



PO Box 1749
Halifax, Nova Scotia
B3J 3A5

MEMORANDUM

To: Chair and Members of North West Planning Advisory Committee

From: Tyson Simms, Planner

Date: March 19, 2014

Subject: Case 17361: Application by Lalainya Biasotti to amend the existing Atlantic Playland development agreement (1200 Lucasville Road, Hammonds Plains) to enable an expansion of commercial recreation uses on the property.

Background:

Atlantic Playland is located at 1200 Lucasville Road, Hammonds Plains. The existing development agreement allows for commercial recreation uses, however, it does not allow future expansion of the existing amusement park. The applicant is proposing to amend the existing development agreement to allow for additional amusement rides, additional parking and an expansion to the existing single unit residential dwelling.

Existing Use

The site currently consists of an existing amusement park and a single unit dwelling. Some of the existing commercial recreation uses consist of: waterslides; a Ferris wheel; a go kart track; batting cages; a video arcade; a child's rollercoaster; a wax museum; a canteen; bumper boats; and a swimming pool.

Designation

'Mixed Use B' under the Beaver Bank, Hammonds Plains and Upper Sackville Municipal Planning Strategy (MPS). Refer to Map 1 and Section II of Beaver Bank, Hammonds Plains and Upper Sackville MPS.

Zoning

MU-1 (Mixed Use 1) under the Beaver Bank, Hammonds Plains and Upper Sackville Land Use By-law (LUB). Refer to Map 2 and Part 13 of the Beaver Bank, Hammonds Plains and Upper Sackville LUB.

Proposal

The proposal, illustrated in Attachment A, is to amend the existing development agreement to allow for an expansion of commercial recreation uses. The applicant wishes to add new attractions including: new amusement rides (approximately 10 in total); an expansion to the existing wax museum building; new waterslides (approximately 7); an addition to the existing canteen and new buildings to house new attractions. Please note, the proposed Recreational Vehicle/Tenting Lot as shown on Attachment A has been withdrawn as part of the application.

HRM Community and Recreation Services – Planning Applications

Eastern Region Office PO Box 1749, Halifax, NS B3J 3A5 Website: www.halifax.ca
Phone: (902) 490-4843 Fax: (902) 490-4346 Email: simmst@halifax.ca

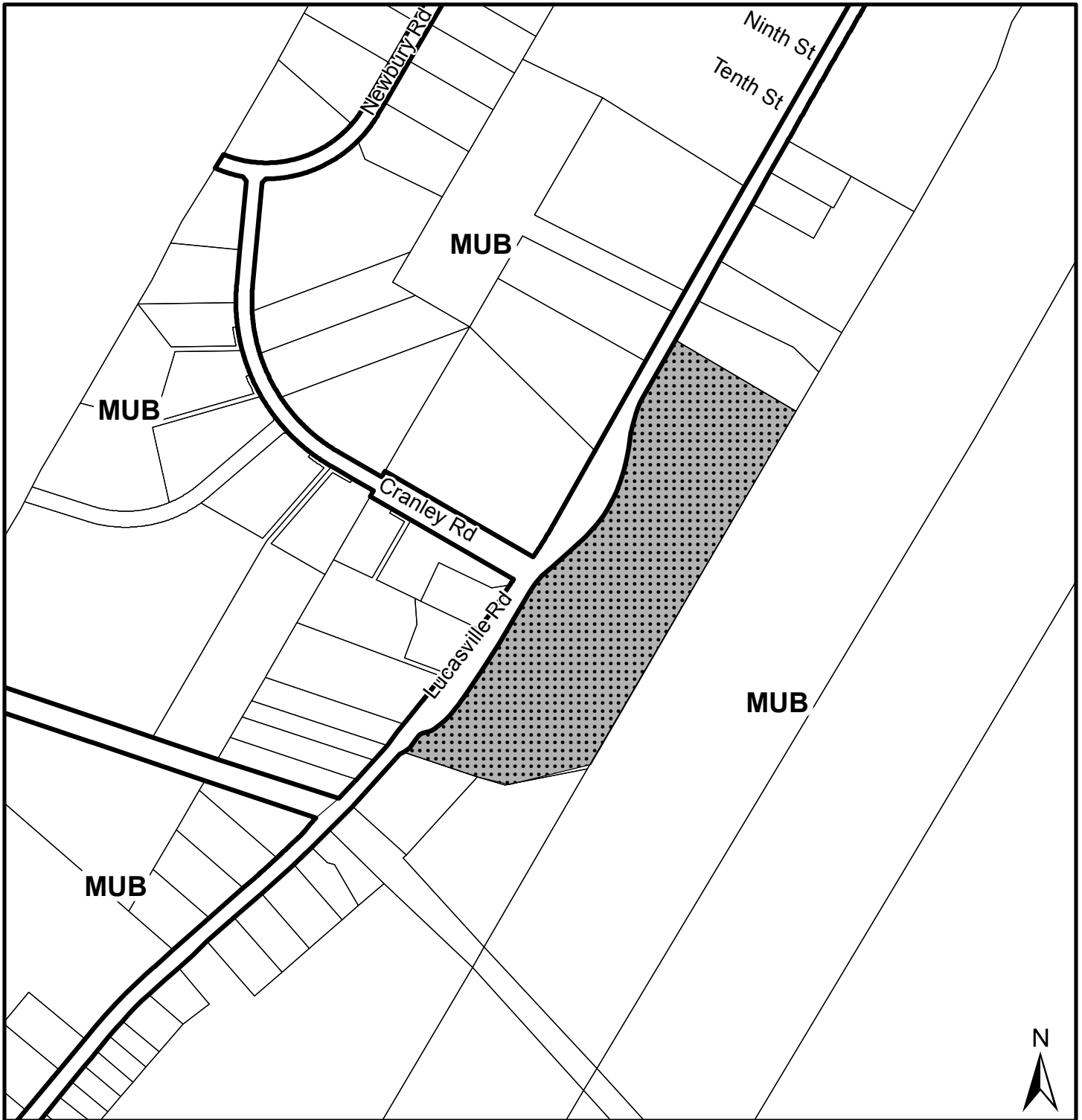
MPS Policy Policy P-27 of the Beaver Bank, Hammonds Plains and Upper Sackville MPS allows community council to consider proposed expansions to existing commercial recreation uses. A copy of the policy is attached for the Committee's reference as Attachment B.

