He noted there is no vast expansion planned for the immediate future. He stated the company does not anticipate any environmental hazards. Mr. Conrad informed this request was made to the Village of Waverley by letter to Commissioner Dillon, and he has also discussed this amendment with Mr. Butler, and it appears there has been no opposition to this request.

Warden MacKenzie asked if Mr. Conrad was involved in any of the public meetings held in the area. Mr. Conrad informed he has been involved in the Waverley public meetings as a resident, but not in the planning process. He informed his father has been on the planning board for the area.

Mr. Harold Dillon, Commissioner, Village of Waverley, informed he is not opposed to the proposed MPS and Land Use By-law for District 14 in any way. He informed Mr. Conrad made a request to the Village Commission last fall to give consideration to zoning a portion of the quarry lands to a more suitable use than R-1B. He stated the Village Commission is not opposed to this proposal, and this has been discussed with Mr. Butler. It was the recommendation of the Commission that Mr. Butler and Mr. Conrad meet to discuss the options, and the Commission would not be opposed as long as the recommendation does not change the MPS in general.

Councillor Snow asked if this request could be considered at the time when the plan is reviewed in five years. Mr. Conrad informed Conrad Brothers Ltd. is now in the process of beautifying the land since it is has become more open with the 107 by-pass. Part of this process involves restructuring and moving buildings, and the company would like to have the appropriate zoning in order that this work will not be done illegally.

Councillor Snow inquired about the distance of houses from the operation. Mr. Dillon replied that the subdivision to the north of the operation is approximately 2,000 feet.

Mr. Dillon added that the Village Commission received a further request for a minor change to the plan last summer, which was forwarded to Mr. Reddy, the former planner. However, it has been lost in the interim, and only within the last few weeks had Mr. Dillon noticed this request was not incorporated into the Plan. He advised the item in question is with respect to a lot at 1854 Waverley Road, Lots 26 and 26 1/2 Silverside Subdivision, owned by Mr. Ken Tully. It was requested that this lot be designated as R-1B. It is in an area substantially zoned R-1A. Mr. Dillon informed the Village Commission also has no objection to the R-1B designation, and the reason for the request is because Mr. Tully has an apartment in the lower level of his house, and if this were zoned R-1A he would have a legal non-conforming use; he would prefer to have the apartment comply with the proper zoning. He stated the lot is in conformity with the plan respecting lot sizes and frontages.

Connie Walker, Lakeview informed she and her husband purchased a lot last year on the Fall River Road between the Cobequid Road and the Old Pro-Colour Plant. She informed this area has been zoned R-3 due to a request when the property was purchased. She stated this request was for a proposed business use. However, the business was forced to re-locate and a vacant building on the Porto Bello Road was used to house the expanding business. The idea of re-locating on Fall River Road was dismissed, and she proceeded with final subdivision approval on this lot. However, the proposed zoning will not permit the construction of a single family dwelling, so she requested that the proposed zoning for this lot be changed to a residential use. She noted the area has been zoned R-6, and this zoning would also permit her subdivision. She concluded requesting that this I-3 zone be changed to R-6 which will be compatible with the rest of the area.

Dr. Sharon Helynck informed she recently purchased land along the Windsor Junction Highway for the purpose of keeping her horse there. However, the proposed zoning for this property is R-1 and she would like to have it rezoned to R-6 to accommodate her horse. She stated the property is abutted by an I-3 zone on one side and a R-6 zone on the other; therefore, the request for an R-6 zone would not be different from the surrounding uses. Ms. Helynck clarified for Councillor Snow that this property is approximately 1.6 acres abutting on County parkland.

There were no other speakers in opposition to the MPS and Land Use By-law for District 14. Warden MacKenzie declared the public portion of the public hearing closed.

Councillor Lichter noted there were many presentations and much public interest in this plan, and he felt staff should not make any recommendations tonight. He felt staff should review the minutes of the hearing, the presentations, and make recommendations to the MPSC which in turn would be recommended to Council.

It was moved by Councillor Lichter, seconded by Councillor Fralick:

"THAT recommendations with respect to the MPS and Land Use By-law for District 14 be considered by staff, amendments be recommended to the MPSC and in turn to Council."

