



PO Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

MEMORANDUM

TO: Chair and Members of North West Planning Advisory Committee

FROM: Tyson Simms, Planner

DATE: June 20, 2014

SUBJECT: Case 19056: Application by W.M. Fares Group Limited, on behalf of Cascades Property Group, to amend the Sackville Municipal Planning Strategy (MPS) and Land Use By-law (LUB) to consider development of townhouse and multiple unit dwelling uses at 26 and 34 Walker Service Road, Lower Sackville

Background: An application has been received from W.M. Fares Group Limited to amend the Sackville Municipal Planning Strategy (MPS) and Land Use By-law (LUB) to enable consideration of townhouse and multiple unit development at 26 and 34 Walker Service Road, Lower Sackville (PID #40124398, 40699829, 40706822 and 40695561).

The applicant is proposing to construct a new public street off Walker Service Road to provide access to 32 new townhouse units and a 4 storey, 64 unit, multiple unit dwelling. In the Sackville Plan Area, proposals for townhouse development (where each dwelling unit is located on a separate lot and has direct access to a public street), are considered by rezoning, while multiple unit dwellings (containing more than 6 units) are considered by development agreement (Attachment A). This proposal seeks the addition of a site-specific amendment to the Sackville MPS, whereby both townhouse and multiple unit development can be considered on the same site through a single planning mechanism, such as a development agreement.

Regional Council initiated a plan amendment process on March 18, 2014, following consideration of an initiation report tabled by planning staff. A copy of the initiation report is enclosed as Attachment A.

A public meeting was hosted by the North West Planning Advisory Committee (NWPAC) on May 21, 2014.

Existing Use A portion of site (PID# 40695561) is currently developed with a single unit dwelling. The remaining portion of the site (PID# 40699829, 40706822 and 40124398) contains a single unit dwelling, a garage and accessory structures.

Designation Rural Residential under the Sackville Municipal Planning Strategy (MPS). Refer to Map 1 as attached and Section 3 of the Sackville MPS.

Community and Recreation Services – Development Approvals

Tel: 902.490.4843 Fax: 902.490.3976
Email: simmst@halifax.ca halifax.ca

Zoning The site consists of two different zones under the Land Use By-law (LUB) (Map 2). A Portion of the site (PID# 40699829 and 40706822) is zoned C-2 (Community Commercial). The remaining portion (PID# 0695561 and 40124398) is zoned R-6 (Rural Residential). Refer to Map 2 as attached.

MPS Policy The Sackville MPS enables the consideration of multiple unit dwellings and townhouses, albeit through two separate policies (UR-5 and UR-8). An excerpt of the applicable MPS policy is attached for the Committee's reference as Attachment B.

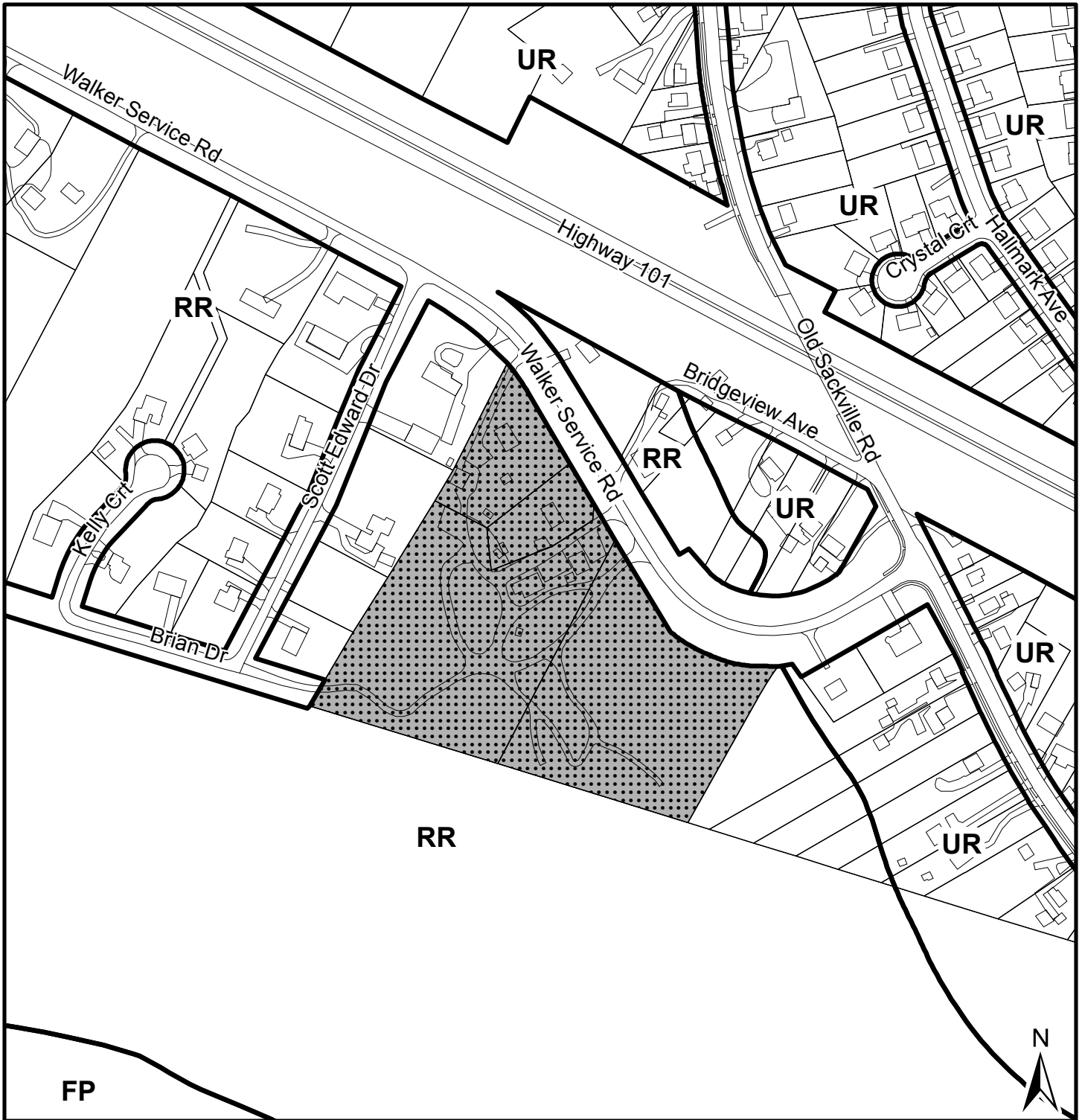
Proposal As illustrated on Attachment C, the applicant is proposing to construct a new public street off of Walker Service Road to provide access to 32 new townhouse units and a 4 storey, 64 unit, multiple unit dwelling.

Input Sought from North West Planning Advisory Committee

Feedback is sought from NWPAC relative to this proposal. NWPAC's recommendation will be included in the staff report to Community Council.


Attachments

Map 1	Generalized Future Land Use Map (GFLUM)
Map 2	Zoning Map
Attachment A	Initiation Report dated February 24, 2014
Attachment B	Excerpt of Sackville MPS
Attachment C	Site Proposal
Attachment D	Traffic Impact Statement
Attachment E	Draft Public Meeting Minutes



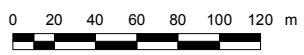
Map 1 - Generalized Future Land Use

PID's 40124398, 40699829,
40706822 and 40695561

 Subject Properties

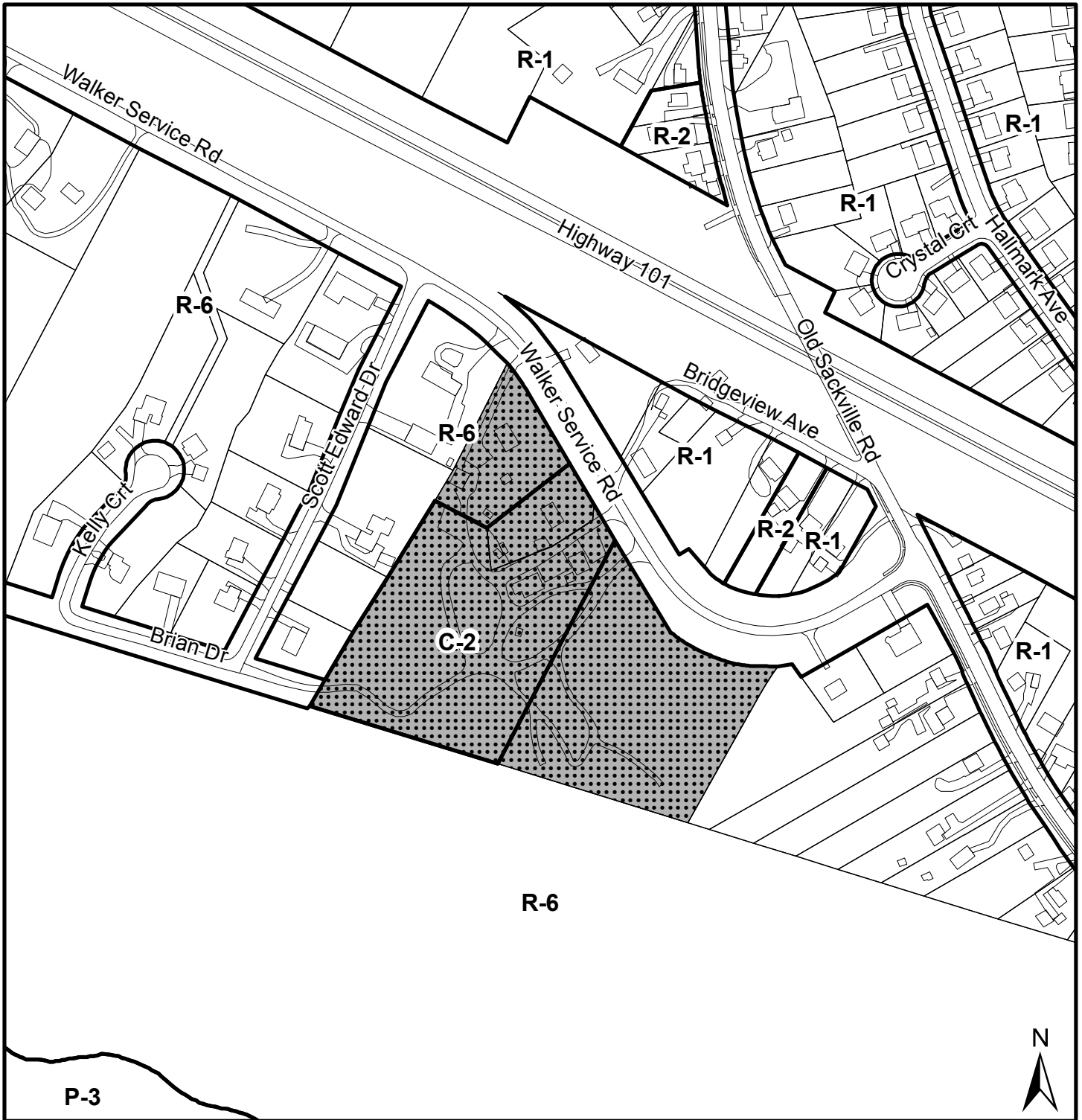
Designations
 UR Urban Residential
 RR Rural Residential
 FP Floodplain

Sackville
Plan Area



This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

HRM does not guarantee the accuracy of any representation on this plan.



