



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**

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**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.

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Community and Recreation Services – Development Approvals

Tel: 902.490.4843 Fax: 902.490.3976  
Email: [simmst@halifax.ca](mailto: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.

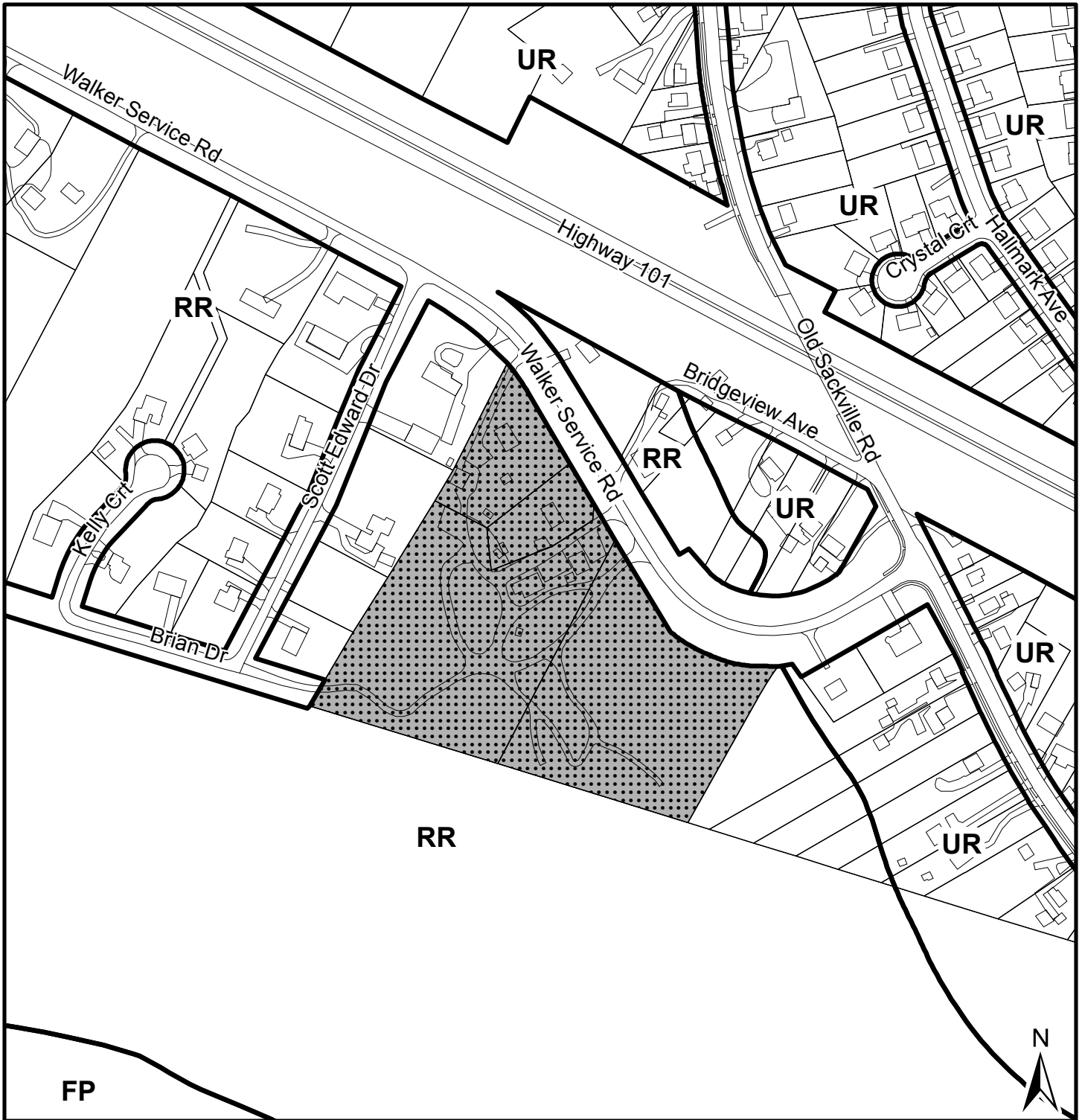
**Proposal** As illustrated on Attachment C, the applicant is proposing to construct a new public street off of Walker Service Road to provide access to 32 new townhouse units and a 4 storey, 64 unit, multiple unit dwelling.

### **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



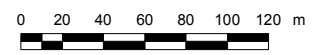
**Map 1 - Generalized Future Land Use**

PID's 40124398, 40699829,  
40706822 and 40695561

 Subject Properties

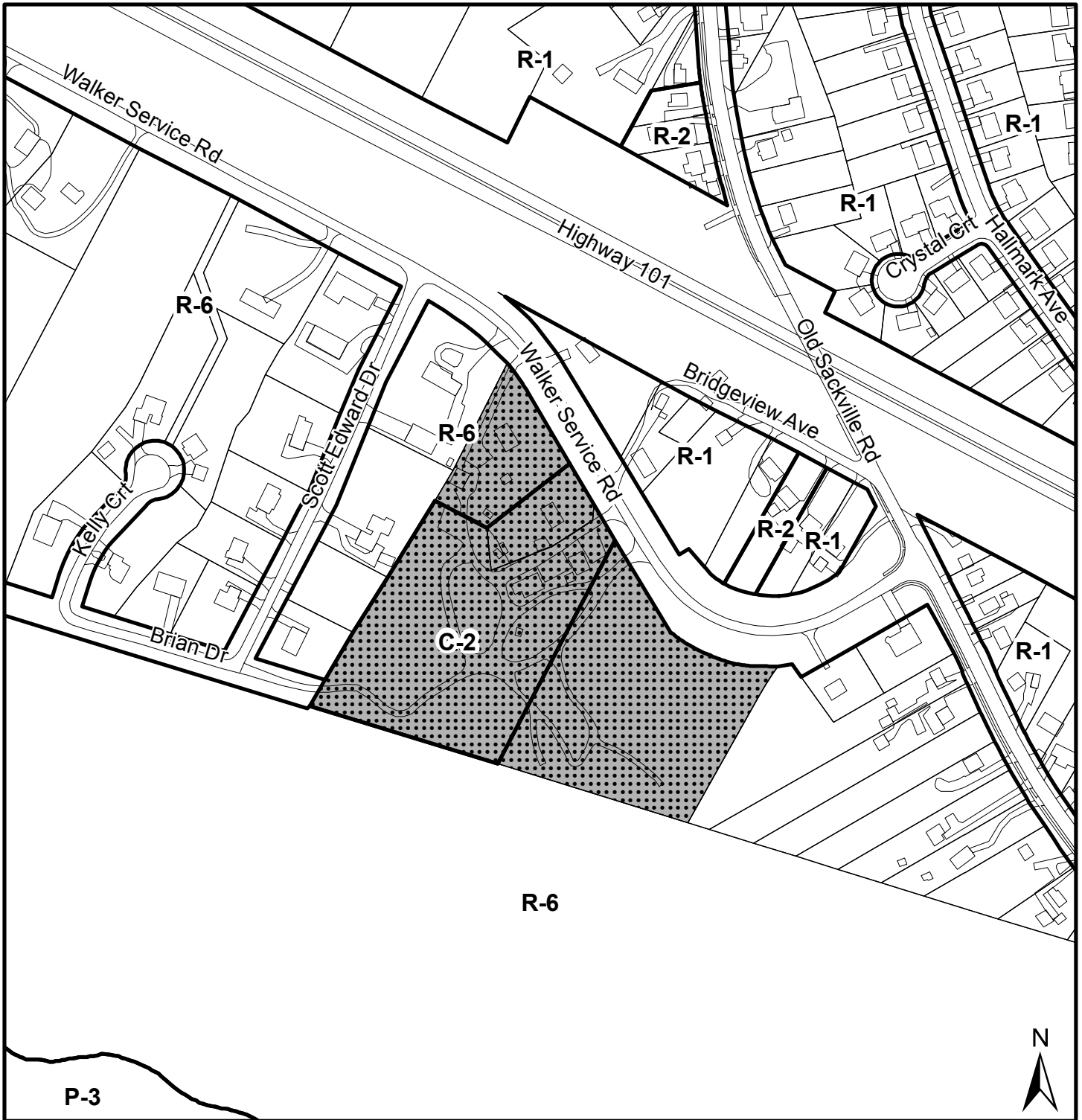
- Designations**
- UR Urban Residential
  - RR Rural Residential
  - FP Floodplain

Sackville  
Plan Area



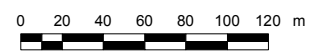
This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

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



**Map 2 - Zoning**

PID's 40124398, 40699829,  
40706822 and 40695561



 Subject Properties

**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.

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Sackville  
By-Law Area



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**

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**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:**

