



PO Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

MEMORANDUM

TO: Chair and Members of North West Planning Advisory Committee

FROM: Darrell Joudrey, Planner 1, Development Approvals

DATE: November 25, 2014

SUBJECT: Case 19105: Application by WSP Canada to enter into a development agreement at Sackville Drive to allow a classic open space design residential development, Upper Sackville.

Background:

WSP has submitted an application for a classic form of open space design development on lands in Upper Sackville. The application was received under the existing 2006 Regional Plan regime and is “grandfathered” under the Open Space Design policies of that Plan. The lands are 22.7 hectares in area and are located between Sackville Drive and Highway 101 (where two abandoned road intersections with Sackville Drive are located). To enable the proposed open space design development North West Community Council must approve a proposed development agreement.

Features of the proposed development include:

- Up to 56 dwelling units;
- Single and two unit dwellings;
- common shared private driveways by which residential dwellings access the public road;
- ownership of the development is proposed to be through condominium corporations;
- wells and sewage treatment facilities will be shared between dwellings;
- retaining 60% of the land as common open space for conservation and passive recreation use; and
- private amenities for use of condominium residents.

The Traffic Impact Statement (TIS) submitted in support of this application identifies the potential impact of the proposed 56 dwelling units. A copy of the TIS is included as Attachment A.

A Stormwater Concept Drainage plan (Attachment C) has also been submitted as part of this application illustrating the management of the surface water within the proposed development. This preliminary plan will be reviewed and, pending any revisions, will be included as part of the development agreement.

A Public Meeting for Case 19105 was held on November 3, 2014. A copy of the meeting minutes is included as Attachment D.

Existing Use The subject lands currently are undeveloped with sections of abandoned roads (former connectors from Trunk #1 to Highway 101) and mixed growth early forest

Designation Mixed Use C under Beaver Bank, Hammonds Plains and Upper Sackville (BBHPUS) MPS and Rural Commuter under Regional MPS (Map 1).

Zoning MU-2 (Residential Mixed Use 2) under the BBHPUS LUB (Map 2).

Proposal The application is for 56 dwelling units with individual wells and on-site sewage treatment located on a common shared private driveway (Attachment B) off a public road (Sackville Drive).

RMPS Policy Pursuant to Section 3.5 of the Regional Municipal Planning Strategy (RMPS), subdivision of land may proceed as an open space design development within the Agricultural, Rural Resource and, non-growth management areas of the Rural Commuter designation, through the process of a development agreement.

Open Space Design Development is a form of subdivision designed to conserve open space. The basic principle of the design is to locate homes on the portion of the site where the soils are best suited for development while retaining the remainder of the site as open space or conservation areas.

Policy S-16, of the RMPS, allows the classic form of open space design development within the Rural Commuter, Rural Resource and Agricultural designations.

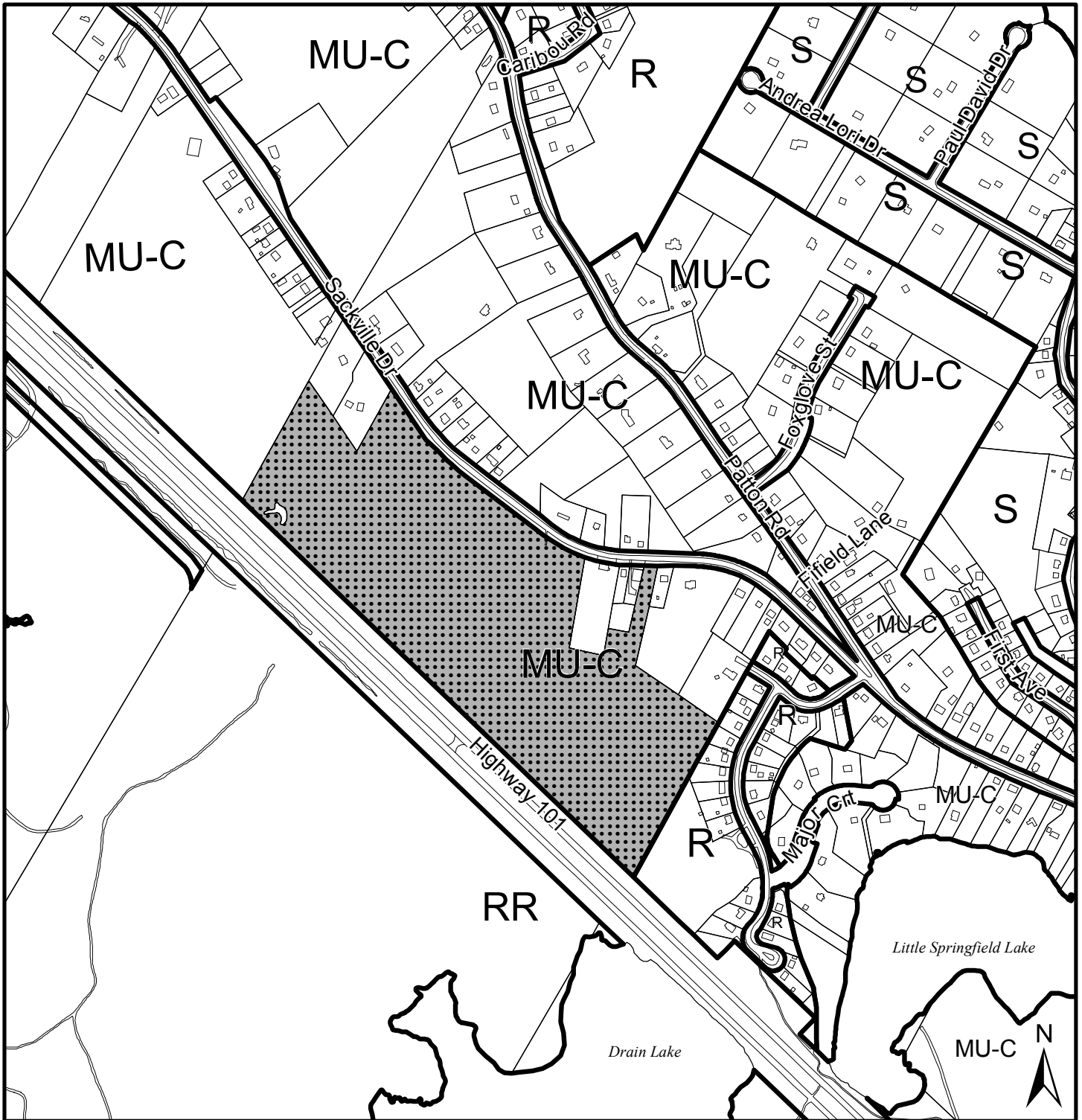
A classic open space design development preserves open space or conservation areas by setting aside 60% on the lands for that purpose. The remaining 40% may be used for the dwelling, accessory buildings, driveway and so on. The maximum density of this form of development is 1 dwelling unit per 4000 square metres.