Map 2 - Zoning

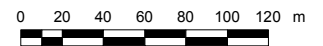
PID's 40124398, 40699829,
40706822 and 40695561

 Subject Properties

Sackville
By-Law Area

Zones

- R-1 Single Unit Dwelling
- R-2 Two Unit Dwelling
- R-6 Rural Residential
- C-2 Community Commercial



This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

HRM does not guarantee the accuracy of any representation on this plan.



P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 11.1.6
Halifax Regional Council
March 18, 2014

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY: Original Signed by
Mike Labrecque, Acting Chief Administrative Officer

Original Signed by Director

Brad Anguish, Director, Community and Recreation Services

DATE: February 24, 2014

SUBJECT: **Case 19056: Amendments to the Sackville MPS and LUB to enable townhouse and multiple unit development on Walker Service Road, Lower Sackville**

ORIGIN

Application by W.M. Fares Group Limited, on behalf of Cascade Property Group

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter, Part VIII, Planning & Development

RECOMMENDATION

It is recommended that Halifax Regional Council:

1. Authorize staff to initiate the process to consider amending the Sackville Municipal Planning Strategy and Land Use By-law to permit site-specific policy to consider townhouse and multiple unit development at 26 and 34 Walker Service Road, Lower Sackville, as shown on Map 1; and
2. Request that staff follow the public participation program as approved by Council in February 1997.

BACKGROUND

An application has been received from W.M. Fares Group Limited to amend the Sackville Municipal Planning Strategy (MPS) and Land Use By-law (LUB) to enable consideration of townhouse and multiple unit development on the properties identified as PID #40124398, 40699829, 40706822 and 40695561, on the Walker Service Road, Lower Sackville. The applicant is proposing to construct a new public street off Walker Service Road to provide access to 32 new townhouse units and a 4 storey, 64 unit, multiple unit dwelling. In the Sackville Plan Area, proposals for townhouse development (where each dwelling unit is located on a separate lot and has direct access to a public street), are considered by rezoning, while multiple unit dwellings (containing more than 6 units) are considered by development agreement (Attachment A). This proposal seeks the addition of a site-specific amendment to the Sackville MPS, whereby both townhouse and multiple unit development can be considered on the same site through a single planning mechanism, such as a development agreement. This MPS amendment requires the initiation of a planning process by Regional Council.

Location, Designation, Zoning, Surrounding Land Use and Proposal:

Subject Property	26 and 34 Walker Service Road, Lower Sackville (PID# 40124398, 40699829, 40706822 and 40695561)
Location	On the south side of Walker Service Road, bordering residential uses to the east and west, and a large vacant parcel to the south owned by National Defence (Government of Canada) (Map 1).
Lot Area	Total area of the site is approximately 10.2 acres (4.1 hectares)
Designation	Rural Residential under the Sackville MPS (Map 1)
Zoning	The site consists of two different zones under the LUB (Map 2): <ul style="list-style-type: none"> • Portion of site (PID# 40699829 and 40706822) zoned C-2 (Community Commercial), and • Portion of site (40695561 and 40124398) zoned R-6 (Rural Residential).
Surrounding Uses	Predominantly single unit dwelling uses located to the north, east and west (Map 2).
Current Use(s)	<ul style="list-style-type: none"> • Portion of site (PID# 40695561) is currently developed with a single unit dwelling; and • Remaining portion of the site (PID# 40699829, 40706822 and 40124398) contains a single unit dwelling, a garage and accessory structures.

<p>Previous Use(s)</p>	<ul style="list-style-type: none"> • single unit residential dwelling; • a salvage yard, and • a gravel pit/ quarry operation.
<p>Proposal</p>	<ul style="list-style-type: none"> • Lands are proposed to contain a 63 unit multiple unit dwelling and 32 townhouse units; and • Access to the proposed development is proposed via a new street from Walker Service Road.

DISCUSSION

Amendments to an MPS are generally not considered unless it can be shown that circumstances warrant such a change to policy. Typically, these types of amendments require substantial justification to be considered. In this case the applicant has included the following rationale for their proposal:

- *Policy UR-8 of the Sackville MPS allows Council to consider the creation of new multiple unit dwellings, on serviced lands within the Rural Residential Designation, through consideration of a development agreement. However, the subject policy does not allow for consideration of other forms of residential development, such as townhouses under the same planning mechanism (development agreement). Townhouse development, where each dwelling unit is located on a separate lot and has direct access to a public street, is under separate plan policy (UR-5) through consideration of amendments to the Land Use By-law (rezoning). We believe that the subject site warrants a specific policy that would allow for consideration of both a multiple unit dwelling and townhouse development under one planning mechanism (preferably a development agreement). This would allow Council to consider a comprehensive development design for the site rather than two separate proposals considered under two separate planning mechanisms.*
- *Some of the defining site characteristics are:*
 - *Large size of property (over 10 acres);*
 - *Large portion of site located within the municipal service boundary;*
 - *Property has residential and commercial zoning, which allows increased density through greater service capacity;*
 - *Existing low density residential uses to the North, East and West of the site; and,*
 - *Vacant Government owned land located to the south of the site.*

Considering the above noted site parameters, a more comprehensive site specific plan amendment approach would allow for a site design that is more consistent with plan policy and more compatible with existing adjacent land uses.

The Sackville MPS enables the consideration of multiple unit dwellings and townhouses, albeit through two separate policies. The result is that two separate discretionary planning mechanisms apply (rezoning and development agreement), and each form of development would be considered in isolation. This may result in a site design that is less unified and compatible with adjacent existing development.

To simplify the process and create a more comprehensive approach to site design, a site specific policy can address issues such as a mix of unit type, design at ground level, parking locations, parkland, open space, buffering, retention of significant vegetation stands, and the relationship to and mitigation of impacts to adjacent properties. Should Council agree to initiate this application, in addition to consultation with residents and property owners, efforts can be undertaken to consider community compatibility. A review of these matters, amongst others, would occur as part of the plan amendment and application process.

Proposed Site Design

The subject proposal, as shown on Map 3, seeks generally to locate the higher density use (multiple unit dwelling) on the southern portion of the site, immediately adjacent to the large vacant parcel owned by National Defence. As proposed, the townhouse development is located along a new public street from Walker Service Road and is concentrated along the northwestern portion of the site. This proposed site design enables increased separation between the proposed multiple unit dwelling and existing low density development located along Walker Service Road, Old Sackville Road and Scott Edward Drive. Further, the location of the townhouse development may serve as a transition between the existing low density development and the proposed multiple unit dwelling.

Conclusion

Staff is of the opinion that the proposal to consider a change to the MPS to support a site-specific policy to consider townhouse and multiple unit development on the subject site is appropriate at this time. Should Regional Council authorize staff to initiate a process to consider MPS and LUB amendments, an opportunity will be provided to investigate and discuss compatibility, the potential impact on the surrounding residential area, and site design features with the public. Therefore, staff recommends that Regional Council initiate the request to consider amending the Sackville MPS and LUB to enable a site-specific amendment as discussed above.

FINANCIAL IMPLICATIONS

The HRM costs associated with processing this planning application can be accommodated within the approved 2013/14 operating budget for C310 Planning & Applications.

COMMUNITY ENGAGEMENT

Should Council choose to initiate the MPS amendment process for this proposal or to enable an alternate proposal, the *HRM Charter* requires that Regional Council approve a public participation program when considering any amendment to an MPS. In February of 1997, Regional Council approved a public participation resolution which outlines the process to be undertaken for proposed MPS amendments which are considered to be local in nature. This requires a public meeting be held, at a minimum, and any other measures deemed necessary to obtain public opinion.

The proposed level of community engagement is consultation, achieved through a public meeting and/or public workshop early in the review process, as well as a public hearing before Regional Council can consider approval of any amendments.

Amendments to the MPS and LUB will potentially impact the following stakeholders: local residents, property owners, community or neighbourhood organizations, other HRM business units, and other levels of government.

ENVIRONMENTAL IMPLICATIONS

The proposal meets all relevant environmental policies contained in the MPS.

ALTERNATIVES

1. Council may choose to initiate a process to consider amending the Sackville MPS and LUB to permit site-specific policy to consider townhouse and multiple unit development at 26 and 34 Walker Service Road, Lower Sackville. This is the staff recommendation. A decision of Council to initiate a process to consider potential amendments is not appealable.
2. Council may choose to initiate the consideration of potential policy amendments that would differ from those outlined in this report. This alternative is not recommended, as staff believes there is merit in considering the MPS and LUB amendments as presented in this report.
3. Council may choose not to initiate the MPS amendment process. This alternative is not recommended, as staff believes there is merit in considering the MPS and LUB amendments as presented in this report. A decision of Council not to initiate a process to consider amending the MPS is not appealable.

ATTACHMENTS

Map 1	Generalized Future Land Use
Map 2	Zoning
Map 3	Concept Site Plan
Attachment A	Excerpts from the Sackville MPS