Councillor MacKay expressed support for the motion, stating when the Sackville MPS was adopted, some decisions may have been made in haste and under pressure, and these decisions may not have served well over the years.

Mr. Kelly reviewed letters which he received with respect to the proposed MPS and Land Use By-law. He advised letters were received from Gary Isenor, 1920 Shore Road, Eastern Passage; Diana Lidstone, P.O. Box 145 Windsor Junction; the Shubenacadie Canal Commission; and Alan G. Hayman on behalf of Irving Oil.

MOTION CARRIED

ADJOURNMENT

It was moved by Councillor DeRoche, seconded by Councillor Fralick:

"THAT this public hearing adjourn."

MOTION CARRIED



Halifax County Municipality

Dept. of Planning & Development

Administration Centre
2750 Dutch Village Road
Halifax, Nova Scotia B3L 4K3
902-453-7469

MEMORANDUM

To: Warden MacKenzie and Members of Council
From: Department of Planning & Development
Re: Recommended Amendments - District 14 Plan and By-law
Date: 18 February 1988

The attached amendments are recommended as alternations to the Municipal Planning Strategy and Land Use By-law for District 14. They are intended to correct errors and omissions from the previous draft. In addition, specific provisions concerning private roads and reduced lot frontages are included. Finally, a number of amendments are recommended in order to update information and accurately reflect municipal intentions in developing the AeroTech Business Park, as discussed by the Industrial Commission and AeroTech Development Advisory Committee.

LAND USE BY-LAW AMENDMENTS

1. Section 4.26, parking requirements for warehouses, transport terminals and general industrial uses - replace the word "and" with the word "or".
2. Section 4.27(f) - replace the word "or" in the first line with the word "of".
3. Section 4.28(b) - change "(2,000)" to "(1,500)" and "(610m²)" to "(139.3 m²)".
4. Section 4.29 (b) - replace the word "further" in the fourth line with the word "closer".
5. Section 9.4 (b) - delete everything after the word "than" in the second line and replace with: **thirty five (35) per cent of the gross floor area of the dwelling and in no case shall any auxiliary dwelling unit occupy more than six hundred (600) square feet.**
6. Sections 18.4(e) and 19.5(e) - delete and replace with the following:
"(e) The minimum angle of intersection of a ramp to a road line shall be between forty-five (45) and one hundred thirty-five (135) degrees."

R8

AMENDMENTS RELATED TO PRIVATE ROADS

LAND USE BY-LAW

1. Add the following definition as Part 2.49A:

2.49A PRIVATE ROAD means any street or road which is not public where:

- (a) the right-of-way, alignment, and gradient of the road are approved by the Department of Transportation pursuant to Section 99 of the Planning Act, Statutes of Nova Scotia 1983; or
- (b) the roadway is identified in Schedule "A" and Schedule "G" of the Subdivision By-law for Halifax County.

2. Add the following as Part 4.31:

4.31 FRONTAGE ON A STREET

No development permit shall be issued unless the lot or parcel intended to be used or upon which the building or structure is to be erected abuts and fronts upon a public street or highway, a private road, for which a tentative application had been submitted prior to the effective date of this by-law, or a road listed in Schedule "A" of the Subdivision By-law for Halifax County.

3. Add the following as Part 4.32:

4.32 USES PERMITTED ON PRIVATE ROADS AND SCHEDULE "A" ROADS

Notwithstanding anything else in this By-law, development on private roads, and roads listed in Schedule "A" of the Subdivision By-law, shall be restricted to residential, recreational, and resource uses.

SUBDIVISION BY-LAW

1. Add the following as clause (c) of Part 13.4:

- (c) Within Planning District 14, as provided for in the Municipal Planning Strategy, the creation of lots having frontage on roads indexed in Schedule "A" shall be limited to three lots per calendar year for each parcel of land having frontage on such a private road.

