

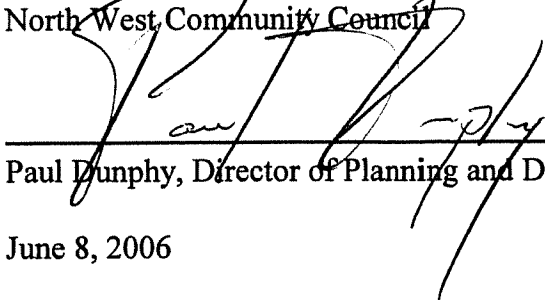


PO Box 1749  
Halifax, Nova Scotia  
B3J 3A5 Canada

*Information  
Item*

**North West Community Council**  
**July 20, 2006**

**TO:** North West Community Council

**SUBMITTED BY:**   
Paul Dunphy, Director of Planning and Development Services

**DATE:** June 8, 2006

**SUBJECT:** Case 00753 - Amendment to Paper Mill Lake Development Agreement

## **INFORMATION REPORT**

### **ORIGIN**

- An application by Olympic International Realty Limited to amend the Paper Mill Lake Development Agreement
- On July 7, 2005, North West Community Council approved the formation of an area advisory committee in accordance with Section 201 of the *Municipal Government Act* and the policies of the Bedford Municipal Planning Strategy

### **BACKGROUND/DISCUSSION**

Enclosed a copy of the final report from the Paper Mill Lake Public Participation Committee (PML PPC) regarding the proposed amendment by Olympic International Realty to the Paper Mill Lake Development Agreement.

At the final meeting of the PML PPC on June 5, 2006 a motion was passed requesting the report be sent to the North West Community Council for information. Olympic International Realty has placed this application on hold. If the application proceeds in the near future, the PML PPC report will be a formal component of the staff report and any future package to Council or the public.

### **BUDGET IMPLICATIONS**

None.

**FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN**

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

**ATTACHMENTS**

**Report of Paper Mill Lake Public Participation Committee**

Additional copies of this report, and information on its status, can be obtained by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by :           Thea Langille-Hanna, Senior Planner, Planning & Development Services, 869-4262



PO Box 1749  
Halifax, Nova Scotia  
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**North West Community Council  
July 20, 2006**

**TO:** North West Community Council

**SUBMITTED BY:**

  
Joel Matheson, Chair  
Paper Mill Lake Public Participation Committee

**DATE:** June 6, 2006

**SUBJECT:** Case 00753 - Paper Mill Lake Public Participation Committee Report

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### **ORIGIN**

1. An application by Olympic International Realty Limited to amend the Paper Mill Lake Development Agreement.
2. North West Community Council, on July 7, 2005, approved the formation of an area advisory committee in accordance with Section 201 of the MGA and the policies of the Bedford Municipal Planning Strategy and approved the Terms of Reference.

### **RECOMMENDATION**

It is recommended that North West Community Council:

1. Reject the proposal by Olympic International Realty Limited to amend the Paper Mill Lake Development.

## **EXECUTIVE SUMMARY**

On January 30<sup>th</sup>, 2006 the Paper Mill Lake Public Participation Committee made a motion recommending North West Community Council reject the proposed amendment to the Paper Mill Lake Development Agreement. The justification and rationale for the recommendation is summarized as follows:

- a) *No Compelling Reason:* no compelling argument has been presented to support the proposed amendment. The compelling reasons which resulted in the requirement of Clause 14(2) in 1995 remain the same today;
  - i) *Traffic:* the increase of traffic on the existing road network and the negative impact it would have on the existing residential neighbourhoods (i.e. construction traffic and increased volumes);
  - ii) *Safety:* the two entrances/exits to/from the Paper Mill Lake/Oceanview area effectively act as only one route to/from this area due to their proximity to one another on the Bedford Highway;
  - iii) *Domestic Water Supply:* the existing domestic water supply situation is intended to be an interim measure and looping from Hammonds Plain Road is necessary to complete domestic water supply and eliminate the interim measure that exists in the Paper Mill Lake/Oceanview area;
- b) *Crossing of Kearney Run:* no assurance of the bridge construction over Kearney Run.
- c) *Public Opposition:* there is an overwhelming public opposition to the proposed amendment.