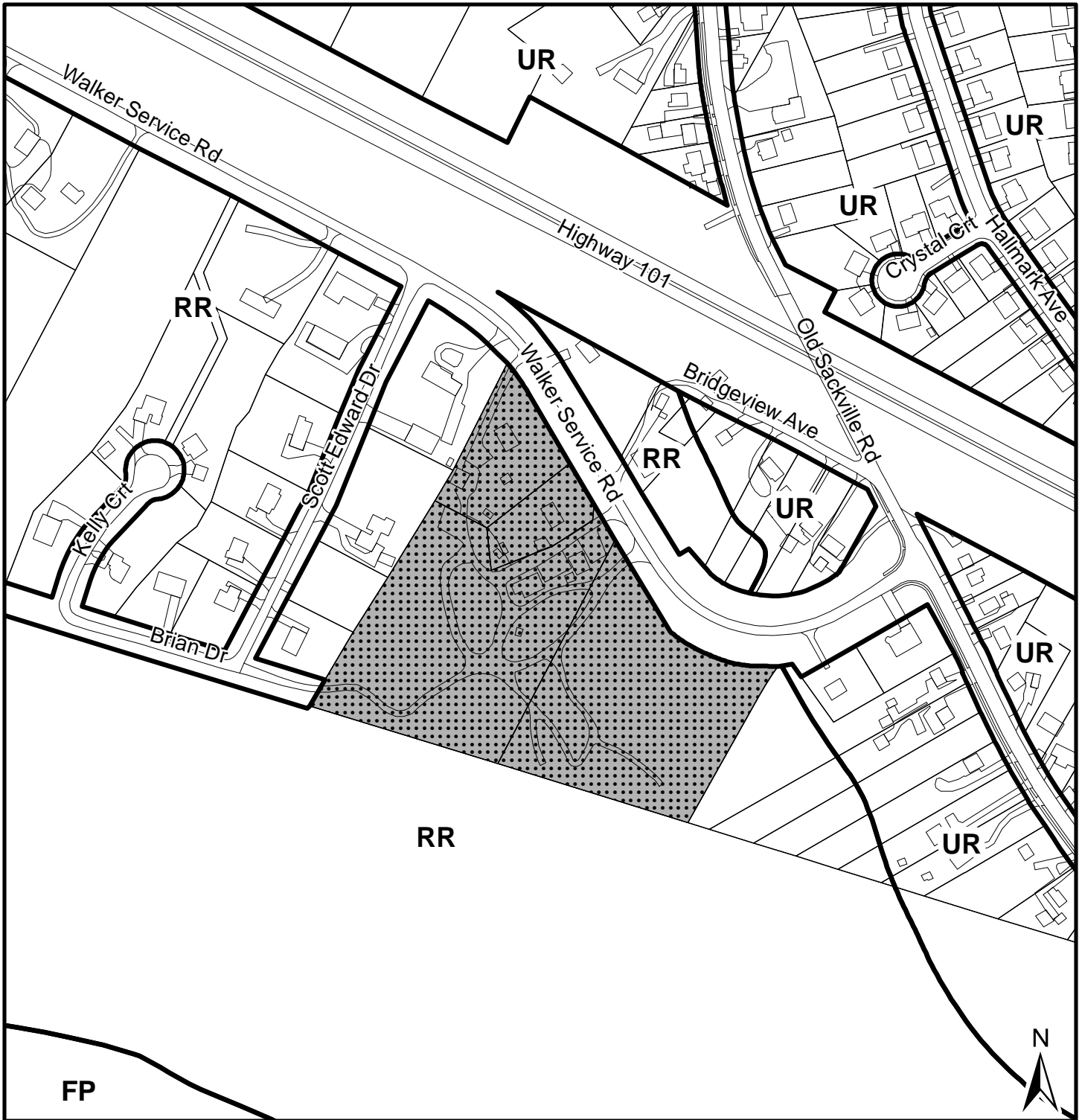
A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/cc.html> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Tyson Simms, Planner I, 490-4843

Report Approved by: Kelly Denty, Manager of Development Approvals, 490-4800

Report Approved by: Austin French, Manager of Planning, 490-6717

Report Approved by: Brad Anguish, Director of Community & Recreation Services, 490-4933



Map 1 - Generalized Future Land Use

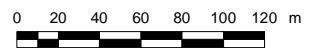
PID's 40124398, 40699829,
40706822 and 40695561

 Subject Properties

Designations

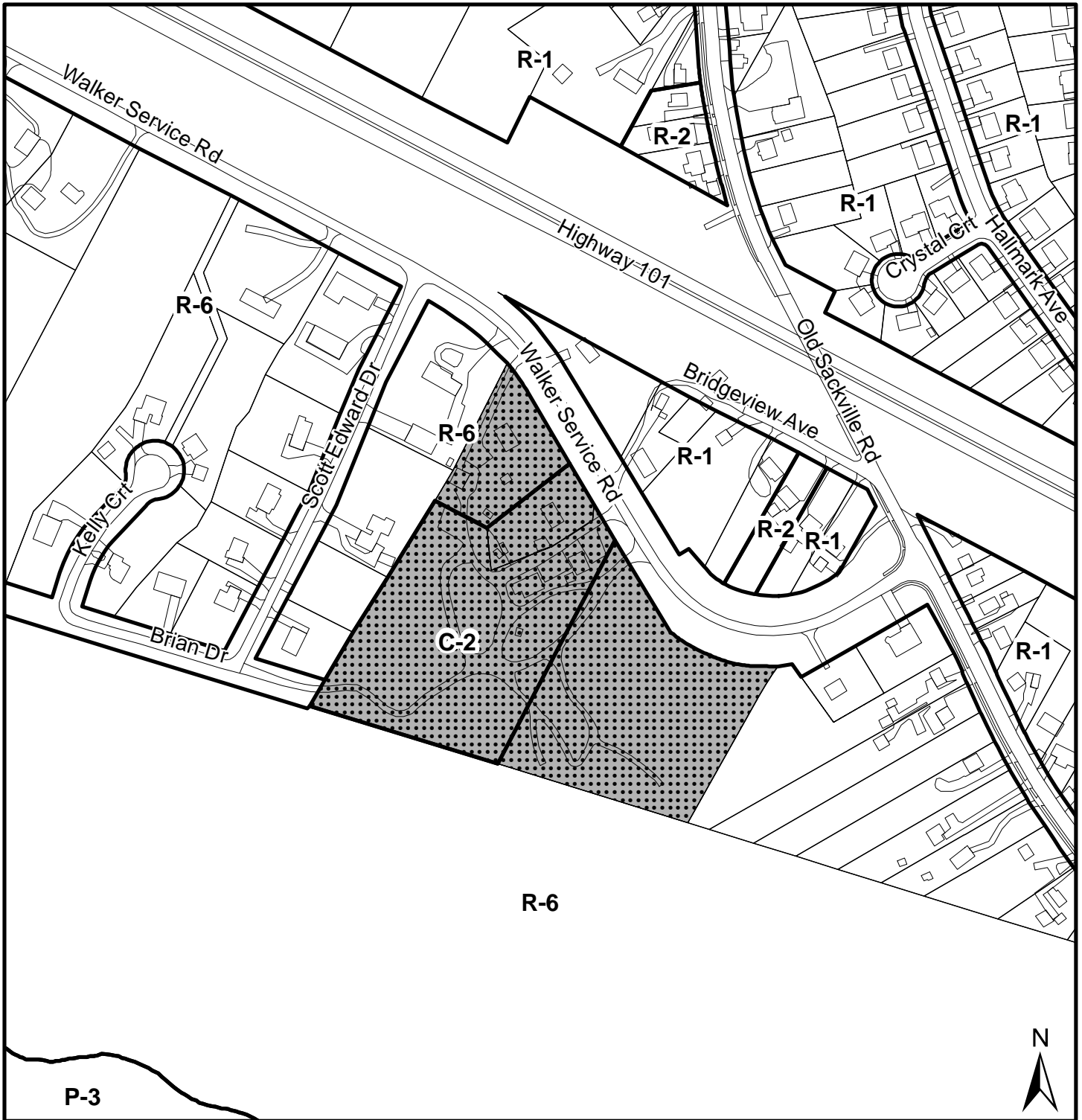
- UR Urban Residential
- RR Rural Residential
- FP Floodplain

Sackville
Plan Area



This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.


HRM does not guarantee the accuracy of any representation on this plan.

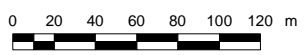


Map 2 - Zoning

PID's 40124398, 40699829,
40706822 and 40695561



 Subject Properties



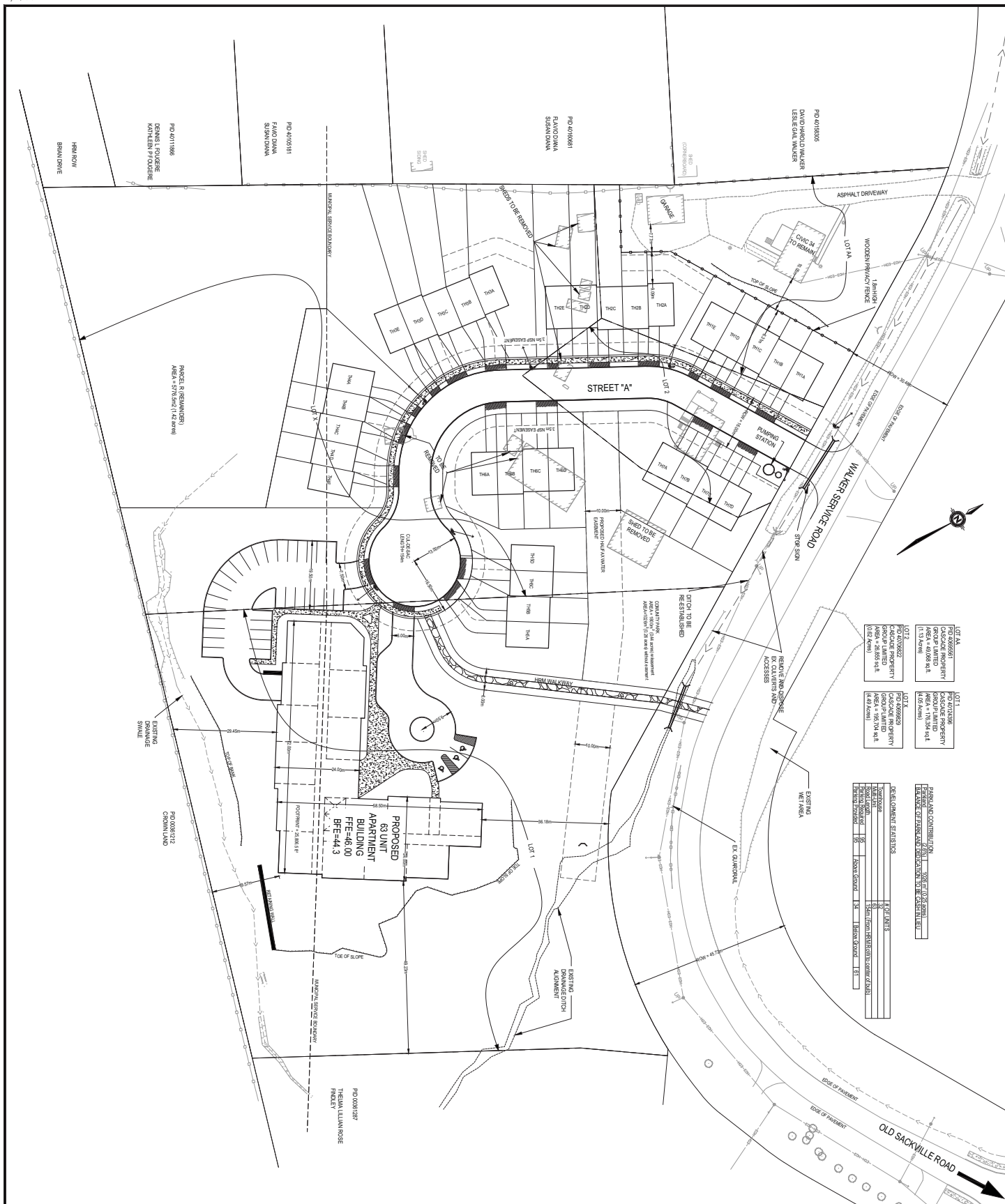
Zones

- R-1 Single Unit Dwelling
- R-2 Two Unit Dwelling
- R-6 Rural Residential
- C-2 Community Commercial

This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

HRM does not guarantee the accuracy of any representation on this plan.

