

NORTH WEST COMMUNITY COUNCIL
MINUTES

June 23, 2011

PRESENT: Councillor Robert Harvey, Chair
Councillor Tim Outhit, Vice Chair
Councillor Peter Lund

REGRETS: Councillor Barry Dalrymple
Councillor Brad Johns

STAFF: Ms. Karen Brown, Municipal Solicitor
Ms. Krista Tidgwell, Legislative Assistant

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1. CALL TO ORDER

The meeting was called to order at 7:03 p.m. in the Basinview Drive Community School Cafeteria, Bedford.

2. APPROVAL OF MINUTES – May 5th, May 26th & June 7, 2011 (*special meeting*)

MOVED by Councillor Outhit, seconded by Councillor Lund that the minutes of May 5th and May 26, 2011 and the special meeting minutes of June 7, 2011 be approved, as presented. MOTION PUT AND PASSED.

Councillor Harvey noted regrets for Councillors Johns and Dalrymple who were attending to matters within their Districts.

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

Additions:

- 12.1 Councillor Outhit – Request for Letter re: Papermill Lake Dam
- 12.2 Councillor Lund – Request for Staff Report re: HRM's Blasting By-law

MOVED by Councillor Outhit, seconded by Councillor Lund that the Order of Business be approved, as amended. MOTION PUT AND PASSED.

4. BUSINESS ARISING OUT OF THE MINUTES

4.1 STATUS SHEET REVIEW

4.1.1 Petition – Councillor Johns re: Springfield Lake Wastewater Facility Report

No update, item to remain on the Status Sheet.

4.1.2 Case 01311 – Papermill Lake CCDD MPS Amendment, Bedford

No update, item to remain on the Status Sheet.

4.1.3 Extend Water Service Area to Fenerty Road, Springfield Lakes

No update, item to remain on the Status Sheet.

4.1.4 Crosswalk Request – Smokey Drive and Glendale Drive

It was noted that a staff information report had been provided at North West Community Council's May 5, 2011 meeting. The Community Council agreed to remove Item 4.1.4 from the Status Sheet.

4.1.5 Highway 107 Bedford/Burnside Bypass

No update, item to remain on the Status Sheet.

4.1.6 Cushing Hill Comprehensive Development (CCDD)

Staff report coming forward in the fall. Item to remain on the Status Sheet.

4.1.7 Area Rate for Implementing a Sidewalk within the Sunset Ridge and Twinbrooks Subdivisions

No update, item to remain on the Status Sheet.

5. MOTIONS OF RECONSIDERATION – NONE

6. MOTIONS OF RESCISSION – NONE

7. CONSIDERATION OF DEFERRED BUSINESS

7.1 North West Transit Advisory Committee - Request for Bus Route Improvements - Hammonds Plains Road Corridor (*deferred March 24, 2011*)

A report from the North West Transit Advisory Committee dated May 12, 2011 was before the Community Council.

MOVED by Councillor Lund, seconded by Councillor Outhit that North West Community Council request:

- 1. A staff report on the feasibility of improving the busing service along the Hammonds Plains Road corridor from the Tantallon Park n' Ride to Mill Cove in Bedford, including Lucasville Road; and**
- 2. A staff report on the feasibility of implementing Park n' Rides at the subdivision access points along the Hammonds Plains Road.**
- 3. Request that staff implement a clause in new development agreements that Park n' Rides must be built in all new subdivisions in the Greater Hammonds Plains area.**

MOTION PUT AND PASSED.

8. HEARINGS

8.1 PUBLIC HEARINGS

8.1.1 Case 16877: Amendments to the Bedford South Development Agreement (Neighbourhoods D, E, and Commercial Areas), Bedford

A report from the North West Planning Advisory Committee dated June 1, 2011 was before the Community Council.

Mr. Tyson Simms, Planner, Community Development, delivered a presentation to the Community Council.

