



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: October 24, 2014

SUBJECT: **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.**

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**Background:** An application has been received from 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 applicant is proposing to construct a new 51 unit multiple-unit dwelling at the southeast corner of Stokil Drive and Beaver Bank Road, Lower Sackville. The property is also identified as PID# 40588089. As proposed, the multiple unit dwelling will be 4 storeys in total height and will provide driveway access to/from Stokil Drive. No driveway access is proposed from Beaver Bank Road.

A public information meeting (PIM) was hosted by planning staff on October 6, 2014. A copy of the PIM minutes is provided as Attachment A.

**Existing Use** The subject property is vacant.

**Designation** The property is designated under the Sackville Municipal Planning Strategy (MPS) as Community Commercial.

**Zoning** The property is zoned C-2 (Community Commercial) under the Sackville Land Use By-law (LUB).

**MPS Policy** The Sackville MPS enables the consideration of multiple unit dwellings on properties designated Community Commercial. Subject to Policies CC-6 and IM-13 of the Sackville MPS, Community Council may consider development of new multiple-unit dwellings through a development agreement process. An excerpt of MPS policy is provided for the Committee's reference as Attachment B

**Proposal**

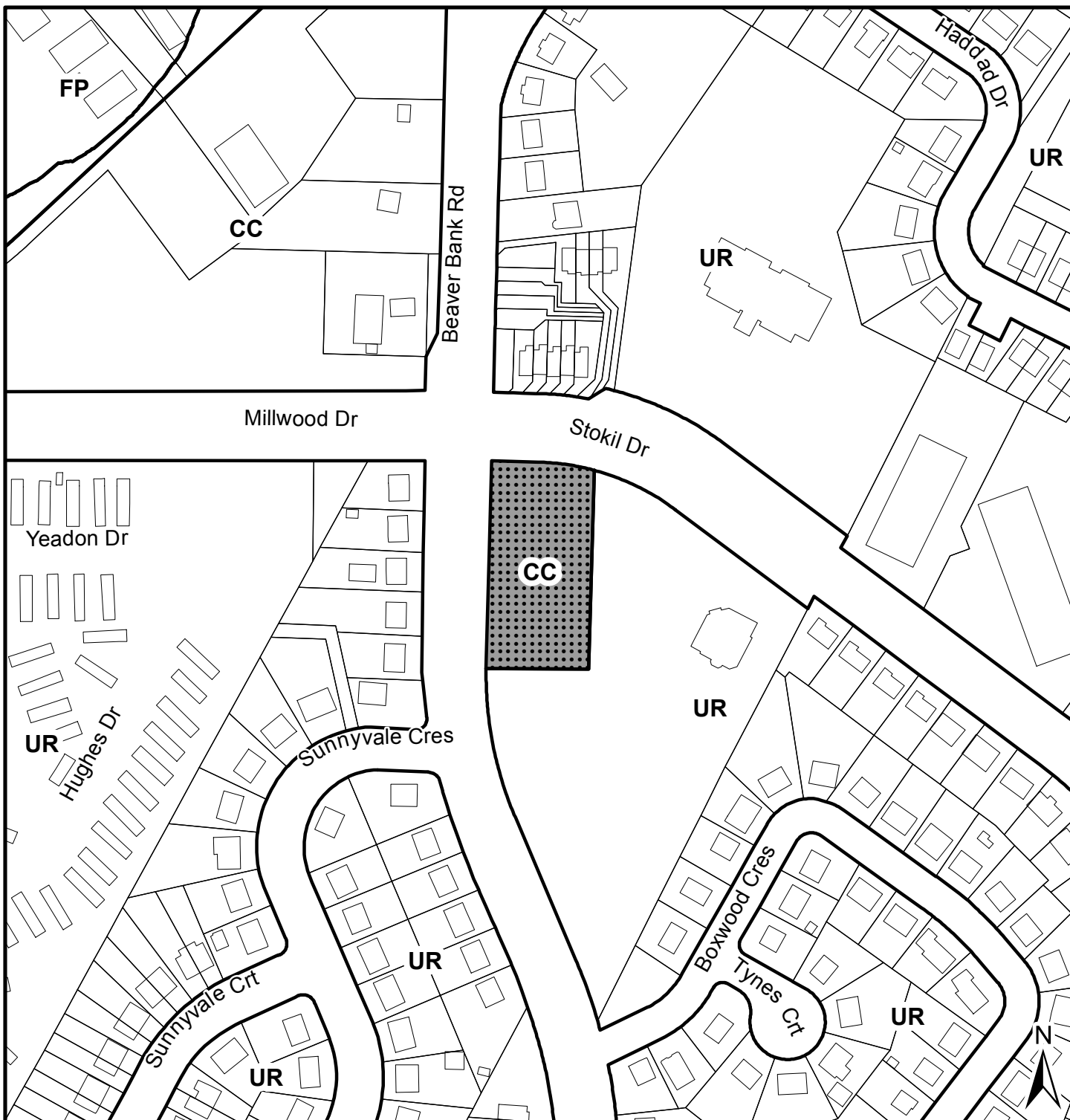
The applicant is proposing to construct a new multiple unit dwelling. As proposed, the multiple-unit dwelling will be 4 storeys in total height and will provide a total of 51 residential units. A combination of underground and surface parking is proposed as part of the development. Information pertaining to the proposal is provided as Attachment C. A copy of the traffic impact statement is provided as Attachment D.

**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 2	Zoning and Notification
Attachment A	PIM Minutes
Attachment B	Excerpt of MPS Policy
Attachment C	Proposal
Attachment D	Traffic Impact Statement