Input Sought from North West Planning Advisory Committee

Feedback is sought from NWPAC relative to this proposed expansion and its ability to satisfy the enabling plan policy (P-27) of the Beaver Bank, Hammonds Plains and Upper Sackville MPS. 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	Site Plan
Attachment B	Policy P-27 Beaver Bank, Hammonds Plains and Upper Sackville MPS
Attachment C	Traffic Impact Statement
Attachment D	Preliminary Storm Drainage Plan
Attachment E	Public Information Meeting Minutes



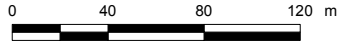
Map 1 - Generalized Future Land Use

1200 Lucasville Road
Hammonds Plains



 Subject Property

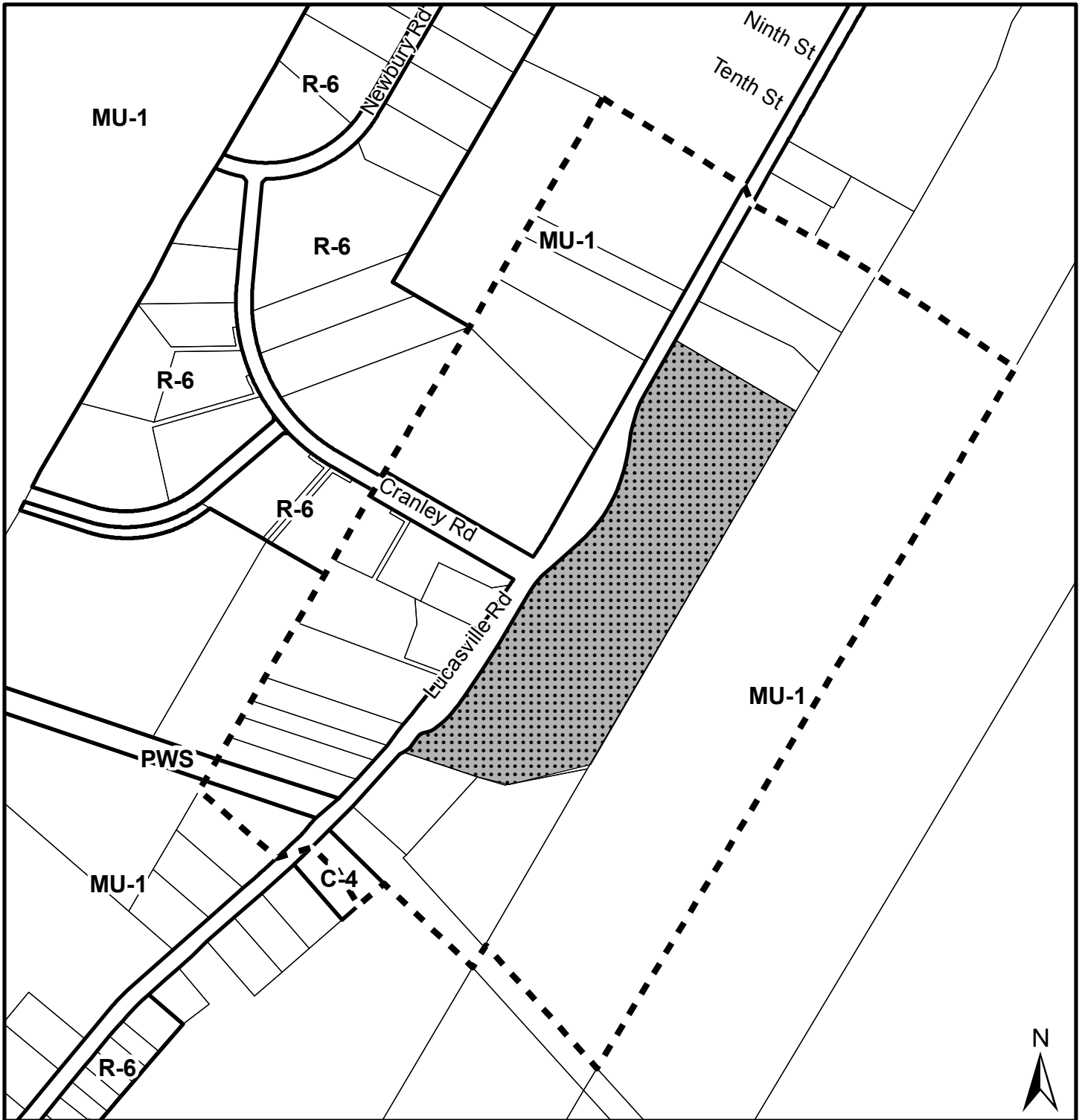
Designation
MU-B Mixed Use B



Beaver Bank, Hammonds Plains
and Upper 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 and Notification

1200 Lucasville Road
Hammonds Plains

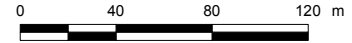


 Subject Property

 Area of notification

Zones

- MU-1 Mixed Use 1 Zone
- R-6 Rural Residential Zone
- C-4 Highway Commercial Zone



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.

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

Attachment B

Policy P-27 of the Beaver Bank, Hammonds Plains and Upper Sackville MPS

Policy P-27

Within the Mixed Use A, B and C Designations, it shall be the intention of Council through the land use by-law to provide for the continued use of commercial recreation uses to the extent they presently exist (Policy P-9 and P-12). Further, Council may consider any proposed expansion of existing commercial recreation uses as well as the development of new commercial recreation uses by development agreement and according to the provisions of the Municipal Government Act. In considering any new or expanded commercial recreation use, Council shall have regard to the following:

- (a) that the site exhibits characteristics which make the location particularly suitable for the proposed use;
- (b) the potential for adversely affecting adjacent residential and community facility development by virtue of noise, visual intrusion, traffic generation and littering;
- (c) the provision of landscaping or buffering from adjacent development and the public road to which it has access in order to reduce the impact of the proposed development;
- (d) the availability of a site and site design which will entirely contain all aspects of the operation within the boundary of the proposed site;
- (e) the impact on traffic circulation and in particular sighting distances and entrances and exits to the site.
- (f) the layout and design of the facility;
- (g) general maintenance of the facility;
- (h) where any sewage treatment plant is proposed, the location and level of treatment of the sewage treatment plant;
- (i) that the appearance of all buildings and structures related to the use shall be compatible with the surrounding area in terms of scale, exterior finish and signage;
- (j) an assessment of environmental concerns related to the proposed development and in particular, potential effects on watercourses;
- (k) the requirement for any applicable provincial approvals; and
- (l) hours of operation; and
- (m) the provisions of Policy P-137.

Policy Preamble – Direct Excerpt from Beaver Bank, Hammonds Plains and Upper Sackville MPS

Commercial Recreation Uses - Mixed Use A, B and C Designations

As previously indicated, there are a number of existing commercial recreation activities within the mixed use designations. The potential exists for more of these due to the scenic and natural amenities of the Plan Area and its easy accessibility to the metropolitan area. Such activities include campgrounds, amusement parks, golf courses, race tracks, drive-in theatres and associated food outlets.

