

August 12, 2008

Dartmouth Lakes Advisory Board

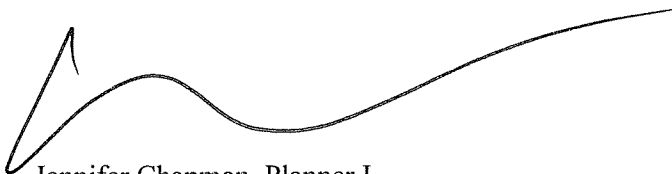
**RE: CASE: Application by Terrain Group, on behalf of O'Regans Properties Ltd. to amend an existing Development Agreement for lands located at 60 Baker Drive (PID # 41068628), to include new lands currently located on a portion of 20 Baker Drive (PID # 40740631), Dartmouth**

Terrain Group has submitted an application on behalf of O'Regans Properties Ltd to amend an existing development agreement to add new lands to their existing agreement. In the northern corner of the lands, an intermittent stream crosses the property. The applicant is proposing a twin culvert to provide access over the stream. The details of the culvert crossing are attached to this letter. The stream is piped leading into the property and is piped again once it enters the adjacent lot where it leads off the lot and drains into Russell Lake which is part of the Cow Bay River watershed.

The site is currently used for overflow storage for a car dealership. The use of this land will not change and no development is proposed other than the access driveway. The development would have to comply with the existing development agreement that includes a detailed stormwater management plan and erosion and sedimentation control plan.

The applicant is prepared to attend the meeting of the Advisory Board on August 18, 2008. If the Advisory Board will be supplying written comments, I'd appreciate receiving these by September 31, 2008. If you have any questions please do not hesitate to contact me at 490-3999.