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

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

**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.

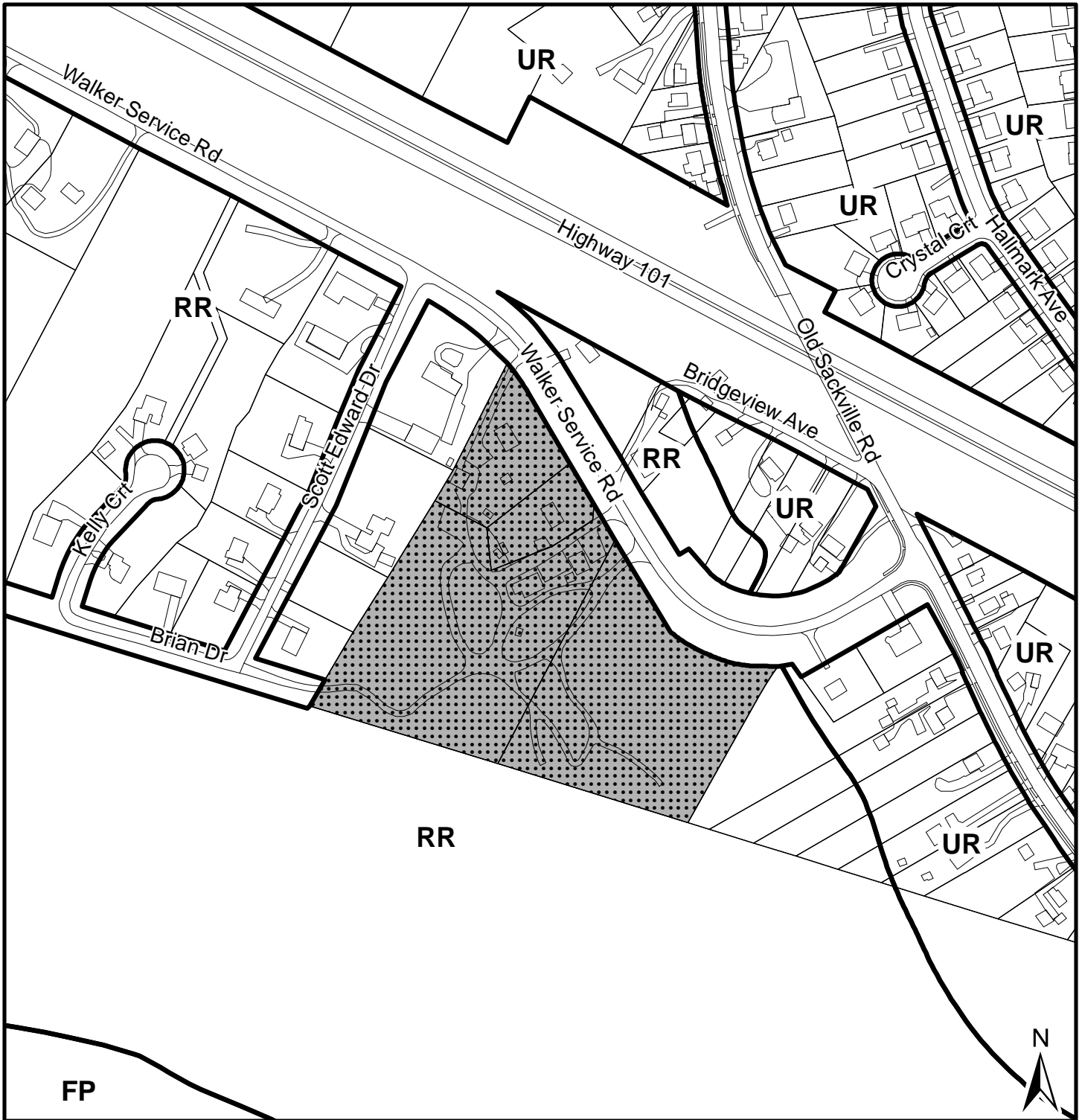
### **ALTERNATIVES**

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





**Map 1 - Generalized Future Land Use**

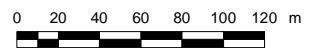
PID's 40124398, 40699829,  
40706822 and 40695561

 Subject Properties

**Designations**

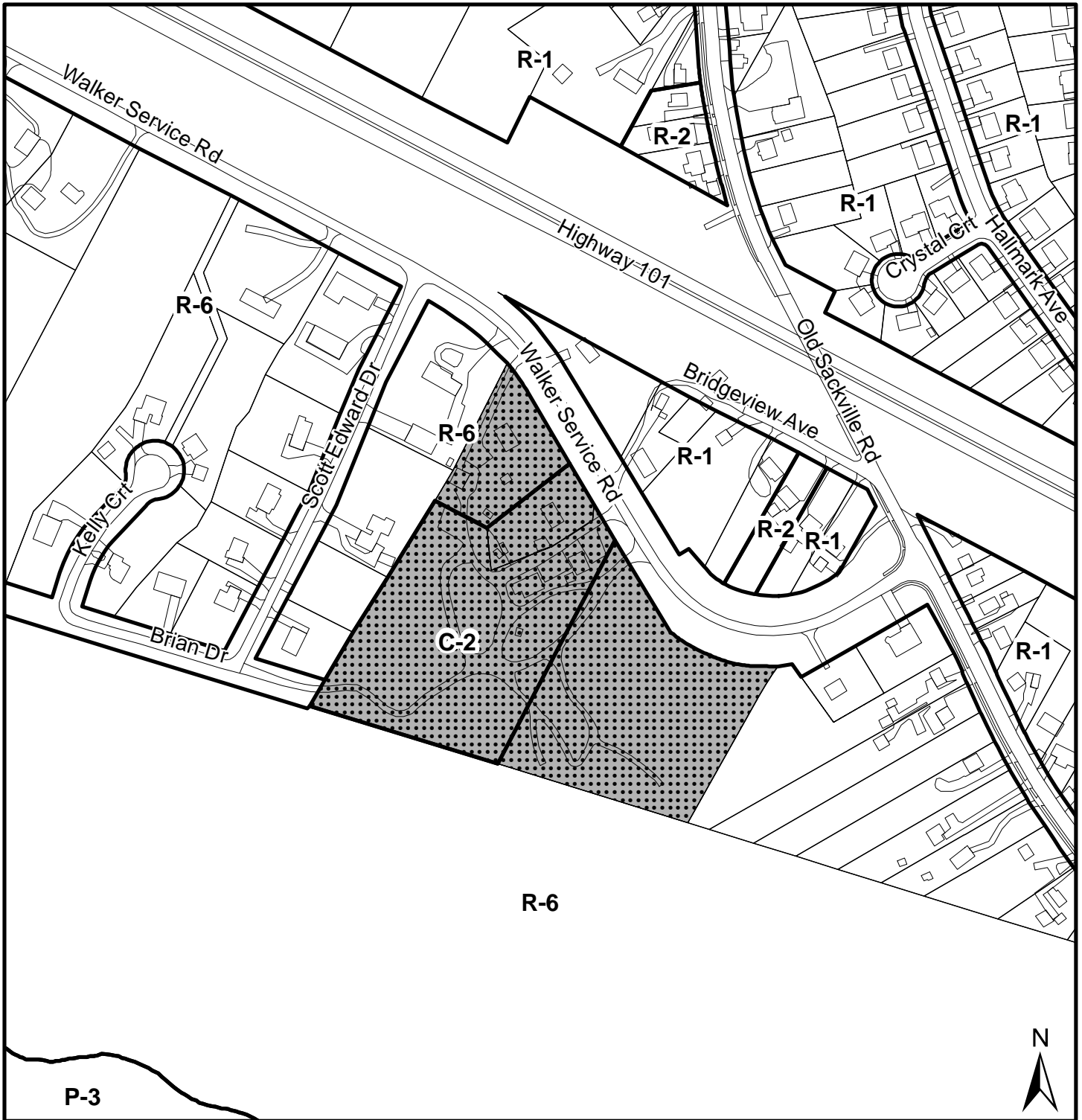
- UR Urban Residential
- RR Rural Residential
- FP Floodplain

Sackville  
Plan Area



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## 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