The Strategy seeks to ensure that all commercial recreation uses make a positive contribution not only to the regional markets which they serve but also to the local community itself. While there is support for this type of commercial development, there is concern with the potential for greatly increased amounts of traffic, as well as the noise and garbage often associated with the wide range of commercial recreation activities. Residents seek assurance that such activities will not detract from the existing character of the communities and the enjoyment of property. It is not the intention of the designations

to permit any such use where it can be demonstrated that the proposed use will cause a significant reduction in the enjoyment of properties in the immediate area. It is the intention that such uses will be considered where it can be shown that a site has high commercial recreation potential which can be exploited without creating negative external impacts.

An additional concern with commercial recreation operations such as campgrounds is often the requirement for installation of a sewage treatment plant. While the Province has jurisdiction over the design and construction of such facilities, there are serious problems with ongoing maintenance which can effect adjacent properties and the quality of nearby watercourses.

Golf courses also raise environmental questions, related to the extensive use of fertilizer and its effect on watercourses. This impact can be assessed through site evaluation. The layout of club houses and greens can be designed in such a way that the impact on watercourses and adjacent development is minimized, including hazards resulting from stray golf balls.



Ref. No. D111115

May 11, 2011

Mrs. Lalainya Biasotti
Atlantic Playland
1200 Lucasville Road
Hammonds Plains, NS
B4B 1P7

Re: Traffic Impact Statement
Proposed Atlantic Playland Expansion, 1200 Lucasville Road
Hammonds Plains, Halifax Regional Municipality

Dear Mrs. Biasotti:

Atlantic Playland has developed a concept plan for future development of their operation in Hammonds Plains, located at 1200 Lucasville Road (PID# 40203648). Atlantic Playland is an amusement park and is generally open during the summer months from June to September. Figure 1 shows the concept for expansion, which will occur over a number of years. The proposed future developments include:

- Renovation to two existing structures to provide residential living space;
- Addition of two new bays for garage;
- A new parking lot;
- A new building for attractions (eg Fun House);
- Up to ten (10) new amusement rides;
- Up to seven (7) new water slides and a new swimming pool;
- Recreational Vehicle / Tenting Lot for up to 75 sites;
- A new wooden roller-coaster; and,
- Expansion of the existing cafeteria.

The following is a Traffic Impact Statement to accompany the development agreement application.

Description of Study Area Streets

The site of the proposed development is located on the east side of Lucasville Road in Hammonds Plains. Lucasville Road is a collector street connecting Hammonds Plains Road and Sackville Drive. There is a 70 km/h speed limit in the vicinity of Atlantic Playland which changes to 60 km/h to the north of the site.



Figure 1

LEGEND

- SITE BOUNDARY
- ADJACENT PROPERTY BOUNDARY
- WATER COURSE
- EXISTING BUILDINGS
- PROPOSED BUILDINGS - EXPANSIONS
- PROPOSED ICE LOCATION (APPROXIMATE)
- 12.5m x 16.8m RECREATIONAL VEHICLE

FUTURE DEVELOPMENT

1. 2nd STOREY RECREATIONAL ADDITION AND EXPANSION
2. 2nd NEW BAY FOR GARAGE
3. RECREATIONAL VEHICLE TRAILING LOT (75 SPOTS)
4. BUILDING FOR NEW ATTRACTION (40,000 SQ FT)
5. 2nd STOREY RECREATIONAL ADDITION TO EXIST. WALKWAY
6. SWIMMING POOL
7. NEW AMUSEMENT RIDES (10 TOTAL)
8. NEW WATER RIDES (7 TOTAL)
9. NEW WATER RIDES (7 TOTAL)
10. 2nd STOREY RECREATIONAL ADDITION AND EXPANSION
11. 2nd STOREY RECREATIONAL ADDITION AND EXPANSION

GENIVAR
 1 TECHNICAL LANE WEST
 RICHMOND HILL, ONTARIO, L4B 1N7
 TEL: 905.709.2200
 WWW.GENIVAR.COM

ATLANTIC PLAYLAND
 CONCEPT PLAN
 FUTURE DEVELOPMENT
 HAMMONDS PLAINS, NOVA SCOTIA

DESIGNER: KIMMITS **SYNOPSIS**
PROJECT: NOODLES **1-1**

SCALE
 1:1

DATE: 12.2019 **DRAWN BY: J.M.**

APPROVED:

NOTES:
 1. PLAN BASED ON THOMPSON CONSULTANTS LOCATION CONCEPT PLAN DATED 31 JANUARY 2000
 2. SEE SITE PLAN FOR DETAILS

GENIVAR
 1 TECHNICAL LANE WEST
 RICHMOND HILL, ONTARIO, L4B 1N7
 TEL: 905.709.2200
 WWW.GENIVAR.COM

Traffic volume data for Lucasville Road in the vicinity of the study area was obtained by Halifax Regional Municipality Traffic and Right of Way section during August 2010, which is during the operating season for Atlantic Playland.

The machine count volumes acquired in 2010 are shown in Table 1 and are also shown diagrammatically in Table A-1, Appendix A.

Table 1: Summary – Lucasville Road Traffic Volume Data				
Count Location	Dates	Two Way Volumes		
		Weekday (vpd)	AM Peak (vph)	PM Peak (vph)
Lucasville Road 1488 Lucasville Road	August 2010	7,480	451	724

The 2010 machine count was collected between August 12th 16th. This count is considered to be representative of typical traffic volumes and HRM seasonal adjustment factors have not been applied.

In the area of this site, Lucasville Road has two travel lanes with a 6.3 metre wide travel width. In the area of the site, the Lucasville Road has a 3.3 metre wide gravel shoulder on the west side and a 2.5 meter wide gravel shoulder on the east as illustrated in Photos 1 and 2. Ditches are located on either side of Lucasville Road and utility poles are located in or at the back of the ditches on the east side of the road.

“No Parking” signs are located on the east side of Lucasville Road between the south driveway and the middle driveway.

Description of Site Activities

Atlantic Playland currently provides a venue for a number of recreational activities including batting cages, an arcade, a wax museum, a canteen, amusement rides, bumper cars, bumper boats, and water slides. Operations on the site are seasonal beginning in June and typically running for 86 days. The site opens at 10AM and closes at 6PM or later depending on the time of year. A single residential unit is also currently located on the site.

The proposed future expansion of Atlantic Playland includes the addition of several apartments to existing structures, a 75 site recreational vehicle / tenting



Photo 1: Looking North on Lucasville Road from Driveway 1



Photo 2: Looking South on Lucasville Road from Driveway 1

area and addition of new rides and recreational activities. A breakdown of the proposed expansions is provided on Figure 1.