2. Add the following list of private roads to Schedule "A":

PLANNING DISTRICT 14

<u>NAME</u>	<u>LOCATION</u>	<u>APPROXIMATE LENGTH</u>
1. Reidington Place	Enfield	250 m
2. Scott Lane	Enfield	150 m
3. Turple Lane	Enfield	150 m
4. Sunset Lane	Frenchmans Road	300 m
5. Parkview Drive	Frenchmans Road	700 m
6. Kings Lane	Frenchmans Road	350 m
7. Kings Siding Lane	Frenchmans Road	150 m
8. Oakfield Golf Course Road	Oakfield	900 m
9. Sandy Cove Road	Oakfield	1 km
10. Oak Lane	Oakfield	50 m
11. Oakmount Lane	Oakfield	50 m
12. Osborne Lane	Oakfield	100 m
13. Tingley Pt. Road	Oakfield	100 m
14. Bigney Lane	Oakfield	?
15. Mill Lane	Grand Lake	150 m
16. Kings Road	Grand Lake	1 km
17. Kings Development	Grand Lake	6.25 km
18. Unknown	Holland Road	400 m
19. Rays Lane	Fall River	150 m
20. Hemlock Road	Fall River	150 m
21. Unknown	Fall River	150 m
22. Unknown	Fall River	100 m
23. Jackson Road	Fall River	175 m
24. Hunts Brook Road	Fall River	325 m
25. Wyatts Lane	Fall River	125 m
26. Logan Lane	Windsor Junction	110 m
27. Hardman Lane	Windsor Junction	50 m
28. Unknown	Windsor Junction	50 m
29. Robinson Lane	Windsor Junction	350 m
30. MacDonald Lane	Windsor Junction	50 m
31. Stephen Lane	Windsor Junction	75 m
32. Unknown	Windsor Junction	250 m
33. Unknown	Windsor Junction	120 m
34. Unknown	Windsor Junction	85 m
35. Community Centre Lane	Windsor Junction	100 m
36. Whites Lane	Windsor Junction	100 m
37. Station Lane	Windsor Junction	210 m
38. Church Lane	Windsor Junction	120 m
39. Kinsman Lane	Windsor Junction	100 m
40. Unknown	Windsor Junction	80 m
50. Unknown	Windsor Junction	100 m

	<u>NAME</u>	<u>LOCATION</u>	<u>APPROXIMATE LENGTH</u>
41.	Unknown	Lakeview	200 m
42.	Blois Lane	Waverley	50 m
43.	Unknown	Waverley	60 m
44.	Unknown	Waverley	125 m
45.	Unknown	Waverley	50 m
46.	Reg Moir Drive	Waverley	210 m
47.	Unknown	Waverley	50 m
48.	Unknown	Waverley	50 m
49.	Unknown	Waverley	50 m
51.	Unknown	Oldham	250 m
52.	Unknown	Oldham	200 m
53.	Unknown	Oldham	200 m
54.	Old Guysborough Road	Miller Lake	200 m

3. Add Schedule "G" to the Subdivision By-law - a map showing the location of private roads in Planning District 14.

R8

AMENDMENTS RELATED TO REDUCED LOT FRONTAGE PROVISIONS

MUNICIPAL PLANNING STRATEGY

1. Add the following text and policy immediately after Policy P-36:

The Subdivision By-law contains provisions which allow limited subdivision with reduced road frontage. Therefore, only some of these provisions will be applied.

P-36A It shall be the intention of Council to apply sections 14.1(b), 14.3(c) and 14.3(d) of the Subdivision By-law within the Plan Area.

LAND USE BY-LAW

1. Add the following as clause (c) to Section 4.2:

(c) Notwithstanding clause (b), where the provisions of this By-law conflict with the reduced lot frontage provisions of Sections 14.1(b), 14.3(c) or 14.3(d) of the Subdivision By-law, the requirements of the Subdivision By-law shall prevail.

SUBDIVISION BY-LAW

1. Add the following as sub-clause (ii) to clause (d) of Section 14.3:

(ii) Notwithstanding the provisions of Section (d)(i), within Planning District 14, both the lot being approved and the remainder lot must have one hundred (100) feet of frontage on a right-of-way and a minimum lot area of 40,000 square feet.

R8

AMENDMENTS RESPECTING AEROTECH BUSINESS PARK

A. MUNICIPAL PLANNING STRATEGY

1. Page 8 - replace the words "for" and "at" in the fourth last line with the words **"to serve both"** and the word **"and"** respectively.
2. Page 15 - delete the words "and Halifax International Airport" from the second and third last line.
3. Page 23 - add the clause **"and the Halifax International Airport"** after the word "Park" in the last line.
4. Page 91 - replace the figures "350" and "100" in the last two lines with the figures **"250"** and **"250"** respectively.
5. Page 92 - replace the words "Initial sewerage system design was designed to accommodate" in the last paragraph with the words **"The sewerage system is designed to eventually accommodate"**.