## Map 1 - Generalized Future Land Use

Stokil Drive at Beaver Bank Road  
Lower Sackville

**HALIFAX**

 Area of proposed development agreement

0 20 40 60 80 m

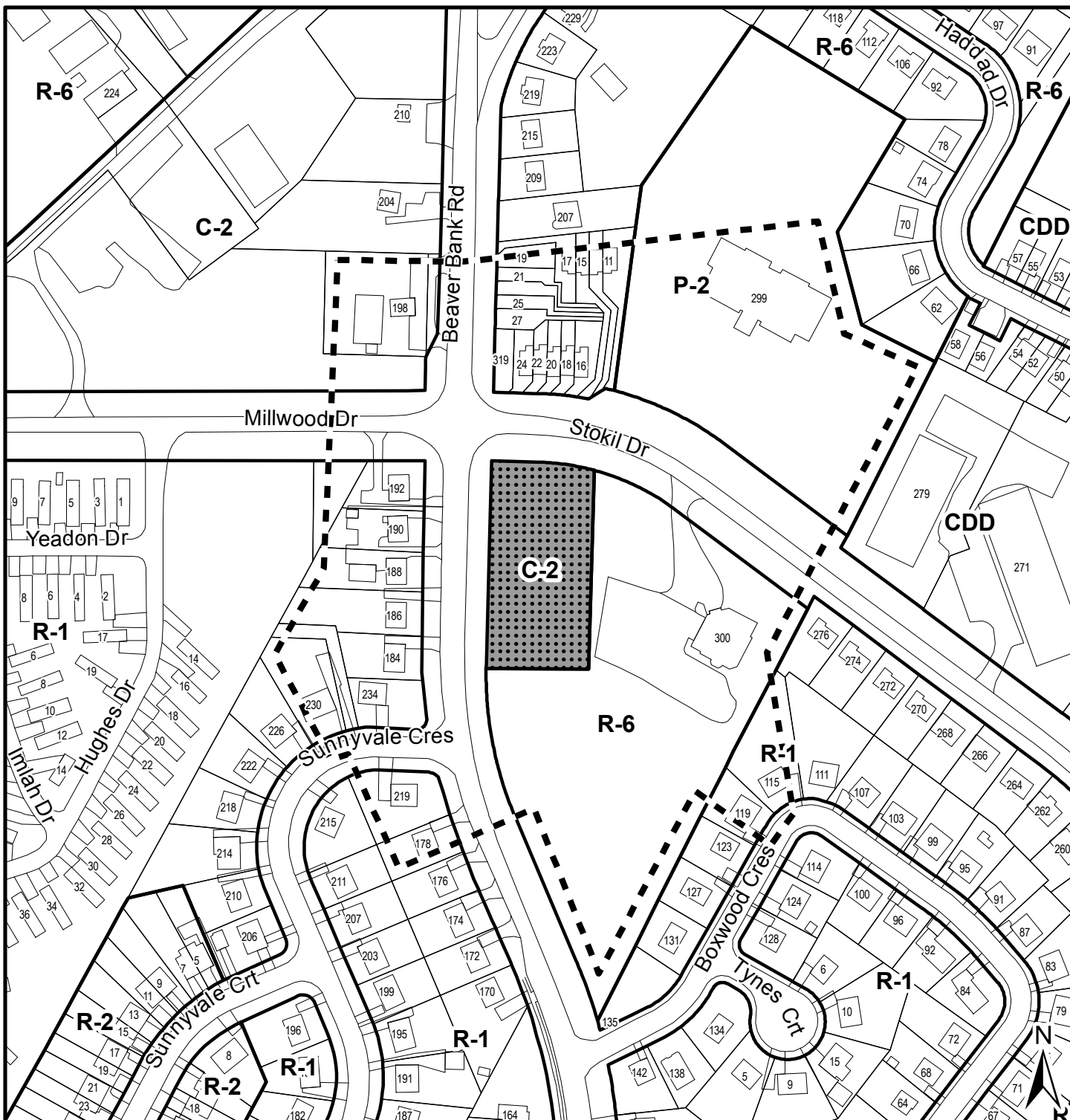
Sackville  
Plan Area

### Designation

UR Urban Residential  
CC Community Commercial  
FP Floodplain

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


The accuracy of any representation on this plan is not guaranteed.




## Map 2 - Zoning and Notification

Stokil Drive at Beaver Bank Road  
Lower Sackville

**HALIFAX**

 Area of proposed development agreement

 Area of notification

Sackville  
Plan Area

### Zone

- R-1 Single Unit Dwelling
- R-2 Two Unit Dwelling
- R-6 Rural Residential
- C-2 Community Commercial
- P-2 Community Facility
- CDD Comprehensive Development District

0 20 40 60 80 m

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

The accuracy of any representation on this plan is not guaranteed.

## Attachment A PIM Minutes

### HALIFAX REGIONAL MUNICIPALITY PUBLIC INFORMATION MEETING CASE # 19260

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7:00 p.m.

Monday, October 6, 2014

Sackville Heights Community Centre, Gym45 Connolly Rd, Lower Sackville, NS

**IN ATTENDANCE:** Tyson Simms, Planner, HRM Planning Services  
Alden Thurston, Planning Technician, HRM Planning Services  
Tara Couvrette, Planning Controller, HRM Planning Services  
Steve Craig, Councillor for District 15 (Lower Sackville)  
Cesar Saleh, Applicant, W.M. Fares Group Ltd.  
Ann Merritt, North West Planning Advisory Committee

**PUBLIC IN  
ATTENDANCE:** Approximately 21

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The meeting commenced at approximately 7:00 p.m.

#### 1. Commencing of meeting

Tyson started the meeting at 7:00 p.m.

#### 2. Presentation

**2.1 Case 19260:** Application by W.M Fares Group Limited to enter into a development agreement for a 56 unit multiple-unit dwelling at the southeast corner of Stokil Drive and Beaver Bank Road, Lower Sackville.

Tyson Simms, Planner, introduced himself. He provided a brief introduction to the case.

Mr. Simms made a presentation to the public outlining the purpose of the meeting, status of the application and the development proposal. Mr. Simms outlined the context of the subject lands, and relevant planning policies.

Cesar Saleh, the applicant, made a presentation. He did an introduction of W.M. Fares and showed some current projects that are similar to the subject application. He then explained the proposed project at Stokil / Beaver Bank showing different shots of the site and renderings of the proposed building.

Tyson Simms explained the planning process, presented ground rules for the meeting and opened the floor up to comments.

### **3. Questions/Comments**

**David Barrett – 2 Maplewood Court in Beaver Bank,** A lifelong resident of Beaver Bank. I prefer the rural atmosphere but on the same token I am pro development. Our government has spent hundreds of thousands of dollars fixing up our roads but they are not being used right. I wanted to mention that Beaver Bankers are so polite and when they go out the beginning of Beaver Bank road off Sackville Drive, I used to come in about 7:30 and I would just turn to the right and used a lane and I would drive along 25/30 km and I would drive all the way out. The thing is that somehow or other, now it used to be the same in Bedford, when you left Sunnyside there is only one lane unless you had to turn off and the traffic used to back up something desperate. All they did was change the signs, they took the, you have to exit, sign off and they made a dotted line where you had to switch over. I think what would happen if you did that, there would be two lanes going through and you would be helping your neighbours because you would only be held up going across Sackville Drive half the time and they would be able to go so we would speed it up. That's one thing, the other thing as I understand that when they fixed up the road from Stokil Drive to Glendale they made it the same width as the Sackville Highway here. The #1 highway where you have the turning lane, and why they don't do it, all they have to do is change the line. They don't have to spend a small fortune or anything else and the roads can handle it. And there is one other concern I have; Stokil Drive, it is surprising how much traffic turns there and you have a left hand turn going into Millwood but on the right at Stokil Drive you don't have it there. So if they made a turning place there, if they just made it when they did it, the time to do it is when you are doing development, it would speed up the traffic flow. I think with a little ingenuity and a little thinking, change a few lines, I think Beaver Bank road would handle a lot more traffic without cause a lot more problems. I know this is in Sackville, on the border line, but all Beaver Bankers use that road, it needs to be addressed. There is one other one that should be addressed and should be done no matter what happens is Tim Horton's there. They should have turning lanes there and the true traffic should be able to go right thru. Maybe even to the extent that when they come out they don't have to turn right so there is no tie up trying to get out.