Staff responded to questions of clarification respecting parking and use of green space.

Councillor Harvey reviewed the public hearing procedures and opened the public hearing, calling three times for any speakers for or against the matter to come forward at this time.

Mr. Walter Regan, Sackville Rivers Association, requested clarification on the following:

- Sidewalk requirements
- Location of the French School in relation to the proposed development
- Building to LEED Standards
- Installation of oil grit separators
- Payment towards Capital Costs

Staff advised that a sidewalk would be a requirement if the development were to be constructed as a public roadway. However, there are no sidewalk requirements under Option B if developed as a private roadway. It was noted that there are two sidewalks along Nine Mile Drive. Mr. Regan commented that a sidewalk should be built into the development.

Staff provided an overview of the location of the French School in relation to the proposed development. Further clarification provided:

- There are no requirement under the Development Agreement to build to LEED Standards or install oil grit separators
- Capital costs are identified under the Option B scenario; unable to confirm the amount per lot

Mr. Regan commented that a walk way should be installed as part of the development and expressed concern with people shortcutting to get to the park.

Mr. Kevin Neatt, representative of Clayton Developments, commented that the proposal is meant to satisfy the market need and is an encore to the Kirkwood Court development. Kirkwood Court is just off of South Gate and is a bungalow/ townhouse

attached style unit, in the same fashion that is being proposed for this development. There is an asphalt driveway leading in with a roundabout at the end and green space. Mr. Neatt noted that this type of development has proven to be very popular in the market and seems to have significant demand. He further clarified that the green space to the North of the proposed development was intended to show the green tree separation between existing houses and the proposed development, not necessary the property line.

Councillor Harvey gave the third and final call for speakers; there being no further speakers, it was **MOVED by Councillor Outhit, seconded by Councillor Lund that the public hearing be closed. MOTION PUT AND PASSED.**

The Community Council entered into discussion with Mr. Neatt responding to questions of clarification. The following points were noted:

- through the design standards of the Municipality, when a cul-de-sac reaches a certain length there is a requirement for a path walkway; under a private scenario, that is not specifically required
- The pathway was not built as specific access to the park land; the developer feels that the neighbourhood park has sufficient access
- Consideration was given to constructing a pathway into the parkland; however, the developer is concerned that it could be inviting the public through a private corridor
- It is the intent of the developer to upgrade the area of the parkland along Nine Mile Drive to make a nice, functional gateway into the parkland
- There are changes in the elevation which is not conducive to walking easily and would not attract shortcutting between the units; there is also plans for planting vegetation between the units
- Material would be installed to make a large wide viewable access to the parkland; people would walk along the sidewalk of Nine Mile Drive to access the park

MOVED by Councillor Outhit, seconded by Councillor Lund that North West Community Council:

1. **Approve the proposed amending development agreement as set out in Attachment A of the staff report dated May 18, 2011; and**
2. **Require the proposed amending development agreement be signed by the property owner within 120 days, or any extension thereof granted by Council on request of the property owner, from the date of final approval by Council and any other bodies as necessary, including applicable appeal periods, whichever is later; otherwise this approval will be void and obligations arising hereunder shall be at an end.**

MOTION PUT AND PASSED.

Councillor Harvey acknowledged Councillor Debbie Hum who was in attendance.

8.1.2 Case 16775: Development Agreement for Bedford West Sub Area 5, Bedford

A report from the North West Planning Advisory Committee dated June 1, 2011 was before the Community Council.

An email submission from Francis Fares, Fares Real Estate Inc., dated June 21, 2011 was circulated to the Community Council.

Mr. Andrew Bone, Senior Planner, Community Development, delivered a presentation to the Community Council, clarifying that Section 2.2(b) of the proposed development agreement has an extra quotation mark between the words commercial and uses and suggested it be removed.