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 (GFLUM) Map
Map 2	Zoning Map
Attachment A	Traffic Impact Statement
Attachment B	Proposed Site Plan
Attachment C	Stormwater Concept Drainage Plan
Attachment D	Draft Public Meeting Minutes

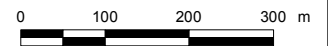


Map 1 - Generalized Future Land Use

PID# 41164039 Sackville Drive
Upper Sackville

HALIFAX

 Subject Property



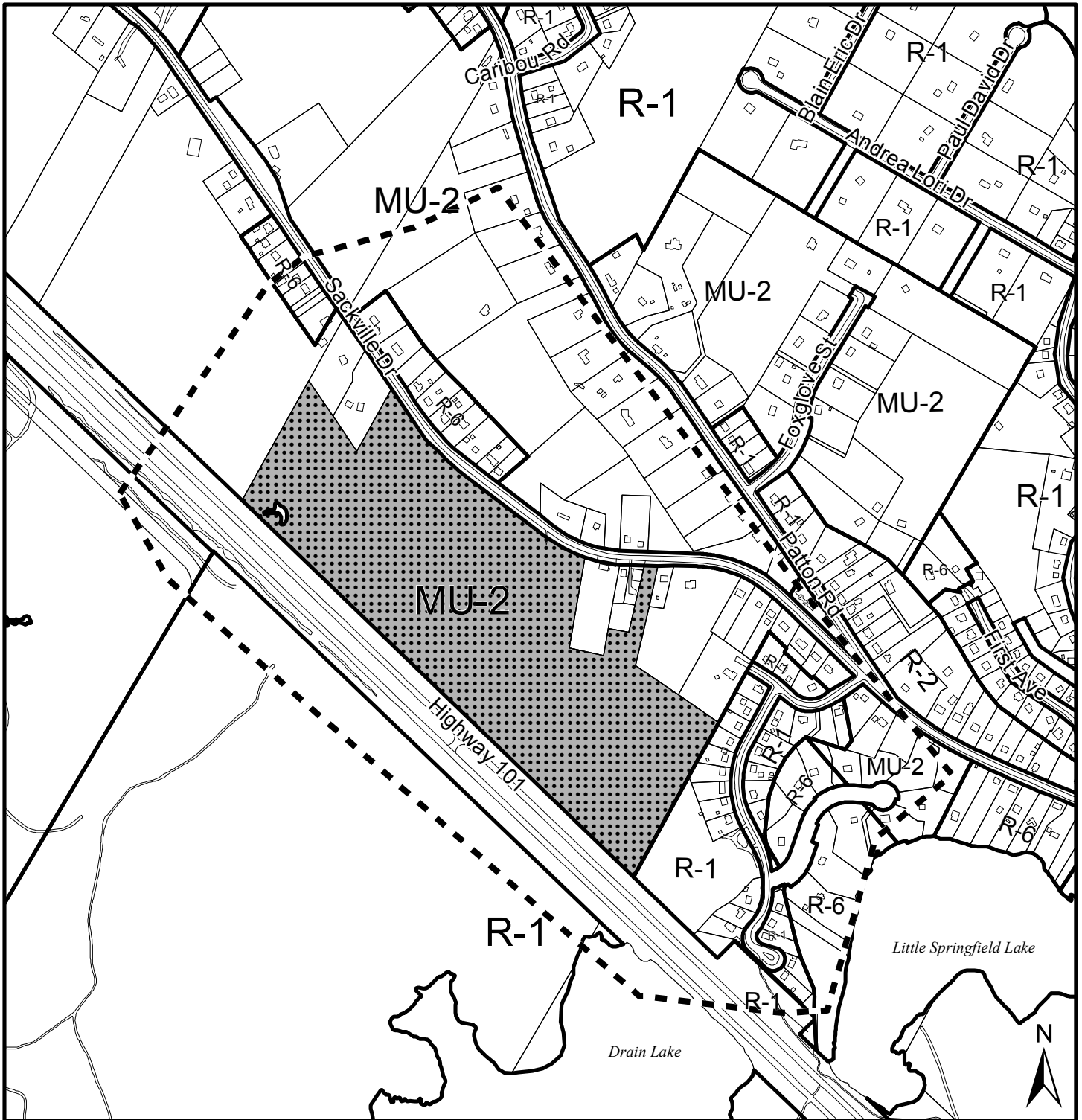
Beaver Bank, Hammonds Plains
and Upper Sackville Plan Area