**Tyson Simms** – Thank you for your comments.

**Victor Cobb – 33 Grove Ave;** my questions are to Tyson I have no problems with the proposal. For years, I would say 20+ years, we have worked on trying to put a bypass through Beaver Bank to elevate the congestion at the end of the road. As a lot of people know Beaver Bank is a one horse town, there is one road in and one road out, that's it. The way they identified to fix that is they put a moratorium in Beaver Bank so there is no houses being built there, one or two at a time but that's it. The reason they had for that is because the road itself couldn't handle much more traffic and also the water/sewage infrastructure was to capacity and couldn't handle much more. This is what I was told. On one side of the train tracks you can build and on the other side you can't, what difference does the train tracks make? You are still going to be dumping the traffic onto Beaver Bank Road. And not only that, I see there are a bunch of proposals there for Raymar to build the rest of that property in there. That's more cars again. I need answers because I am being asked questions.

**Tyson Simms** – The Regional Plan often makes specific reference to two roads, the Hammonds Plains Road and Beaver Bank Road. And those areas there are, as you referred to, subject to growth control boundaries. One of the intentions of this boundary was to discourage wide spread conventional subdivision development, at least at the rate it was occurring prior to the control boundary coming into effect. It's not to say that growth is fully restricted, there are a number of concept and concept subdivisions that were approved prior to that control requirement coming into effect. So there are projects on the books that are being developed over time, we may see developments in these areas and wonder how come this person can

develop and I cannot. Some of these cases represent pre-existing approvals. The performance of Beaver Bank Road is something that we look at very carefully, and Regional Council has directed staff to pay close attention to these two roadways. That is because the performance of these two roads is approaching high levels where capacity becomes a significant concern. What we have to do, with each proposal, is we have to look at the number vehicle trips that are being generated to and from the site and evaluate its impact on the performance of the Beaver Bank Road. As part of this planning application, that is something we are going to be doing. This property, even though it is located in Sackville, it still utilizes the Beaver Bank Road. We still approach the thinking in the same way in terms of how we would look at this property with respect to traffic. With respect to development of the site, this property, regardless if it's in Sackville or if it's in Beaver Bank, has some pre-existing rights. The MPS does contain policy that allows council to consider this type of development. Now the big word there is consider, so when it goes to council we will look specifically at issues relating to traffic. Your question is a good one because there is tons of discussion about development in Beaver Bank and the performance of the Beaver Bank Road and we often get the same sort questions with respect to Hammonds Plains. What I can tell you is that when we take this application forward staff will look at traffic as it relates to Beaver Bank Road and also Stokil Drive. When this application goes before council the staff report will highlight specific issues that need to be considered by council and I can almost guarantee that traffic will be one of the first issues that will be discussed and identified. We will evaluate it and come back with our findings and then council will be able to look at that, consider it, and then make a decision on the application. In the future Council may have more discussion regarding Beaver Bank Road and where those policies are headed but as of right now, the growth control mechanism in Beaver Bank still exists and until such time as council reconsiders the approach to future development in these areas, it will remain there. But who knows, maybe that discussion is forthcoming in a few years from now.

**Rick Pinkney** – Beaver Bank Road; my concerns is the same as everybody else in here, it is the traffic on Beaver Bank Road. Right now we're backed up past Sackville Drive right to Stokil every morning, every night. It's just stopped completely, you can't move on that road. It's not like you have another way around. People they shoot up through subdivisions and the people living in those subdivisions aren't going to like that. The people that move into this complex, I am sure, are going to be taking those shortcuts up through those subdivisions up through Rankin and Smokey Drive and things like that. Also, I noticed, somebody made mention of it, this complex only takes up one acre and by the looks of it there is about another 1 ½ to 2 acres in behind that. So if you put an apartment building in here, then it's going to allow for another apartment building right behind it also. That's another 50-70 apartment units coming in behind this. Also, that's a swamp that's in there now which collects all the water that comes off that hill. Once you pave that over all that water is going to end up back on Beaver Bank Road, right in people's yards. Is there any consideration into that? To stop that water from flooding everybody's yards that used to flow off and sit in that swamp. Not to mention when they built Corner Stone we had nothing but rats running through our yards for weeks on end after they dug that one up. I don't want to go through that again. Traffic is the biggest thing, you can say we can look at the traffic on the Beaver Bank Road, but I mean while this will go in. I was at the meeting 20+ years ago when they talked about the Beaver Bank bypass that was supposed to be coming and it has been at least 20+ years and that still hasn't happened. It could be another 20 years before anything gets done on the Beaver Bank Road and there is no other place to go. Traffic has only got one in and one out, so I think that has to be taken in to consideration before anything else.

**Cesar Saleh** - Applicant; As far as the lands and lands left over for development, what's proposed is what proposed. Again just to reiterate, one of the advantages of this process is what you see is what you get. Even if anybody wanted to do more they would not be allowed to do more. The land is what it is, this is what we are proposing, it forms part of a formal legal agreement that is registered against this land, whatever it is it is, nothing more. If they wanted

to do more for whatever reason they would have to come back here and start from zero. As far as the water on the site, the site will be engineered so that any water on the site will be collected and drawn from the site and put into the city system. It is a requirement for us to deal with any water from the site or any water coming to the site to deal with that water and deal with it through design.

**Rick Pinkney** – It's easy to say you can pump all this water into the city sewer but can the city sewer even hold this? We already have water problems in Sackville where people's places are getting flooded because of changes and not having big enough pipes. Are the pipes there big enough to handle not only the one from your development but what about the development that going to go in behind yours also, on the Beaver Bank Road. You don't own all that land there do you? You only have one acer.

**Cesar Saleh** – We design our site and send those drawings to be approved by the city; if the city wants more information from us to confirm certain capacities we would be willing to do that as well.

**Rick Pinkney** – You can only put so much into a system. You can build yours all you want but if the city doesn't have a big enough system to hold it. I mean they might look at 51 units and that's only adding so much more but when you consider all the water coming off that hill and what about the other land that's in behind that. That's what I'm talking about.