Sackville  
By-Law Area

**HALIFAX**  
REGIONAL MUNICIPALITY  
DEVELOPMENT APPROVALS

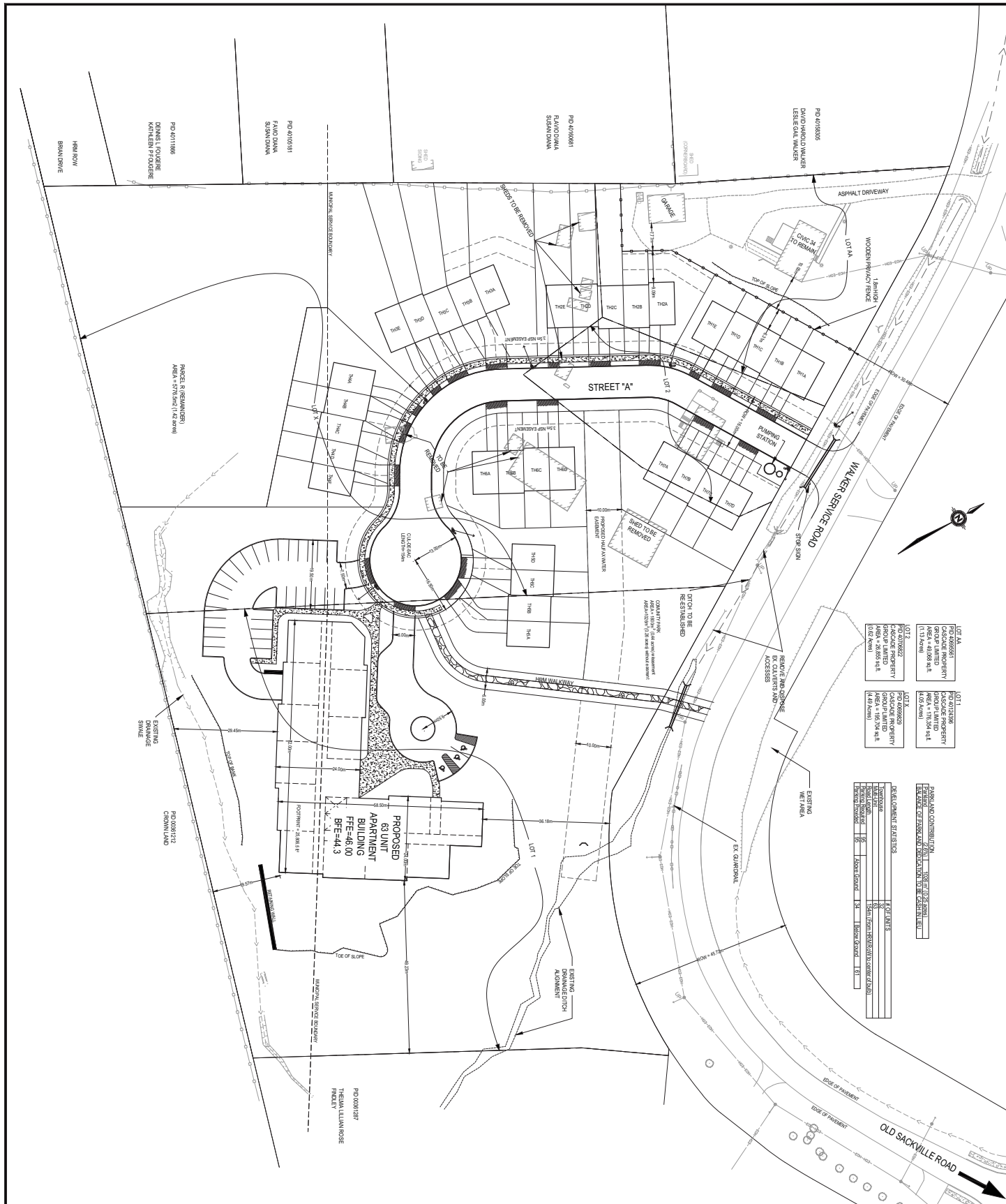
0 20 40 60 80 100 120 m



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May 21, 2013



**PLANNING CONTRIBUTION**

PLANNING CONTRIBUTION: 10% OF GROSS AREA  
 PLANNING CONTRIBUTION TO BE CASH IN LIEU

USE	PLANNING CONTRIBUTION	PLANNING CONTRIBUTION TO BE CASH IN LIEU
RESIDENTIAL	10%	10%
COMMERCIAL	10%	10%
INDUSTRIAL	10%	10%
RECREATION	10%	10%
OFFICE	10%	10%
RETAIL	10%	10%
WAREHOUSE	10%	10%
OTHER	10%	10%

**DEVELOPMENT STATISTICS**

TYPE	AREA (SQ. FT.)	PERCENTAGE
TOTAL DEVELOPMENT AREA	1,120,000	100%
APARTMENT BUILDING	46,000	4.1%
PARKING	15,000	1.3%
STREET	1,000	0.09%
LANDSCAPE	1,000	0.09%
UTILITIES	1,000	0.09%
OTHER	1,000	0.09%

**WALKER SERVICE ROAD DEVELOPMENT**

**DETAILED SITE PLAN**

SCALE: 1" = 120.00'

DATE: 20130621

SCALE: 1" = 15.55'

SHEET: 1 OF 5

**W.M. FARES GROUP**

1500 15th Street, Portland, OR 97201

503.461.2005 www.wmfares.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*

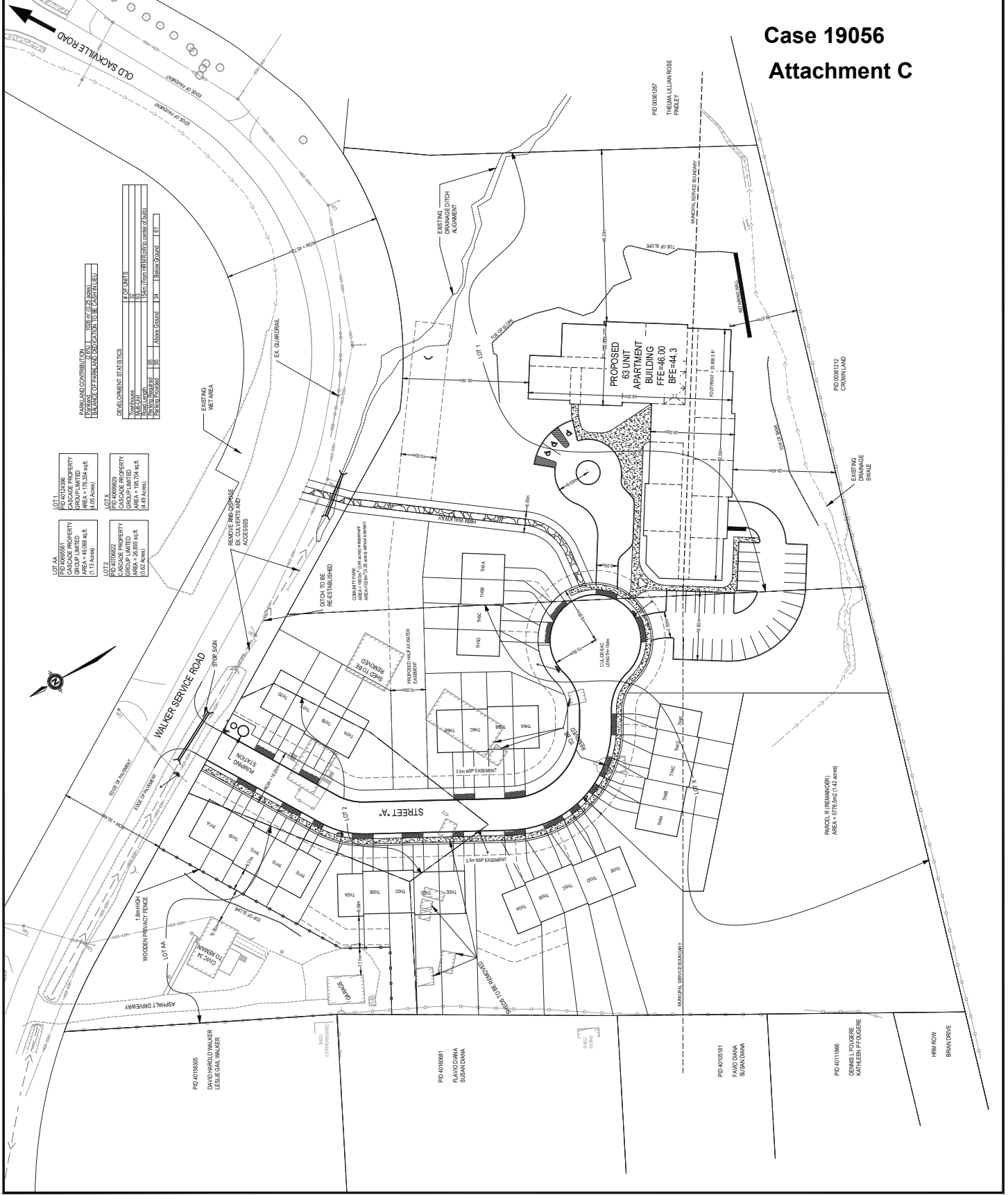
*In considering amendments to the land use by-law or development agreements, in addition to all other criteria as set out in various policies of this planning strategy, the Sackville Community Council shall have appropriate regard to the following matters:*

- (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.*

# Case 19056

## Attachment C

<p>KEY PLAN SCALE: 1:20,000</p>	<p>EXISTING</p> <p>PROPOSED</p>	<p>PROJECT LOCATION</p> <p>DATE: 201103021</p> <p>PROJECT NO: 19056</p> <p>PROJECT NAME: WALKER SERVICE ROAD DEVELOPMENT</p> <p>PROJECT TYPE: RESIDENTIAL</p>	<p>WM FARES GROUP</p>	<p>CASCADE PROPERTY GROUP LIMITED</p> <p>WALKER SERVICE ROAD DEVELOPMENT</p> <p>WALKER SERVICE ROAD DEVELOPMENT</p> <p>WALKER SERVICE ROAD DEVELOPMENT</p>
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DEVELOPMENT STATISTICS	
LOT AREA	10,875.00 sq. ft.
NET AREA	4,970.00 sq. ft.
PERCENTAGE OF PAVED AREA	45.7%
PERCENTAGE OF PAVED AREA TO BE CONTRIBUTED	11.3%
PERCENTAGE OF PAVED AREA TO BE CONTRIBUTED (MINIMUM)	11.3%

LOT 1A	
OWNER	DAVID HAROLD WALKER & LESLIE GAIL WALKER
PROJECT NO.	PD 4019056
AREA	4,970.00 sq. ft.
AREA	1,154.00 sq. ft.