Description of Existing Driveway Accesses to Atlantic Playland

The existing site is currently accessed through three driveways connected to Lucasville Road. The driveways are referred to in this statement as Driveway 1, 2 or 3. Figure 1 shows the existing driveways complete with labels.

Visibility is adequate for the posted 70km/h speed limit on both approaches to each of the existing driveways as illustrated in Photos 1 to 6

The proposed site plan includes three existing surface parking lots and one additional parking lot. It is noted that the site plan shows one of the existing parking lots and portions of the other two parking lots to be located outside of the property boundaries and within the Road Right of Way (ROW). It is noted that the ROW is wider than typical in this area and does not follow the current alignment of the road.

The proposed future development includes the addition of a recreational vehicle / tenting area for up to 75 sites. The proposed site plan indicates that the proposed recreational vehicle / tenting site will be accessed by Driveway 3. During our site visit of April 4th 2011, it was noted that Driveway 3 is fairly steep with an abrupt grade change where the driveway meets the Lucasville Road. Photo 7 shows Driveway 3 from the additional parking lot. Further investigation and possible realignment of the existing driveway is required so that it can accommodate recreational vehicles.



Photo 3: Looking North on Lucasville Road from Driveway 2



Photo 4: Looking South on Lucasville Road from Driveway 2



Photo 5: Looking North on Lucasville Road from Driveway 3



Photo 6: Looking South on Lucasville Road from Driveway 3

Trip Generation

Trip Generation, 8th Edition (Institute of Transportation Engineers (ITE), Washington, 2008) provides trip generation rate estimates for AM and PM Peak hours for various land uses. The amusement park portion of the site does not open before 10AM, therefore AM peak hour trips are expected to be limited to those generated by the residential units or the proposed recreational vehicle / tenting site. Trips estimated to be generated by the fully developed site are summarized in Table 2.



Photo 7: Looking West from Parking Lot toward Driveway 3

Published trip generation rates for a Multipurpose Recreational Facility are provided in *Trip Generation, 8th Edition Institute of Transportation Engineers (ITE), Washington, 2008* for PM Peak hours. A Multipurpose Recreational Facility (ITE 435) is defined as, "containing two or more of the following land uses combined at one site: miniature golf, batting cages, video arcade, bumper boats, go-carts and golf driving ranges. Refreshment areas may also be provided." Trip generation rates for Multipurpose Recreational Facility (ITE 435) are based on a single study.

Lane Use	Units	Trip Generation Rates ¹				Trips Generated ²			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Trips Generated with Proposed Developments									
Single Unit Residential (ITE 210)	3 ³	0.19	0.56	0.64	0.37	1	2	2	1
Campground/Recreational Vehicle Park (ITE 416)	75 ⁴	0.08	0.12	0.26	0.11	6	9	20	8
Multipurpose Recreational Facility (ITE 435)	21.9 ⁵	--	--	2.31 ⁶	3.46 ⁶	--	--	50	76
Total Trip Generation with Expansion						7	11	72	85
Notes: 1. Trip generation rates are 'vehicles per hour per unit'. Rates are for indicated Land Uses as published in <i>Trip Generation, 8th Edition</i> , Institute of Transportation Engineers, 2008. 2. Vehicles per hour for peak hours. 3. Units are the number of residential dwellings expected to be accommodated by the site expansion. 4. Units are the number of occupied camp sites expected to be accommodated by the site expansion. 5. Units are the number of Acres expected to be developed with recreational facilities under the site expansion. 6. Directional Split is not available for Multipurpose Recreational Facility (ITE 435). We have assumed a directional split of 40% entering and 60% exiting during the PM peak hour.									

Atlantic Playland with the proposed site developments is estimated to generate 18 trips (7 in and 11 out) during the AM peak hour during peak summer operation, and 157 trips (72 in and 85 out) during the PM peak hour during peak summer operation. While the fully developed site is expected to generate 157 two-way trips during the PM peak hour of summer operation, many of the "Multipurpose Recreational Facility" peak hour trips are already on-site under the existing level of development.

Existing trip generation in the form of ticket sales or attendance counts from previous seasons was not available at the time that this impact statement was prepared. We recommend conducting peak hour turning movement counts at the existing driveways during a typical weekday during summer operation to determine existing trip volumes.

Left Turn Warrants

Due to the seasonal operation of Atlantic Playland, the distribution of turning movements over three driveways and the moderate PM peak hour volumes on Lucasville Road, 724 vph two-way (374 vph northbound and 351 vph southbound), a left turn lane is not considered to be warranted in this situation.

Summary

1. Atlantic Playland has developed a concept plan for future development of their property at 1200 Lucasville Road.
2. The site is expected to be built-out over the next number of years.
3. A machine count acquired by HRM in 2010 indicates that average two-way weekday traffic on Lucasville Road in the vicinity of the proposed development is approximately 451 vehicles during the AM peak hour and 724 vehicles during the PM peak hour.
4. Atlantic Playland opens for business at 10AM, therefore, recreational facilities are not expected to contribute significantly to the AM peak hour volume.
5. Atlantic Playland's operation is seasonal beginning in June and typically running for 86 days.
6. The fully developed site is expected to generate 18 trips (7 in and 11 out) during the AM peak hour during peak summer operation, and 157 trips (72 in and 85 out) during the PM peak hour during peak summer operation.
7. Actual trip generation for the existing development was not available at the time that this Impact Statement was prepared. We recommend conducting turning movement counts at the existing driveways during the PM peak hour on a typical day during peak summer operation to determine existing site generated traffic volumes.

Conclusion

The proposed future expansion of Atlantic Playland is not expected to have a significant impact on Lucasville due to the seasonal nature of the Atlantic Playland operation, operating hours which begin after the AM peak period has passed, and moderate existing volumes on the Lucasville Road.

Due to the limited number of studies available from ITE for a Multipurpose Recreational Facility, and the absence of existing traffic generation numbers from previous years of operation, we recommend that a turning movement count be conducted on a typical, peak summer day of operation (sunny and warm weather) to determine existing trip generation and volume distribution in order to confirm volume projections provided by ITE.

Yours truly,

GENIVAR Inc.