The changes are required in order to update and clarify the situation respecting municipal services, particularly the recent addition of the airport to this system.

R8

AMENDMENTS RESPECTING AEROTECH BUSINESS PARK

B. LAND USE BY-LAW

1. Page 18, Section 4.4 - after the words "I-3 (Light Industry) Zone, add ", AE-1 (AeroTech Core) Zone, AE-2 (General Airport) Zone, AE-3 (AeroTech Commercial) Zone and AE-H (AeroTech Holding) Zone."
2. Page 20, Section 4.11 - after subsection "4" add subsection "5. accessory structures shall be permitted to be constructed within the front yard of an AE-1 (AeroTech Core) Zone and AE-2 (General Airport) Zone, but shall not be permitted within the minimum required front yard."
3. Page 24, Section 4.26 - subsection "(d)" is deleted and subsections "(a)", "(b)", and "(c)" are renumbered as subsections "(b)", "(c)" and "(d)" respectively. Further, the following is inserted as subsection "(a)":

"(a) The provisions of Sections 4.26, 4.27 and 4.28 shall not apply within any AE-1 (AeroTech Core), AE-2 (General Airport), AE-3 (AeroTech Commercial) or AE-H (AeroTech Holding) Zone.
4. Page 29, Section 5.1 - add subsection "(c) The provisions of Part 5 shall not apply within any AE-1 (AeroTech Core), AE-3 (AeroTech Commercial) or AE-4 (AeroTech Holding) Zone."
5. Page 31, Section 5.9 - Delete all references to any AE-1, AE-2 and AE-3 Zone.
6. Page 57, Section 16.2 - add the following requirements:

"Minimum Side Yard:

 - where structure is 35 feet or less in height 35 feet
 - where structure is greater than 35 feet in height 50 feet"
7. Page 58, Section 16.3 - delete the words "in the AE-1 Zone".
8. Page 58, Section 16.6 - delete the words "Pursuant to Part 4.5(d) of this By-law, "".