LOT 1B	
OWNER	CASCADE PROPERTY GROUP LIMITED
PROJECT NO.	PD 4019056
AREA	2,200.00 sq. ft.
AREA	1,154.00 sq. ft.

LOT 1C	
OWNER	CASCADE PROPERTY GROUP LIMITED
PROJECT NO.	PD 4019056
AREA	2,200.00 sq. ft.
AREA	1,154.00 sq. ft.

LOT 1D	
OWNER	CASCADE PROPERTY GROUP LIMITED
PROJECT NO.	PD 4019056
AREA	2,200.00 sq. ft.
AREA	1,154.00 sq. ft.

LOT 1E	
OWNER	CASCADE PROPERTY GROUP LIMITED
PROJECT NO.	PD 4019056
AREA	2,200.00 sq. ft.
AREA	1,154.00 sq. ft.

SHEET	DATE	PROJECT NO.	PROJECT NAME
1	201103021	19056	WALKER SERVICE ROAD DEVELOPMENT
5			







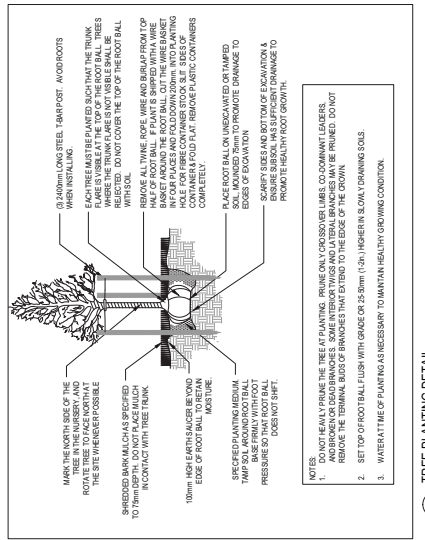
KEY PLAN SCALE: 1:20,000

ITEM NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITS	APR 16, 2013
2	ISSUED FOR PRELIMINARY	APR 16, 2013
3	ISSUED FOR PRELIMINARY	APR 16, 2013
4	ISSUED FOR PRELIMINARY	APR 16, 2013

W.M. FARES GROUP  
10000 12th Avenue, Suite 200, Richmond, BC V6V 2K9  
604.273.2255 www.wmfares.com

PROJ. NO. 03031212  
DATE: 2013/05/21  
SCALE: 1:500  
DRAWN: FM  
CHECKED: ASB  
PROJECT NO.: 13035

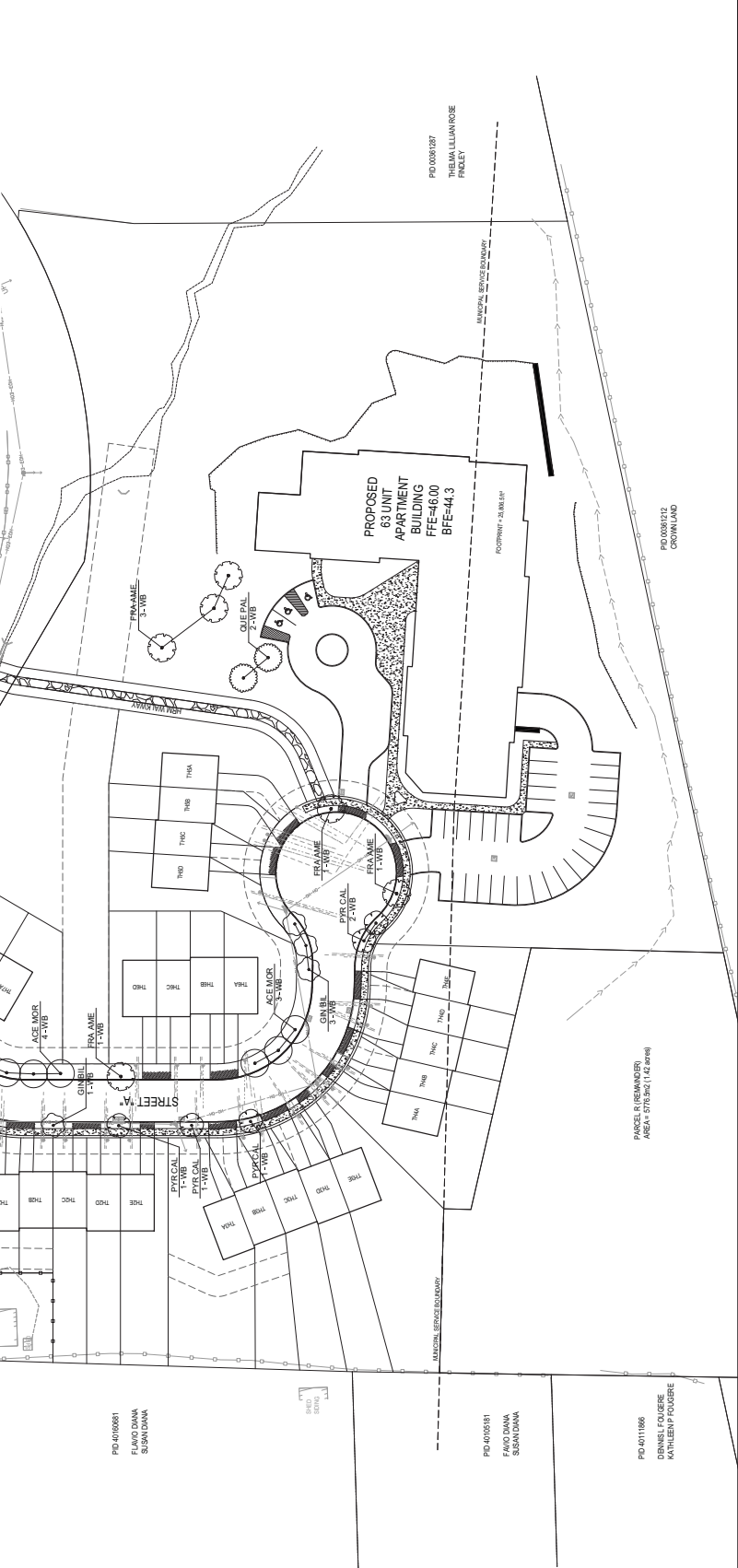
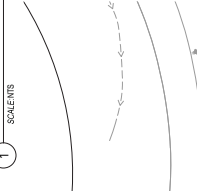
LANDSCAPE PLAN



- PLANTING NOTES:**
- TREE PLANTING SHALL BE IN ACCORDANCE WITH THE RED BOOK GUIDELINES PART A SECTION 8.1.
  - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE STANDARD SPECIFICATION FOR MUNICIPAL SERVICES PUBLISHED BY THE N.W. SCOTIA ROAD BUILDERS ASSOCIATION - NOW SCOTIA CONSULTING ENGINEERS ASSOCIATION (SCOTIA) FOR THE PURPOSES OF THIS PROJECT. ALL SPECIFICATIONS SHALL BE IN ACCORDANCE WITH THE SCOTIA STANDARD SPECIFICATIONS FOR LANDSCAPING.
  - TREES SHALL BE 1. GRADE IN ACCORDANCE WITH THE CANADIAN STANDARDS FOR NURSERY STOCK. PROOF OF CERTIFICATION SHALL BE PROVIDED ON THE DATE OF PLANTING.
  - TREES SHALL BE SOIL BALANCE BASKETS WITH 10% OF BASKET CUT AND PEELLED BACK DURING PLANTING.
  - CONTRACTOR SHALL REPORT ANY DISCREPANCIES TO THE ENGINEER IN WRITING.
  - CONTRACTOR SHALL CONFIRM TO ALL RELEVANT SPECIFICATIONS.
  - CONTRACTOR SHALL CONDUCT A THOROUGH GROUND SURVEY OF THE SITE FOLLOWING COMPLETION OF THE WORK. REMOVE ALL LITTER AND WASTE FROM THE SITE.
  - FOR PLANTING SOIL MIXTURE, MECHANICALLY MIX SPARS TOPSOIL WITH HORTI BELL ROTTED COMPOST AT 1:1 RATIO TO PRODUCE A 50% ORGANIC RICH PER GROSS METRE. INCORPORATE FERTILIZER AT A RATE DETERMINED BY SOIL TEST.