Original signed


David Blades, P.Eng.
Project Engineer



Table A-1N - Northbound Hourly Volumes - Lucasville Road (August 12 to 16, 2010)
(1488 Lucasville Road)

Hour	Days of the Week							Hourly Averages	
	Mon -16	Tues-28	Wed-29	Thu-12	Fri-13	Sat-14	Sun-15	Week	Weekday
1	16	*	*	*	21	43	37	29	19
2	3	*	*	*	8	14	15	10	6
3	6	*	*	*	12	14	10	10	9
4	3	*	*	*	2	4	5	4	3
5	6	*	*	*	9	5	7	7	8
6	30	*	*	*	30	20	7	22	30
7	104	44	44	86	175	88	36	68	95
8	210	*	*	210	184	120	64	134	193
9	192	*	*	184	193	188	93	147	188
10	156	*	*	176	176	205	124	165	175
11	134	*	*	206	206	229	234	223	155
12	*	*	*	227	227	243	271	247	206
13	*	*	*	236	235	195	242	227	227
14	*	*	*	195	183	185	212	194	189
15	*	*	*	177	156	141	111	171	167
16	*	*	*	127	104	135	99	116	116
17	*	*	*	76	73	94	67	78	75
18	*	*	*	40	45	63	29	44	43
TOTALS	860	0	0	2097	3509	3312	3386	3473	3559

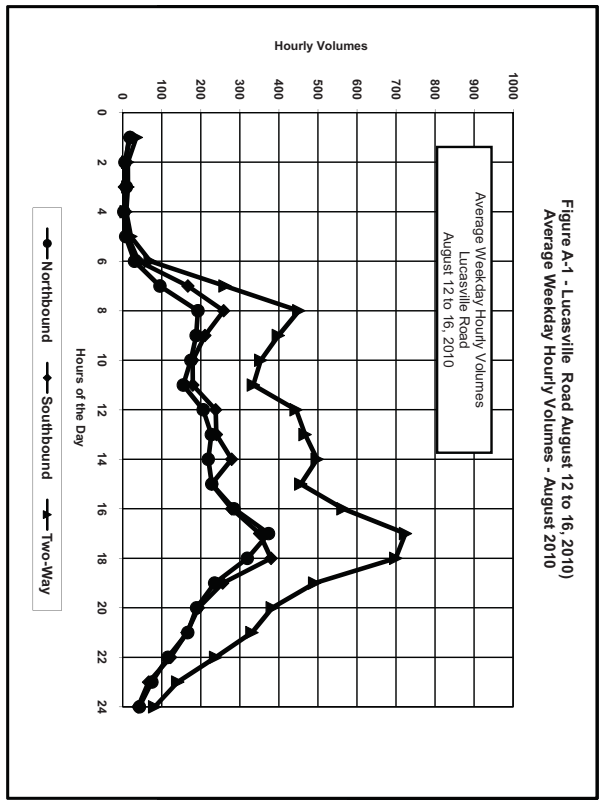
Table A-1S - Southbound Hourly Volumes - Lucasville Road (August 12 to 16, 2010)
(1488 Lucasville Road)

Hour	Days of the Week							Hourly Averages	
	Mon -16	Tues-28	Wed-29	Thu-12	Fri-13	Sat-14	Sun-15	Week	Weekday
1	14	*	*	*	19	31	24	22	17
2	5	*	*	*	10	14	15	11	8
3	0	*	*	*	9	18	11	10	5
4	4	*	*	*	9	7	5	6	5
5	13	*	*	*	14	7	7	10	14
6	45	*	*	36	22	22	9	28	41
7	161	*	*	173	59	59	38	108	167
8	260	*	*	257	105	105	48	168	259
9	225	*	*	196	149	149	78	162	211
10	173	*	*	185	218	218	152	182	179
11	142	*	*	217	265	227	213	213	180
12	*	*	*	300	238	300	277	272	238
13	*	*	*	240	317	323	293	293	240
14	*	*	*	279	303	341	341	308	279
15	*	*	*	227	229	299	288	261	228
16	*	*	*	275	283	286	282	279	229
17	*	*	*	350	351	249	267	304	351
18	*	*	*	368	392	246	224	308	380
19	*	*	*	250	262	219	205	234	256
20	*	*	*	192	196	169	173	183	194
21	*	*	*	179	150	122	155	152	165
22	*	*	*	122	123	79	93	104	123
23	*	*	*	68	65	60	51	61	67
24	*	*	*	42	37	51	27	39	40
TOTALS	1042	0	0	2073	3970	3595	3323	3719	3921

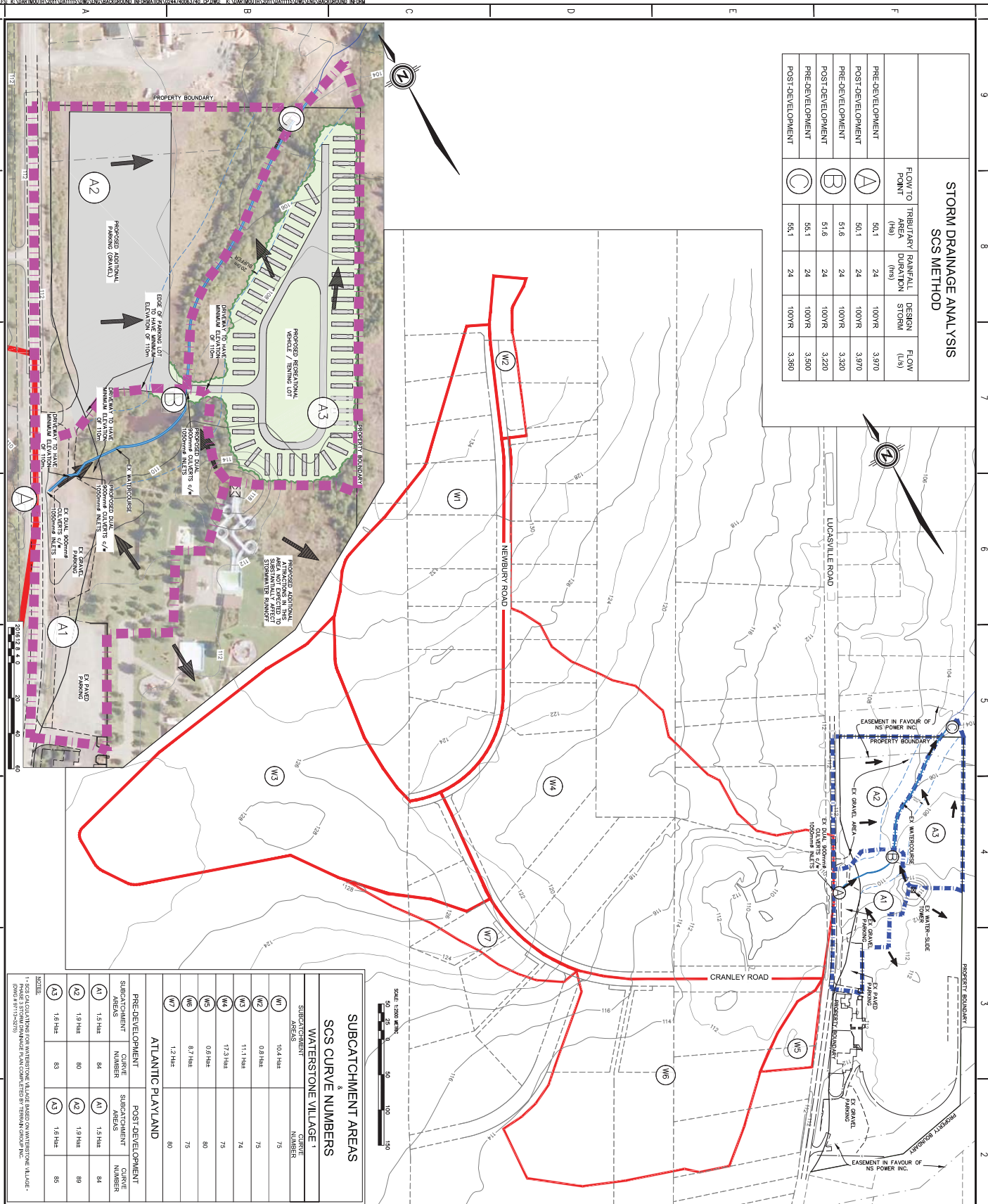
Table A-1 - Two-Way Hourly Volumes - Lucasville Road (August 12 to 16, 2010)
(1488 Lucasville Road)