R8

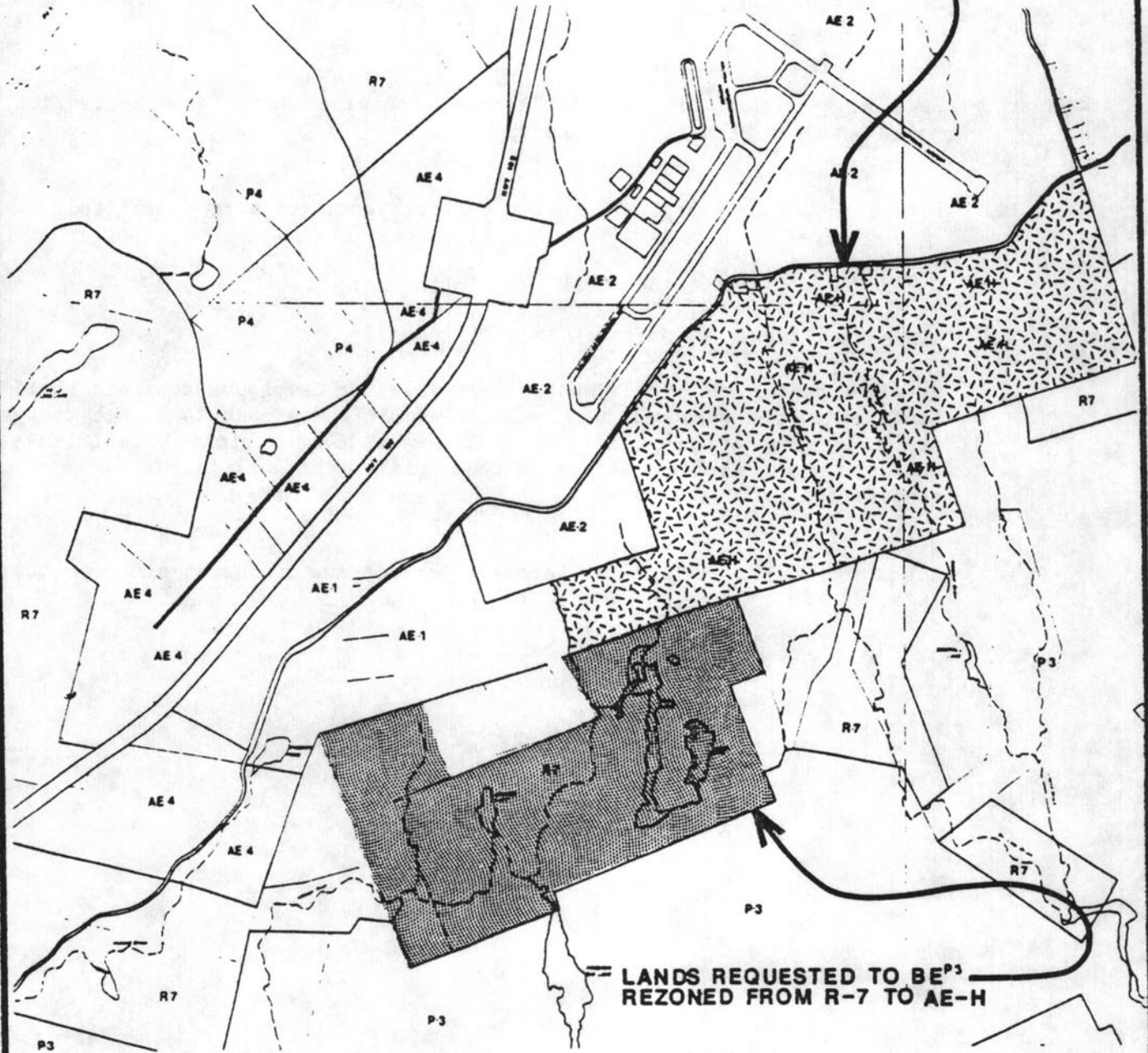
9. Pages 58, 59, Section 16.6 - remove subsection "(iv)" of 16.6(b) and renumber thereafter. Reinsert 16.6(b)"(iv)" to become subsection "v" of Section 16.6(a).
10. Page 59, Section 16.6(b)(iii) - replace the figure and word "twenty (20) feet" with the figure and words "fifty (50) feet".
11. Page 63, Section 18.1 - add "Personal service shops" and "Recreation uses" as Uses Permitted within the AE-3 Zone.
12. Page 64 - add to Section 18.3 as the final word, the word "permitted".
13. Page 64 - add as Section "18.6" the following:

"OTHER REQUIREMENTS: PERSONAL SERVICE SHOPS

Notwithstanding the provisions of Part 18.2, no development permit shall be issued for a personal service shop except where such is an accessory use to accommodation uses permitted, or is located within a multi-use centre, or is located within a commercial or industrial building in conjunction with other uses.