**Tyson Simms** – Cesar has talked a little bit about what has to be submitted to the municipality as part of this process. The municipality has a series of guidelines that deal with storm water and HRM development engineering staff takes the position that if your generating storm water on-site then you have to deal with it on-site. So it's sort of like a zero storm water policy in terms of its effect on other properties. The policy dictates that the site has to be designed in such a way so that any storm water generated on the site has to remain on the site has to be dealt with on the site before it's discharged. So that could be in the design of retention ponds that could be the design of site designs to deal with it through onsite infrastructure so that it can be dealt with through a central system. Halifax water and HRM engineering is not going to encourage the discharge of water into a system that cannot handle it. We have several situations with respect to storm water as I am sure everyone knows and over the years we have been trying to address that. We are trying to ensure that new developments address these issues in the beginning. Development engineers take storm water very seriously. Also to note, there was a preliminary review done of this application by HRM so we have looked at it in a preliminary sense up front and stormwater was one of the big issues brought up by engineering staff so that is one issue that they are concentrating on through this process. This and traffic are the two big things that engineering staff are digging in on with respect to this application. I thank you for your comment.

**Rick Pinkney** – But are they going to come up with solutions before these things are built?

**Tyson Simms** – Well that is the intent of the policy and that is the intent of the approach, to find ways to design the site in such a manner that added storm water isn't being discharged from the site. It's not just an allocation or a discharge from one main point to another or finding the easiest way to discharge from the site, the approach deals with it onsite.

**Rick Pinkney** – What about traffic, how are you going to deal with that before the nights over?

**Tyson Simms** – We are obligated to look at traffic, it's in the application. The applicant submitted a traffic statement and HRM engineering staff will review it. They look at the findings, they measure against the performance of the Beaver Bank Road, and will provide comments with respect to traffic. We then take that to council and then council considers that aspect

when they make their decision. We are at the initial stage right now. We have received a submitted traffic statement, we are going to go away have a look at that and when we write our report and go to council we are going to bring that information forward.

**Rick Pinkney** – Does anybody actually go out there and look at the traffic?

**Tyson Simms** - Yes

**Rick Pinkney** – Or do they just sit there and take the numbers off the meters?

**Tyson Simms** – When the applicant provides a statement it is submitted by a professional engineer. They are typically using a series of counts, they have to do this by the books. In many cases, they will send someone out to count traffic to get a sense of the number of vehicle trips that may be generated. The information submitted is not just done by any person, it's conducted by professional traffic engineers. The exercise involves engineers speaking to engineers and arriving to a conclusion.

**John Sparks** – 65 Hillside Ave; Representing Faith Church – Across the street from this proposed facility. I am on a chair committee that is looking at a senior citizen's assisted living housing complex, a non for profit housing complex. We have been working on this project for a little over a year. We have worked with the city or the county on a preliminary basis to see whether or not the property, it is about a 4.6 acer property right across the street behind the church. We have been working with Atlantic Baptist Housing to look at a 60 unit senior's assisted living not for profit housing complex on that site. The main reason to be here tonight is to inform those on the process side here that that is in the works. We have been at it now for a year and a bit and the process where we are is that we are at the business case analysis stage and we are waiting for approval with their board for an engineering study. That will be the next phase. Once that is all done, then we are looking at potentially building there two years from now. The property is designated P-2 at the moment and that is for a community type of facility. I am just here to throw it out as you consider an apartment building across the street or all apartment buildings by the way. I just think that this is another piece of information and if this is approved to go ahead it would be two years from now anyway.

**Trevor Adams – 65 Majestic Ave;** Council member with Stone Ridge Church; we are in support of the building; it is a really nice looking building. We just have a few concerns also.

1. Parking – We have a nice big gravel parking lot next door. We are just concerned that if there is not enough parking provided for the residents and visitors that we will receive the overflow.
2. Snow Storage – We were looking at your plan and there doesn't seem to be a whole lot of room for snow storage. Again, our parking lot might be where it ends up if there is not enough room provided.
3. Cutting across the parking lot, pedestrian traffic. Some people go up there to get to the bus. The gravel can get icy in the winter and we wouldn't want to see anyone get hurt.
4. We would like to suggest, maybe the developer has considered putting up a fence along the property boundaries. That would probably address all 3 of those concerns and encourage people to walk over to the sidewalk and discourage people from parking in our gravel parking lot.
5. Just during construction that care be taken that our lot is not used for staging or supporting equipment and that sort of thing because there are programs that are run out of the church during the week with kids running and all of that.

**Tyson Simms** – I just have one comment with respect to some of the points that you made because I think those are great comments. Cesar talked about an agreement, a little bit about what that means. When an agreement is entered into and registered on the title of the property, the agreement is assigned specifically to this property and its boundaries so no activity or anything associated with that property with regards to construction can take place outside that boundary. If it were to be approved by council and it were to be constructed, the applicant and the developer would have to take into consideration the development of their site using space within their boundaries.

**Trevor Adams** – It can be tempting to use an empty lot. Did anyone consider a fence?

**Cesar Saleh** – First I will start with Parking. There is almost one for one parking underground for each unit and we have some spaces in the back for visitor parking. We found from experience that we are barely using the one for one ratio when it comes to units. We exceeded the Land Use By-Law requirement for parking so we think this is sufficient. As far as the storage, snow storage, right now we have allocated snow storage to this area (open area/green space). This area is open for recreational purpose for the summertime, obviously in the wintertime it would be snow storage. We will look at a fence around the property line, as we move forward I will make sure we include the fence.

**Tyson Simms** – Perhaps we can also look at other forms of buffering.

**Trevor Adams** – Visually I don't think a privacy fence would be required but just a barrier.

**Tyson Simms** – There is also from my understanding a fair bit of existing vegetation on this site. When we review this application we will look at areas where we can potentially retain that. That can sometimes serve as a buffer and existing asset on the property so we will look at that as well.

**Victor Cobb** – 33 Grove Ave; This gentleman here is putting in a 60 unit apartment building. What else, and you referred to it too, there has been properties and construction that has been grandfathered in that they can build without all the whatever. Is there a way or can we find out what's left that is grandfathered so we can be prepared down the road for what's coming?

**Tyson Simms** – Every time a planning application comes in traffic impact forms part of the review. I am not certain so much about the grandfathered lots in Beaver Bank and pre-approved lots, I can look into that. I know that anytime a planning application comes forward, that goes through a public planning process, traffic has to be looked at, and whatever the performance of the road is today, that is what the potential traffic is evaluated against. That is what we are doing for this application and what we will continue to do going forward.