Hour	Days of the Week							Hourly Averages	
	Mon -16	Tues-28	Wed-29	Thu-12	Fri-13	Sat-14	Sun-15	Week	Weekday
1	30	*	*	*	40	74	61	51	35
2	8	*	*	*	18	28	30	21	13
3	6	*	*	*	21	32	18	19	14
4	7	*	*	*	11	11	10	10	9
5	19	*	*	*	23	12	14	17	21
6	75	*	*	66	66	42	16	50	71
7	265	134	175	259	103	74	175	262	252
8	470	470	432	193	432	112	302	451	451
9	417	*	380	380	289	171	309	389	389
10	329	*	378	406	347	276	347	354	354
11	276	*	393	504	432	401	401	335	335
12	*	*	444	529	511	511	444	495	444
13	13	*	467	467	560	594	594	540	467
14	*	*	467	498	548	648	648	565	498
15	*	*	467	445	535	540	497	456	456
16	*	*	549	579	564	557	564	555	564
17	*	*	746	702	511	571	633	724	724
18	*	*	704	694	503	510	603	699	699
19	*	*	486	497	414	447	461	461	482
20	*	*	387	379	354	385	376	383	383
21	*	*	356	306	283	366	323	331	331
22	*	*	249	227	214	192	221	221	238
23	*	*	144	138	154	118	139	141	141
24	*	*	82	82	114	56	84	84	82
TOTALS	1902	0	0	4170	7479	6907	6709	7192	7480

Source: HRM Traffic and Right of Way section



STORM DRAINAGE ANALYSIS			
SCS METHOD			
FLOW TO POINT	TRIBUTARY AREA (HA)	RAINFALL DURATION (HRS)	DESIGN STORM (L/S)
(A)	50.1	24	3,970
(B)	51.6	24	3,320
(C)	55.1	24	3,500
POST-DEVELOPMENT	55.1	24	100YRS
PRE-DEVELOPMENT	50.1	24	100YRS
PRE-DEVELOPMENT	50.1	24	100YRS
PRE-DEVELOPMENT	51.6	24	100YRS
PRE-DEVELOPMENT	55.1	24	100YRS



SUBCATCHMENT AREAS

WATERSTONE VILLAGE

SUBCATCHMENT AREAS	CURVE NUMBER
W1	75
W2	75
W3	74
W4	75
W5	80
W6	75
W7	80

ATLANTIC PLAYLAND

SUBCATCHMENT AREAS	CURVE NUMBER
A1	84
A2	89
A3	85

PRE-DEVELOPMENT

SUBCATCHMENT AREAS	CURVE NUMBER
A1	84
A2	89
A3	85

NOTES:
 1. PRELIMINARY STORM DRAINAGE PLAN COMPILED BY TERSON GROUP INC. DATE: 09/11/2012
 2. CONSULTING ENGINEER: TERSON GROUP INC. DATE: 09/11/2012
 3. CONSULTING ENGINEER: TERSON GROUP INC. DATE: 09/11/2012
 4. CONSULTING ENGINEER: TERSON GROUP INC. DATE: 09/11/2012
 5. CONSULTING ENGINEER: TERSON GROUP INC. DATE: 09/11/2012
 6. CONSULTING ENGINEER: TERSON GROUP INC. DATE: 09/11/2012
 7. CONSULTING ENGINEER: TERSON GROUP INC. DATE: 09/11/2012
 8. CONSULTING ENGINEER: TERSON GROUP INC. DATE: 09/11/2012
 9. CONSULTING ENGINEER: TERSON GROUP INC. DATE: 09/11/2012
 10. CONSULTING ENGINEER: TERSON GROUP INC. DATE: 09/11/2012

PROFESSIONAL ENGINEER

1. REGISTERED ENGINEER
 2. ORIGINAL SIGNED
 3. DATE: 09/11/2012
 4. PROJECT: ATLANTIC PLAYLAND
 5. DRAWING NO: 17361-001

TERSON GROUP INC.

1. 1000 SHEPPARD AVENUE EAST
 2. SUITE 100
 3. SCARBOROUGH, ONTARIO M1B 2Y9
 4. TEL: (416) 291-1111
 5. FAX: (416) 291-1112
 6. WWW.TERSONGROUP.COM

SCALE: 1:1000

DATE: 09/11/2012

PROJECT: ATLANTIC PLAYLAND

DRAWING NO: 17361-001

REVISIONS:

NO.	DESCRIPTION	DATE
1	ISSUED FOR APPROVAL	09/11/2012
2	ISSUED FOR REVIEW	09/11/2012

HALIFAX REGIONAL MUNICIPALITY
Public Information Meeting
Case No. 17361

Monday, February 20, 2012
7:00 p.m.
Wallace Lucas Community Centre

STAFF IN

ATTENDANCE: Tyson Simms, Planner, HRM Planning Services
Alden Thurston, Planning Technician, HRM Planning Services
Cara McFarlane, Planning Controller, HRM Planning Services

ALSO IN

ATTENDANCE: Councillor Brad Johns, District 19
Councillor Peter Lund, District 23
Lalainya Biasotti, Applicant

PUBLIC IN

ATTENDANCE: Approximately 13

1. Call to order, purpose of meeting – Tyson Simms

Case 17361 pertains to a development agreement for 1200 Lucasville Road which is also known as the Atlantic Playland property.

The purpose of the public information meeting (PIM) is to inform the public that HRM has received an application, provide some background, and receive feedback, comments and questions with respect to the proposal. No decisions are made at the PIM.

The PIM agenda was reviewed.