**PLANT SCHEDULE**

TREES	BOTANICAL NAME	COMMON NAME	CONT.	CAL.	QTY.
ACE NOR	ACER NEGUNDO	RED WINGED BLACKBERRY	10	60MM CAL	7
FRM AKE	FRAXINUS AMERICANA	WHITE ASH	10	60MM CAL	7
GN BL	QUERCUS BLOBA	MAIDENHAIR TREE	10	60MM CAL	5
PRO MA	PRUNUS MAHOGNI	HAWTHORNE	10	60MM CAL	3
PR CAL	PRUNUS CALLERYANA	ORNAMENTAL PEACH	10	60MM CAL	5
QUE PAL	QUERCUS PALUSTRIS	PINK OAK	10	60MM CAL	2







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

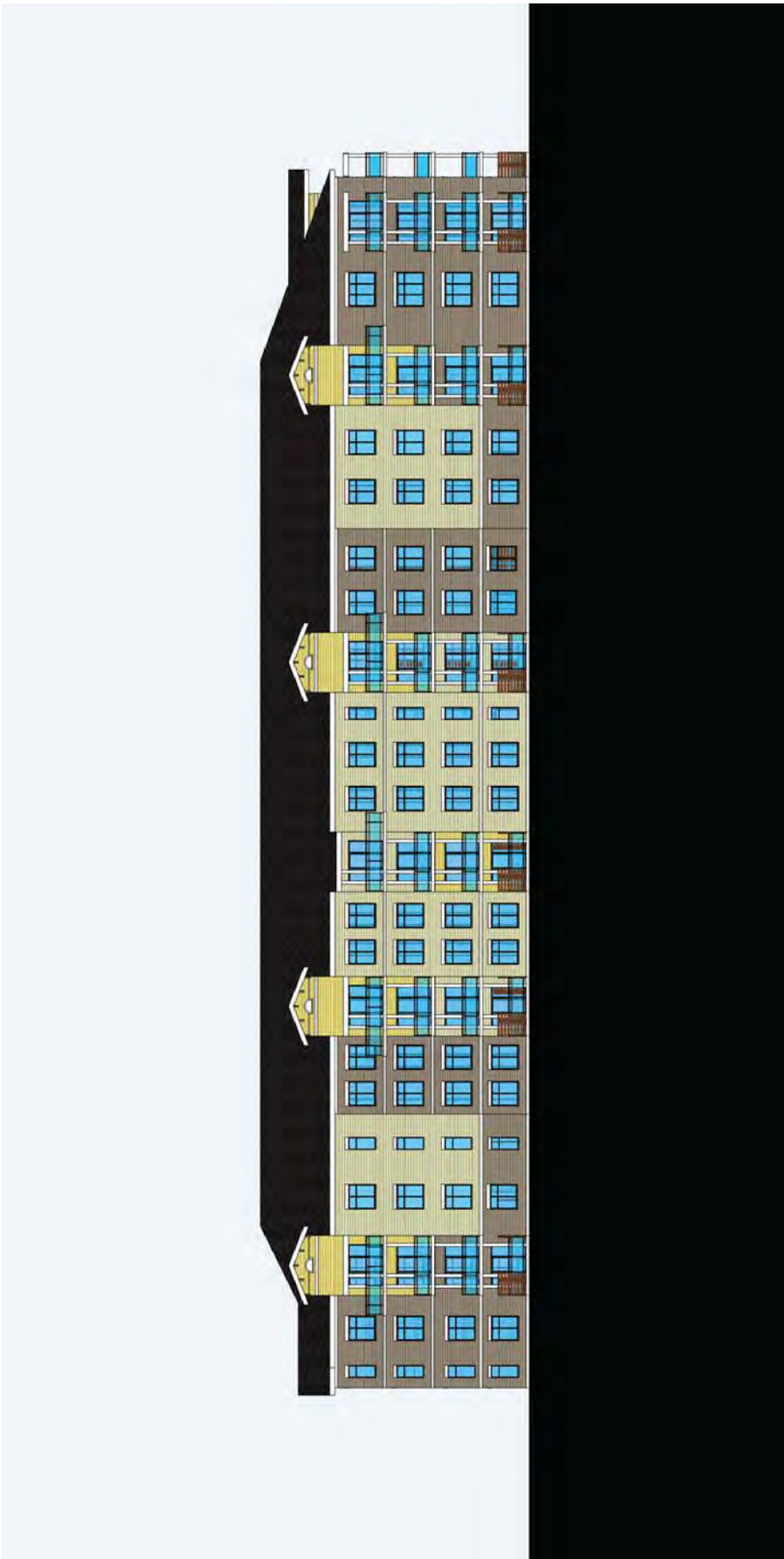
REVISIONS	

**WM FARES GROUP**  
ARCHITECTS | ENGINEERS | PLANNERS  
1200 S. 17th Street, Suite 300  
Denver, Colorado 80202  
TEL: 303.733.3434  
WWW.WMFARES.COM

**PROPOSER:**  
WALKER SERVICE ROAD

**TITLE:**  
FRONT ELEVATION  
APARTMENT

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



REVISIONS	

NO. 1	ISSUE FOR REVIEW

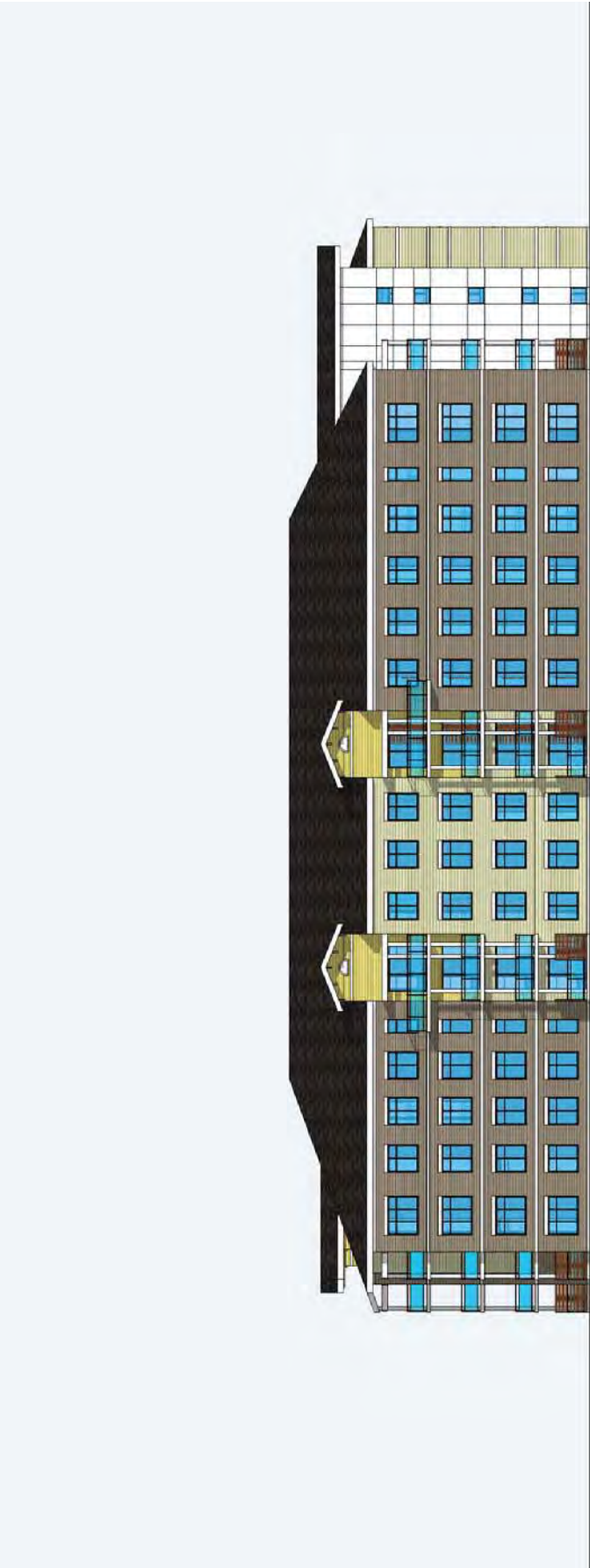
**WM FARES**  
**G R O U P**  
 ARCHITECTS | ENGINEERS | PLANNERS  
 1115 15th Street, Suite 300  
 Denver, CO 80202-3132  
 Phone: 303.733.0700  
 www.wmfares.com

PROJECT: **WALKER SERVICE ROAD**

TITLE: **BACK ELEVATION APARTMENT**

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





REVISIONS	
NO.	DESCRIPTION

ISSUE FOR REVIEW	
DATE	REVISIONS
APR. 13	

**WM FARES**  
 G R O U P  
 ARCHITECTS | ENGINEERS | PLANNERS  
 1001 WEST 2ND STREET  
 SUITE 200  
 DENVER, CO 80202  
 TEL: 303.733.4444  
 WWW.WMFARES.COM

**PROPOSER:**  
 WALKER SERVICE ROAD

**TITLE:**  
 SIDE 2 ELEVATION  
 APARTMENT

**REFERENCES:**

SCALE	NIS	DATE	SHEET
		APRIL 2013	
<b>DRINK:</b>	LL		
<b>REFUSE:</b>	RM		
<b>PROJECT:</b>	2012-04		



NO.	DATE	ISSUE FOR REVIEW
A	APR. 13	REVISIONS

STAMP	WM FARES	
	C R O U P	

ARCHITECTS | ENGINEERS | PLANNERS  
 300 West 19th Street, Suite 100  
 Minneapolis, MN 55403  
 (612) 339-7332  
 www.wmfares.com

**PROJECT:** WALKER SERVICE ROAD  
**TITLE:** FRONT ELEVATION TOWNHOUSE (4-UNIT TYPE)  
**REFERENCES:**

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



33' - 10"





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

**WM FARES & R. GROUP**  
 ARCHITECTS | ENGINEERS | PLANNERS  
 2022 22nd Ave, Suite 200  
 Boulder, CO 80501  
 Phone: 303.440.9000  
 www.wmfares.com