Sackville
By-Law Area

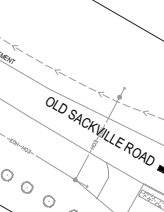


PLANNING CONTRIBUTION

PLANNING CONTRIBUTION	PERCENT OF GROSS AREA
LOT 1A	1.00%
LOT 1B	1.00%
LOT 1C	1.00%
LOT 1D	1.00%
LOT 1E	1.00%
LOT 1F	1.00%
LOT 1G	1.00%
LOT 1H	1.00%
LOT 1I	1.00%
LOT 1J	1.00%
LOT 1K	1.00%
LOT 1L	1.00%
LOT 1M	1.00%
LOT 1N	1.00%
LOT 1O	1.00%
LOT 1P	1.00%
LOT 1Q	1.00%
LOT 1R	1.00%
LOT 1S	1.00%
LOT 1T	1.00%
LOT 1U	1.00%
LOT 1V	1.00%
LOT 1W	1.00%
LOT 1X	1.00%
LOT 1Y	1.00%
LOT 1Z	1.00%

DEVELOPMENT STATISTICS

DEVELOPMENT STATISTICS	PERCENT
APARTMENT UNITS	83
GROSS AREA	1,120,000
NET AREA	1,120,000
PERCENT COVERED	1.50
PERCENT OPEN	98.50



PROPOSED 83 UNIT APARTMENT BUILDING
FPE=46.00
BPE=44.3

PROJ: 0081287
THE HILLMAN ROSE PROJECT

WALKER SERVICE ROAD DEVELOPMENT

DETAILED SITE PLAN

SCALE: 1:20,000

DATE: 20130621

BY: [Signature]

CHECKED: [Signature]

DATE: 13, 2013

WM FARES GROUP

10000 15th Avenue, North, Seattle, WA 98147
206.461.2005 www.wmfares.com

CASCADE PROPERTY GROUP LIMITED

1500 15th Avenue, North, Seattle, WA 98147
206.461.2005 www.cascadeproperty.com

Attachment A
Excerpts from the Sackville MPS

Rural Residential Designation

Although it is not generally intended that municipal services will extensively serve the Rural Residential Designation, there are some areas where such services are available. It is considered appropriate to permit the consideration of higher density types of residential development within these areas in the same manner as they would be considered within the Urban Residential Designation. Similarly, mobile homes on individual lots and local commercial developments may also be considered throughout the Rural Residential Designation.

Policy RR-3

Notwithstanding Policy RR-2, any portion of the Rural Residential Designation, in which municipal central services are available, it shall be the intention of Council to consider permitting two unit dwellings, multiple unit dwellings and townhouse dwellings according to Policies UR-4, UR-5 or UR-6 and UR-7 or UR-8, respectively. It shall further be the intention of Council to consider mobile homes on individual lots and local commercial developments within the Rural Residential Designation according to Policies UR-26 and UR-18, respectively.

Townhouse Dwelling Units

Townhouse development will be accommodated through both the rezoning and development agreement processes. The rezoning process is most appropriate where each individual townhouse unit has direct frontage and driveway access onto a public street, while the development agreement mechanism provides an opportunity for individual units to have frontage and access on to an internal road access located within the area covered by the development agreement. Normal subdivision regulations which require direct frontage and access can be varied by the development agreement.

In considering a proposal for townhouse development, care must be taken to ensure that such units are properly integrated into the community. Characteristics of townhouse developments such as numerous closely spaced driveways, grouped dwelling units, and front yard parking, require that care be taken in siting townhouse development. Controls established in a townhouse zone or through a development agreement will address building and site design details in order to achieve compatibility with adjacent residential development.

Policy UR-5

Notwithstanding Policy UR-2, within the Urban Residential Designation, it shall be the intention of Council to establish a townhouse zone which permits townhouse dwellings where each dwelling unit is located on a separate lot and has direct access to a public street. Within the zone, there will be controls on parking areas, driveways and access locations, as well as controls on the maximum number of units per building. Council shall only permit new townhouse dwellings by amendment to the land use by-law and with regard to the following:

- (a) that individual dwelling units do not have direct access to an arterial or major collector street, as defined on Map 3, Transportation;
- (b) that municipal central services are available and capable of supporting the development;

- (c) the adequacy of separation distances from low density residential developments;
- (d) the impact on traffic circulation and, in particular, sighting distances and entrances and exits to the site;
- (e) preference for a site in close proximity to community facilities such as schools, recreation areas and bus routes; and
- (f) the provisions of Policy IM-13.

Multiple Unit Dwellings

The demand for multiple unit dwellings is expected to continue in response to the diversified housing needs of the general population. In order to provide high quality multiple unit accommodation while avoiding significant impacts of existing land uses, such uses will be considered by both rezoning and development agreement. Smaller scale multiple unit developments up to six units will be considered by rezoning, while larger scale multiple unit developments over six units will be considered by development agreement. The development agreement approach will provide site-specific control intended to ensure that community concerns with such matters as appropriate density and scale of development, landscaping, site design and separation from low density residential development are adequately addressed.

UR-8

Notwithstanding Policies UR-2 and UR-7, within the Urban Residential Designation, it shall be the intention of Council to consider multiple unit dwellings over six (6) dwelling units, according to the development agreement provisions of the Planning Act. In considering such an agreement, Council shall have regard to the following:

- (a) the adequacy of separation distances from low density residential developments;
- (b) that the height, bulk, lot coverage and appearance of any building is compatible with adjacent land uses;
- (c) that site design features, including landscaping, amenity areas, parking areas and driveways, are of an adequate size and design to address potential impacts on adjacent development and to provide for the needs of residential of the development;
- (d) preference for a site in close proximity to community facilities such as schools, recreation areas and transit routes;
- (e) that municipal central services are available and capable of supporting the development;
- (f) that appropriate controls are established to address environmental concerns, including stormwater controls, based on a report from the appropriate Municipal, Provincial, and/or Federal Government authority;
- (g) that the proposed development has direct access to a local street, minor collector or major collector as defined in Map 3 - Transportation;
- (h) that it is not being considered on lands which are presently zoned and developed for either single or two unit dwelling purposes nor where it is intended to replace a single or two unit dwelling which has been demolished, removed or destroyed by fire;
- (i) the impact on traffic circulation and, in particular, sighting distances and entrances and exits to the site;
- (j) general maintenance of the development; and
- (k) the provisions of Policy IM-13.

IM-13

In considering amendments to the land use by-law or development agreements, in addition to all other criteria as set out in various policies of this planning strategy, the Sackville Community Council shall have appropriate regard to the following matters:

- (a) that the proposal is in conformity with the intent of this planning strategy and with the requirements of all other municipal by-laws and regulations;
- (b) that the proposal is not premature or inappropriate by reason of:
 - (i) the financial capability of the Municipality to absorb any costs relating to the development;
 - (ii) the adequacy of sewer and water services;
 - (iii) the adequacy or proximity of school, recreation and other community facilities;
 - (iv) the adequacy of road networks leading or adjacent to, or within the development; and
 - (v) the potential for damage to or for destruction of designated historic buildings and sites.
- (c) that controls are placed on the proposed development so as to reduce conflict with any adjacent or nearby land uses by reason of:
 - (i) type of use;
 - (ii) height, bulk and lot coverage of any proposed building;
 - (iii) traffic generation, access to and egress from the site, and parking;
 - (iv) open storage;
 - (v) signs; and
 - (vi) any other relevant matter of planning concern.
- (d) that the proposed site is suitable in terms of steepness of grades, soil and geological conditions, locations of watercourses, potable water supplies, marshes or bogs and susceptibility to flooding;
- (e) any other relevant matter of planning concern; and
- (f) Within any designation, where a holding zone has been established pursuant to "Infrastructure Charges - Policy IC-6", Subdivision Approval shall be subject to the provisions of the Subdivision By-law respecting the maximum number of lots created per year, except in accordance with the development agreement provisions of the MGA and the "Infrastructure Charges" Policies of this MPS.

Attachment "
Excerpt of Sackville MPS

Rural Residential Designation

Although it is not generally intended that municipal services will extensively serve the Rural Residential Designation, there are some areas where such services are available. It is considered appropriate to permit the consideration of higher density types of residential development within these areas in the same manner as they would be considered within the Urban Residential Designation. Similarly, mobile homes on individual lots and local commercial developments may also be considered throughout the Rural Residential Designation.

RR-3

Notwithstanding Policy RR-2, any portion of the Rural Residential Designation, in which municipal central services are available, it shall be the intention of Council to consider permitting two unit dwellings, multiple unit dwellings and townhouse dwellings according to Policies UR-4, UR-5 or UR-6 and UR-7 or UR-8, respectively. It shall further be the intention of Council to consider mobile homes on individual lots and local commercial developments within the Rural Residential Designation according to Policies UR-26 and UR-18, respectively.

Urban Residential Designation

Townhouse Development

In considering a proposal for townhouse development, care must be taken to ensure that such units are properly integrated into the community. Characteristics of townhouse developments such as numerous closely spaced driveways, grouped dwelling units, and front yard parking, require that care be taken in siting townhouse development. Controls established in a townhouse zone or through a development agreement will address building and site design details in order to achieve compatibility with adjacent residential development.

UR-5

Notwithstanding Policy UR-2, within the Urban Residential Designation, it shall be the intention of Council to establish a townhouse zone which permits townhouse dwellings where each dwelling unit is located on a separate lot and has direct access to a public street. Within the zone, there will be controls on parking areas, driveways and access locations, as well as controls on the maximum number of units per building. Council shall only permit new townhouse dwellings by amendment to the land use by-law and with regard to the following:

- (a) that individual dwelling units do not have direct access to an arterial or major collector street, as defined on Map 3, Transportation;*
- (b) that municipal central services are available and capable of supporting the development;*
- (c) the adequacy of separation distances from low density residential developments;*

- (d) the impact on traffic circulation and, in particular, sighting distances and entrances and exits to the site;*
- (e) preference for a site in close proximity to community facilities such as schools, recreation areas and bus routes; and*
- (f) the provisions of Policy IM-13.*

Multiple Unit Dwellings

The demand for multiple unit dwellings is expected to continue in response to the diversified housing needs of the general population. In order to provide high quality multiple unit accommodation while avoiding significant impacts of existing land uses, such uses will be considered by both rezoning and development agreement. Smaller scale multiple unit developments up to six units will be considered by rezoning, while larger scale multiple unit developments over six units will be considered by development agreement. The development agreement approach will provide site-specific control intended to ensure that community concerns with such matters as appropriate density and scale of development, landscaping, site design and separation from low density residential development are adequately addressed.