**Victor Cobb** – There is just one thing, it can be very easy to fix. 50% of it would be fixed anyway if they just widen the road in front of Tim Horton's to allow for a turning lane. That is what ties the traffic up is Tim Horton's. If they just widen the lanes and make turning lanes there it would take all of that away.

**Tyson Simms** – Thank you, I will bring your comment forward.

**Katelyn Babbitt** – You said parking is almost one for one, what does that mean?

**Cesar Saleh** – We have 49 parking spots underground and 14 above ground. So we are 2 parking spots shy. We have more than what is required for us to provide between above and below ground.

**Tyson Simms** – (question directed to applicant) So when you say shy you mean shy as in the by-law requirement?

**Cesar Saleh** – No shy of having all of them underground. We have the sufficient number of parking for the building we just don't have them all underground.

**Katelyn Babbitt** – So that is assuming one apartment only has one car. So people that have 2 cars, where are those extra cars going to go? I find the problem on Stokil right now is there are always a lot of cars always parked there and its causing a lot of traffic and we have been hearing complaints about trucks sitting there for weeks and not moving. I find with apartment buildings a lot of people park on the street because they find it easier and there is nowhere for them to park. That is going to affect traffic on Stokil right? We are right across the street in Cornerstone and sometimes it's hard to turn in there and get out so how is that going to be monitored?

**Cesar Saleh** – It's a balancing act but if you introduce more parking you are taking away more green space.

**Katelyn Babbitt** – This whole building though is taking away green space.

**Cesar Saleh** – We are providing more than what is required by the Land Use By-law and we will look into that and see if we can create more parking.

**Katelyn Babbitt** – Any idea what the rent is going to be like in those apartments?

**Cesar Saleh** – No.

**Doug Pilgrim** – Cornerstone Terrance; I know we hit home on this already but I just wanted to say that sometimes I will sit right on my road on Cornerstone Terrance, right where my road hits Stokil, sometimes I will sit there for 5 or 10 minutes just waiting to turn onto Stokil and I just can't see how 52 more cars pulling out of that apartment building is going to help the traffic on Stokil or Beaver Bank. It sometimes takes me 20 minutes to get off the Beaver Bank Road in the morning and I just can't see it helping anything.

**Dean Charron** – 115 Boxwood Crescent; I live on Boxwood right behind where this is going to go. Has there been any thought put into my property value going down? I will see this over the trees now. Those trees back there are my backyard.

**Cesar Saleh** – I don't know anything about property values but property value is not my area of expertise.

**Dean Shraum** – What about you? (Referring to Tyson)

**Tyson Simms** – I don't know, unfortunately, I don't specialize in property values or property evaluation. I think determining property value is a complex evaluation process from what little I understand of it. I guess what I can say is that when we look at applications like this we take into consideration the surrounding and existing development and the surrounding and existing residences and look at things like adequate buffering and separation. We don't want to encourage a design or site that is going to impede on anyone's enjoyment of their property. We are trying to arrive at a site design that acknowledges existing development and respects it. We do our best with that and will bring this forward to council and we will hopefully arrive at a design that we feel respects the existing community. The policy was written in such a way that those things are going to be considered. That is what we are going to aim to do.

**Cesar Saleh** – We are proposing mixed forms of residential uses in communities across the city across Halifax. We propose multi uses next to townhouses next to single family dwellings we are about to start construction of a subdivision on Rockingham in Halifax and it has all forms of mixed use residential they can live together next to each other in harmony. It has never been an issue.

**Glenn McClare** – 58 Majestic Ave; I have been a longtime resident of Beaver Bank. I came to this meeting because I was concerned about this structure I thought it would change the whole nature of this community. Beaver Bank has been a rural community that has undergone a lot of development and the development has always been consistent with the nature of the neighborhood. I see this development as changing that neighborhood. Especially when you look at there are other lands that are available. This would certainly be the first apartment building on Beaver Bank Road. I will not dwell about the traffic problems because it's got enough already. Does this development require a change in the land use designation?

**Tyson Simms** – It does not. The site's current designation allows for community council to consider a multiple unit development.

**Glenn McClare** – So it could go ahead without any further consideration as to what the people in the neighborhood would like?

**Tyson Simms** – No, the policy is written in such a manner so that we go through a required public planning process. We have to go through this planning exercise including a public hearing where council will make a decision to approve or not approve the application. It's not an as-of-right process whereby you would apply for a permit, be issued a permit for your development and construct. It's not like that. It does require consideration and requires the approval of council in order to be developed. The policy exists to allow potential development of the proposal, but that proposal is still subject to council approval and this planning process.

**Glenn McClare** – I was quite surprised that this type of development was considered for Beaver Bank Road.

**Tyson Simms** – Only on community commercial designated properties. There are not a whole lot of them in Sackville. From my experience there is are similar properties with this designation on First Lake Drive has the Town Centre, the Corner of Glendale and Beaver Bank Road has some commercial properties, at the corner of Glendale and Cobequid has a couple aswell. Many of these areas have C-2 properties; this site may have been identified as a C-2 property when the plan came into effect. It's important to remember that this proposal is something that still needs to be considered by council, there is a process here. It is not a free for all.

**Cesar Saleh** – I respect every bodies views but I do want to remind that this site has development rights as a commercial site. And some of the uses in a commercial zone would be much less compatible and appealing then what we proposed here. You can have an automotive repair shop on the site, somebody can apply for an outdoor display there. What we are proposing, I am of the opinion that it is much more in keeping with the character of the street and much more compatible with some of the surrounding uses. It does have development rights and could be used for a wide range of commercial uses of different shapes and forms.

**Tyson Simms** – To be fair, and no disrespect, planning staff obviously doesn't like it when applicant's try to paint the picture of what's potentially allowed there right now through a permit process using specific examples such as stations and things like that. The site does have existing uses, yes those may be some of the uses permitted, however if they were to pursue

those uses they would still have to meet the requirements of the Land Use By-Law. Cesar was saying that as well. Don't think that it is a total free for all. The site does have existing rights but it also does have the ability to allow council to consider something like a multiple unit residential building. Anything as-of-right is considered through a permit process and it still has to meet all of the requirements of the Land Use By-Law. Some of those requirements may not allow some of those uses to take place on this site. But that is an exercise that the applicant would have to go through as there may be limitations in terms of what you can do on this site.

**Rick Pinkney** – Why were townhouses like Cornstone or the other one like Raymar built down the road there not considered for this lot. That's more in conjunction with the neighborhood.

**Tyson Simms** – I am not certain if there is policy to allow for consideration to allow for construction of townhouse development in that area. There may be. I would have to look. Commercial policy does allow for a variety of things, specifically townhouse development we can look at that.