Designation

- R Residential
- RR Rural Resource
- S Springfield Lake
- MU-C Mixed Use C

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 and Notification

PID# 41164039 Sackville Drive
Upper Sackville

HALIFAX

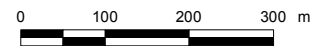
 Subject Property

 Area of notification

Beaver Bank, Hammonds Plains
and Upper Sackville By-Law Area

Zone

- R-1 Single Unit Dwelling
- R-6 Rural Residential
- MU-2 Mixed Use 1
- MR-1 Mixed Resource



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.



Ref. No. 131-15817-004

June 24, 2013

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

**RE: Traffic Impact Statement, Proposed Open Space Residential Development,
2268 to 2376 Sackville Drive, Upper Sackville, Nova Scotia**

Dear Mr. McGonnell:

Shirestone Developments Inc. is preparing plans for a 56 unit Open Space Residential Development at 2268 to 2376 Sackville Drive. This is the Traffic Impact Statement (TIS) required to accompany the development application.

Description of the Proposed Development Site - The site (Figure 1) includes approximately 56 acres between Sackville Drive and Highway 101, Upper Sackville. The two abandoned roadways shown on the site, which were used as the temporary connection of Highway 101 to Trunk 1 (Sackville Drive) during the early 1970s, are now mostly overgrown with vegetation.



Photo 1 - Looking west on Sackville Drive from near the east Abandoned Road intersection.

Description of Sackville Drive and Potential Site Accesses - Sackville Drive is a two lane rural roadway with gravel shoulders and open ditches. The posted speed limit is 70 km/h on the approaches to the site. The abandoned roadway intersections with Sackville Drive provide potential for two site accesses. If the east abandoned road intersection is



Photo 2 - Looking east on Sackville Drive from near the east Abandoned Road intersection.

adjusted to meet Sackville Drive at approximately 90 degrees on the outside of the curve, visibility on Sackville Drive approaches to the intersection are expected to be adequate for the posted 70 km/h speed limit in the area as illustrated in Photos 1 and 2.

LEGEND

- Site Boundary
- Adjacent Property Boundaries
- 300m Radius
- Rock Outcrop

SITE SUMMARY:

- Existing Zone - Mixed Use 2 (MU-2)
- Services - None

NOTES:

- Property lines approximate only. Site subject to survey

SOURCES:

- Scale: 1:50,000 Topographic Scale
- Survey: Nova Scotia and Municipal Relations Property Office
- Photography: Aerial photography
- Engineering: Shirestone Developments Inc.
- Geographic Information System: ArcGIS
- Digital Photos: GPS Next 1.0, Version 1, 2009
- Regional Context: Nova Scotia Planning Commission, 2009
- Map: Nova Scotia 1:50,000 - Land Capability for Agriculture Series 0110

DESIGNER:

JERRY MAGRETT

VERSION:

100

UPPER SACKVILLE, NOVA SCOTIA

SHIRESTONE DEVELOPMENTS INC

June 12, 2013

131-1817-101

SCALE

0 5 10 20

1:1000

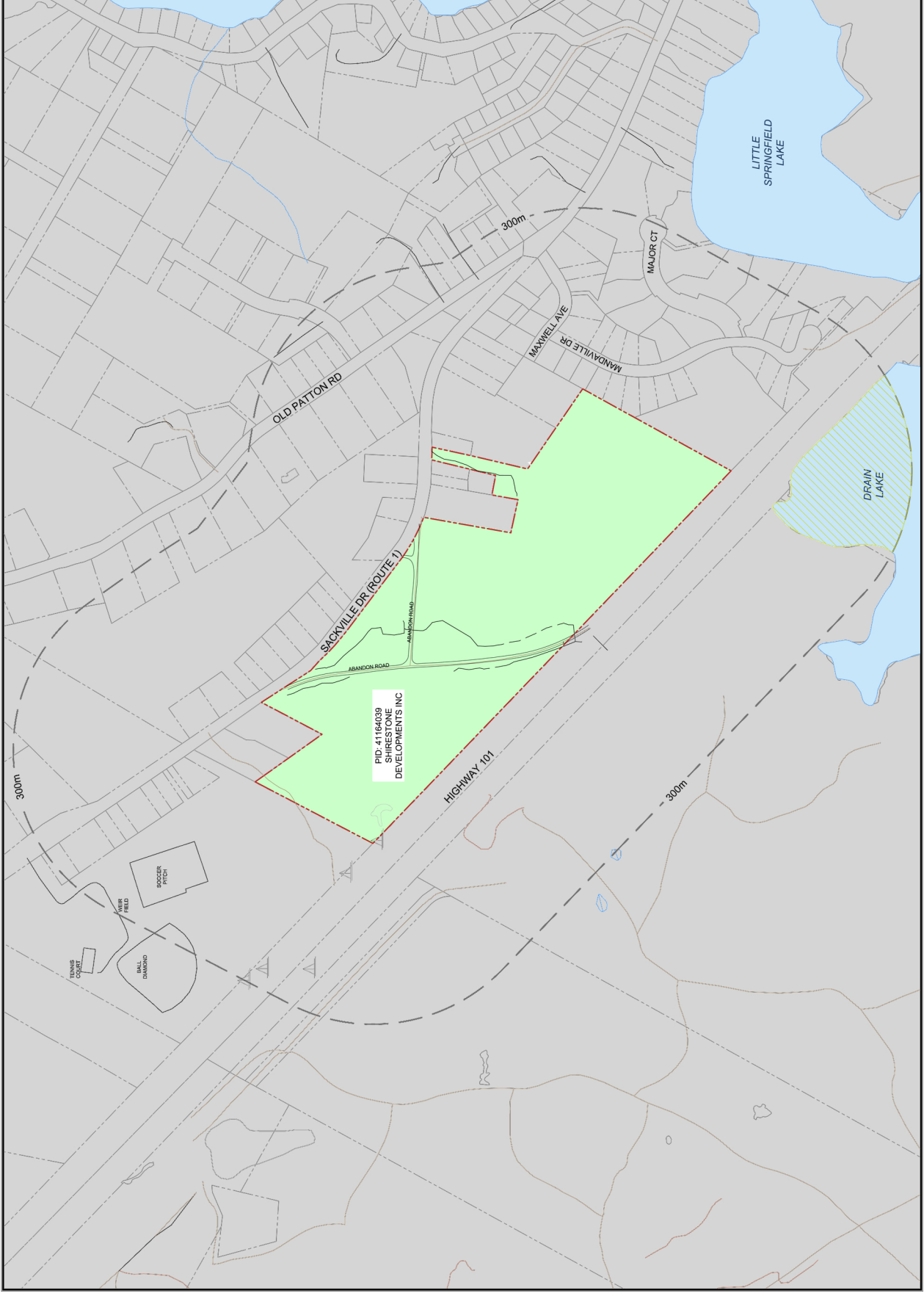
7m

NORTH

GENIVAR

1 SPECTACLE LAKE DRIVE
DARTMOUTH, NOVA SCOTIA
CANADA B3B 3J7
PHONE: 902.270.8777
WWW.GENIVAR.COM

Figure 1



Description of Sackville Drive and Potential Site Accesses (Continued)

- If the west abandoned road intersection is adjusted to meet Sackville Drive at approximately 90 degrees on the outside of the curve, visibility on Sackville Drive approaches to the intersection are expected to be adequate for the posted 70 km/h speed limit in the area as illustrated in Photos 3 and 4.



Photo 3 - Looking west on Sackville Drive from near the west Abandoned Road intersection.



Photo 4 - Looking east on Sackville Drive from near the west Abandoned Road intersection.

Traffic Volumes - A machine traffic count obtained by HRM Traffic and Right of Way Section just west of Patton Road and east of the site during August 2011 indicated an average weekday volume of 2,725 vehicles per day (vpd). Assuming a 2% annual traffic volume growth rate, the 2013 average weekday volume is estimated to be approximately 2,850 vpd. Weekday peak hourly two-way volumes are estimated to include approximately 150 vehicles per hour (vph) during the AM peak hour and 300 vph during the PM peak hour.

Trip Generation - Trip generation estimates for the proposed 56 residential unit Open Space development were prepared using published trip generation rates from *Trip Generation, 9th Edition*. It is estimated (Table 1) that the proposed development will generate approximately 42 vehicle trips (11 entering and 31 exiting) during the AM peak hour and 56 vehicle trips (35 entering and 21 exiting) during the PM peak hour.