**PROPOSER:**  
 WALKER SERVICE ROAD

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

**REFERENCES:**

SCALE:	NTS	DATE:	APRIL 2013
DRAWN:	LL	SKETCH:	
CHECKED:	RM		
PROJECT:	2012-104		





NO.	DATE	DESCRIPTION

A APR. 13 ISSUE FOR REVIEW

REVISIONS

STAMP

**WM FARES**  
GROUP

ARCHITECTS | ENGINEERS | PLANNERS

2150 WEST 17TH AVENUE  
SUITE 300, DENVER, CO 80202

PROPOSER:  
WALKER SERVICE ROAD

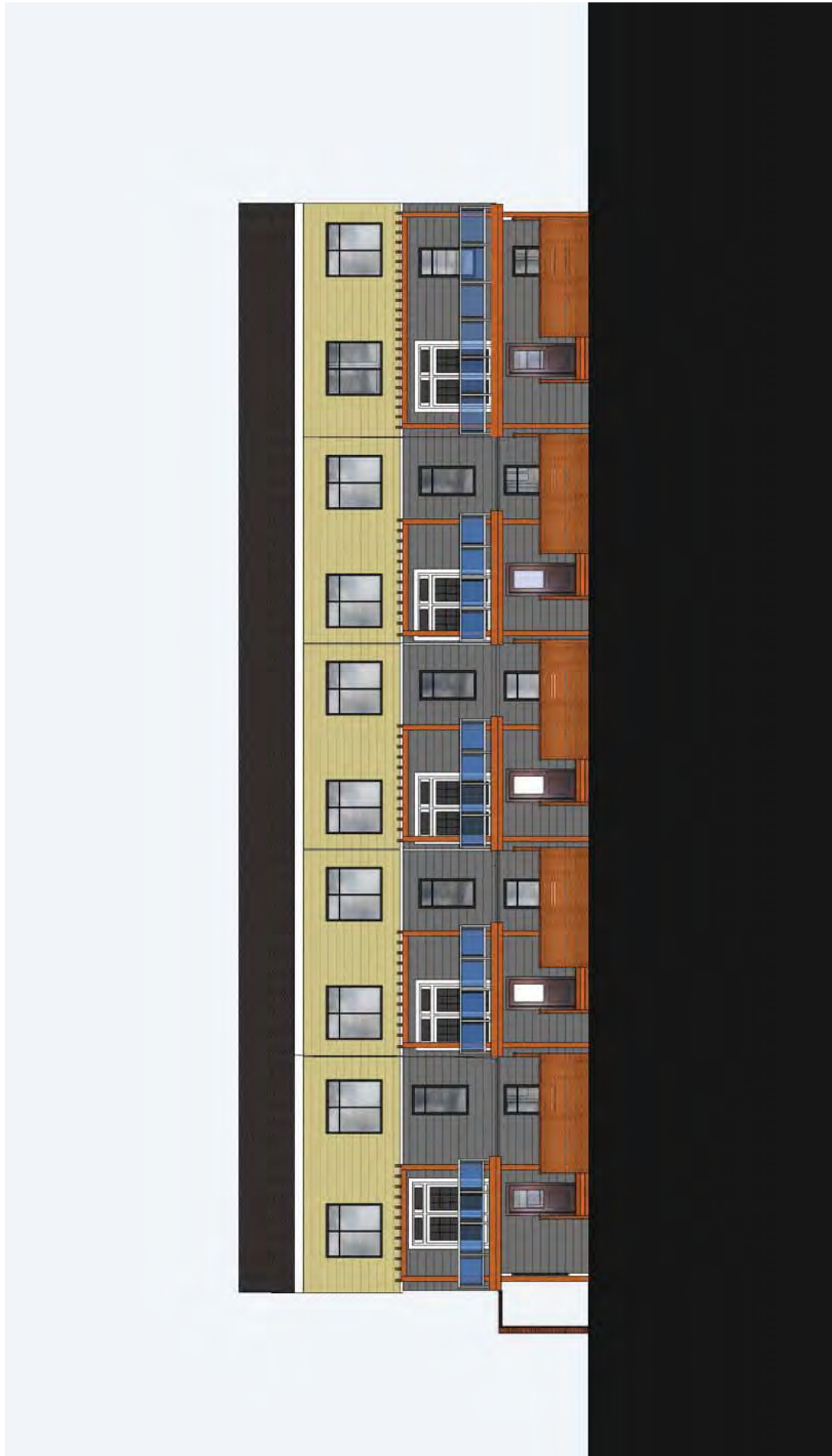
TITLE: SIDE 2 ELEVATION  
TOWNHOUSE  
(4-UNIT & 5-UNIT TYPE)

REFERENCES

SCALE:		N/S		DATE:	APRIL 2013
DRAWN:		LL		SHEET:	

DESIGNED:		RM	
PROJECT:	2012-04		





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

**WM FARES**  
 GROUP  
 ARCHITECTS | ENGINEERS | PLANNERS  
 2200 11th Street  
 Suite 300  
 Boulder, CO 80502  
 303.440.4200  
 www.wmfares.com

**PROJECT:**  
 WALKER SERVICE ROAD

**TITLE:**  
 BACK ELEVATION  
 TOWNHOUSE  
 (5-UNIT TYPE)

**REFERENCES:**

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

NO.	DATE	REVISIONS
A	APR. 13	ISSUE FOR REVIEW

WM FARES  
 ARCHITECTS | ENGINEERS | PLANNERS  
 1001 JEFFERSON STREET, SUITE 200  
 DENVER, CO 80202  
 303.441.8200  
 WWW.WMFARES.COM

**PROPOSER**  
 WALKER SERVICE ROAD

**TITLE**  
 PERSPECTIVE  
 TOWNHOUSES

**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

WALKER SERVICE ROAD  
 PROPOSER:

**WM FARES**  
 G R O U P  
 ARCHITECTS | ENGINEERS | PLANNERS  
4457 Peachtree Industrial Blvd., Suite 200, Atlanta, GA 30341  
 Phone: 404.394.7500 Fax: 404.394.7501  
 www.wmfares.com

TITLE:  
 PERSPECTIVE OVERALL SITE

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



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.**

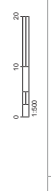
The proposed **Site Driveway** intersection is on the south side of Walker Service Road immediately west of a curve with a radius of approximately 90 meters (Figure 1). Measured stopping sight distances (SSDs) include greater than 150 meters on the eastbound approach (Photo 1) and 73 m on the westbound 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.**



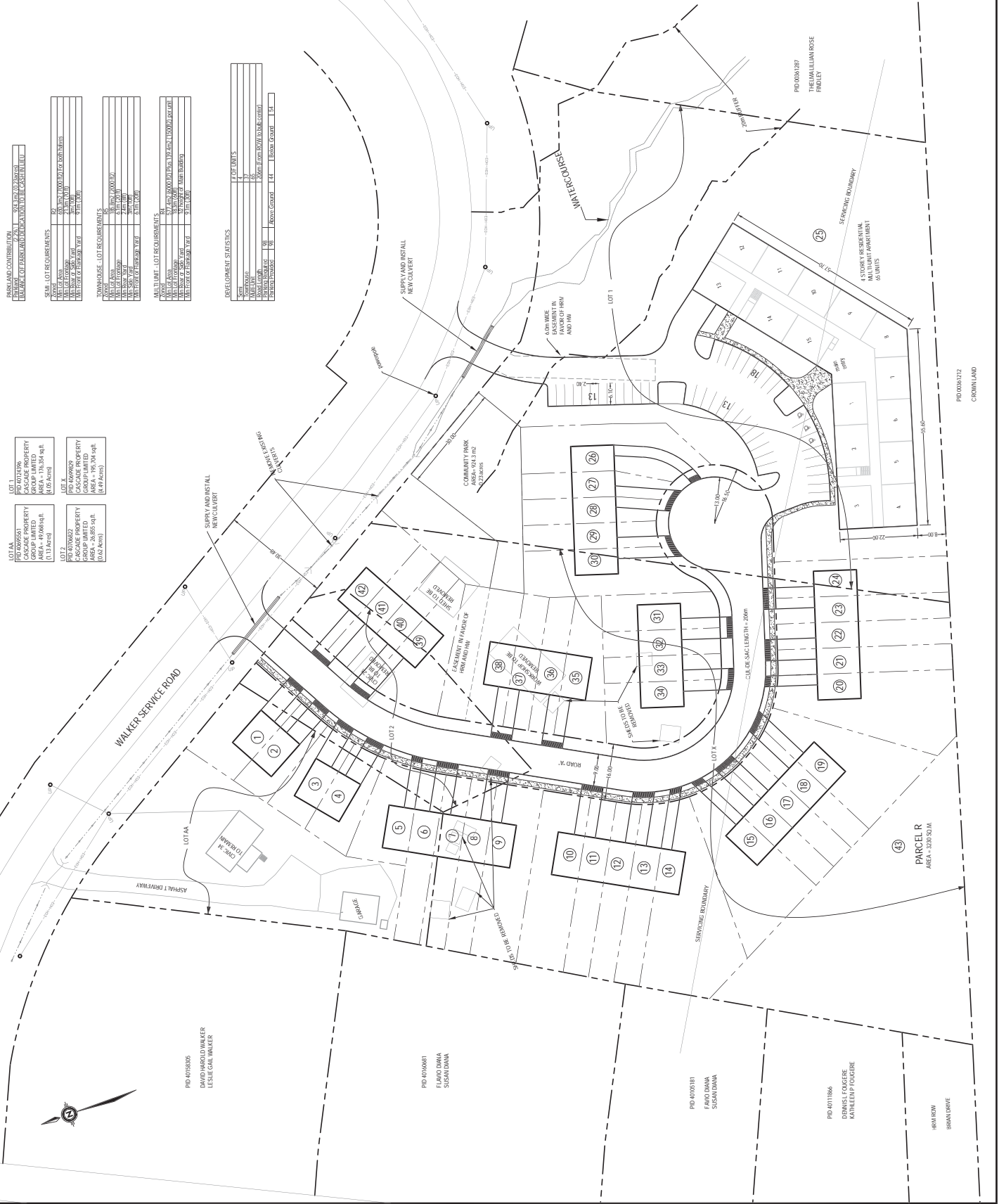
KEY PLAN	
LEGEND: EXISTING	LEGEND: PROPOSED
<ul style="list-style-type: none"> <li>CATCH BASIN</li> <li>HYDRANT</li> <li>SANITARY MANHOLE</li> <li>VALVE</li> <li>POWER POLE</li> </ul>	<ul style="list-style-type: none"> <li>CATCH BASIN</li> <li>HYDRANT</li> <li>SANITARY MANHOLE</li> <li>VALVE</li> <li>POWER POLE</li> </ul>
<ul style="list-style-type: none"> <li>SANITARY LINE</li> <li>STORM LINE</li> <li>WATER LINE</li> <li>RIGHT-OF-WAY</li> <li>PROPERTY LINE</li> <li>LOT LINE</li> <li>POWERLINE</li> <li>SWALE</li> </ul>	<ul style="list-style-type: none"> <li>SANITARY LINE</li> <li>STORM LINE</li> <li>WATER LINE</li> <li>RIGHT-OF-WAY</li> <li>PROPERTY LINE</li> <li>LOT LINE</li> <li>POWERLINE</li> <li>SWALE</li> </ul>