**Rick Pinkney** – I am talking about the ones that were built right along the Beaver Bank Road.

**Tyson Simms** – I don't think, this is a commercially designated property and there is not a whole lot of them. So I am not going to draw the distinction that those were developed under a similar process. I think those may be designated as residential properties and they apply under different policies. This site might get access to some of those policies but I am going to have to look into that. Other forms of housing on this site, maybe that's a possibility. However, what we need to keep in mind is the applicant has made a specific proposal for this type of development and this is what will go through the planning process. This is what council will consider. Whether townhouse development can be considered on this site, I'm not certain. If you have questions or want to follow up with me on that question you can give me a call and we can follow up on that. Please keep in mind, this application is for a multi and that is what will likely go before council for consideration.

#### **4. Closing comments**

Tyson Simms thanked everyone for attending the meeting.

#### **5. Adjournment**

The meeting adjourned at approximately 8:10 p.m.

**Attachment B**  
**Excerpt of MPS Policy**

Existing multiple unit dwellings will be permitted within the community commercial zone as existing uses. Any expansion of existing multiple unit dwellings or the development of new multiple unit dwellings, however, will be considered by development agreement.

**CC-6** - Notwithstanding Policy CC-2, within the Community Commercial Designation, Council may consider the expansion of existing multiple unit dwellings and the development of new multiple unit dwellings according to the development agreement provisions of the Planning Act. In considering any such development agreement, Council shall have regard to the following:

- (a) that the height, bulk, lot coverage and appearance of any building is compatible with adjacent land uses;
- (b) 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 residents of the development;
- (c) that municipal central services are available and capable of supporting the development;
- (d) that appropriate controls are established to address environmental concerns, including stormwater controls;
- (e) the impact on traffic circulation and, in particular, sighting distances and entrances and exits to the site;
- (f) general maintenance of the development; and
- (g) 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

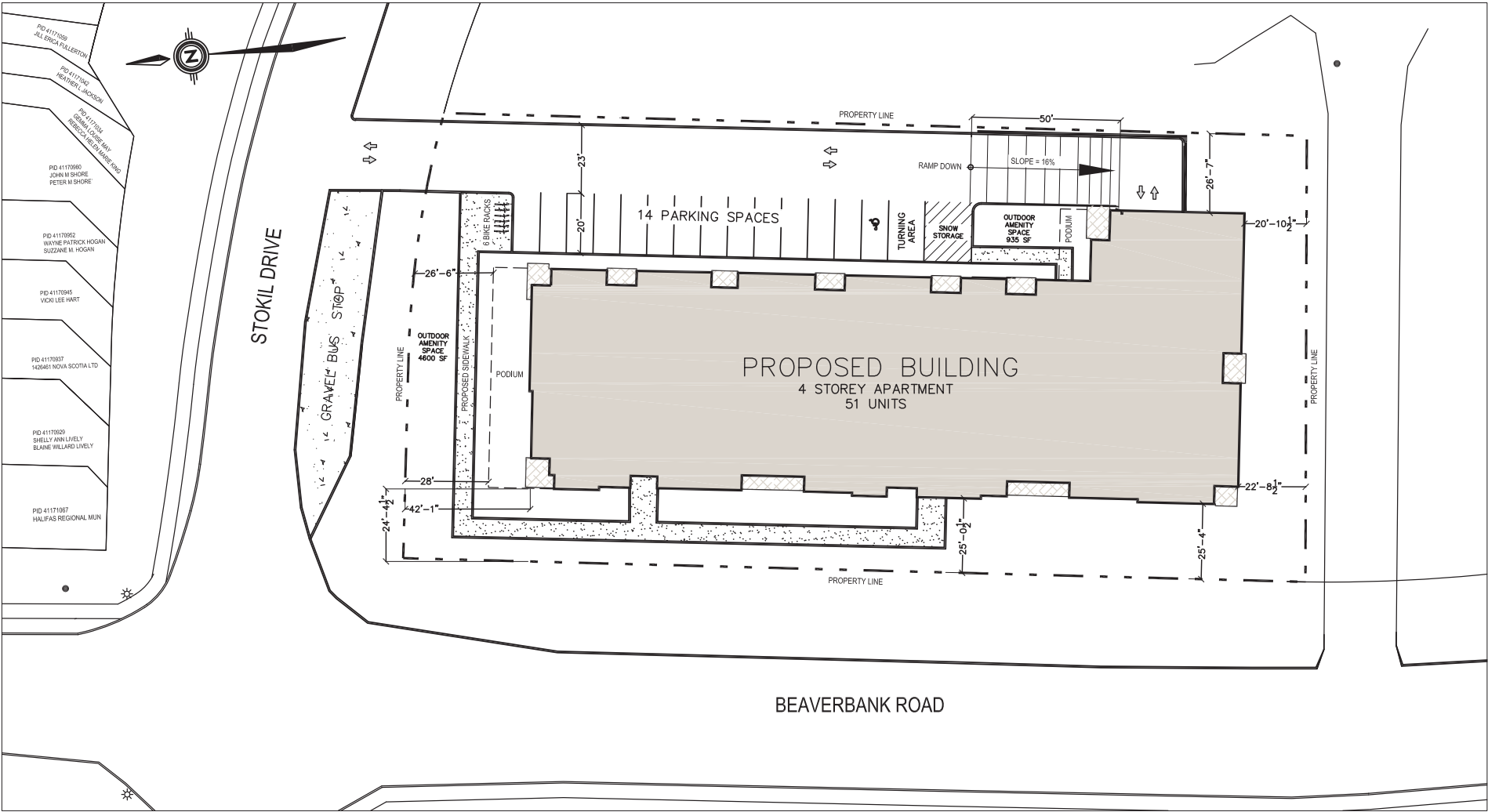
(vi) any other relevant matter of planning concern.

(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 C Proposal



J:\Projects\2012-24\Drawings\2012-24-PROJECTS\2012-24 - Stokil Drive - Site Plan August 2013.dwg

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site conditions, and report any discrepancies to the designer before proceeding with the work.  
The designer (s) will not be responsible whatsoever for any changes in design and/or  
construction materials on site, without his/her written consent from the designer.  
The designer reserves the right to conduct periodic site reviews during the construction  
process to ensure conformance with the design and applicable NBC and Municipal Bylaws  
and regulations.

PROJECT:  
**STOKIL DRIVE**  
SACKVILLE, NOVA SCOTIA

CLIENT:

CONSULTANT:  
**WMFARES GROUP**  
ARCHITECTS | ENGINEERS | PLANNERS  
480 Portland Drive  
Suite 205, Halifax  
Nova Scotia, Canada  
B3J 3P9  
Tel: (902) 457-6676  
Fax: (902) 457-6686  
www.wmfares.com

CONSULTANT:

STAMP:

NO.	REVISION	DATE
A	ISSUED FOR REVIEW	09-08-13

SHEET TITLE:  
**SITE PLAN**

SCALE:  
1/8" = 1'-0"  
DATE: SEPT 2013  
DRAWN: JG  
CHECKED: RM  
PROJECT NO: P2012-24  
SHEET NO: SPI



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 site conditions, and report any discrepancies to the designer before proceeding with the  
 work.