## **BACKGROUND**

### *Existing Development Agreement:*

In 1995, the Town of Bedford entered into a development agreement with the Annapolis Basin Group Inc. enabling the development of 921 units on 221 acres of land bounded by the Bicentennial Highway, Hammonds Plains Road, Paper Mill Lake and Moirs Mill Road. These lands were and still are designated and zoned RCDD (Residential Comprehensive Development District) in accordance with the Bedford Municipal Planning Strategy (MPS) and Land Use Bylaw (LUB) and known as the Paper Mill Lake lands. (see Map #)

Within the agreement, the road network centers around the extension of Moirs Mill Road and the construction of a collector road from Hammonds Plains Road to the former Crestview Properties Boundaries (now known as Oceanview Drive). The construction of the collector road provides a number of transportation alternatives to existing and future residential of this area.

During the negotiation process in 1995, many concerns were raised relating to the potential impact of the proposed development on the residential neighbourhoods and existing municipal infrastructure.

These concerns included:

- (a) low domestic water pressure in the Paper Mill Lake area,
- (b) construction traffic traveling through existing neighbourhoods such as Moirs Mill Road,
- (c) anticipated traffic volumes on Moirs Mill Road, and
- (d) no alternative access provided to the Paper Mill Lake development other than Moirs Mill Road and future connections to the Bedford Highway.

As a means of addressing these concerns, Section 14(2) of the Development Agreement was adopted. Section 14 (2) states “ **The Developer shall be allowed to create no more than 100 residential units prior to the completion of collector road N/I which is to run from Moirs Mill Road to Hammonds Plains.**” Simply, this clause enables initial access by Moirs Mill Road while ensuring only a reasonable amount of traffic is added to the existing residential neighbourhood.

In accordance with Section 14 (2) 100 units have been constructed in the areas of Moirs Mill Road, Richardson Drive, Baha Court and Ahmadi Crescent. The collector road from Moirs Mill Road to Hammonds Plains Road is yet to be constructed.

*The Proposed Amendment:*

The Annapolis Basin Group Inc is no longer the owner of the subject lands. The north portion (lands north of Kearney Run) is owned by United Gulf Development Limited and 75 acres of the south portion (lands south of Kearney Run) is owned by Paper Mill Lake Developments Limited.

In late May of 2005, Planning and Development Services received an application by Olympic International Realty to amend the development agreement for the Paper Mill Lake Comprehensive Development District. Olympic International Realty is the authorized agent for the Paper Mill Lake Development Limited. The application is to amend Section 14 (2) of the agreement to enable more than 100 lots to be developed prior to the completion of the collector road from Moirs Mill Road to Hammonds Plains Road.

*The Paper Mill Lake Public Participation Committee:*

Policy R-14 of the Bedford Municipal Planning Strategy requires all RCDD applications to undertake a public participation process as part of the regular development agreement process.

North West Community Council approved an Public Participation Committee (Area Advisory Committee in accordance with the Municipal Government Act) to undertake the requirements of Policy R-14. The members were selected to represent the Bedford Waters Advisory Committee (BWAC), the North West Planning Advisory Committee (NWPAC) and the adjacent residential areas. HRM Staff and representatives for the developer attended the meetings as well but were not voting members. The members of the Paper Mill Lake Public Participation Committee were:

Sharon Hawboldt, Community  
Robert Kerr, Community  
Bill Walsh, Community  
Don Lowther, Bedford Waters Advisory Committee

Kevin Dean, Bedford Waters Advisory Committee  
Gloria Lowther, North West Planning Advisory Committee  
Joel Matheson, North West Planning Advisory Committee

The Committee met 5 times. Minutes of these meetings are available on request. The meeting dates were as follows:

- October 24, 2005
- December 12, 2005
- January 30, 2006
- November 24, 2005
- January 25, 2006 (Public Information Meeting)
- June 5, 2006

## **DISCUSSION**

The Committee reviewed the proposed amendment to the Paper Mill Lake Development Agreement in context with the applicable policies within the Bedford Municipal Planning Strategy, the intent and rational of the existing development agreement and present street network and development pattern in the area. On January 30<sup>th</sup>, 2006 the Committee made and passed unanimously the following motion:

**Moved by Don Lowther, seconded by Bill Walsh, that the Paper Mill Lake Public Participation Committee recommend against the requested amendment, ie. the deletion of Section 14.2 from the development agreement that exists for the Paper Mill Lake lands.**

The following provides the justification and rational for the Committee's motion and a review of how the proposed amendment does not meet the intent of the applicable Policies of the Bedford Municipal Planning Strategy.