Mr. Bone provided clarification respecting the two large single family homes on Kearney Lake Road adjacent to the proposed development. Highlights were as follows:

- The properties are approximately five acres in size; two constructed lots and a third unconstructed lot
- The two existing homes are not visible from the road; approximately 400-511 feet from the front property line of the proposed commercial development
- There is a significant amount of distance and trees between the two lots
- Under the Land Use By-law the lots cannot be subdivided
- It is not anticipated under the current regulations that there would be additional development, with the exception of the third undeveloped lot
- The setback far exceeds any setback requirements HRM would have between a commercial and residential property

Mr. Bone advised that should the Community Council have any concerns and wish to discuss further, he suggested this matter be referred back to staff for further review.

Staff responded to questions of clarification raised by members of the Community Council. Highlights were as follows:

- Staff consulted with the Maskwa Aquatic Club on Kearney Lake Road, no comments or option was provided by the Club
- buildings located at the top of Royal Hemlock and Larry Uteck are visible from the Maskwa Aquatic Club
- Permitted uses are limited (ie. take out and full service), banks and financial institutions are not identified as a definition in the Bedford Plan; Council can choose to clarify through the list of permitted uses in the zone under the agreement that accessory windows are permitted in association with banks and financial institutions; restaurant drive-thrus would not be permitted in this zone
- Clarification was provided respecting the design of the sewer and water system

- Construction of the sidewalks within the development agreement and construction of the multi-use trail through cost share between the developer and through Capital Cost Charges collected for Bedford West
- Extension of water services along Kearney Lake Road and opportunities for residents; Halifax Water is reviewing cost calculations and will schedule a public process to review cost effectiveness and community interest
- Regulations and monitoring of blasting under HRM's Blasting By-law

Councillor Harvey reviewed the public hearing procedures and opened the public hearing, calling three times for any speakers for or against the matter to come forward at this time.

Ms. MaryAnn McGrath, Chair of Kearney Lake Residents Association, commented that Kearney Lake is shaped like a bowl and expressed concern with future blasting and the concussion effect it had around the Lake during the construction of the Larry Uteck Interchange. She strongly urged a review of HRM's Blasting By-law to determine if it can be strengthened. Ms. McGrath further indicated that the lanes for the Maskwa Aquatic Club are in front of the multi-family houses proposed location and she is shocked that the Club did not have questions. She expressed concern with the effects on wind direction, which could upset the effectiveness of the claimless of the water that allows Maskwa to have such a great canoeing facility. The current cellphone tower is a long standing transmission tower adjacent to brook that run into Kearney Lake and she hoped there would be a sufficient investigation of the current condition of the soil surrounding the existing tower site to confirm there will be no spreading of contamination downward into the Lake. She further commented that construction of the Kearney Lake connector road has to happen before or after this section of the development is permitted to proceed. She expressed concerned with existing traffic flows traveling inbound on the Kearney Lake Road from Hammonds Plains Road, which is problematic for residents along Hamshaw Drive trying to get in and out of their driveways without being rear ended. Ms. McGrath expressed concern with the face of the cliff splitting away into the Lake during the repair work along parts of Kearney Lake Road. As well, she is concerned with heavy truck traffic along Kearney Lake Road. There are no sidewalks from the end of the Kearney Lake Connector, North-West toward the pond area. She commented that water is an attraction and the lack of accessibility to cross the road to access the Lake, which is safety hazard even if traffic is decreased. In front of the proposed multi-family housing area the bank starts to rise, which is a safety issues. She questioned how HRM would mitigate access to the Lake. McGrath expressed concern with the lighting at the top of Larry Uteck, commenting the higher up the hill the building is located, the further the light spreads. She questioned as the buildings go up the hill, how would the spread of light be mitigated. Lighting already has a negative impact in the winter on the quality of Lake and additional lighting would make it worse. She hoped that the existing tree line would be preserved and commented that Non-Substantive Changes to the Lake Monitoring Program is fine if it will be upgraded but not if it is downgraded.