Mr. Simms introduced Councillor Brad Johns, District 19; Councillor Peter Lund, District 23; Lalainya Biasotti, the applicant; Mat Whynott, MLA for Hammonds Plains/Lucasville; and Cara McFarlane and Alden Thurston, HRM Planning Services.

2. Overview of planning process – Tyson Simms

The PIM is the initial step in the development agreement process. From here staff will conduct an internal review of the application; Halifax Watershed Advisory Board (HWAB) will review the application because there is a watercourse on the property; staff will draft a staff report with a recommendation and a development agreement that will go to North West Planning Advisory Council (NWPAC); NWPAC makes a recommendation to North West Community Council (NWCC); NWCC will give first reading and schedule a public hearing where members of the public will have another opportunity to provide comments and ask questions; and as a last step in this process, there is an opportunity (within 14 days), through the Nova Scotia Utility and Review Board (NSURB) to appeal the decision of NWCC.

3. Presentation of Proposal – Tyson Simms

The property is located at 1200 Lucasville Road in Hammonds Plains, is approximately 24 acres in size, is designated Mixed Use B (as is the majority of properties in this area) and is zoned MU-1 (Mixed Use 1).

An aerial photograph with the site bounded in yellow was shown. The proposal is to enter into a new development agreement to allow and consider the following uses: an expansion/addition of the amusement rides (up to ten rides at the site, one being a wooden roller coaster); an expansion of the water park area (an additional swimming pool and up to seven water slides); an additional parking area; the addition of a recreational vehicle and tenting lot (up to 75 spaces); and a renovation and expansion of the existing residence and accessory buildings (buildings that are accessory to the amusement park use such as a wax museum, canteen, etc.).

The site concept plan was shown.

There is policy within the Municipal Planning Strategy (MPS) that allows council to consider development agreements for commercial/recreational uses such as this. In doing so, staff will evaluate and consider: a) measures to mitigate noise, visual intrusion, traffic generation, and littering on/off the site; b) landscaping or buffering from adjacent development; c) impact on traffic circulation (staff will require a traffic impact statement to analyze the current flows of traffic and what is anticipated on the site); d) environment concerns (watercourse on site); and e) hours of operation.

4. Questions and Comments

Nick Antoft, Waterstone Village, a member of the Greater Hammonds Plains Community Association Traffic Committee - Lucasville, Hammonds Plains and Kearney Lake Roads are all truck restricted meaning that trucks are not to use these roads unless they have a stated purpose. It may make some challenges for large trucks towing RVs because in theory the only access to this area will be from Highway 101.

An HRM study he received today stated that in 2010 Lucasville Road, in this area, had 7105 vehicle movements per day which is probably 400 to 500 vehicles per hour during rush hour. The traffic can be concentrated by times. As part of the development of Margeson Drive, our community has actively worked with HRM and tried to come up with a solution. Margeson Drive will terminate on Cranley Drive, a residential area, just off the main entrance to the park. The committee hoped that HRM would move Margeson Drive further to the west by the power lines. He read a comment from a report written by Ken Reashor dated March 25, 2010, "This alignment was chosen for its intersection on the Lucasville Road which would create a major four lane intersection with good site distance." Mr. Antoft asked if, at the time, the vision for redevelopment of Atlantic Playland would be something other than commercial. The main entrance is a driveway. It is illegal, although the driveway is grandfathered, to be at an intersection. How is that going to work? Turning lanes will be needed to get onto Margeson Drive or Cranley Drive. What allowances and thought has gone into that? Vehicle traffic may end up on the shoulder of the road when RVs are attempting to turn in and out of the third entrance. How is this going to work? He read a report online that mentions Entrance 3 is fairly narrow and steep. A lot of thought will have to go into making that entrance wider and flatter so that people driving large RVs can negotiate them without causing traffic issues. He reiterated

that there will be 400 to 500 car movements per hour at rush hour so there could be some challenges there. He is mainly concerned with vehicle movements. The office should be placed where people can pull off the road to reserve their spots. Unless good planning goes into the vehicle movement component, there will be huge safety issues and potentially tragedy. The broader question, although outside of this process, is whether or not the potential movement of this development forward will allow HRM to consider moving Margeson Drive further west.

Approved warning signs to notify an upcoming intersection are needed. He suggested that the passing zone at the third entrance be turned into a normal passing zone. The last 200 feet at the end Cranley Drive and Margeson Drive there are no street lights and that is a very dark area.

Is there a septic system for the RV park for dumping sewage? What about campers requiring shower facilities and so on?

Mr. Simms – The traffic impact statement (TIS), which is available on-line, does disclose some information. The proposed hours of operation on this site are from 10:00 am to 6:00 pm; therefore, the morning peak hours are less affected. The afternoon traffic that is generator will be affected so the road is something that has to be looked at. The TIS still needs to be reviewed by our engineering staff. A lot of these comments and questions will be raised during staff's review as well. The proposed site plan is still to some extent conceptual and can change prior to the end of the process. The study also identifies the grade at Entrance 3 is a bit challenging as it exists especially for larger vehicle traffic. That is something the engineer will follow up with staff and the people who generated the report for solutions.

Mr. Antoft – Feels that people with RVs will want to get an early start, before 10:00 am, and pull out during morning rush hour traffic. He would like to see the traffic issues taken care of correctly.

Mr. Simms – with respect to the servicing, the applicant at this point has proposed this portion as not serviced. To some extent, there is a lot happening on the site, but it will be done through a phased approach and will be outlined in the development agreement that goes to NWCC. The camp portion is one of the latter phases. **Ian Biasotti, applicant**, said they will do whatever needs to be done to make it right if plans go ahead to do this. Mr. Simms mentioned that a stormwater management plan was required and provided for the site because of the watercourse. That plan will be posted on the website. Through that, the location of the proposed septic system for the site will be investigated. Although at this point, the proposal doesn't address this issue; therefore, it will have to be looked at prior to the application going to the HWAB.

Walter Regan, Sackville Rivers Association – What measures are being taken to address any acidic rock if found? **Mr. Simms** said there hasn't been any discussion regarding acidic rock but there may be when the application goes forward to the HWAB. At this point, the stormwater management plan shows essentially the existing storm flow on site and how it is proposed to be managed. From there, there can be discussions in terms of whether or not the agreement can focus on things specifically such as acidic slate.

Mr. Regan – Will there be more landscaping against Lucasville Road to make the site more attractive? **Mr. Simms** mentioned there is the ability, through the development agreement, to look at landscaping on the site. A preliminary landscaping plan may be required and further guidance in the agreement may be provided. The policy talks about retaining buffers and

landscaped portions currently on the site to mitigate against noise and any potential nuisance to adjacent parcels.