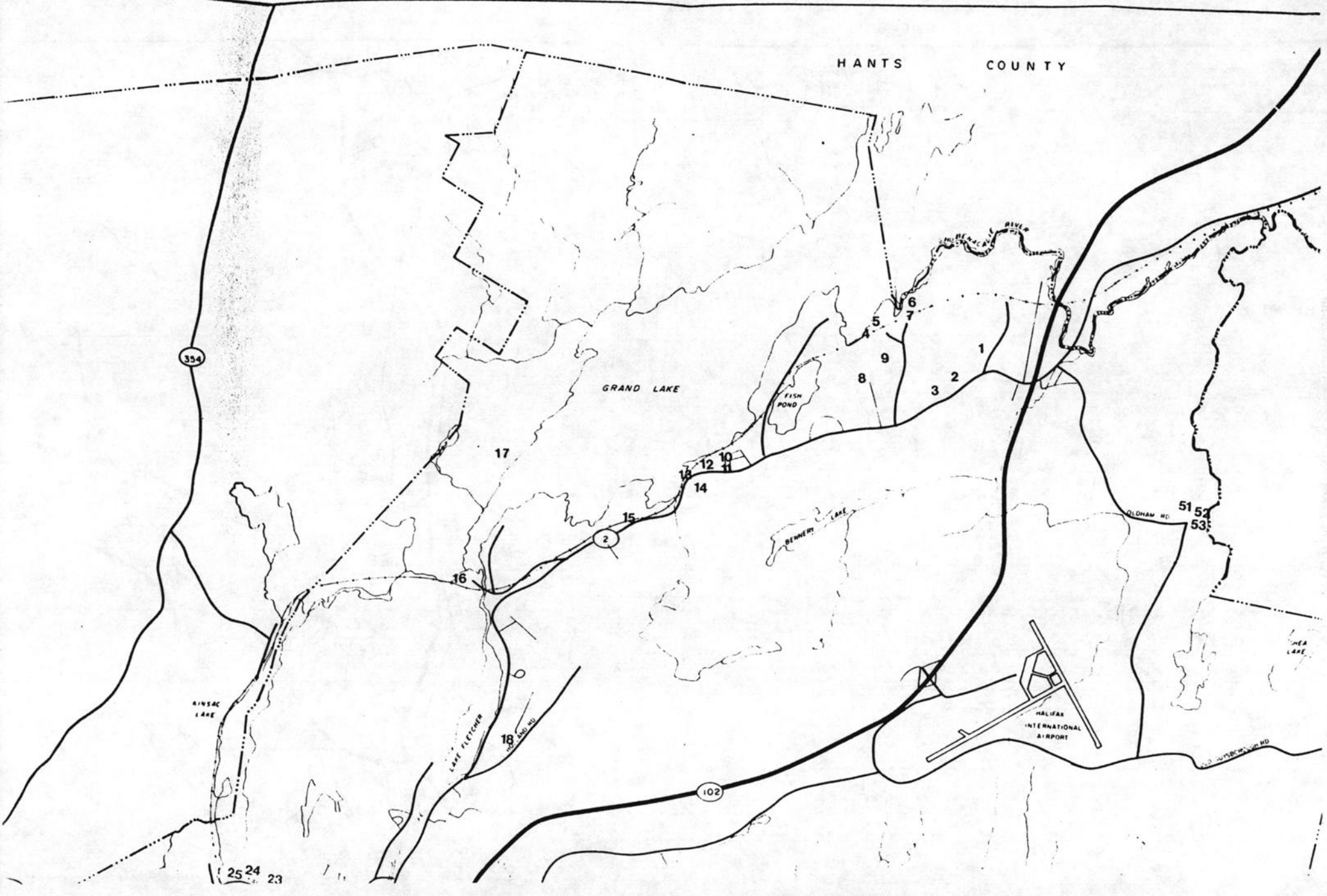
14. Amend the zoning on lands at AeroTech Park in the manner as shown on the attached map.