In response to Ms. McGrath's questions, staff provided the following clarification:

- There no requirement in the agreement for soil testing on the specific site; the Community Council could choose to add it as a requirement
- The Kearney Lake Connector is part of Phase 1
- The buildings on Larry Uteck were constructed without a lighting plan; the proposed development would require a lighting plan (ie. all lighting pointing downward); any exterior lighting should be managed through HRM's Street Lighting guidelines
- Property adjacent to the watercourse is intended to be a non-disturbance area; there will be a pathway through that area versus clearing wide sections of trees
- Modifications to the Lake Monitoring Program are non-substantive

Ms. McGrath asked whether staff was aware that the tip of the point, South-East of the two houses is Provincial Crown land, to which Mr. Bone indicated he was unaware. She commented that this might be a site that has some appeal for safety reasons.

The following questions and concerns were raised by **Mr. Walter Regan, Sackville Rivers Association:**

- Identify why the trail is being built with asphalt and not cement
- Whether the storm sewer problem will be addressed
- Identify what will happen to the quarry
- Whether there will be upgrades to the bridge over Kearney Lake Road
- Whether there will be a walkway over the Kearney Lake fish dam; people trying to cross
- Whether there will be a tunnel under Highway 102; people demanding to visit the Bedford Waterfront
- Whether the site will have oil grit separators
- Whether the buildings will be built to LEED Standard
- Whether a capital lot charge will be applied to each unit
- Concerned with safety, lack of proper entrances, especially for commercial area
- Whether traffic lights will be installed at the Kearney Lake Connector
- Whether there will be a sidewalk along Kearney Lake Road next to the commercial area

Mr. Bone provided the following clarification:

- The storm sewer issue identified off of the former Lafarge site is outside the parameters of this agreement.
- During the construction of the Larry Uteck Interchange, the Province needed aggregate in a safe manner to build up the interchange; HRM granted the Province approval to remove aggregate from the sites; both sites are not active quarries and will become fully developed
- There are plans to upgrade the bridge on Kearney Lake Road; unable to confirm if the upgrades are part of this development

- The fish dams are not part of the proposal, as the dams are owned by Annapolis Group; two of the dams have already been upgraded and the Papermill Lake dam is due for an upgrade
- The dam walkway is offsite, there is a possibility of making a future trails connection but is not part of this agreement
- Discussions have been held respecting a tunnel under Highway 102; however, due to safety concerns it is not apart of the proposal
- There are proposed no oil grit separators on this site but the Community Council could choose include these as part of an amendment to the agreement
- There is no requirement to construct the buildings to LEED Standards
- The Capital Cost Charges apply to all developments in the Bedford West area, which are collected for transportation, water and sewer upgrades; the water and sewer upgrades capital cost have yet to be implemented but will be done in the near future
- The details and design has not been completed for the pumping stations to the sewer
- There is only one access point for the proposed site and the commercial site
- Traffic lights will be installed at the Kearney Lake Connector

Mr. Bone provided an overview of the location of the sidewalk being constructed within the development agreement, as well as reviewed the construction of the multi-use trail.

Mr. Ken MacLeod, Kearney Lake Road, noted that during the public information meeting he asked whether construction of the Kearney Lake Connector would increase traffic traveling inbound to Halifax. Mr. MacLeod expressed concern with the level of traffic along the Kearney Lake Road and suggested that traffic lights be installed during the first stages of the expansion.

Mr. Bone advised that the intent of the design is to directed traffic to the Interchange from the Connector, making it a faster route into Halifax and decreasing the level of traffic on the Kearney Lake Road. Mr. Bone further indicated that the Department of Transportation and Infrastructure Renewal has long term plans to widen Highway 102 to six lanes, as well as other network improvements to get motorists onto the hundred series highways.

In response to a concern raised by Mr. MacLeod respecting public beech capacity, Mr. Bone indicated that this matter is outside of the development agreement.

