



**NORTH WEST PLANNING ADVISORY COMMITTEE
MINUTES
November 5, 2014**

PRESENT: Ms. Ann Merritt, Chair
Mr. Paul Russell, Vice Chair
Mr. Brian Murray
Mr. Ross Evans
Mr. Evan MacDonald
Mr. Kevin Copley
Councillor Steve Craig

REGRETS: Councillor Tim Outhit

STAFF: Mr. Tyson Simms, Planner
Mr. Andrew Reid, Legislative Assistant

The following does not represent a verbatim record of the proceedings of this meeting.

The agenda, supporting documents, and information items circulated to the North West Planning Advisory Committee are available online: <http://www.halifax.ca/boardscom/NWPAC/141105nwpac.php>

The meeting was called to order at 7:00 p.m., and the Committee adjourned at 8:01 p.m.

1. CALL TO ORDER

The Chair called the meeting to order at 7:00 p.m.

2. APPROVAL OF MINUTES – October 8, 2014

MOVED by Mr. Murray seconded by Mr. Evans that the minutes of October 8th, 2014 be approved. MOTION PUT AND PASSED.

3. APPROVAL OF THE ORDER OF BUSINESS AND APPROVAL OF ADDITIONS AND DELETIONS

MOVED by Councillor Craig seconded by Mr. MacDonald that the agenda be approved as amended. MOTION PUT AND PASSED.

4. BUSINESS ARISING OUT OF THE MINUTES – NONE

5. CONSIDERATION OF DEFERRED BUSINESS – NONE

6. CORRESPONDENCE & PETITIONS – NONE

7. REPORTS

7.1 STAFF

7.1.1 Case 19260: Application by W.M. Fares Group Limited to enter into a development agreement for a 51 unit multiple-unit dwelling at the southeast corner of Stokil Drive and Beaver Bank Road, Lower Sackville.

The following was before the North West Planning Advisory Committee

- *A staff memorandum report dated October 24, 2014*

Mr. Simms explained the planning process pertaining to Case 19260, presented the site context, Policy CC-6, site plan, and site elevations, as referenced in the October 24, 2014 staff report.

Mr. Russell inquired about the location of parking and inquired about the illustration of a street to the east of the site on Attachment C. Mr. Russell also stated that the development was out of character with the neighbourhood of predominantly single unit dwellings. He furthermore commented that the application proposed landscaping in the right of way on Beaver Bank Road.

Mr. Simms confirmed the site of parking and that the back of the building would face Beaver Bank Road. He also clarified the site plan may not have intended to illustrate a new road to east, as that property currently belongs to the Church. Regarding neighbourhood character, Councillor Craig commented that in addition to single unit dwellings there are townhouses and apartment buildings in proximity to the site.

The Committee raised concerns about the traffic impact the development would have on the area and inquired if infrastructure upgrades including new turning lanes or lights would be considered alongside the application. The Committee also voiced concern for storm water management and the proposed underground parking given the wetness of the site.

Mr. Simms responded that if the impact was analyzed to be greater than the traffic impact statement, although this was rare, an agreement would be arranged between the applicant and engineering staff. He also stated that infrastructure upgrades might be considered if the development is determined to be the trigger and that costs may be shared or born by the applicant, but emphasized this was a different

process. Mr. Simms underlined that that controls on development are in place to attempt to deal with traffic until infrastructure is improved. Mr. Simms also responded that storm water was a major concern during the preliminary review of the application.

Regarding traffic, Councillor Craig added to Mr. Simm's comment by stating he had requested a report from traffic services and recently received an update on its status. Councillor Craig indicated that the report should be ready by December. He highlighted that 2014 pedestrian and traffic data inclusive of Beaver Bank Road, Millwood Drive and Stokil Drive would be in the report. He underlined that these data gathering activities were occurring and relevant to the discussion at hand.

Mr. Simms expressed that with Councillor Craig's comment could be noted in the minutes so development engineers could have that information as part of their review.

The Committee inquired about the number of units the applicant was proposing. Mr. Simms explained that the applicant had given a range of units between 51 and 56 and the Planning Department was seeking clarity on the total number of units.

Mr. Murray inquired if traffic impact statements were performed in consideration of the lots that were grandfathered into that approval prior to growth control measures being put in place in Hammonds Plains.

Mr. Simms stated that each individual proposal is measured against the current performance of the adjacent road network. Mr. Simms stated he was unsure if each previously approved lots required a traffic impact statement. Any process involving rezoning or development agreement would require a statement. Mr. Simms further stated that only so many of those lots can be developed per year, giving control to how fast development can take place.

Mr. Murray commented that grandfathered lots should be taken into consideration up front, as eventually they would be developed and create an impact on the road network.

Mr. Simms stated that Council approved growth control measures to alleviate pressure on Hammonds Plains and Beaverbank Road.

Ms. Merritt stated concern that the intersection on Stokil Drive and Beaver Bank road though having a left turn signal, already had backups. Ms. Merritt commented that there needs to be turning lanes going off Beaver Bank Road into both Stokil Drive and Millwood Drive. Ms. Merritt also stated that the developer should assist in providing this infrastructure.

The Committee engaged in a discussion on possible traffic solutions for entering and exiting Stokil Drive. Mr. Murray questioned if it were possible to create a right lane only turning from Stokil Drive onto Beaverbank. Mr. Simms qualified the discussion by responding that there was an extreme reluctance to allow driveway access onto Beaver Bank Road.

The Committee also commented on the proposed number of parking spaces and the concern of the lack of parking overflowing into the area. Mr. Simms explained that the applicant was requesting less parking spaces than was required and would not to apply for a variance for approximately 17 lots.

MOVED by Mr. Copley, seconded by Mr. Russell that the North West Planning Advisory Committee has reviewed the application by W.M. Fares Group Limited to enter into a development agreement for a 51 unit multiple-unit dwelling at the southeast corner of Stokil Drive and Beaver Bank Road and recommends to the North West Community Council that the application as outlined in the memorandum dated October 24, 2014 be approved with consideration to the following:

- **That the number of units be firmly set out.**
- **That the number of parking spots be within the bylaw.**

- That the current road structure in the immediate area, with special consideration to traffic making left hand turns near the Stokil Dr. and Beaverbank Rd be investigated.
- Whether the proposal warrants traffic infrastructure upgrades be investigated.
- Storm water issues be addressed because of the wetlands.

MOTION PUT AND PASSED.

Councillor Craig indicated an error in the Public Information Meeting minutes of the October 24, 2014 staff report where Trevor Adams referred to Lifesong Church and not Stoneridge Church.

8. ADDED ITEMS

9. DATE OF NEXT MEETING – December 3, 2014

10. ADJOURNMENT

The Chair adjourned the meeting at 8:01 p.m.

INFORMATION ITEMS

1. Status Updates – None

Andrew Reid
Legislative Assistant