UR-8

Notwithstanding Policies UR-2 and UR-7, within the Urban Residential Designation, it shall be the intention of Council to consider multiple unit dwellings over six (6) dwelling units, according to the development agreement provisions of the Planning Act. In considering such an agreement, Council shall have regard to the following:

- (a) the adequacy of separation distances from low density residential developments;*
- (b) that the height, bulk, lot coverage and appearance of any building is compatible with adjacent land uses;*
- (c) that site design features, including landscaping, amenity areas, parking areas and driveways, are of an adequate size and design to address potential impacts on adjacent development and to provide for the needs of residential of the development;*
- (d) preference for a site in close proximity to community facilities such as schools, recreation areas and transit routes;*
- (e) that municipal central services are available and capable of supporting the development;*
- (f) that appropriate controls are established to address environmental concerns, including stormwater controls, based on a report from the appropriate Municipal, Provincial, and/or Federal Government authority;*
- (g) that the proposed development has direct access to a local street, minor collector or major collector as defined in Map 3 - Transportation;*
- (h) that it is not being considered on lands which are presently zoned and developed for either single or two unit dwelling purposes nor where it is intended to replace a single or two unit dwelling which has been demolished, removed or destroyed by fire;*
- (i) the impact on traffic circulation and, in particular, sighting distances and entrances and exits to the site;*
- (j) general maintenance of the development; and*
- (k) the provisions of Policy IM-13.*

Implementation Policy

IM-13

In considering amendments to the land use by-law or development agreements, in addition to all other criteria as set out in various policies of this planning strategy, the Sackville Community Council shall have appropriate regard to the following matters:

- (a) that the proposal is in conformity with the intent of this planning strategy and with the requirements of all other municipal by-laws and regulations;*
- (b) that the proposal is not premature or inappropriate by reason of:
 - (i) the financial capability of the Municipality to absorb any costs relating to the development;*
 - (ii) the adequacy of sewer and water services;*
 - (iii) the adequacy or proximity of school, recreation and other community facilities;*
 - (iv) the adequacy of road networks leading or adjacent to, or within the development; and*
 - (v) the potential for damage to or for destruction of designated historic buildings and sites.**
- (c) that controls are placed on the proposed development so as to reduce conflict with any adjacent or nearby land uses by reason of:
 - (i) type of use;*
 - (ii) height, bulk and lot coverage of any proposed building;*
 - (iii) traffic generation, access to and egress from the site, and parking;*
 - (iv) open storage;*
 - (v) signs; and*
 - (vi) any other relevant matter of planning concern.**
- (d) that the proposed site is suitable in terms of steepness of grades, soil and geological conditions, locations of watercourses, potable water supplies, marshes or bogs and susceptibility to flooding;*
- (e) any other relevant matter of planning concern; and*
- (f) Within any designation, where a holding zone has been established pursuant to "Infrastructure Charges - Policy IC-6", Subdivision Approval shall be subject to the provisions of the Subdivision By-law respecting the maximum number of lots created per year, except in accordance with the development agreement provisions of the MGA and the "Infrastructure Charges" Policies of this MPS.*



EXISTING		PROPOSED	
CLAY/BANK	CONCRETE	CONCRETE	CONCRETE
GRASS	GRAVEL	GRAVEL	GRAVEL
PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT
STONE	STONE	STONE	STONE
WOOD	WOOD	WOOD	WOOD
...

WATERWAYS PLANNING & DESIGN
 1 Sheri Lane, Dartmouth, NS B7Y 4J7
 902.491.2325 www.wpdns.ca

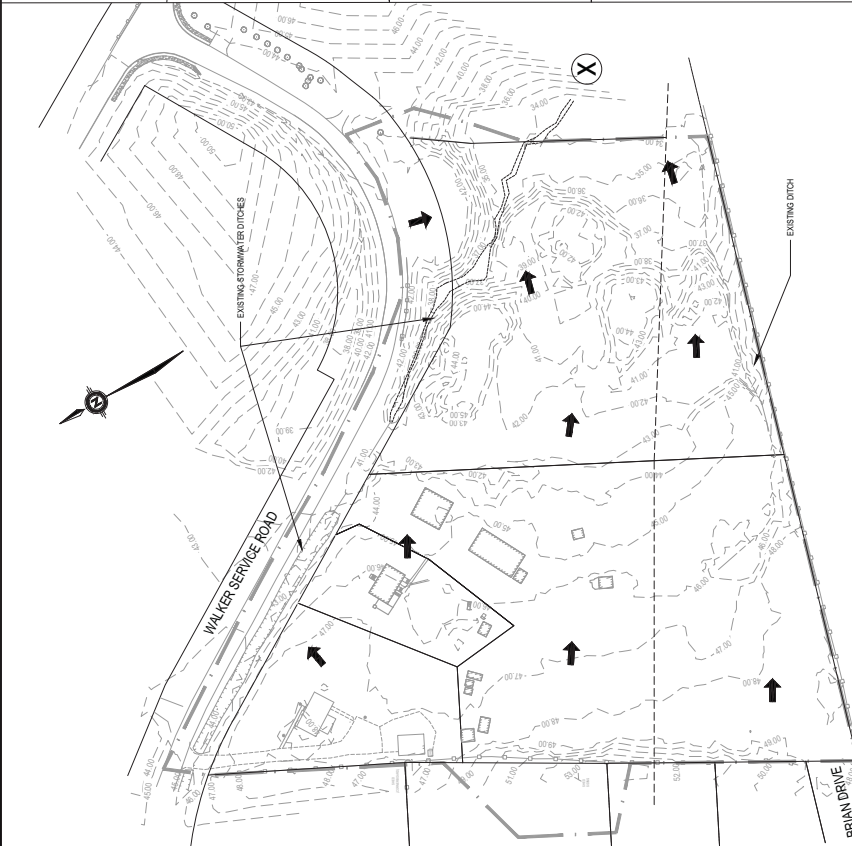
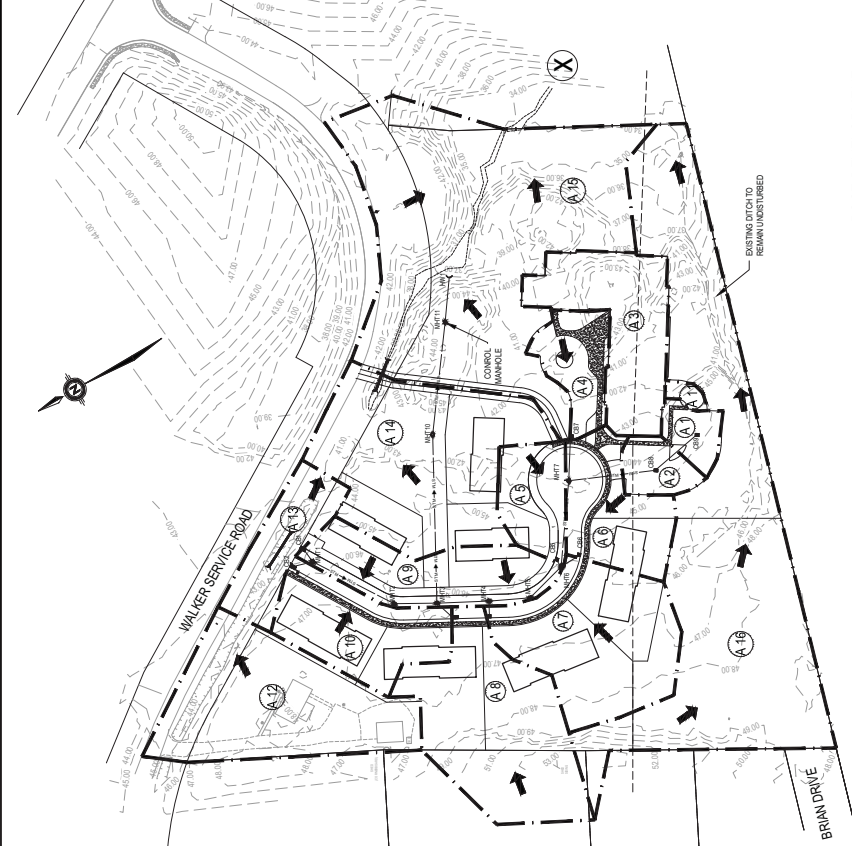
WM FARES GROUP

CASCADE PROPERTY GROUP LIMITED

WALKER SERVICE ROAD DEVELOPMENT
 BAYVILLE
 NOVA SCOTIA

STORMWATER MANAGEMENT PLAN

DATE: 2010/05/21
 DRAWN: ASB
 CHECKED: ASB
 PROJECT NO: 10-005
 SHEET NO: 4 OF 5



STORM DRAINAGE ANALYSIS - SCS METHOD

OUTLET POINT	TRIBUTARY AREA (ha)	RAINFALL DURATION (hrs)	5 YEAR FLOW (L/s)	10 YEAR FLOW (L/s)	100 YEAR FLOW (L/s)
PRE-DEVELOPMENT CONTROLLED FLOW					
POST-DEVELOPMENT CONTROLLED FLOW	4.88	24	472	574	885

NOTE: SYNTHETIC DESIGN STORMS BASED ON HALIFAX RAINFALL DATA
 (100 YEAR - 24 hr = 2(6.5mm))

STRUCTURE	Q PEAK IN (l/s)	Q PEAK CONTROLLED (l/s)
CBB	12	50
CB9	10	50
MHT11	276	410
ROOF	48	195
ROOF STORAGE		23

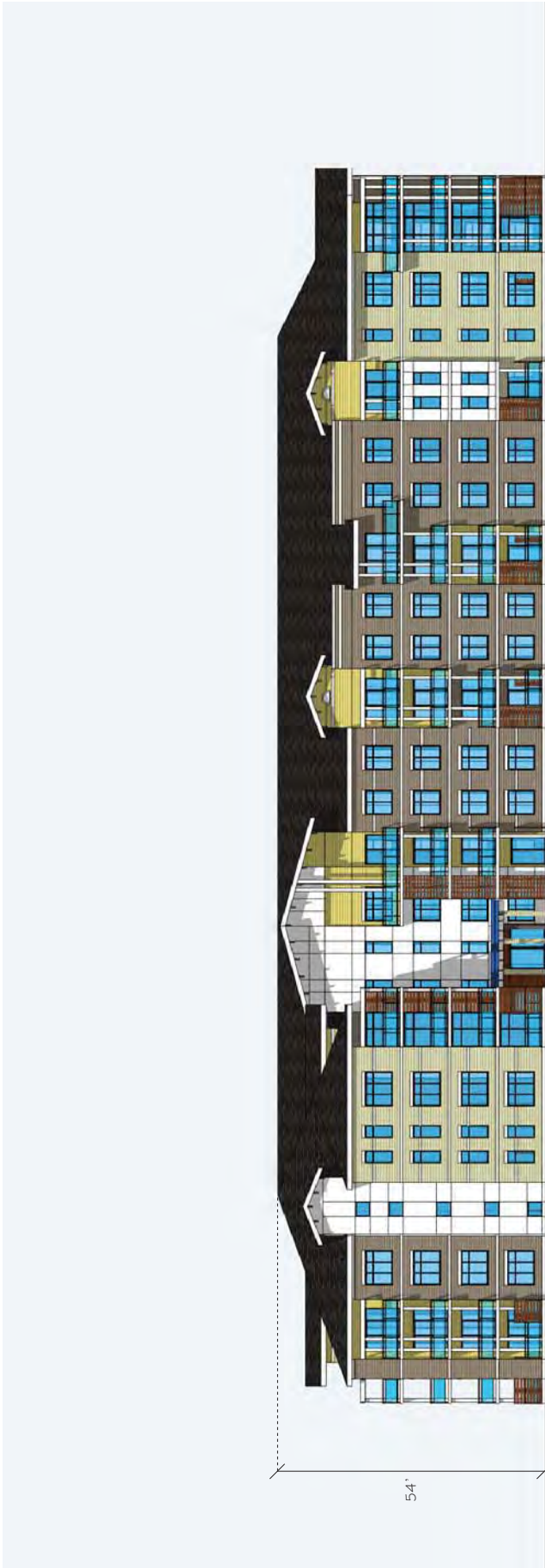
*STORAGE REQUIRED FOR 100 YR STORM = 42.5m³
 **STORAGE PIPE (300) CAPACITY = 49.5m³