# Figure 1



PROJECT	WALKER SERVICE ROAD DEVELOPMENT
CLIENT	WMIFARES GROUP
DATE	2020/08/01
SCALE	1:500
SHEET	1 OF 2



PARKLAND CONTRIBUTION	
LOT 1	10.00%
LOT 2	10.00%
LOT 3	10.00%
LOT 4	10.00%
LOT 5	10.00%
LOT 6	10.00%
LOT 7	10.00%
LOT 8	10.00%
LOT 9	10.00%
LOT 10	10.00%
LOT 11	10.00%
LOT 12	10.00%
LOT 13	10.00%
LOT 14	10.00%
LOT 15	10.00%
LOT 16	10.00%
LOT 17	10.00%
LOT 18	10.00%
LOT 19	10.00%
LOT 20	10.00%
LOT 21	10.00%
LOT 22	10.00%
LOT 23	10.00%
LOT 24	10.00%
LOT 25	10.00%
LOT 26	10.00%
LOT 27	10.00%
LOT 28	10.00%
LOT 29	10.00%
LOT 30	10.00%
LOT 31	10.00%
LOT 32	10.00%
LOT 33	10.00%
LOT 34	10.00%
LOT 35	10.00%

SEMI-LOT REQUIREMENTS	
AREA	200.00 SQ. METERS
PERMITS	1.00
MIN. FRONT SETBACK	1.00
MIN. SIDE SETBACK	1.00
MIN. REAR SETBACK	1.00

TOWNHOUSE - LOT REQUIREMENTS	
AREA	200.00 SQ. METERS
PERMITS	1.00
MIN. FRONT SETBACK	1.00
MIN. SIDE SETBACK	1.00
MIN. REAR SETBACK	1.00

MULTI-UNIT LOT REQUIREMENTS	
AREA	200.00 SQ. METERS
PERMITS	1.00
MIN. FRONT SETBACK	1.00
MIN. SIDE SETBACK	1.00
MIN. REAR SETBACK	1.00

DEVELOPMENT STATISTICS	
TYPE	TOWNHOUSE
PERMITS	1.00
MIN. FRONT SETBACK	1.00
MIN. SIDE SETBACK	1.00
MIN. REAR SETBACK	1.00

LOT 1A	
AREA	100.00 SQ. METERS
PERMITS	1.00
MIN. FRONT SETBACK	1.00
MIN. SIDE SETBACK	1.00
MIN. REAR SETBACK	1.00

LOT 1B	
AREA	100.00 SQ. METERS
PERMITS	1.00
MIN. FRONT SETBACK	1.00
MIN. SIDE SETBACK	1.00
MIN. REAR SETBACK	1.00

LOT 1C	
AREA	100.00 SQ. METERS
PERMITS	1.00
MIN. FRONT SETBACK	1.00
MIN. SIDE SETBACK	1.00
MIN. REAR SETBACK	1.00

LOT 1D	
AREA	100.00 SQ. METERS
PERMITS	1.00
MIN. FRONT SETBACK	1.00
MIN. SIDE SETBACK	1.00
MIN. REAR SETBACK	1.00

LOT 1E	
AREA	100.00 SQ. METERS
PERMITS	1.00
MIN. FRONT SETBACK	1.00
MIN. SIDE SETBACK	1.00
MIN. REAR SETBACK	1.00

LOT 1F	
AREA	100.00 SQ. METERS
PERMITS	1.00
MIN. FRONT SETBACK	1.00
MIN. SIDE SETBACK	1.00
MIN. REAR SETBACK	1.00

LOT 1G	
AREA	100.00 SQ. METERS
PERMITS	1.00
MIN. FRONT SETBACK	1.00
MIN. SIDE SETBACK	1.00
MIN. REAR SETBACK	1.00

LOT 1H	
AREA	100.00 SQ. METERS
PERMITS	1.00
MIN. FRONT SETBACK	1.00
MIN. SIDE SETBACK	1.00
MIN. REAR SETBACK	1.00

LOT 1I	
AREA	100.00 SQ. METERS
PERMITS	1.00
MIN. FRONT SETBACK	1.00
MIN. SIDE SETBACK	1.00
MIN. REAR SETBACK	1.00

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 <sup>1</sup>	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
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
<b>Trip Generation Estimates for Proposed Development</b>						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, 8<sup>th</sup> 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, 8<sup>th</sup> 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 <sup>1</sup>	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
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
<b>Trip Generation Estimates for Proposed Development</b>						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, 8<sup>th</sup> 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 -**

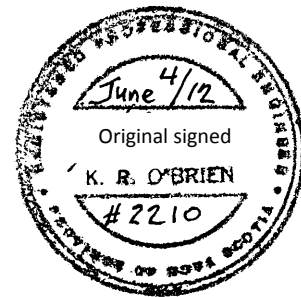
6. Remove bushes from the inside of the curve on Waker Service Road east of the Site Driveway to improve visibility.

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

Sincerely,

Original signed

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



**Case 19056 Attachment E**



**NORTH WEST PLANNING ADVISORY COMMITTEE  
PUBLIC MEETING MINUTES  
May 21, 2014**

**PRESENT:** Councillor Tim Outhit  
Councillor Steve Craig  
Ann Merritt, Chair  
Ross Evans  
Brian Murray  
Evan MacDonald  
Kevin Copley

**REGRETS:** Paul Russell, Vice Chair

**STAFF:** Tyson Simms, Planner  
Alden Thurston, Planning Technician  
Melissa Eavis, Legislative Support

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

*The agenda, supporting documents, and information items circulated to the North West Planning Advisory Committee are available online:*

<http://www.halifax.ca/boardscom/NWPAC/140521nwpac-agenda.php>

*The meeting was called to order at 7:07 p.m., and adjourned at 9:00 p.m.*

**1. CALL TO ORDER**

The Chair called the meeting to order at 7:07 pm.

**2. PUBLIC PARTICIPATION**

- 2.1** 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.

Ms. Ann Merritt introduced the members of the North West Planning Advisory Committee and staff. She explained the purpose of the meeting and provided a short introduction to Case 19056.

Mr. Tyson Simms, Planner, outlined the agenda for the evening and reiterated the purpose of the public meeting. He provided an overview of the case including the properties in question, the existing uses and zoning, the applicable policies, and the proposed amendments. He also outlined the planning process.

Mr. Cesar Saleh, a representative of W.M. Fares Group Limited made a presentation on behalf of the applicant, Cascades Property Group. He discussed previous projects of W.M. Fares Group Limited and provided an overview of the proposed development.

Ms. Merritt outlined the ground rules for the meeting and opened the floor to comments and questions from the public.