Councillor Lund provided clarification respecting a reserve set up to construct an additional lane on Hammonds Plains Road, once a resolution has been reached with Nova Scotia Power Inc. respecting a property issue.

Councillor Debbie Hum, District 16, provided an overview of District 16's boundary lines. She expressed concern with respect to the public beach capacity and advised that she would request a report from Recreation Services and copy the North West

Community Council. She indicated that residents of District 16, 21 and 23 have expressed an interest in pursuing the extension of water and sewer services and commented further consultation is needed with Halifax Water. Councillor Hum echoed similar concerns respecting the impact the wind will have on the lake with the removal of trees and the construction of multi-density buildings. She indicated that consideration should be given to conducting a wind study. Councillor Hum advised that she would request a report from Design Construction Services to review extending the sidewalk along Kearney Lake Road and having this sidewalk added to the list of future sidewalk projects. She further echoed similar concerns respecting traffic impact, shortcutting, blasting and monitoring the lake.

In response to a question raised by Councillor Hum, Mr. Bone clarified that staff is aware of the contamination from the former Irving Oil site but is well outside from the proposed development site. Councillor Hum suggested that staff follow up on this concern and she would make a note as well to review.

Staff clarified that they were aware of potential concerns and spoke to the Maskwa, as well as researched setback requirements along Lake Banook. The buildings being proposed in the sub area are outside the setbacks used on Lake Banook. There has even been a reduction in the number of stories for the multi-use buildings that was originally being proposed at the public information meeting. Council could make a request for negotiation of wind studies as part of the development agreement but would require research and discussion with the developer and could not be addressed through an amendment to the agreement.

In response to a question raised by Councillor Hum respecting transit rates, Mr. Bone advised that the density proposed for Bedford West is transit friendly and the road network and densities together are intended to foster transit service. It is anticipated that transit service would be extended to the development.

Mr. Kevin Neatt, Associate Planner of Clayton Developments, indicated that changes in demographics, needs of population, accessibility and affordability reflect the increase of demand for multiple units. The Kearney Lake Connector that cuts through the proposed site has limited access and there is limited opportunity for development. The trail plan speaks to walkability. He provided an overview of the trail and sidewalk leading to the commercial site, noting that the trail will not dead-end. It is his understanding that money has been allocated in the Capital Cost Charges for the additional sidewalk.

Mr. Mike Hanusiak, Senior Vice President and Project Manager of Clayton Developments, clarified that the six to seven storey buildings were originally designed higher. Clayton Developments listened to residents' concerns and decreased the number of stories. Clayton Developments has had extensive discussions with Maskwa and the Club has had ample opportunity to express any concerns. The proposed development has been the subject of years of public consultation and information meetings. Mr. Hanusiak advised that he is not prepared to entertain a wind study, as it

is not a requirement, nor has a request been made by the principle stakeholder. He reiterated that Clayton Developments did purposely decrease the number of stories and the buildings would be tucked into the hillside. The back buildings would be lower and the building at the bottom of Southgate has houses sitting 15 to 16 feet from the rear. Mr. Hanusiak clarified that the buildings are located at the top of Royal Hemlocks, not Larry Uteck and commented that there is no comparison between the design requirements for this proposed development and the design for Royal Hemlocks. Clayton Developments is required to follow the Transportation Master Plan approved by Regional Council, which identifies the details and the timeline for phasing. He noted that the Kearney Lake Road is not required under the Municipal Plan of the Capital Cost Charge until the bulk of Sub Areas 5, 2, 3, 4 are all built. The only units that are not permitted to be built in sub areas are Sub Areas 7 and 8 which are on the opposite side of Kearney Lake and Sub Area 9. The Kearney Lake Connector Road will be constructed before any of the development comes onboard. Clayton Developments has provided the land free of charge as part of the Capital Cost program. The design work for the connector is presently being completed and would like to see the road completed in the summer of 2012. Clayton Developments would also like to see the road diverted to traffic as best as possible and the design should persuade motorist to take the connector.