Table 1 - Trip Generation Estimates for the Proposed Open Space 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)	56	0.19	0.56	0.63	0.37	11	31	35	21

NOTES: 1. Trip generation rates are 'vehicles per hour per unit'. Rates are for the indicated Land Use Code, *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.
2. Units are 'number of single family units'.
3. Rates are 'vehicles per hour per unit'; Trips generated are 'vehicles per hour for peak hours'.

Summary-

1. An Open Space Residential Development with 56 units is being planned at 2268 to 2376 Sackville Drive, an approximately 56 acre site between Sackville Drive and Highway 101, Upper Sackville.
2. Two abandoned road intersections from the site to Sackville Drive provide opportunities for site access streets. Sight distances are adequate on Sackville Drive approaches to both roadway locations for the 70 km/h speed limit provided intersections are located appropriately on the outside of Sackville Drive curves.
3. Sackville Drive is a two lane rural roadway with gravel shoulders and open ditches adjacent to the development site. The posted speed limit is 70 km/h on both approaches to the site.
4. The 2013 average weekday volume on Sackville Drive is estimated to be approximately 2,850 vpd. Weekday peak hourly two-way volumes are estimated to include approximately 150 vehicles per hour (vph) during the AM peak hour and 300 vph during the PM peak hour.
5. It is estimated that the proposed 56 residential unit development will generate approximately 42 vehicle trips (11 entering and 31 exiting) during the AM peak hour and 56 vehicle trips (35 entering and 21 exiting) during the PM peak hour.

Conclusions -

6. Since site generated trips are low and Sackville Drive volumes are also low at this location, site generated trips are not expected to have any significant impact to the performance of Sackville Drive.

Recommendation -

7. Ensure that site access roadways are located to provide adequate stopping sight distances for Sackville Drive approaches.

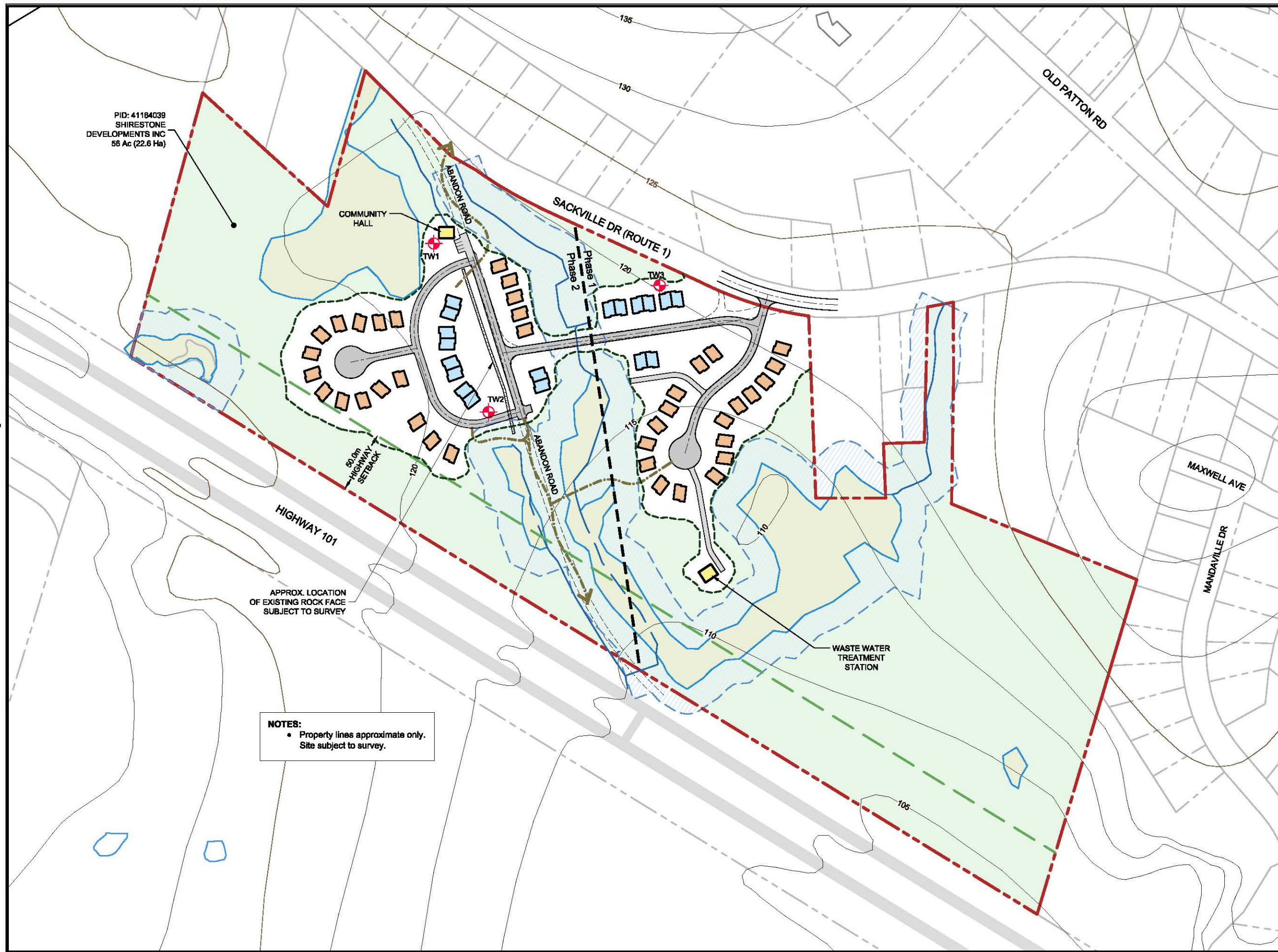
If you have any questions or comments, please contact me by email to ken.obrien@genivar.com or telephone 443-7747.