**Mr. Walter Regan** spoke on behalf of Sackville Rivers Association and stated that he is generally in favor of the project but he raised the following concerns: would the building be set back twenty meters from existing watercourses; would there be oil and grit separators installed; would there be a sidewalk for the facility and would there be a sidewalk built from Old Sackville Road; would the proposed buildings be built to LEED standards; would there be sewage retention tanks to stop the line from becoming surcharged; would there be a green roof on the apartment building. He also expressed concern for silt retention practices due to the close proximity to the watercourses. He also asked whether the proposed park would be maintained by HRM or if it would be privately owned and if ten percent of the land area of the proposal would be used as park dedication. He also explained that this property was previously used as a construction site and there is considerable concern with site contamination. He also asked what investigation had been done and whether any remaining contaminated soil would be cleaned; whether there were any old wells on site; if there had been any investigation in terms of shale; and whether there would be any landscaping on the ditching. He inquired as to the landscaping intentions and stated that storm water retention should be a priority.

Mr. Simms responded that Nova Scotia Environment has stated that the water feature on the site is a drainage course not a watercourse but there is a twenty-meter setback in any case. He

indicated that he would make the comments from Nova Scotia Environment available to the public. In terms of an oil and grit separator, staff can inquire as to whether this would be installed but the Development Agreement cannot require it. Installing sidewalks would also need to be discussed further as considering items outside of the project property boundaries can be difficult. Mr. Simms explained that LEED standard buildings could not be required through the Development Agreement process. A storm water management plan would be required for the site and the applicant must balance pre and post flows. Mr. Simms explained that there is a parkland dedication requirement which would be the HRM community park identified. Park Planning staff will be providing comment as to the size and requirements of the park and whether they would be taking any portion of the park dedication as cash-in-lieu. He also responded that staff has considered hazardous materials on the site and the developer can speak to that item further. In terms of landscaping, Mr. Simms noted that staff could consider the potential retention of vegetation, especially mature trees.

Mr. Saleh responded that all of Mr. Regan's comments regarding engineering will be given to the project civil engineer and will be considered item by item. He also noted that the site is quite disturbed and during construction there would be an erosion and sediment control plan. He also noted that there would be a landscaping plan because there are vast open areas on the site which will form a part of the Development Agreement. He explained that the site is contaminated and it is currently being remediated.

Mr. Simms added that when sites are contaminated, the Development Agreement would require that a Qualified Person certify that the site has been adequately remediated and is fit for development.

**Mr. Chris Rendell**, a resident of Kelly Court, questioned the benefits of the proposed development to the community. He explained that the current regulations were put in place to protect the community from over development. He stated that this development is not appropriate for the area and that there would be an increase in crime and traffic as a result. He also inquired as to whether a new stop sign would be put in place. He also questioned the impact on property taxes and stated that this development would not increase his quality of life. He expressed concern that this development may be setting a precedent for future development. He also noted that the development would be detrimental to children in the community.

**Mr. Alfred Ryan**, a resident of Sackville Road, stated that this development would saturate Old Sackville Road and that he agreed with the previous speaker that the area did not need additional townhouses, traffic, or people. He also stated that the vacancy rate is approximately 4% and additional apartment buildings were unnecessary and that single unit dwellings would be more appropriate. He explained that his main concern is with traffic and that the additional vehicles this project would bring would decrease residents' quality of life as well as create additional litter and trash. He felt that more input should be sought from the public before this site is developed.

**Mr. Ted Mar**, an adjacent property owner and resident of Sackville Road, made comments regarding a different proposal. He then expressed concern that surrounding property owners would be required to use municipal water and sewer services.

**Ms. Upshaw** stated that many surrounding residents are on fixed incomes and was concerned that this project would raise property taxes.

**Ms. Lesley Walker**, a resident of Walker Service Road, asked the following questions: would the proposed townhouses be rental or market housing; what the intentions were for the large open portions of the site; why 34 Walker Service Road was included in the proposal; what were the intentions for the laneway at the back of the property; if the development agreement was binding and could it be changed; how the site would be serviced; if there would be a fence and who would be responsible for maintaining it; the impacts of construction on existing wells in the area; and how the large bank on the site will be kept stable. She also expressed concern for the additional density and its effects on the community and whether the project would require blasting.

Mr. Saleh stated that the townhouses would be owner occupied and that the multi-unit building is intended as an apartment building. He clarified that the open space at the back corner of the site does not have any proposed development, as it is unserviced. The single dwelling mentioned is intended to remain unchanged. He stated that the water and sewer services will be extended from Old Sackville Road and to the Walker Service Road area and then to the subject property. He explained that fencing details have not been considered at this time but would be a part of the Development Agreement. Mr. Saleh stated that the proposed density for this site is 10 units per acre. He also noted that four acres of the site has existing development rights that are commercial which he felt would not be appropriate for this area. In terms of the surrounding properties on well water, a survey would be completed identifying those properties that have wells and their condition would be noted. Measures would then be put in place to ensure they are not damaged during development. If there was damage, it would have to be fixed at a cost to the developer. He also clarified that at this time it is unclear as to whether blasting would be necessary.

**Mr. Charley Craig**, a resident of Sackville Road, stated that the lack of sidewalks is a concern. He also noted that traffic would be problematic at the nearby intersection and that additional children waiting for the school bus would be dangerous.

Mr. Saleh responded that a traffic study would be submitted that would assess safety and volume, and this would be made available to the public. He also explained that there are sidewalks within the proposed new road and the possibility of sidewalks outside of the project area will be discussed with the project developers.

**Mr. Denis Lougard**, a resident of Skyriver Drive, asked if Brian Drive would be extended and stated that there may be safety issues with children and teenagers loitering around the Sackville River. It was clarified that Brian Drive would not be extended.

**Ms. Betty Harvey**, a resident of Walker Service Road, inquired as to the depth of the oil contamination on the site and if these oils have spread to other properties.

Mr. Saleh stated that the tank was located above ground and there was an area of land that was contaminated. An environmental company has written a report and the property owner is

following the guidelines in cleaning up the site. He explained that the land had to be cleaned prior to any development.

**Mr. Charles Craig**, a resident of Sackville Road, asked why so much of the property was being left undeveloped. He also expressed concern for the stream going down to the Sackville River.

Mr. Saleh responded that the Development Agreement would stipulate what land would be developed and any other development would not be permitted. He stated that the property is challenging due to the unserviced areas and the contamination.

Mr. Simms explained how the subdivision of the townhouse units would limit further development. Also, that the Development Agreement can require that no other lands on the site be developed. He stated that staff will consider further the exiting single unit dwelling and whether it would be included in the development agreement.

**Mr. Chris Dagley**, a resident of Skyriver Drive, stated that the conditions of the road are not optimal and plowing is currently very slow in the area causing dangerous conditions. He stated that the additional traffic would make this situation worse. He inquired as to whether a portion of the lot could be used for commercial purposes. He also expressed concern regarding blasting and the effects on existing wells in the area and whether existing residents would be required to service their property if water and sewage were brought into the area.

Mr. Simms stated that the Development Agreement would speak only to what is being proposed and if no commercial uses were proposed then they would not be permitted. He noted that staff would review concerns raised regarding snow removal. Mr. Simms explained that there is a blasting by-law and damage costs would be born by the applicant. In terms of servicing, staff will confer with Halifax Water to determine the effect on surrounding unserviced properties.

**Ms. Darcie Hessie**, a resident of Sackville Road, stated that she purchased her house because it was a low-density area and would have reconsidered if the current proposal were in place. She also inquired as to who had the final say regarding the rezoning and Development Agreement process.

Mr. Simms responded that Council has the ultimate decision making power for both the rezoning and the Development Agreement and that the Development Agreement would be a more comprehensive approach and allow for more flexibility.

**Ms. Barb Lowe**, a resident of Walker Service Road, stated that she does not have an issue with those lands being developed but this proposal is not in keeping with the low-density character of the neighborhood. She felt that large single unit dwellings would be equally profitable and more appropriate for the area. She noted that surrounding owners take pride in their properties and do not need this type of development.

**Ms. Kathy Fougere**, a resident of Scott Edward Drive, agreed with the previous speaker and felt that multi-unit buildings would create chaos. She expressed concern for the increase of children in the area, increases in crime and theft, and the lack of access to and from the site. She

explained that the townhouses were potentially acceptable but the apartment building was entirely inappropriate. She also noted that home values could be lowered as a result of this project.

**Mr. Chris Rendell**, a resident of Kelly Court, inquired as to whether this agreement would preserve the areas in question and whether there would be tax impacts for surrounding property owners. He also expressed concern for blasting effects on existing septic beds.

Mr. Simms reiterated that there is a blasting by-law, which would regulate the process if blasting were required. He stated that he was unable to speak to the effects this proposal would have on property taxes. He also stated that the school board is typically a review agency and will provide comments on the project.

In response to questions from those in attendance, Councilor Craig held a brief discussion on process and transparency.

**Mr. Walter Regan** stated that special consideration should be given to the population of Eastern wood turtles in the area to ensure they are not negatively affected by the proposal. He also asked if HRM would require the developer to do further investigation for contamination, and whether the onus could be placed on the property owners to maintain fencing. He also noted previous issues with shale, ditching and green roof construction.

Ms. Merritt called for further speakers. As there were none the meeting was adjourned.

### **3. ADJOURNMENT**

The public meeting was adjourned at 9:00 p.m.

Melissa Eavis  
Legislative Support