Sincerely yours,

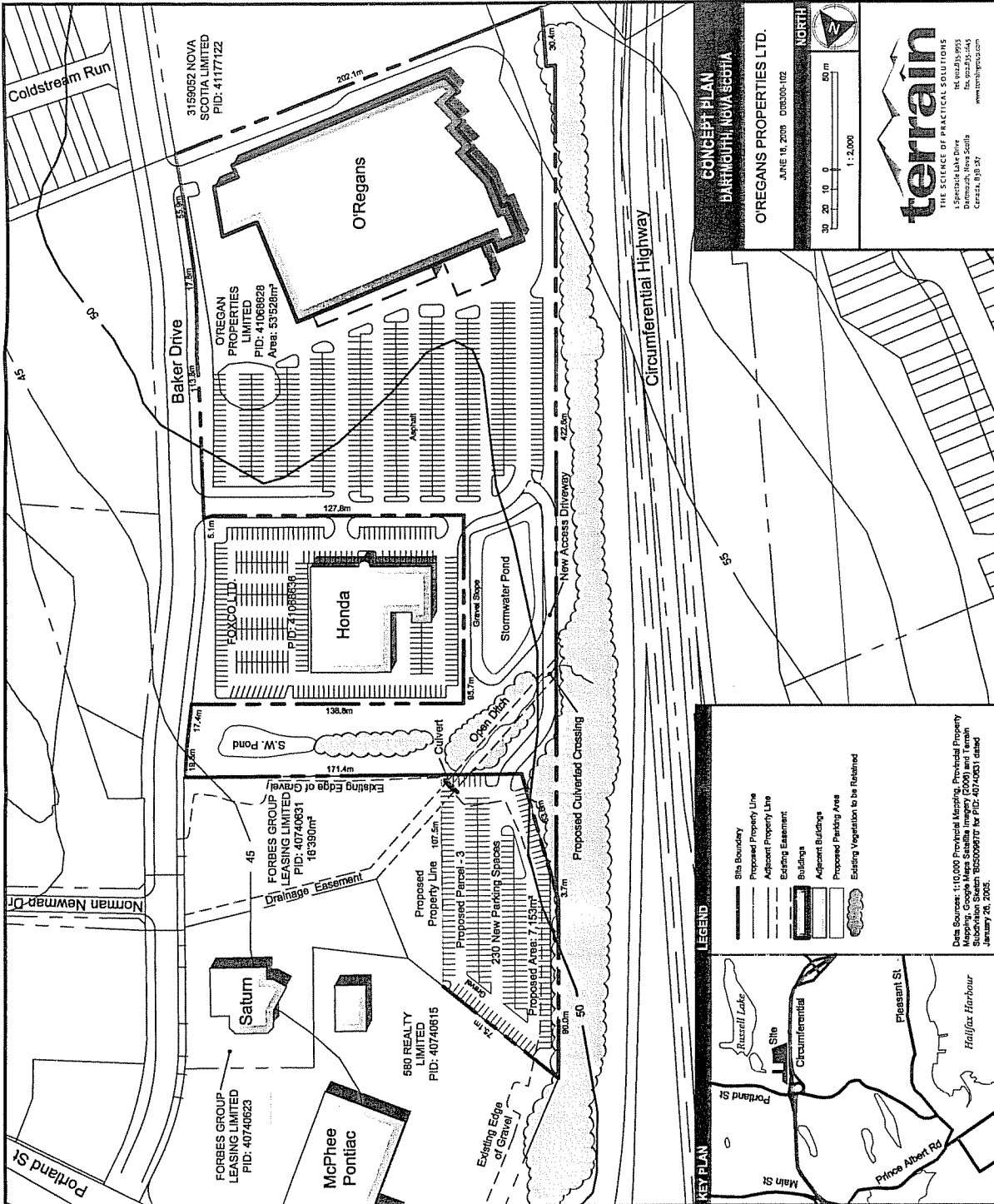


Jennifer Chapman, Planner I  
Planning and Development Services

---

**PLANNING AND DEVELOPMENT SERVICES, PLANNING APPLICATIONS**

Tel: (902) 490-3999 Fax: (902) 490-4346  
E-mail: chapmaje@halifax.ca Web Site: www.halifax.ca



**CONCEPT PLAN**  
BAKERTON/411, NOVA SCOTIA

O'REGANS PROPERTIES LTD.  
JUNE 18, 2003 DRG303-102



**terrain**  
THE SCIENCE OF PRACTICAL SOLUTIONS  
1, Spence Lake Drive  
Dunsmuir, Nova Scotia  
Canada, B3B 3P7  
Tel: 902.455.9955  
Fax: 902.455.4445  
www.terrain.ca

**KEY PLAN**  
Russell Lake  
Circumferential  
Main St  
Prince Albert Rd  
Pleasant St  
Halifax Harbour

- Site Boundary
- Proposed Property Line
- Adjacent Property Line
- Existing Easement
- Buildings
- Adjacent Buildings
- Proposed Parking Area
- Existing Vegetation to be Retained

Data Sources: 1:10,000 Provincial Mapping, Provincial Property Mapping, Google Maps, Seaflex Imagery (2000) and Terrain Subdivision System 80500090110. No. PID: 40740631 dated January 28, 2003.



Environmental  
Engineering  
Scientific  
Management  
Consultants

3 Spectacle Lake Drive  
Dartmouth NS  
Canada B3B 1W8

Bus 902 468 7777

Fax 902 468 9009

www.jacqueswhitford.com

CONFIDENTIAL

VIA HAND DELIVERY

Project No. 1033710.

June 13, 2008

Mr. Kevin Brooks, Planner  
Terrain Group Inc.  
1 Spectacle Lake Drive  
Dartmouth, NS B3B 1X7

Dear Mr. Brooks:

**Re: Installation of Twin Culverts in Brook Reserve B-1  
Construction of Access Road to Lot 3-A**

The following erosion and sediment controls and work procedures will be implemented for the proposed installation of twin culverts in Brook Reserve "B-1". The culverts are to be installed in conjunction with the construction of an access road to Lot-3-A (Terrain Drawing No. B05009671), lands presently owned by the Forbes Group Leasing Limited.

Based on the existing 42 "dia. twin concrete culverts in the brook reserve immediately downstream of the proposed installation site, the new culverts will remain of equivalent size. Whether the culverts are corrugated metal or concrete will depend on anticipated loading and cover considerations yet to be determined.