### **The Justification and Rational:**

#### **(a) No Compelling Reasons:**

No compelling reasons have been presented to support Olympic's request to amended Section 14 (2) of the RCDD Paper Mill Lake Development Agreement dated May 17, 1995. Information presented throughout our review and concerns from the public lead us to the position that the clause should remain unchanged. Further, the reasons for requiring Section 14(2) of the Agreement in 1995 remain the same today and in many instances are a more pressuring concern given the interim measures have lasted nearly 11 years.

#### **(i) Traffic (Policies R-16 (8), Z-3 (4), -3(5) (viii) and 6 (ii):**

Enabling development to occur south of Kearney Run without the connection of the Collector Road N/I to Hammonds Plains Road would restrict all traffic, including the additional 325 units, to Moirs Mill Road and Oceanview Drive. As anticipated in the 1995 Traffic Study, the majority (65%) of the traffic uses Moirs Mill Road because it is the only intersection with traffic lights at the Bedford

Highway. Consequently, Section 14(2) was placed in the agreement to restrict development to only an additional 100 units prior to the completion of the Collector Road N/I in order to minimize the increased traffic on the existing road network and minimize the impact on the existing residential neighbourhoods.

**Construction Activity:**

The construction activity related to the permitted 100 unit (Moirs Mill Road, Richardson Drive, Baha Court, Ahamdi Crescent) has caused many safety issues for the area residents for the past 10 years. The construction activity associated with an additional 325 units is extensive. Without the completion of the Collection Road N/I, all traffic, including construction traffic, would solely rely on Moirs Mill Road and Oceanview Drive as access. This would greatly impact the existing residents in this area.

Olympic International Realty has stated that the heavy construction equipment is brought to the site and left there because it is more economical to do so than to move it several times. That may be true for some heavy equipment, but it does not take into account the earth and other excess surface materials (eg: trees, scrub) moving equipment, construction materials delivery equipment, construction workers' getting to and from the site daily, regulatory inspection employees' getting to and from the site daily.

One of the reasons for Section 14(2) of the agreement was to ensure construction traffic utilized the Collector Road N/I rather than traveling through an existing residential neighbourhood. In requiring the construction of the Collector Road N/I safety concerns are minimizing, and conflicts between construction traffic, residential traffic and pedestrians is greatly reduced. This remains a compelling reason for Section 14 (2) of the Agreement to remain.

**Volumes:**

The current traffic volumes on the Bedford Highway and in the Paper Mill Lake/Oceanview area is a major concern. The problem spots, especially at peak times, appear to be the intersection of Moirs Mill Road and the Bedford Highway, and Hammonds Plains Road between from the Bedford Highway and the Bicentennial Highway. The Traffic Impact Study prepared for Olympic indicates that the traffic volumes are within HRM standards.

However, adding more traffic to a congested area only compounds the problem. An alternative exit, other than points along the Bedford Highway, is critical before any further development occurs in the Paper Mill Lake Development Agreement area.

*(ii) Safety (Policies R-16 (8), Z-3 (4) and Z-3 (5) (viii):*

The current two entrances/exits to/from the Paper Mill Lake/Oceanview area effectively act as only one route to/from this area due to their proximity to one another on the Bedford Highway. This is a serious concern with respect to providing emergency services (fire, ambulance, police) or in an event which requires an evacuation from the area. This was most recently shown after the 2005 Canada Day Fireworks where no one could get into or out of the area for several hours. The

proposed amendment adds an additional 325 units (approximately 1000+ people) to an existing safety concern. An additional 325 units would (a) increase the safety risk to the current residents of Paper Mill Lake and Oceanview Drive areas, by means of additional traffic which would further complicate matters for emergency vehicles getting to/from the emergency in this area and (b) add more people to be evacuated in the event of a required evacuation.