Mr. Regan – Will the culvert between the new parking lot and RV parking have fish passage? Will it be built to 100 year standard? **Mr. Simms** said the plan is conceptual. Nova Scotia Department of Environment (NSDOE) has been consulted with regard to this crossing and watercourse. The minimum that would be required is a watercourse alteration permit; although, through the development agreement, certain consistent measures can be specified.

Mr. Regan – What is currently onsite for a septic field(s)? How or will they be expanded to accommodate the camping? Will the camping lots be overnight? What about washroom facilities? Will there be a sewer pump-out? **Mr. Simms** understands that the intention is to accommodate overnight guests at the site. **Ms. Biasotti** said whatever is needed, washroom facilities and showers, will be provided. **Mr. Biasotti** said that the existing septic system is behind the wax museum. It accommodates up to almost 50 toilets. **Ms. Biasotti** said there is also a second septic system. **Mr. Simms** said that in 1990, a development agreement was entered into which disclosed detail of the existing septic system. That agreement is outdated. **Ms. Biasotti** mentioned that a new septic system was put on the property last year. **Mr. Simms** said the stormwater management plan provides more detail. **Mr. Regan** would like for them to keep ahead of sewage failure. Pump-out is recommended every three years but with the facility being commercial, maybe every one or two years should be seriously considered. **Mr. Simms** is not sure if there is legal ability to have that in the contents of the development agreement.

Mr. Regan – Are there exceptions to changing grade or disturbing plantings that are in the 20 metre setback? The parking lot is within the 20 metres setback. **Mr. Simms** said that the Regional Plan identifies a 20 metre setback buffer essentially from any watercourse. Keep in mind that what the applicant has proposed is a conceptual layout. Yes, staff does have concern with this watercourse area which will be part of the review to make sure that the policy is not compromised. **Mr. Regan** would like to see tree planting against the brook or in that area as part of the upgrade to shade the water. **One resident** – There are beautiful birches along there. **Mr. Simms** said that existing vegetation is shown there as well.

Mr. Regan – The development is cut right to the property line. Is staff looking at that? **Mr. Simms** suspects that as part of the internal review, Development Services will have comments specific to having an appropriate rear setback. Maintaining significant setbacks with property lines acts to essentially mitigate against noise and nuisance to adjacent parcels. The best way to do that is to retain existing vegetation and create a buffer zone at the property line.

Mr. Regan – Are there any other wet areas on the site? **Mr. Simms** doesn't believe other than the obvious watercourse. One area shown on the map, does not have a lot of vegetation, so that potentially could be a wet area.

Mr. Regan – Will there be gas supplied to the RVs? **Mr. Simms** said not at this point.

Mr. Regan – Does the stormwater run off drain from the parking lot, over the land or to a retention pond? **Mr. Simms** said there are no proposed features such as a retention pond. The plan tries to mitigate against flows entering into the watercourse through some grade alterations. The plan itself is privy to review by the HWAB. Through that review there could potentially be other measures looked at.

Mr. Regan – How many new parking spots will there be? How many parking spots in total? **Mr. Simms** said the applicant indicated there could be potentially up to 1000 parking spaces. The numbers have to be looked at more closely to see if they are accurate.

Mr. Regan – He is worried about the oil wash-off getting to the brook. **Mr. Simms** said the stormwater management plan doesn't speak specifically to some of the concerns but through review, HWAB may recommend measures to ensure protection of the watercourse.

Mr. Regan – Is this site on city water? **Mr. Simms** said water only. **Mr. Regan** asked if water will be pumped to the camping spots. **Mr. Simms** said it is not proposed to be at this point.

Councillor Peter Lund, District 23 – Why does the property line dip in the parking lot? Does HRM own it? **Mr. Simms** consulted with the engineering staff to try to determine why because no other properties along Lucasville Road appears like this. He believes the line has been like that for some time. The portion shown is really part of the right of way. Staff has gone back through many files to try to determine when and how that happened. Engineering staff aren't absolutely certain but it raises the point to look very closely at this area and see how it can be addressed through the agreement.

Councillor Lund – Other than the noise by-law, how would HRM assess potential noise from an amusement park? **Mr. Simms** explained that in terms of assessing noise, the agreement will refer to the noise by-law. Through the design of the proposal, measures will be sought to mitigate against potential noise. The proposed hours of operation are helpful. The policy is very strong on maintaining significant buffers.

Mat Whynott, MLA for Hammonds Plains/Upper Sackville – Is there an onsite sewage treatment plant? **Mr. Biasotti** said there is just the septic field which is one year old. **Mr. Simms** said one of the listed enabling criteria specifically addressed onsite septic design so that will be looked at quite carefully. The policy actually references onsite sewage treatment but doesn't necessarily require that level of treatment. Staff will receive comments from NSDOE on whether or not the existing system can accommodate what is proposed. **Mr. Whynott** asked when NSDOE gets involved. **Mr. Simms** said that NSDOE is part of the internal review. NSDOE is aware of this proposal and has provided preliminary comment on the culvert at this point but we will be looking for more comment with relation to the septic onsite.

Councillor Brad Johns, District 19 – Park usages, traffic, and sewage treatment facility would be limited to the season not just the hours. Is the applicant looking to change or expand what the current season is? **Mr. Simms** said there is no proposal to extend or reduce the season which is approximately 80 days.

Mr. Simms mentioned that Nova Scotia Power will provide comment as part of the internal review as there are two easements on the property.

Mr. Regan asked for clarification that there will be no overwintering of RV vehicles. **Mr. Simms** said there is no activity proposed for this site outside of the existing season. The agreement can speak to that.

Councillor Lund – Is there an existing development agreement that needs to be discharged and this is a new one? **Mr. Simms** explained that in 1990, the MPS specified the use of policy P-20

which no longer exists and causing a challenge in amending the existing agreement. In 1990, there was an agreement negotiated for this site but did not provide much flexibility. Policy P-27 is now referred to; therefore, the existing agreement will be discharged and a new agreement entered into. Policy P-27 speaks to expanding existing commercial recreation uses.

Mr. Regan – Hopes that the major intersection created by Margeson Drive meeting up with Cranley Drive will be looked at very carefully. **Mr. Simms** said the development engineers will comment on that. These are questions that will be looked at in the next stage or so. The TIS briefly discussed the potential for a left-turn lane. Engineering will explore that further to determine if it is required.

Mr. Antoft – Reiterated that a lot of problems would be solved if Margeson Drive was moved west.

Mr. Whynott – Congratulated the applicant for the fact of taking something in the community and turning it into something that's positive. It will be good economic development for the area.

Councillor Johns – Reminded the public to keep themselves informed of the application throughout the process as concept plans can change by the time it goes to NWCC.

5. Closing Comments

Mr. Simms thanked everyone for their coming and providing their comments.

6. Adjournment

The meeting adjourned at approximately 7:52 p.m.