Councillor Harvey gave the third and final call for speakers; there being no further speakers, it was **MOVED by Councillor Outhit, seconded by Councillor Lund that the public hearing be closed. MOTION PUT AND PASSED.**

Councillor Outhit indicated that he would work with Councillor Hum to address concerns raised respecting beach access.

In response to questions raised by Councillor Outhit, Mr. Hanusiak clarified that within the Capital Costs for transportation there is a specific agenda that addresses upgrades to Kearney Lake Road from Blue Mountain Road to the interchange, as well as a condition for a sidewalk.

Mr. Hanusiak further clarified that through Clayton Developments' discussions with the Bedford Watershed Advisory Board, oil grit separators are mainly used for large scale commercial developments.

MOVED by Councillor Outhit, seconded by Councillor Lund that North West Community Council:

- 1. Approve the proposed development agreement as set out in Attachment A, as amended to remove the extra quotation mark in Section 2.2(b) of the staff report dated May 17, 2011 to permit a mixed use subdivision at Bedford West Sub Area 5, Kearney Lake Road, Bedford; and**
- 2. Require the Development Agreement be signed by the property owner within 240 days, or any extension thereof granted by Council on request of**

the property owner, from the date of final approval by Council and any other bodies as necessary, including applicable appeal periods, whichever is later; otherwise this approval will be void and obligations arising hereunder shall be at an end.

Staff clarified that the additional 120 days is to permit adequate time for the sale of a parcel of land under agreement with the developer, currently owned by Halifax Water.

Staff responded to further questions of clarification raised by the Community Council respecting:

- The design of the intersection and the installation of streetlights
- Designs to widen of Kearney Lake Road
- Storm Water Management Plan
- Multi use trail
- Lighting
- HRM's Blasting By-law

Councillor Lund requested an amendment to Schedule L to enable banks and financial institutions to have accessory drive up windows and accessory drive up tellers, to which the Community Council agreed.

The motion now reads:

MOVED by Councillor Outhit, seconded by Councillor Lund that North West Community Council:

1. **Approve the proposed development agreement as set out in Attachment A, of the staff report dated May 17, 2011 to permit a mixed use subdivision at Bedford West Sub Area 5, Kearney Lake Road, Bedford, with the exception of the following amendments:**
 - a) **Remove the extra quotation marks following the word *uses* under Section 2.2(b) – Definitions Specific to this Agreement of the proposed development agreement.**
 - b) **Amend Schedule L – Neighbourhood Commercial Uses to enable banks and financial institutions to have accessory drive up windows and accessory drive up tellers.**
2. **Require the Development Agreement be signed by the property owner within 240 days, or any extension thereof granted by Council on request of the property owner, from the date of final approval by Council and any other bodies as necessary, including applicable appeal periods, whichever is later; otherwise this approval will be void and obligations arising hereunder shall be at an end.**

MOTION PUT AND PASSED.

9. CORRESPONDENCE, PETITIONS AND DELEGATIONS

9.1 Correspondence – None

9.2 Petitions

9.2.1 Councillor Lund

Petition submitted by Councillor Lund on behalf of Joyce Evans, Pockwock Road and the residents and congregation of the Emmanuel Baptist Church on Pockwock Road, Upper Hammonds Plains, Nova Scotia, containing 175 signatures requesting that the speed limit be reduced along Pockwock Road from White Hills Run to the Watershed. There are serious concerns regarding accessing the church, children's daycare and community centre, as well as residents pulling out of their driveways safely.

9.3 Presentations – None

10. REPORTS

10.1 STAFF REPORTS

10.1.1 Case 16423: Plan Amendments for Monarch and Rivendale Subdivision, Beaver Bank

A report from the North West Planning Advisory Committee dated June 1, 2011 was before the Community Council.