As specified in the existing agreement, an alternative exit to Hammond Plains is needed for the perspective of public safety as well. As anticipated in 1995, a connection to Hammonds Plains Road is critical before any further development occurs in this area. Public safety remains a compelling reason for Section 14 (2) of the Agreement to remain.

*(iii) Domestic Water Supply (Policy Z-3)*

As stated in the Staff Report dated April 27, 1994, looping of the domestic water supply is necessary to service the long term water needs of the Paper Mill Lake area. A high pressure feeder running along the Collector Road N/I from Hammonds Plains Road around Paper Mill Lake to Moirs Mill Road is the solution and a requirement of the development agreement. This looping has not been installed given the Collector Road N/I has yet to be built. Consequently, area residents and the Halifax Regional Water Commission continue to live with an interim measure.

The report from Horner Associates Limited dated March 1, 2005 states the proposed development can be serviced from the existing water system on an interim measure. However, several residents have commented on low water pressure in Paper Mill Lake/Oceanview Drive area. An additional 325 units without the completion of the water system looping from Hammonds Plains Road would not improve the pressure in this area and would only further extend the time of the interim measure.

*(b) Crossing of Kearney Run*

The completion of the Collector Road N/I from Hammonds Plains Road to Moirs Mill Road requires the crossing of Kearney Run. The property boundaries for the Paper Mill Lake Development Limited lands and United Gulf Development lands end at Kearney Run (see Map 1). Given the ownership change on either side of Kearney Run there is no assurance the bridge will actually be constructed over Kearney Run. With no assurance in the development agreement or otherwise relating to the crossing, enabling construction south of Kearney Run could result in the bridge crossing never occurring.

*(c) Public Opinion:*

Based on the reactions throughout the meeting, it appeared that the vast majority of the people attending the Public Information Meeting were opposed any proposed development going ahead without the completion of the collector road from Hammonds Plains to Moirs Mill Road.

Approximately 30 of the 220 people in attendance spoke. Judging from the response of the attendees, the comments of those that spoke represented the position of those that didn't speak. No one from the public spoke in favor of the project going ahead without the collector road. No correspondence has been received in favor of the proposed project proceeding. Further, the majority of speakers



mentioned that they were fully aware of conditions of the agreement (specifically Section 14 (2) ) and purchased property in this area with that in mind.

### **Summary:**

The Paper Mill Lake Public Participation Committee recommends against the request to amend the Paper Mill Lake Development Agreement to enable development on the lands south of Kearney Run to occur without the completion of the collector from Hammonds Plains to Moirs Mill Road. Further, it is opinion of this Committee the proposed amendment does not comply with the intent of Policies R-16 and Z-3 of the Bedford Municipal Planning Strategy nor the original intent of the agreement.

### **BUDGET IMPLICATIONS**

No budget implications.

### **FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN**

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

### **ALTERNATIVES**

1. Reject the amendment to the Paper Mill Lake Development Agreement as proposed. This is the recommendation of the Paper Mill Lake Public Participation Committee. It is the opinion of the Paper Mill Lake Public Participation Committee the proposed amendment does not meet the requirements specified in the Bedford Municipal Planning Strategy or the original intent of the agreement.
2. Approve the amendment to the Paper Mill Lake Development Agreement as proposed. This alternative is not recommended. It is the opinion of the Paper Mill Lake Public Participation Committee the proposed amendment does not meet the requirements specified in the Bedford Municipal Planning Strategy or the original intent of the agreement.