The designer (s) will not be responsible for any changes in design and/or  
 construction standards on site, without further written consent from the designer.

The designer reserves the right to conduct periodic site reviews during the construction  
 process to ensure conformance with the design and applicable NSCC and Municipal Ordinance and  
 regulations.

PROJECT:

STOKIL DRIVE  
 SACKVILLE, N.S.

CLIENT:

CONSULTANT:

**WMFARES**  
 GROUP

ARCHITECTS | ENGINEERS | PLANNERS  
 480 Parkland Drive  
 Suite 205, Halifax  
 Nova Scotia, Canada  
 B3B 1P4  
 Tel: (902) 491-6676  
 Fax: (902) 491-6666  
 www.wmfares.com

CONSULTANT:

STAMP:

NO.	REVISION	DATE

SHEET TITLE:  
 WEST ELEVATION

SCALE:	DATE: JAN 2014
DRAWN: STAFF	DRAW FOR:
CHECKED: RM	SHEET NO:
PROJECT NO: P2012-24	



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The designer shall not be responsible or answerable for any changes in design and/or construction standards or site, without further written consent from the designer.

The designer reserves the right to schedule periodic site reviews during the construction process to ensure conformance with the design and applicable NBCC and Municipal Bylaws and regulations.

PROJECT:

STOKIL DRIVE  
SACKVILLE, N.S.

CLIENT:

CONSULTANT:

**WMFARES**  
GROUP

ARCHITECTS | ENGINEERS | PLANNERS  
480 Parkland Drive  
Suite 203, Halifax  
Nova Scotia, Canada  
B3B 1P1  
Tel: (902) 491-6676  
Fax: (902) 491-6680  
www.wmfares.com

CONSULTANT:

STAFF:

NO.	REVISION	DATE

SHEET TITLE:

NORTH ELEVATION

SCALE:	DATE:
DRAWN: STAFF	DATE FOR:
CHECKED: RM	SHEET NO.:
PROJECT NO.:	P-2012-27



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The designer (d) will not be responsible whatsoever for any changes in design and/or construction materials on site, without the client's written consent from the designer.

The designer reserves the right to conduct periodic site reviews during the construction process to ensure conformance with the design and applicable NBCC and Municipal Bylaws and regulations.

PROJECT:

STOKIL DRIVE  
SACKVILLE, N.S.

CLIENT:

CONSULTANT:

**WMFARES**  
GROUP

ARCHITECTS | ENGINEERS | PLANNERS  
480 Parkland Drive  
Suite 205, Halifax  
Nova Scotia, Canada  
B3B 5P5  
Tel: (902) 437-6676  
Fax: (902) 437-6669  
www.wmfares.com

CONSULTANT:

STAMP:

NO.	REVISION	DATE

SHEET TITLE:

EAST ELEVATION

SCALE:

DATE:

2017

DRAWN:

STAFF

CHECKED:

101

PROJECT NO.

1012 2



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 work.

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 construction materials on this, without written consent from the designer.

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 process to ensure conformance with the design and applicable NSCC and Municipal Bylaws and  
 regulations.

PROJECT:

STOKIL DRIVE  
 SACKVILLE, N.S.

CLIENT:

CONSULTANT:

**WMFARES**  
 GROUP

ARCHITECTS | ENGINEERS | PLANNERS  
 480 Parkland Drive  
 Suite 205, Halifax  
 Nova Scotia, Canada  
 B3B 9P6  
 Tel: (902) 491-6676  
 Fax: (902) 491-6666  
 www.wmfares.com

CONSULTANT:

STAMP:

NO.	REVISION	DATE

SHEET TITLE:  
 SOUTH ELEVATION

SCALE:	DATE:
DATE:	2011 2011
PLANNING:	STAFF:
CHECKED:	DATE FOR:
PROJECT NO.:	SHEET NO.:
12012 20	

## Attachment D Traffic Impact Statement



Ref. No. 121-12667-11

June 19, 2014

Mr. Cesar Saleh, P. Eng.  
W. M. Fares & Associates Inc.  
480 Parkland Drive, Suite 205  
HALIFAX NS B3S 1P9

**RE: Traffic Impact Statement - Proposed Apartment Building Development,  
Stokil Drive, Sackville, NS**

Dear Mr. Saleh:

*WM Fares Group* is preparing plans to develop a 56 unit apartment building on a lot on Stokil Drive at the southeast corner of the Beaver Bank Road intersection (Figure 1). This is the Traffic Impact Statement that you require to make development application to Halifax Regional Municipality.

***Description of the Development-***

The proposed development (Figure 1) is in the southeast corner of the Beaver Bank Road / Stokil Drive intersection. The development will include a 56 unit apartment building with 13 above ground and 50 underground parking spaces.