MINOR PIPED STORM SYSTEM DRAINAGE ANALYSIS - SCS METHOD

FLOW FROM MANHOLE	TRIBUTARY AREA (ha)	DESIGN FLOW (L/s)	PIPE SIZE (mm)	PIPE SLOPE (%)	PIPE CAPACITY (L/s)	Capacity/ Occupancy	
MHT7	A1-A10	1.77	195	300.00	1.49%	747	0.26
MHT6	A1-A4	0.46	56	450.00	0.97%	120	0.47
MHT5	A1-A6	0.72	104	450.00	1.08%	288	0.36
MHT4	A1-A6	0.72	104	450.00	1.25%	293	0.36
MHT1	A1-A7	0.94	142	450.00	0.68%	377	0.38
MHT2	A8-10	0.45	89	450.00	0.57%	195	0.48
MHT3	A9-A10	0.45	89	750.00	0.65%	193	0.46
MHT10	A1-A10	1.77	276	750.00	0.45%	746	0.37
MHT11	A1-A10	1.77	276	750.00	0.45%	749	0.37

SUBCATCHMENT AREAS

NAME	Area	CN
A1	0.05 Ha	98.0
A2	0.06 Ha	98.0
A3	0.24 Ha	98.0
A4	0.11 Ha	98.0
A5	0.11 Ha	93.5
A6	0.15 Ha	91.5
A7	0.22 Ha	88.0
A8	0.38 Ha	85.0
A9	0.22 Ha	98.0
A10	0.23 Ha	93.5
A11	0.01 Ha	98.0
A12	0.41 Ha	87.0
A13	0.13 Ha	98.0
A14	0.48 Ha	76.0
A15	0.97 Ha	76.0
A16	1.11 Ha	76.0



54'

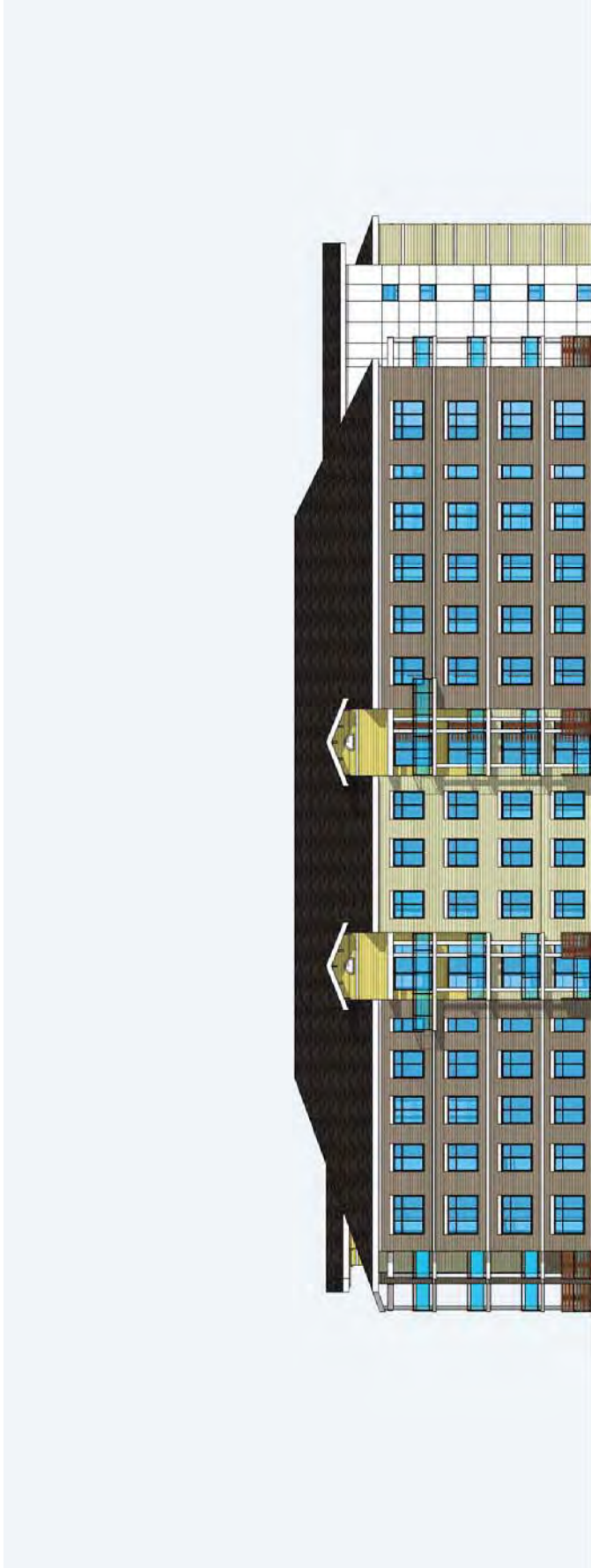
NO.	DATE	ISSUE FOR REVIEW
A	APR. 13	ISSUE FOR REVIEW
REVISIONS		

WM FARES
GROUP
ARCHITECTS | ENGINEERS | PLANNERS
100 W. 11th Street, Suite 200
Chicago, IL 60604
Tel: 312.467.1234
www.wmfares.com

PROPOSER:
WALKER SERVICE ROAD

TITLE:
FRONT ELEVATION
APARTMENT

REFERENCES	
SCALE:	N.T.S.
DATE:	APRIL 2013
DRAWN:	LL
CHECKED:	RM
PROJECT:	2012-04



NO.	DATE	REVISIONS
A	APR. 13	ISSUE FOR REVIEW

ISSUE FOR REVIEW
APR. 13
REVISIONS

WM
G R O U P
FARES
ARCHITECTS & ENGINEERS & PLANNERS
1100 12th Street, Suite 1000
Denver, CO 80202
303.733.4300
www.wmgroup.com

PROPOSER:
WALKER SERVICE ROAD

TITLE:
SIDE 2 ELEVATION
APARTMENT

REFERENCES:

SCALE	NIS	DATE
		APRIL 2013
DRAWN	LL	SHEET
CHECKED	RM	PROJECT
		2012-04



NO.	DATE	ISSUE FOR REVIEW

A APR. 13 ISSUE FOR REVIEW
 REVISIONS
 STAMP

WM FARES GROUP
 ARCHITECTS | ENGINEERS | PLANNERS
 100 WEST 15TH AVENUE SUITE 200
 DENVER, CO 80202
 PHONE: 303.733.8888
 WWW.WMFARGROUP.COM

PROPOSER:
 WALKER SERVICE ROAD

TITLE:
 PERSPECTIVE APARTMENT

REFERENCES:

SCALE:	NIS	DATE:	APRIL 2013
DRAWN:	LL	CHECKED:	RM
CUSTOMER:		PROJECT:	2012-04

NO.	DATE	BY	REVISIONS

DATE: APR. 13
ISSUE FOR REVIEW

WM FARES
C R O U P
ARCHITECTS | ENGINEERS | PLANNERS
10010 Old Orchard Road, Suite 200
Charlotte, NC 28227-2021
Tel: 704.381.3300
www.wmfares.com

PROPOSED:
WALKER SERVICE ROAD

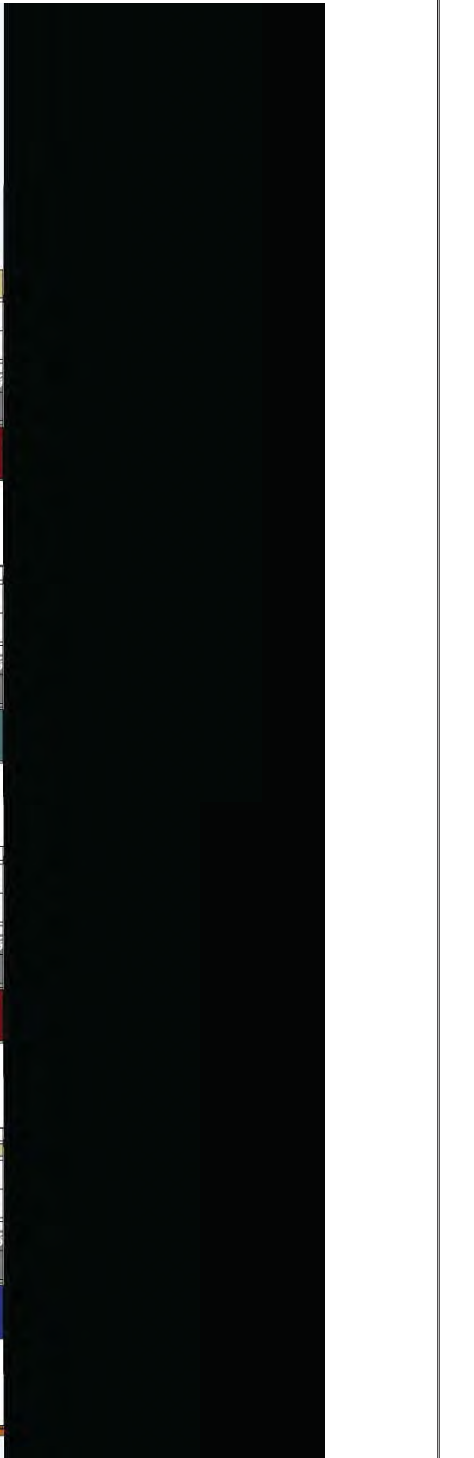
TITLE:
FRONT ELEVATION
TOWNHOUSE
(4-UNIT TYPE)