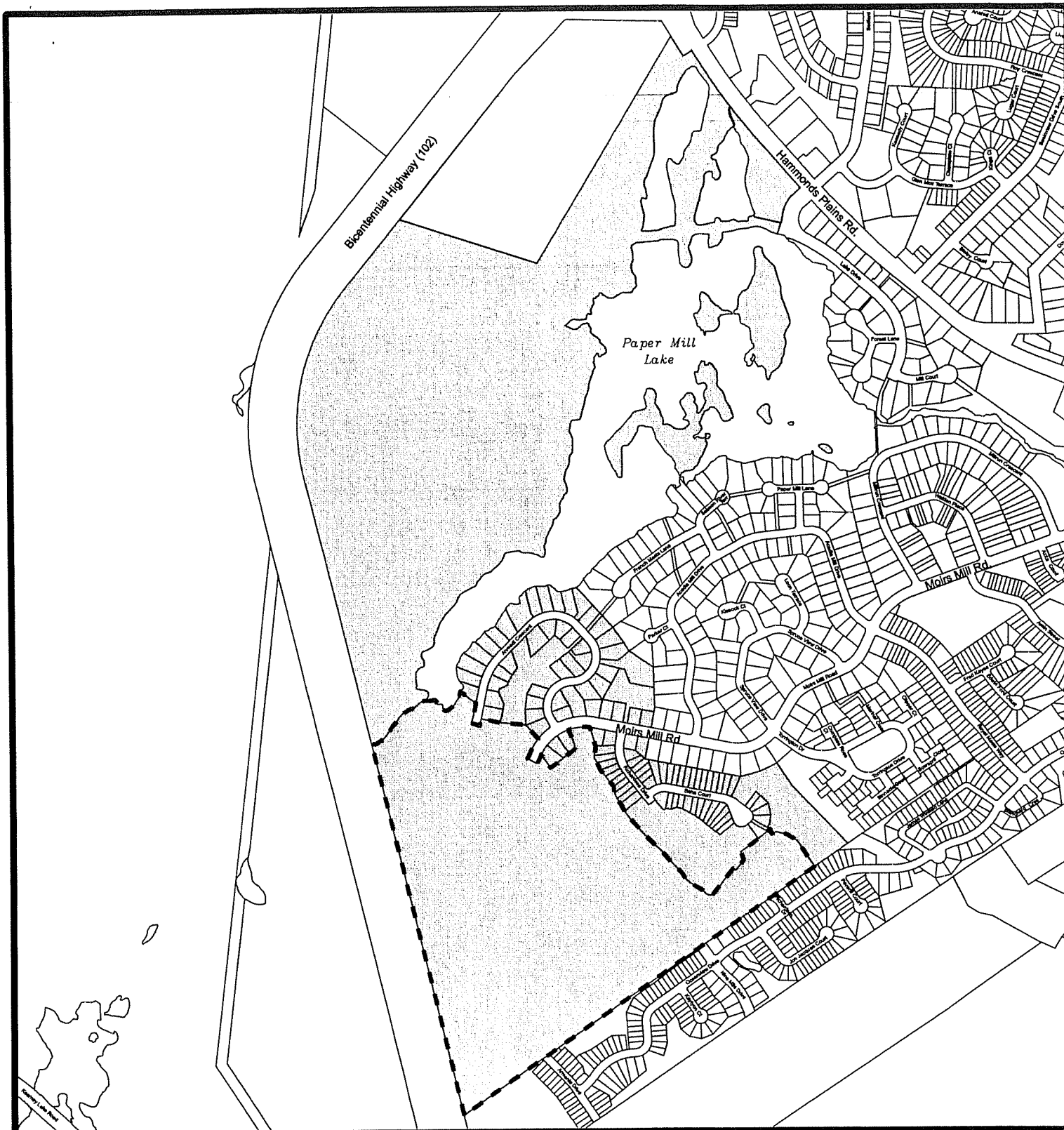
### **ATTACHMENTS**

Map 1:	Area of Application
Attachment A:	List of Studies and Reports reviewed by the Paper Mill Lake Public Participation Committee
Attachment B:	Terms of Reference - North West Planning Advisory Committee's Public Participation Committee on the Olympic International Realty Application (Amendment to the Paper Mill Lake Development Agreement)

Attachment C: Relevant Policies from the Bedford Municipal Planning Strategy  
Attachment D: Submission from the Public

Additional copies of this report, and information on its status, can be obtained by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: The Paper Mill Lake Public Participation Committee