LANDS REQUESTED TO BE
REZONED FROM AE-H TO AE-1



LANDS REQUESTED TO BE^{P3}
REZONED FROM R-7 TO AE-H

HANTS COUNTY



GRAND LAKE

BENNER LAKE

HALIFAX INTERNATIONAL AIRPORT

354

102

51 52
53

25 24
23

17

2

15

14

12

10

8

3

2

9

1

4

5

6

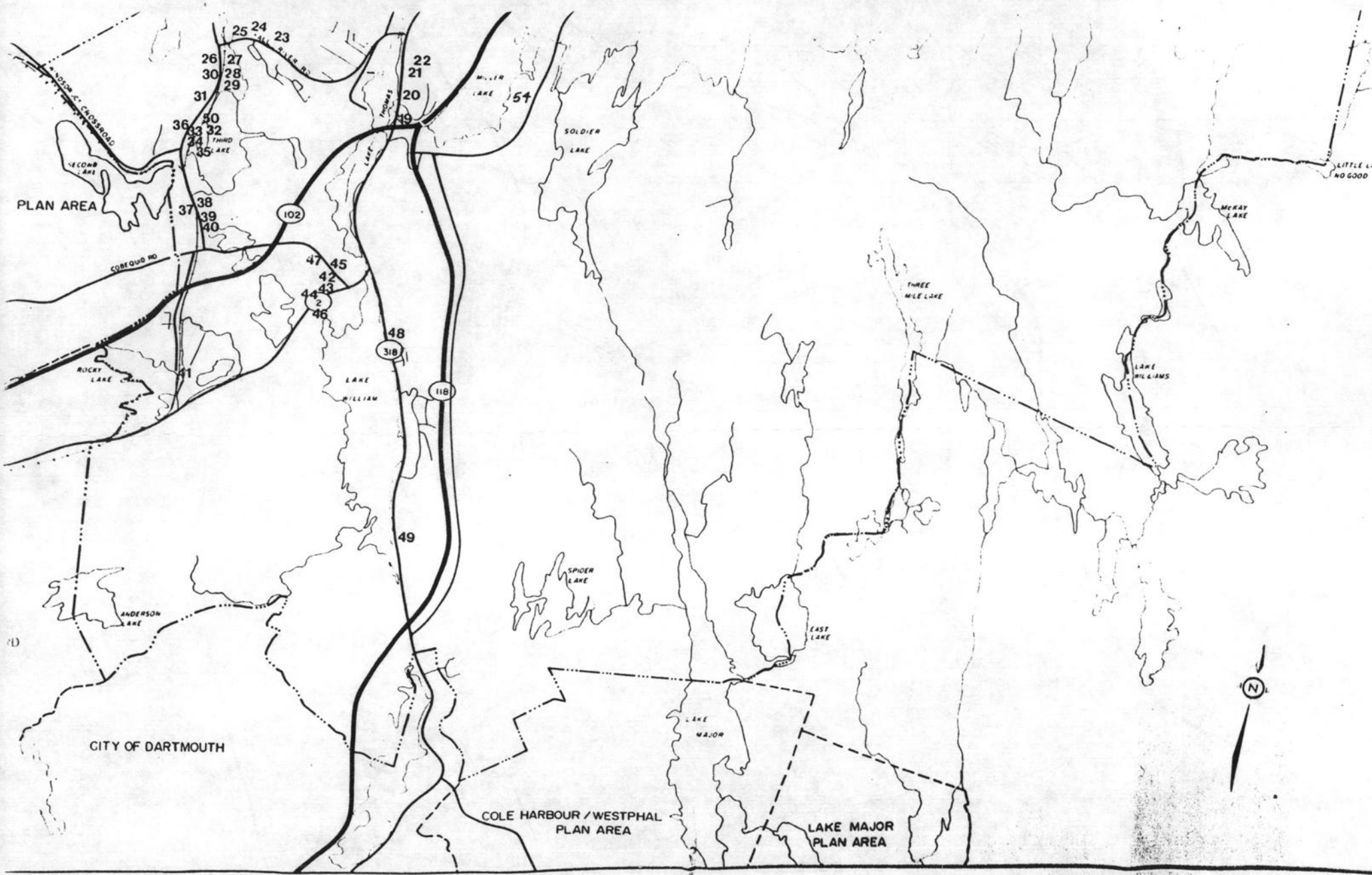
7

AINSAC LAKE

LAKE FLETCHER

18

HEA LAKE



TO THE MEMBERS OF THE COUNCIL, MUNICIPALITY OF THE COUNTY OF HALIFAX

RE: Zoning of Lands at Enfield owned by Irving Oil Limited

I would like to speak to you on behalf of Irving Oil Limited regarding a change of zoning to a parcel of land owned by Irving Oil Limited and located at Enfield, Halifax County, Nova Scotia.

That company owns approximately ten acres of land at Enfield to the west of the existing scale house as shown on the attached Key Plan.

The company has a building permit to construct a service station at that site and construction is to commence next month. When the land was purchased and a Building Permit issued, the land was zoned General Building.

Under the Plan before you the land is to be changed from General Building to RLB (Residential). I would suggest that the proper zoning should be C4 to correspond with the business use of the land. The Plan for District 14 generally allows land to be zoned in conformity with their existing use and we would request that Irving Oil Limited be treated no differently than any other land owner.