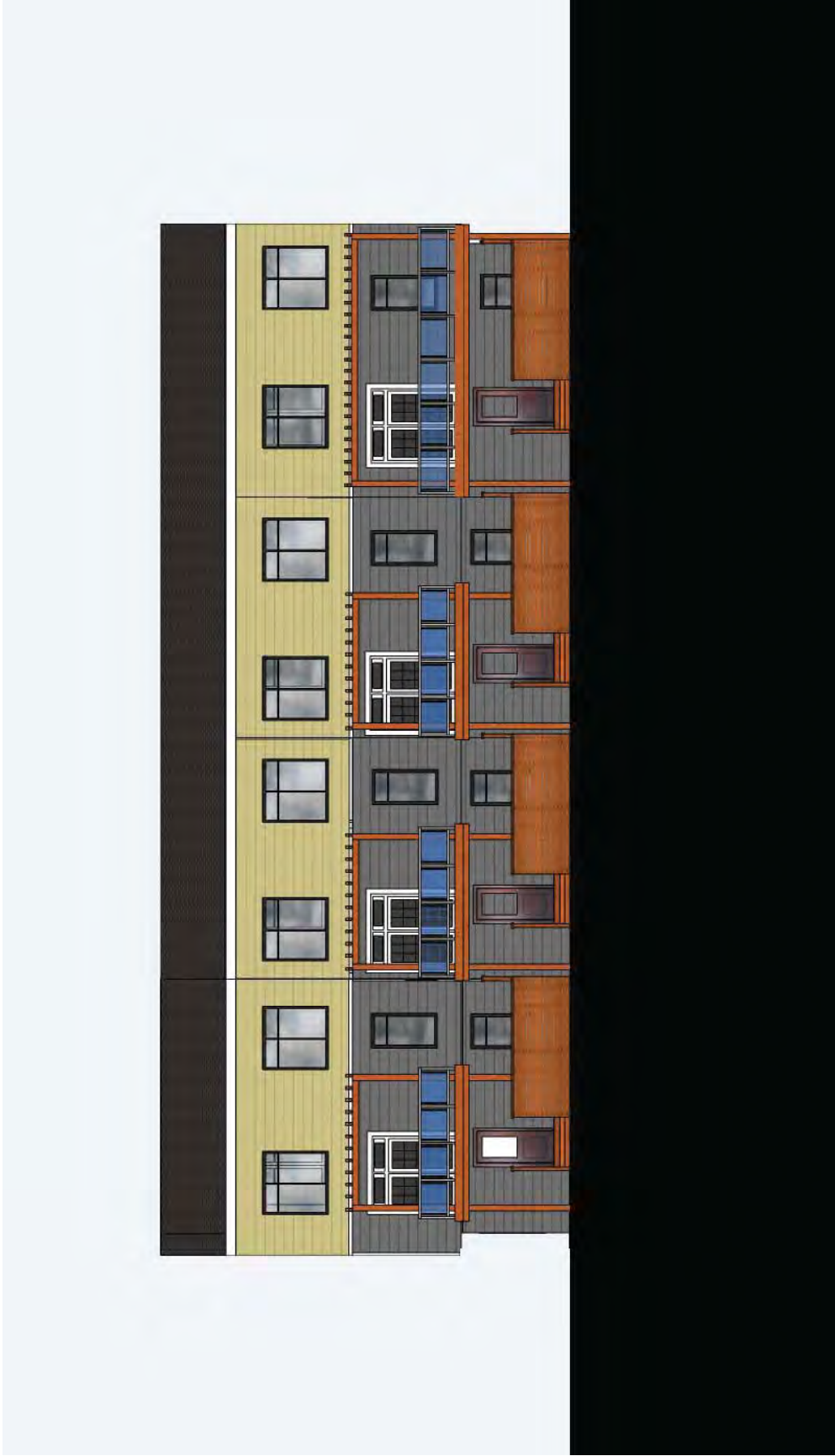
REFERENCES:

SCALE:	NTS	DATE:	APRIL 2013
DRAWN:	LL	SHEET:	
CHECKED:	RM	PROJECT:	2012-04



33'-10"





NO.	DATE	REVISIONS

A APR. 13 ISSUE FOR REVIEW
 STAMP

WM FARES
 GROUP
 ARCHITECTS | ENGINEERS | PLANNERS
 1000 14th Avenue, Suite 200
 Boulder, CO 80502
 (303) 440-8800
 www.wmfares.com

PROJECT: WALKER SERVICE ROAD

TITLE: BACK ELEVATION
 TOWNHOUSE
 (4-UNIT TYPE)

REFERENCES:

SCALE: NTS	DATE: APRIL 2013
DRAWN: LL	SHEET:
CHECKED: RM	
PROJECT: 2012-04	



NO.	DATE	DESCRIPTION

A | APR. 13 | ISSUE FOR REVIEW

REVISIONS

STAMP

WM FARES & R. GROUP
ARCHITECTS | ENGINEERS | PLANNERS
1101 EAST BROADWAY
SUITE 300
AUSTIN, TEXAS 78702
P: 512.476.6600
W: WMFARES.COM

PROPOSER:
WALKER SERVICE ROAD

TITLE:
**SIDE 1 ELEVATION
TOWNHOUSE
(4-UNIT & 5-UNIT TYPE)**

REFERENCES:

SCALE:	NIS	DATE:	APRIL 2013
DRAWN:	LL	SHEET:	
CHECKED:	RM		
PROJECT:	2012-104		



ISSUE FOR REVIEW	
A	APR. 13

REVISIONS	

WM FARES GROUP
ARCHITECTS | ENGINEERS | PLANNERS
14141 RIVERCHASE DRIVE, SUITE 100
DUBLIN, OHIO 43017
TEL: 614-885-7600
WWW.WMFARES.COM

PROPOSER:
WALKER SERVICE ROAD

TITLE:
**SIDE 2 ELEVATION
TOWNHOUSE
(4-UNIT & 5-UNIT TYPE)**

SCALE	DATE	DATE
NIS	APRIL	2013
LL		
RM		
2012-04		

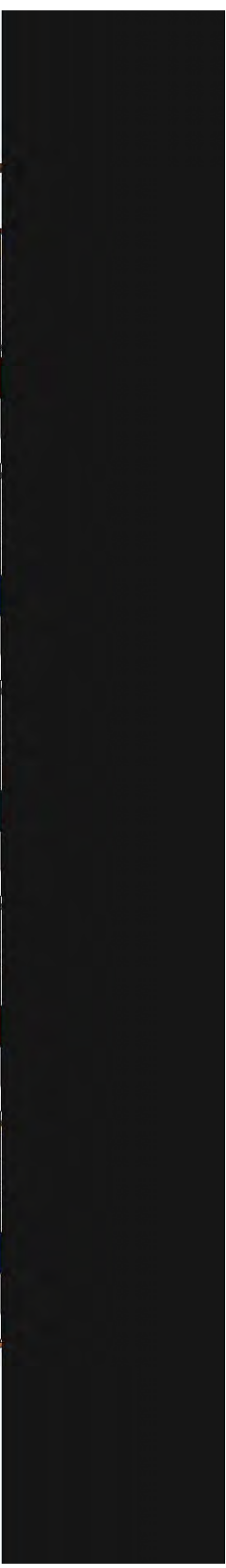
REVISONS		DATE FOR REVIEW	
A.	APR. 13	ISSUE FOR REVIEW	

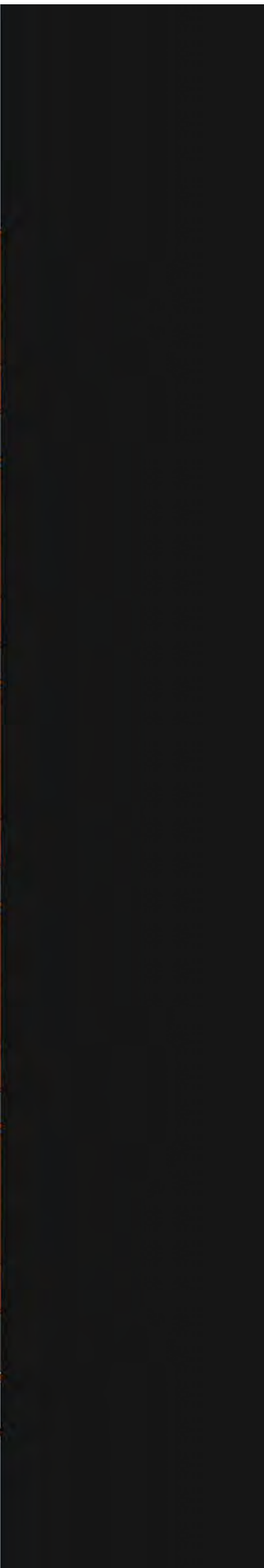
WM FARES
 GROUP
 ARCHITECTS | ENGINEERS | PLANNERS
 11111 N. Central Expressway
 Suite 200
 Dallas, TX 75243
 TEL: 214.423.3322
 FAX: 214.423.3323
 WWW.WMFARES.COM

PROPOSER:
 WALKER SERVICE ROAD

TITLE:
 FRONT ELEVATION
 TOWNHOUSE
 (5-UNIT TYPE)

SCALE:	NIS	DATE:	APRIL 2013
DRAWN:	LL	SHEET:	
CHECKED:	RM		
PROJECT:	2012-04		





A			APR. 13			ISSUE FOR REVIEW		
REVISIONS								

WM FARES
 ARCHITECTS | ENGINEERS | PLANNERS

PROJECT
 WALKER SERVICE ROAD

DATE: APRIL 2013
 SCALE: NTS
 SHEET: 11
 DRAWN: LL
 CHECKED: RM
 PROJECT: 2012-04

FILE: BACK ELEVATION TOWNHOUSE (5-UNIT TYPE)

				WM FARES G R O U P <small>ARCHITECTS ENGINEERS PLANNERS</small> <small>2001 S. UNIVERSITY AVENUE, SUITE 200, DENVER, CO 80202</small> <small>303.733.1344</small> <small>www.wmfares.com</small>	PROPOSER WALKER SERVICE ROAD
A	APR. 13	ISSUE FOR REVIEW	DATE	APRIL 2013	
REVISIONS				SCALE	NIS
				DATE	APRIL 2013
STAMP				DRAWN	LL
				CHECKED	RM
TITLE PERSPECTIVE TOWNHOUSES				PROJECT	2012-04
				REFERENCES	





Ref. No. 121-12667-002

June 4, 2012

Mr. Mark McGonnell, P. Eng.
HRM Development Engineer
636 Sackville Drive, Acadia School
LOWER SACKVILLE NS B4C 2S3

**RE: Traffic Impact Statement, Proposed Residential Development,
Walker Service Road, Lower Sackville, Nova Scotia**

Dear Mr. McGonnell:

W. M. Fares Group is preparing plans for a residential development on Walker Service Road, Lower Sackville (Figure 1). The proposed development will include four duplex units, 37 townhouses, and a 65 unit apartment building. This is the Traffic Impact Statement (TIS) that is required to accompany the development application.

Description of Site Accesses-

The site will be accessed from Walker Service Road with a proposed Site Driveway approximately 180 meters west of Old Sackville Road and a proposed New Street intersection approximately 88 meters west of the Site Driveway (Photos 1 to 4).



Photo 1 - Looking west on Walker Service Road towards the New Street intersection from the proposed site Driveway.

The proposed **Site Driveway** intersection is on the south side of Walker Service Road immediately west of a curve with a radius of approximately 90 meters (Figure 1). Measured stopping sight distances (SSDs) include greater than 150 meters on the eastbound approach (Photo 1) and 73 m on the westbound approach (Photo 2). The reasonable approach speed on the westbound approach is considered to be about 50 km/h since speed is restricted by the relatively short distance from Old Sackville Road intersection and the tight radius curve. The measured SSD of 73 m, which is greater than the required 62 m for a 50 km/h approach speed, can be increased to about 80 m by removal of the bushes on the inside of the curve (Photo 2).



Photo 2 - Looking east on Walker Service Road towards Old Sackville Road from the proposed site Driveway. Visibility to and from the east can be improved by removing bushes on the inside of the curve at the left side of the photo.