Nova Scotia Environment (NSE) has confirmed that the waterway to be crossed is not a watercourse by their definition as flow is intermittent and because so much of its length is within a culvert. However, the waterway is to be treated as if it was a watercourse because any siltation as a result of the culvert installation work would run directly into Russell Lake.

The following environmental controls and work procedures will be implemented during the installation of the twin culverts and associated work on the access road.

#### Culvert Installation

1. Work will be carried out during low flow conditions, i.e., June 1<sup>st</sup> to September 30<sup>th</sup>.
2. Crossing of the waterway with machinery will not be permitted.
3. No grubbing within 30 m on either approach to the culvert installation will be permitted until the culvert installation has been completed.



**Jacques  
Whitford**

An Environment  
of Exceptional  
Solutions

4. Any bare soil conditions within the 30-m buffer due to machinery travel will be temporarily covered with straw/hay mulch.
5. There will be no refueling of machinery or storage of gas, oil or lubricants within the 30-m buffer.
6. All excavation for the culvert installation will be removed from the site or placed outside the 30-m buffer.
7. Some sections of existing vegetation and the top soil layer (of the area to be excavated for the culvert installation) will be carefully removed and stored on site. This material will be used to replace any vegetation on the waterway bottom or embankments that is destroyed during installation of the culverts.
8. All machine work for excavation will be carried out from the banks of the waterway.
9. The culverts will be installed 150 mm below the bed of the existing waterway.
10. The waterway will not be disturbed outside the area to be covered by the new culverts and the area of stabilization at the culvert inlets and outlets.

#### **Water Control and Dewatering**

1. An earth cofferdam will be installed upstream of the culvert installations and clean water will be pumped around the site during the installation of the culverts. The upstream slope of the cofferdam will be stabilized with clear stone.
2. During excavation, any sediment-laden water encountered will be pumped to the adjacent retention pond or will be pumped to a wetland filter bag that is located outside the 30-m buffer to the existing waterway.
3. Once the culvert has been installed, the earth dam will be removed and flow returned to the existing waterway.

#### **Stabilization**

1. The entire slope face at the culvert inlets and outlets will be covered with a uniformly-graded rip rap material that will have at least 70% of the rip rap between 100 mm and 200 mm (4 inches to 8 inches).
2. The immediate upstream embankments at the culvert inlets for a distance of 5 m will be covered with a uniformly-graded rip rap material that will have at least 70% of the rip rap between 100 mm and 200 mm (4 inches to 8 inches).
3. The waterway bottom at the culvert outlets and embankments for a distance of 5 m will also be covered with a uniformly-graded rip rap material that will have at least 70% of the rip rap between 100 mm and 200 mm (4 inches to 8 inches).

Mr. Kevin Brooks, Planner

Page 3

June 13, 2008

4. Sections of salvaged vegetation (and top soil layer) will be used to restore the waterway bottom and embankments between the undisturbed area and the culvert inlets.

#### **Construction of Access Road**

1. Prior to any grubbing work commencing on the access road within the 30-m buffer, a sediment control fence will be installed along both sides of the waterway at a set-back distance of 1 m.
2. Once the roadway area has been cleared and grubbed, it will be brought to final grade and covered with gravel as soon as possible. The grubbed area will be temporarily covered in straw/hay mulch if the road is not brought to final grade and covered with gravel within 5 working days.
3. Embankment slopes comprised of common material will be hydroseeded as soon as possible after the construction of the access road.

Please do not hesitate to call either Mark Bochmann or Denis Rushton of Jacques Whitford at 468-7777, if you have questions or require clarification on any issue.

Respectfully submitted,

**JACQUES WHITFORD LIMITED**

*Denis Rushton*

*for* Mark Bochmann, P.Eng.

MB/DR/hh

cc: Bryce Fisher, O'Regan  
Project File 1033710.

P:\enveng\103xxx\1033710 O'Regans Baker Drive\Letter\_Kevin Brooks\_13-June-08.doc