Sincerely,
Original Signed

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



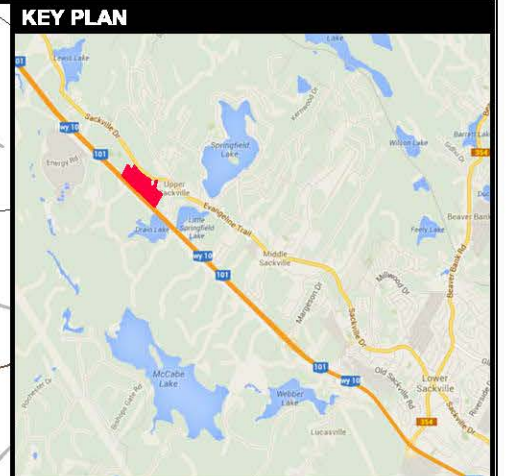
Attachment B - Proposed Site Plan



PID: 41164039
SHIRESTONE
DEVELOPMENTS INC
56 Ac (22.6 Ha)

APPROX. LOCATION
OF EXISTING ROCK FACE
SUBJECT TO SURVEY

NOTES:
• Property lines approximate only.
Site subject to survey.



- LEGEND**
- Site Boundary
 - Adjacent Property Boundary
 - Wetland
 - Riparian Buffer (20m)
 - Proposed Trail
 - Proposed Open Space - 17.6 Ha (78%)
note: minimum required (80%)
 - Single Unit Dwelling (30x43ft)
 - Semi Detached Dwelling (60x43ft)

- SITE SUMMARY:**
- Land Area - 56 Acres (22.6 Hectares)
 - Existing Zone - Mixed Use 2 (MU-2)
 - Services - None
 - Total Road Length - 650m

	UNITS	TOTAL DOORS
Single Unit	38	38 (68%)
Semi Detached	9	18 (32%)
TOTAL	56	56

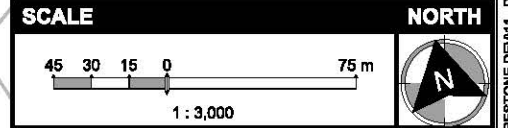
- SOURCES:**
- Nova Scotia 1:10,000 Digital Topographic Series
 - Service Nova Scotia and Municipal Relations Property Online
 - Aerial photography (Google Maps)