KEY PLAN

LEGEND EXISTING

- CATCH BASIN
- HYDRANT
- SANITARIAN WHOLE
- VALVE
- POWER POLE
- SANITARY LINE
- STORM LINE
- WATER LINE
- RIGHT-OF-WAY
- PROPERTY LINE
- LOT LINE
- POWERLINE
- SWALE

LEGEND PROPOSED

- CATCH BASIN
- HYDRANT CB
- HYDRANT
- SANITARIAN WHOLE
- VALVE
- POWER POLE
- SANITARY LINE
- STORM LINE
- WATER LINE
- RIGHT-OF-WAY
- PROPERTY LINE
- LOT LINE
- POWERLINE
- SWALE

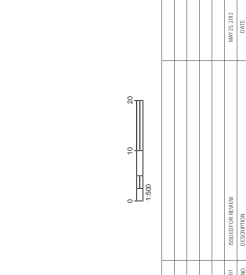


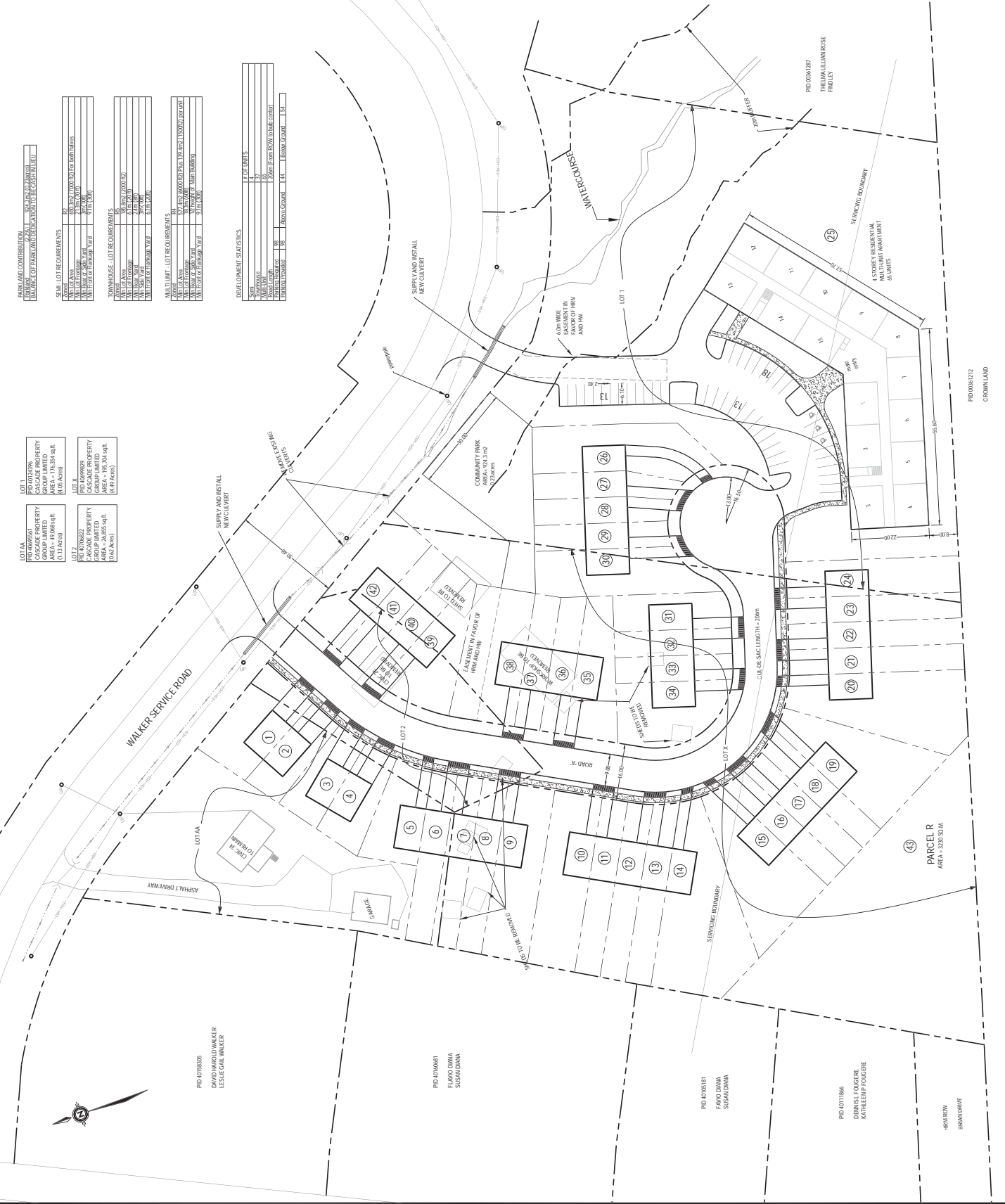
Figure 1

WMIFARES GROUP

PROJECT: WALKER SERVICE ROAD DEVELOPMENT
 4500 WALKER SERVICE ROAD
 WYOMING, WYOMING

SITE DESCRIPTION: SITE PLAN

DATE:	01/20/2010	SHEET:	1
SCALE:	1:500	OF:	2
PROJECT:	WALKER SERVICE ROAD DEVELOPMENT		
CLIENT:	WMIFARES GROUP		



PARKLAND CONTRIBUTION

LOT 1

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

SEAL LOT REQUIREMENTS

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

TOWNHOUSE LOT REQUIREMENTS

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

MULTI-UNIT LOT REQUIREMENTS

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

DEVELOPMENT STATISTICS

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1A

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1B

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1C

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1D

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1E

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1F

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1G

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1H

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1I

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1J

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1K

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1L

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1M

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1N

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1O

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1P

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1Q

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1R

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1S

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1T

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1U

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1V

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1W

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1X

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1Y

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1Z

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1AA

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1AB

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1AC

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1AD

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1AE

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1AF

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1AG

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1AH

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1AI

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1AJ

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1AK

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

LOT 1AL

AREA: 1.1000 ACRES

CONTRIBUTION: 1.1000 ACRES

The proposed **New Street** intersection is on the south side of Walker Service Road about 88 m west of the proposed site driveway (Figure 1). Measured stopping sight distances (SSDs) which include 134 meters on the eastbound approach (Photo 3) and more than 100 m on the westbound approach (Photo 4) are adequate for both intersection approaches.



Photo 3 - Looking west on Walker Service Road from the proposed New Street intersection.



Photo 4 - Looking east on Walker Service Road towards the proposed Site Driveway from the proposed New Street intersection.

Walker Service Road is a two-lane paved suburban road with gravel shoulders and open ditches. east - west street abutting the south property line of the site. The road provides access to Old Sackville Road for approximately 22 single family dwellings from Walker Service Road and adjoining streets, as well the 250 unit Sackville Manor Mobile Park approximately one kilometer west of the proposed development. Based on trip generation estimates (Table 1) for existing development, it is estimated that the existing two-way volumes on Old Sackville Road are approximately 126 vehicles per hour (vph) during the AM peak hour and 170 vph during the PM peak hour. Assuming that the PM peak hour represents about 10% of the daily volume which is considered typical of this type of road, the average weekday two-way volume on Old Sackville Road is estimated to be approximately 1700 vehicles per day (vpd).

Land Use ¹	Units ²	Trip Generation Rates ³				Trips Generated ³			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Single Family (Land Use 210)	22	0.19	0.56	0.64	0.37	4	12	14	8
Mobile Home Park (Land Use 240)	250 Units	0.088	0.352	0.366	0.224	22	88	92	56
Trip Generation Estimates for Proposed Development						26	100	106	64

NOTES: 1. Trip generation rates are 'vehicles per hour per unit'. Rates are for the indicated Land Use Code, *Trip Generation, 8th Edition*, Institute of Transportation Engineers, 2008.
 2. Units are 'number of single family units' and 'number of apartment units'.
 3. Rates are 'vehicles per hour per unit'; Trips generated are 'vehicles per hour for peak hours'.

Old Sackville Road is a two-lane paved suburban road that provides connections to Cobequid Road to the east and Beaver Bank Connector to Highway 101 and Sackville Drive to the west. A machine count obtained by HRM Traffic & Right of Way section during July 2007 indicated a two-way average weekday volume of approximately 4,400 vpd just east of Walker Service Road intersection. Assuming traffic volumes have increased by about 2% per year, the estimated 2012 two-way weekday volume on Old Sackville Road east of Walker Service Road is approximately 4,800 vpd.

Trip Generation - The proposed development will include four duplex and 36 townhouse units, and 60 apartment units. Trip generation estimates for the development were prepared using published trip generation rates from *Trip Generation, 8th Edition*. It is estimated (Table 1) that the site will generate a total of 50 two-way vehicle trips (14 entering and 36 exiting) during the AM peak hour and 67 two-way vehicle trips (41 entering and 26 exiting) during the PM peak hour.

Table 2 - Trip Generation Estimates for Proposed Development									
Land Use ¹	Units ²	Trip Generation Rates ³				Trips Generated ³			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Single Family (Land Use 210)	41	0.19	0.56	0.64	0.37	8	23	26	15
Mid-Rise Apartment (Land Use 223)	65 Units	0.093	0.207	0.226	0.164	6	13	15	11
Trip Generation Estimates for Proposed Development						14	36	41	26
NOTES: 1. Trip generation rates are 'vehicles per hour per unit'. Rates are for the indicated Land Use Code, <i>Trip Generation, 8th Edition</i> , Institute of Transportation Engineers, 2008. Land Use 210 rates have been used for duplex and townhouse units. 2. Units are 'number of single family units' and 'number of apartment units'. 3. Rates are 'vehicles per hour per unit'; Trips generated are 'vehicles per hour for peak hours'.									

Summary -

1. The proposed residential development on Walker Service Road will include four duplex units, 37 townhouses, and a 65 unit apartment building.
2. The site will be accessed from Walker Service Road with a proposed Site Driveway approximately 180 meters west of Old Sackville Road and a proposed New Street intersection approximately 88 meters west of the Site Driveway.
3. Measured stopping sight distances indicate that while visibility to adequate for approaches to both proposed site access intersections, visibility on the westbound approach to the Site Driveway can be improved by removal of bushes on the inside of the curve east of the site.
4. Traffic volumes are low to moderate on streets adjacent to the site. Two-way weekday volumes are estimated to be approximately 1,700 vehicles per day on Walker Service Road adjacent to site accesses and approximately 4,800 vpd on Old Sackville Road east of Walker Service Road.

5. It is estimated that the site will generate a total of 50 two-way vehicle trips (14 entering and 36 exiting) during the AM peak hour and 67 two-way vehicle trips (41 entering and 26 exiting) during the PM peak hour.

Conclusion -

6. Since volumes on adjacent roads are low to moderate, and site generated trips are low, vehicle trips generated by the proposed development are not expected to have any significant impact to the performance of adjacent roads, intersections, or the regional road network.

Recommendations -

6. Remove bushes from the inside of the curve on Waker Service Road east of the Site Driveway to improve visibility.

If you have any questions or comments, please contact me by Email to ken.obrien@genivar.com or telephone 443-7747.

Sincerely,

Original signed

Ken O'Brien, P. Eng.
Senior Traffic Engineer
GENIVAR Inc.