Ms. Jennifer Chapman, Planner, Regional Plan, delivered a presentation to the Community Council.

MOVED by Councillor Lund, seconded by Councillor Outhit that North West Community Council:

- 1. Give First Reading to consider the proposed amending development agreement for the remaining phase of the Monarch subdivision as shown in Attachment D of the staff report dated April 5, 2011, and schedule a joint public hearing;**
- 2. Recommend that Regional Council Give First Reading to consider amendments to the Municipal Planning Strategy and Land Use By-law for Beaver Bank, Hammonds Plains and Upper Sackville as identified in Attachments A, B and C of the staff report dated April 5, 2011 and schedule a joint public hearing with North West Community Council;**

3. **Recommend that Regional Council Approve the proposed amendments to the Municipal Planning Strategy and Land Use By-law for Beaver Bank, Hammonds Plains and Upper Sackville as identified in Attachments A, B and C of the staff report dated April 5, 2011;**
4. **Following Ministerial approval for the Municipal Planning Strategy and Land Use By-law amendments, approve, by resolution, the discharge of the existing development agreement for the completed phases of Monarch Subdivision as shown on Map 4 and in Attachment E of the staff report dated April 5, 2011;**
5. **Following Ministerial approval for the Municipal Planning Strategy and Land Use By-law amendments, approve the proposed amending development agreement for the incomplete phase as shown in Attachment D of the staff report dated April 5, 2011; and**
6. **Require the agreement be signed by the property owner within 120 days, or an extension thereof granted by Council on request of the property owner, from the date of final approval by Council and any other bodies as necessary, including applicable appeal periods, whichever is later; otherwise this approval will be void and obligations arising hereunder shall be at an end.**

MOTION PUT AND PASSED.

11. **MOTIONS – NONE**

12. **ADDED ITEMS**

12.1 **Councillor Outhit – Request for Letter re: Papermill Lake Dam**

MOVED by Councillor Outhit, seconded by Councillor Lund that North West Community Council write a letter to Nova Scotia Environment requesting an update on the Dam at Papermill Lake owned by Annapolis Group. More specifically, the Community Council would like information on the following:

1. **History of past inspections of the dam and the findings of those inspections.**
2. **Are there any future inspections planned?**
3. **Are there any outstanding or planned provincial regulatory or court orders relating to the dam?**
4. **Are there any anticipated upgrades and the timing of those upgrades?**
5. **Are there any potential penalties if the dams are not upgraded by Annapolis, and what penalties could be levied?**
6. **Are there any planned actions by the Legislature relating to the dams? (ie. Private or Government Bills)**

7. Are there any other relevant developments relating to the dam?

Councillor Outhit requested the letter be sent to Ms. Christine Penney, Regional Director and copy Kelly Regan, MLA, Bedford-Birch Cove, as well as the Ministers of Environment and Transportation and Infrastructure Renewal.

MOTION PUT AND PASSED.

12.2 Councillor Lund – Request for Staff Report re: HRM’s Blasting By-law

MOVED by Councillor Lund, seconded by Councillor Outhit that North West Community Council request a staff report respecting HRM’s Blasting By-law as it relates to the Northwest Community Planning District. MOTION PUT AND PASSED.

13. NOTICES OF MOTION – NONE

14. PUBLIC PARTICIPATION

No members of the public came forward at this time.

15. NEXT MEETING DATE – July 28th & August 25th (if required)

Following a brief discussion, the Community Council agreed to cancel July 28th and reschedule to August 11th.

MOVED by Councillor Outhit, seconded by Councillor Lund that North West Community Council cancel the July 28, 2011 meeting and hold its next scheduled meeting on August 11, 2011. MOTION PUT AND PASSED.

16. ADJOURNMENT

The meeting adjourned at 9:44 p.m.

Krista Tidgwell
Legislative Assistant

INFORMATION ITEMS

1. Information Report dated June 10, 2011 - Correspondence re: Second Lake