Designer: KWatters / SLewis
Planner: JHaggett

VERSION
107

**CONCEPT PLAN
UPPER SACKVILLE, NOVA SCOTIA**

**SHIRESTONE
DEVELOPMENTS INC.**
JANUARY 31, 2014 131-15817-107



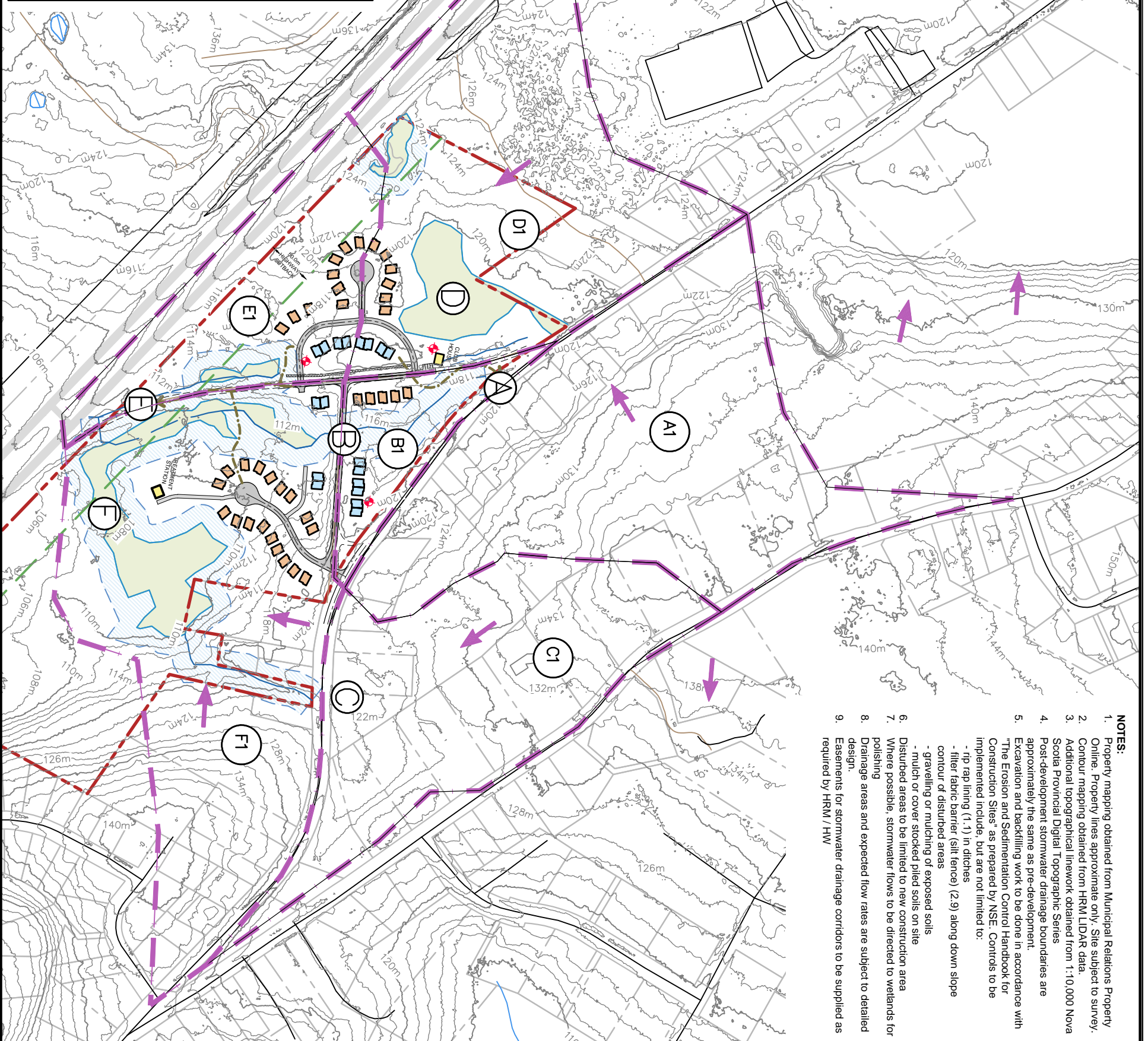
1 SPECTACLE LAKE DRIVE
DARTMOUTH, NOVA SCOTIA CANADA, B3B 1X7
PHONE: 902 835-8955 - FAX: 902 835-1646 - WWW.WSPGROUP.COM

Attachment C - Stormwater Drainage Concept Plan

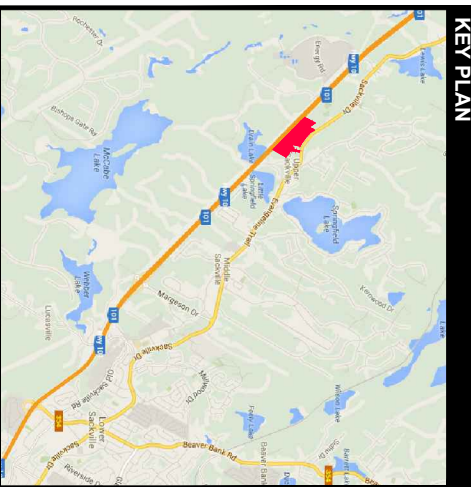
AREA	CURVE NUMBER (CN)		AREA (HA)
	PRE	POST	
A1	77	77	13.1±
B1	77	82	2.3±
C1	77	77	8.8±
D1	77	80	11.3±
E1	77	82	5.7±
F1	77	82	14.2±

FLOW TO POINT	TRIBUTARY AREAS	TRIBUTARY AREA (Ha)	RAINFALL DURATION (hrs)	DESIGN STORM	FLOW (L/s)	
					PRE-DEVELOPMENT	POST-DEVELOPMENT
A	A1	13.12	24	10 YEAR	762	762
B	A1, B1	26.67	24	10 YEAR	823	829
C	C1	8.83	24	10 YEAR	519	519
D	D1	11.30	24	10 YEAR	629	683
E	E1	5.74	24	10 YEAR	362	413
F	A1, B1, C1, E1, F1	49.77	24	10 YEAR	2809	2797
			24	100 YEAR	4566	4746

STORM DRAINAGE ANALYSIS SCS METHOD



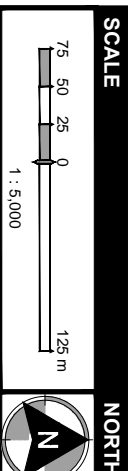
- NOTES:**
1. Property mapping obtained from Municipal Relations Property Online. Property lines approximate only. Site subject to survey.
 2. Contour mapping obtained from HRM LIDAR data.
 3. Additional topographical network obtained from 1:10,000 Nova Scotia Provincial Digital Topographic Series
 4. Post-development stormwater drainage boundaries are approximately the same as pre-development.
 5. Excavation and backfilling work to be done in accordance with "The Erosion and Sedimentation Control Handbook for Construction Sites" as prepared by NSE. Controls to be implemented include, but are not limited to:
 - rip rap lining (1:1) in ditches
 - filter fabric barrier (silt fence) (2:9) along down slope contour of disturbed areas
 - graveling or mulching of exposed soils
 - mulch or cover stocked piled soils on site
 6. Disturbed areas to be limited to new construction area
 7. Where possible, stormwater flows to be directed to wetlands for polishing
 8. Drainage areas and expected flow rates are subject to detailed design.
 9. Easements for stormwater drainage corridors to be supplied as required by HRM / HW