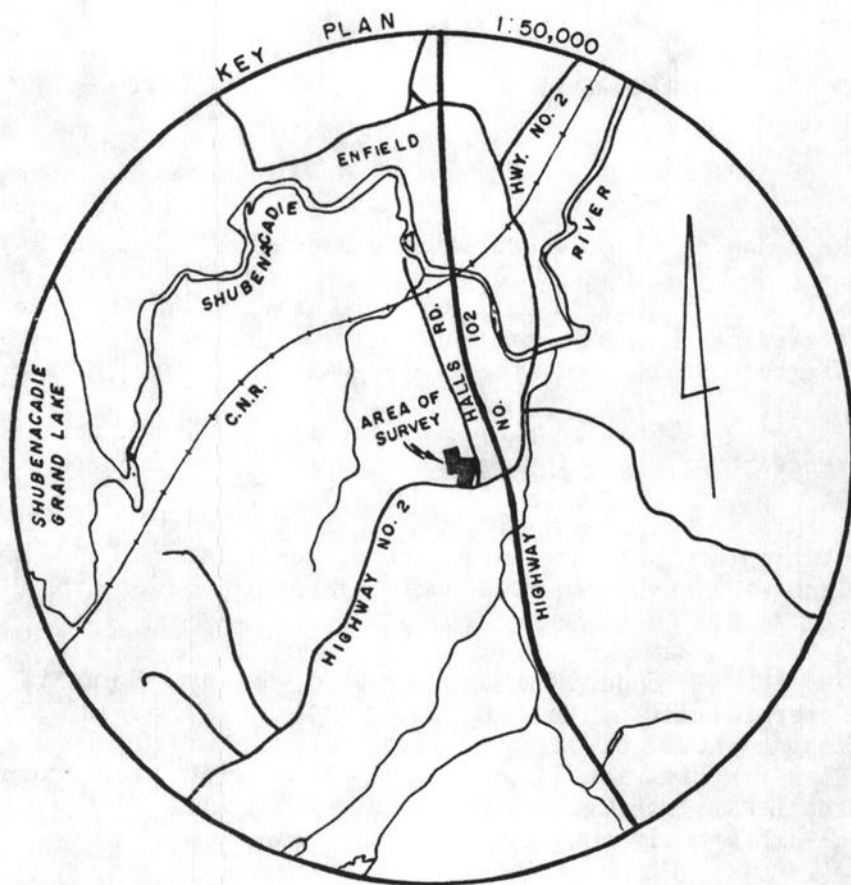
Last evening concern was expressed by the local residents about safety at that area and in particular children who may wish to cross Trunk #2 to proceed to the school located on Hall's Road. Since that meeting I have met with representatives of Irving Oil Limited and they have agreed to meet with a small committee of concerned residents as well as the local Councillor to deal with safety concerns. Irving Oil Limited would have one of their safety officers involved in the discussions along with other representatives of their company. If crossing guards are required I am advised by the company that they would be prepared to supply them and have them properly trained and equipped.

I would formally request the change in the zoning of the Irving lands from the proposed RLB to C-4.

RESPECTFULLY SUBMITTED,


ALAN G. HAYMAN

February 18, 1988



REF. NO. 464 5 P09:15 -87

LEGEND:

SURVEY MARKER	S. M. ⊙
PLACED	P. L.
FOUND	F. d.
IRON BAR	I. B. ○
RADIUS ; ARC; CHORD	R; A; C
IRON TUBE	I. T. ○
LANDS DEALT WITH BY THIS PLAN	—
NOVA SCOTIA COORDINATE MONUMENT.	N. S. C. M. △

NOTED

SUBMISSION TO HALIFAX COUNTY COUNCILON BEHALF OF RESIDENTS OF THE CHARLESWOOD SUBDIVISION, WINDSOR JUNCTION

FEBRUARY 18, 1988

At a community meeting held at the Fall River Fire Hall on February 13, 1988, the residents of the Charleswood Subdivision in Windsor Junction expressed concern about the proposed zoning of their area. In addition to approximately fifty residents, the meeting was also attended by the district Councillor, the PPC chairman, one of the community PPC representatives, and the district planner.

The residents expressed concern about the proposed R-1b zoning applied to most of the area, since this zoning would permit two unit dwellings by right. Poor soil conditions in the area were cited as one of the primary reasons for this concern. The residents also stated that the proposed zoning was not consistent with the R-1 zoning applied to their area under By-law 24 in 1979. The residents were also concerned about the application of R-6 (Rural Residential) Zoning in the area since this would permit mobile homes, which were not felt to be compatible with the area.

After considerable discussion, it was the concensus of those present that Council should be requested to change the proposed zoning of the area shown on the attached map from R-1b to R-1a (Single Unit Dwelling) Zone. The residents also request that the plan permit the consideration of auxiliary dwelling units within the area by specific rezoning. At the present time, these may only be considered within the Village of Waverley.