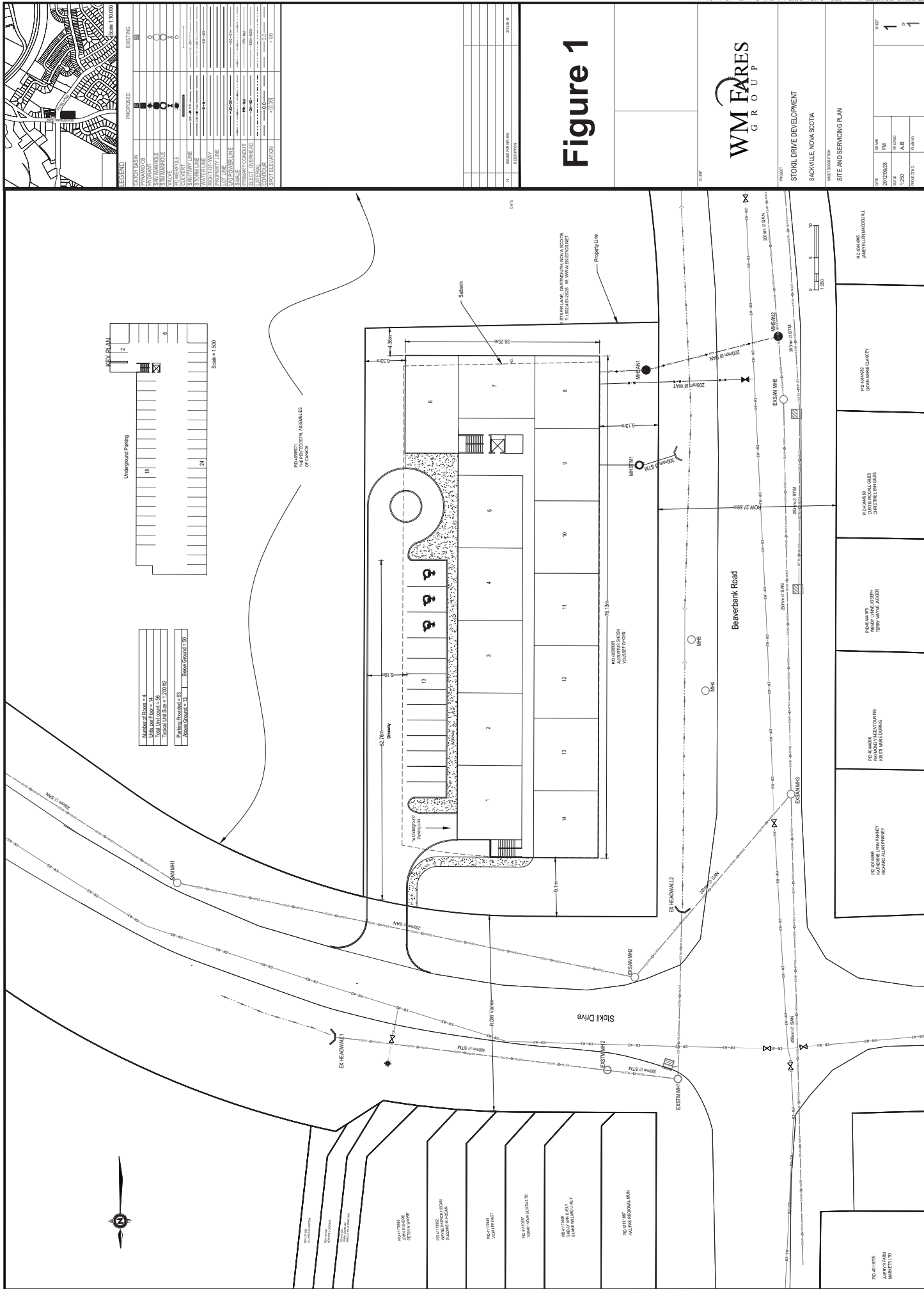
Site access will be from a driveway on the south side of Stokil Drive approximately 40 meters east of the Beaver Bank Road east street line. The site driveway will be approximately opposite Cornerstone Terrace, the access to a townhouse development in the northeast corner of the intersection. Visibility is adequate on both approaches to the proposed driveway as illustrated on Photos 1 and 2.



**Photo 1 - Looking west on Stokil Drive towards the signalized Beaver Bank Road intersection from the proposed site driveway location.**



**Photo 2 - Looking east on Stokil Drive towards the Lifesong Christian Church site from the proposed site driveway location.**



# Figure 1



PROJECT  
STOKIL DRIVE DEVELOPMENT  
SACKVILLE, NOVA SCOTIA

## SITE AND SERVICING PLAN

DATE	DRAWN		SHEET
12/05/28	FM		
DATE	CHORD		
250	A.B		
SUBJECTING	PLUNING		

**Stokil Drive** is a two lane collector street with concrete curb and sidewalk on the north side and gravel shoulder with open ditch on the south side adjacent to the site (Photos 1 and 2). The street intersects with Beaver Bank Road at a signalized intersection approximately 40 meters west of the proposed driveway location.

**Traffic Volumes** - HRM Traffic & Right of Way Services obtained a manual turning movement count at the Beaver Bank Road / Stokil Drive intersection during the third week of November, 2012. The count indicated two-way volumes on Stokil Drive east of the intersection adjacent to the proposed driveway of 390 vehicles per hour (vph) during the AM peak hour and about 350 vph during the PM peak hour. Two way volumes on Beaver Bank Road are high with PM peak hour volumes of 1900 vph south of the intersection and 1600 vph north of the intersection.

**Transit Service** - Metro Transit Route 400 provides service on Beaver Bank Road and Route 82 provides service on Stokil Drive. Both routes provide connections to other Metro Transit routes at Sackville Terminal.

**Trip Generation** - Trip generation estimates for the development (Table 1) were prepared using published trip generation rates from *Trip Generation, 8<sup>th</sup> Edition*. It is estimated that the proposed apartment development will generate a total of 17 vehicle trips (5 entering and 12 exiting) during the AM peak hour and 22 vehicle trips (13 entering and 9 exiting) during the PM peak hour.

Table 1 - Trip Generation Estimates for the Proposed Development									
Land Use <sup>1</sup>	Number Units <sup>2</sup>	Trip Generation Rates <sup>3</sup>				Trips Generated <sup>3</sup>			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Mid-Rise Apt (Land Use 223)	56 Apts	0.09	0.21	0.23	0.16	5	12	13	9
NOTES: 1. Rates are for the indicated Land Use Codes, <i>Trip Generation, 8<sup>th</sup> Edition</i> , Institute of Transportation Engineers, 2008. 2. Units are 'number of dwelling units' for residential. 3. Trip generation rates are 'vehicles per hour per unit'. Trips Generated are 'vehicles per hour' for peak hours..									

### Summary

1. The proposed development at the southeast corner of the Beaver Bank Road / Stokil Drive intersection will include a 56 unit apartment building with 13 above ground and 50 underground parking spaces.
2. Site access will be from a driveway on the south side of Stokil Drive approximately 40 meters east of the Beaver Bank Road east street line. The site driveway will be approximately opposite Cornerstone Terrace, the access to a townhouse development in the northeast corner of the intersection. Visibility is adequate on both Stokil Drive approaches
3. While peak hour traffic volumes are high on Beaver Bank Road, volumes on Stokil Drive are moderate, and the Stokil Drive intersection is controlled by traffic signals.
4. Metro Transit Route 400 provides service on Beaver Bank Road and Route 82 provides service on Stokil Drive. Both routes provide connections to other Metro Transit routes at Sackville Terminal.

5. It is estimated that the proposed apartment development will generate a total of 17 vehicle trips (5 entering and 12 exiting) during the AM peak hour and 22 vehicle trips (13 entering and 9 exiting) during the PM peak hour.
6. **Conclusion** - Vehicle trips generated by the proposed development are not expected to have any significant impact to the performance of Stokil Drive, the Beaver Bank Road intersection, or other streets in the area.

If you have any questions or comments, please contact me by Email to [ken.obrien@wspgroup.com](mailto:ken.obrien@wspgroup.com) or telephone 443-7747.

Sincerely,

Original signed

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