- LEGEND**
- Site Boundary
 - Adjacent Property Boundary
 - Wetland
 - Riparian Buffer (20m)
 - Proposed Trail
 - Stormwater Drainage Boundary
 - Stormwater Drainage Direction

Drawn By: Slewis
 Checked By: Rbakhouse
VERSION 100
STORMWATER DRAINAGE CONCEPT PLAN
UPPER SACKVILLE, NOVA SCOTIA

SHIRESTONE DEVELOPMENTS INC.
 JANUARY 13, 2014
 131-15817 STORMWATER CONCEPT PLAN



1 SPECTACLE LAKE DRIVE
 DARTMOUTH, NOVA SCOTIA
 CANADA, B5B 1X7
 PHONE: 902 835-9555 ~ FAX: 902 835-1645
 WWW.GENIVAR.COM

ATTACHMENT D – Public Meeting Minutes

**HALIFAX REGIONAL MUNICIPALITY
PUBLIC INFORMATION MEETING
CASE # 19105**

**7:00 p.m.
Monday, November 3, 2014**

Sackville Heights Community Centre, Gym, 45 Connolly Rd, Lower Sackville, NS

IN ATTENDANCE: Darrell Joudrey, Planner, HRM Planning Services
Holly Kent, Planning Technician, HRM Planning Services
Tara Couvrette, Planning Controller, HRM Planning Services
Brad Johns, Councillor for Middle/Upper Sackville - Beaver Bank – Lucasville
Steve Craig, Councillor for Lower Sackville / North West Public Advisory Committee member
Jeffry Haggett, WSP
Sean Cassidy, WSP
Kurt Repchull, Developer
Brian Murray, North West Public Advisory Committee member
Kevin Copley, North West Public Advisory Committee member
Ross Evans, North West Public Advisory Committee member

PUBLIC IN ATTENDANCE: Approximately 10

The meeting commenced at 7:02 p.m..

1. Commencing of meeting

Darrell Joudrey started the meeting at 7:02 p.m..

2. Presentation

2.1 Case 19105: Application by WSP, for lands at Sackville Drive known as Meadow Ridge, to enter into Stage 2 of a classic open space design development.

Darrell Joudrey, Planner, introduced himself. He provided a brief introduction to the case.

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

Jeffry Haggett – Did a brief overview of what WSP Group was and then requested that the Developer Kurt Repchull explain his vision for this development.

Kurt Repchull – The developer went over his reasoning behind why he wanted to do this type of development and what Meadow Ridge Estates vision is.

Jeffry Haggett then went over the design concept, the basic parameters of what they were looking at for Meadow Ridge Estates and there technical analysis.

Darrell Joudrey explained to the members of the public the process and ground rules for the meeting and opened the floor up to comments.

Councillor Johns requested that the public follow the development agreement through the process and to come out to the public hearing to make sure that what was presented here tonight is what is passed at the public hearing.

Councillor Craig gave insight into the process and what the next steps are in the process. He also expressed the need for this type of development in this area.

3. Questions/Comments

Councillor Johns – Will the old road to the highway would be opened up.

Kurt Repchull – No.

Richard and Krista Kern; 2268 Sackville Drive – Is there only one entrance/exit coming in and out of the development?

Jeffry Haggett – For 56 units there would be one entrance/exit that is redesigned to connect to the roadway at a 90 degree angle.

Richard Kern – Asked what the yellow areas on the map were.

Jeffry Haggett – Explained the one near the bottom was the where the sewage disposal system/pump station was located. It takes the sewage through a pump system and after treatment it is redistributed into the wetlands. The other facility at the top of the map is a proposed community space for people in the community who want to come together for gatherings. Also explained the trail areas.

Richard Kern – There are several off road vehicle area's that run up the side of highway (101) which is the back side of the development that borders the highway.

Jeffry Haggett – Explained how the trails were connected.

Richard Kern – That would destroy people's ability to get to that 4 wheel trail and other 4 wheel trails.

Kurt Repchull – I think what he is talking about is an unofficial trail along the highway that people have used to get to other trails. Our design is actually set back 100 meters from that. We are not going to be touching that at all.

Jeffry Haggett – We've set back the development twice the distance that is recommended

from transportation department. That's there now and there is no plan to impact it.

Kurt Repchull – Lighting?

Jeffry Haggett – There will be street lights. They will be directed to make sure there is no light pollution.

Darrell Joudrey – Explained there are some things that are out of HRM's control like sewage. Also went on to explain some things such as stormwater management, private roads standards, that were in our control due to the development agreement.

4. Closing comments

Darrell Joudrey thanked everyone for attending the meeting.

5. Adjournment

The meeting adjourned at approximately 7:50 p.m..