**Map 1**  
**Area of Application**

-  Paper Mill Lake Development Agreement Area
-  Lands of Olympic International Realty



**HALIFAX**  
REGIONAL MUNICIPALITY  
Planning Services

**ATTACHMENT A**

**Studies and Reports Reviewed  
by the Paper Mill Lake Public Participation Committee**

**Town of Bedford Staff Report.** RE: Paper Mill Lake RCDD Development Agreement application by Annapolis Basin Pulp and Power Company Ltd. April 27, 1994

**Paper Mill Lake Development Agreement.** Annapolis Basin Group Inc & Town of Bedford, May 17<sup>th</sup>, 1005.

**Town of Bedford Paper Mill Lake Area Traffic Impact Study.** Streetwise Traffic Engineering, April 1994.

**Final Report Traffic Impact Study: Proposed Residential Development Paper Mill Lake Area, Bedford, Nova Scotia.** Atlantic Road & Traffic Management, April 2005

**Development Brief Development Agreement Amendment - Paper Mill Lake,** *May 27, 2005*

**Olympic International Realty - Paper Mill Lake Development (Domestic Water Supply).** Horner Associates Limited - Consulting and Design Engineers, March 1, 2005

## **ATTACHMENT B**

### **Terms of Reference of the North West Planning Advisory Committee's Public Participation Committee on the Olympic International Realty Application (Amendment to the Paper Mill Lake Development Agreement)**

#### **Membership**

1. Two representatives from the North West Planning Advisory Committee;
2. Two representatives from the Bedford Waters Advisory Committee;
3. Three representatives from the adjacent residential areas; and

#### **Appointments**

1. Term - The Committee shall be dissolved when its report has been tabled with the North West Planning Advisory Committee and a decision on the development has been made by the North West Community Council.
2. Appointments shall be made by the North West Community Council.
3. The Committee shall elect a Chair and Vice-Chair.

#### **Responsibilities**

1. The Committee shall prepare a report to North West Planning Advisory Committee on the amendment to the Paper Mill Lake Development Agreement to enable more than 100 lots prior to the completion of the collector road from Hammonds Plains to Moirs Mill Road, under the Residential Comprehensive Development District policies in the Bedford Municipal Planning Strategy and Land Use By-law.
2. The Committee shall provide a forum in which the land owner/developer, HRM staff, and appointed citizens collaborate to comment and review the proposed amendment.

#### **Meetings**

1. The meetings shall be called as required by the Chair.
2. The quorum for regular meetings shall be four members.
3. Members shall advise by 12 noon on the day of a regular meeting if they are unable to attend any scheduled meeting.
4. All meetings shall be open to the public, or as allowed under Section 203 of the Municipal Government Act.

#### **Remuneration**

None.

## **ATTACHMENT C:**

### **Relevant Policies from the Bedford Municipal Planning Strategy**

#### **RESIDENTIAL OBJECTIVE**

To make provision for a choice of housing types; to make provision for construction of affordable housing; to provide for preservation of the character of existing neighbourhoods in their present form; to permit residential development to occur in areas where the Town can economically provide services; to consider the need for permanent buffers and/or separation distances where residential uses abut incompatible land uses; to encourage the provision of housing for those with special needs; to provide for a mix of housing types in new developments consistent with the trend in starts in Bedford since 1980; to plan for provision of supporting neighbourhood infrastructure such as schools, parkland and commercial facilities; and, to encourage development that would be designed to suit the natural terrain minimizing negative impacts to the natural environment.

#### **Residential Comprehensive Development Districts**

In order to maintain control on the housing mix in newly developing areas, three major undeveloped portions of the Town which are within the Residential Development Boundary are designated as "Residential Comprehensive Development Districts" on the Generalized Future Land Use Map as set out in Policy R-9. One area designated Residential Comprehensive Development District is the undeveloped land around Paper Mill Lake. Another is the area between the Bicentennial Highway and Union Street. This is the area where the Micmac petroglyphs are located. The third area includes 68 acres of land south of Nelson's Landing belonging to Crestview Properties Limited.

The Residential Comprehensive Development District designation requires developers to enter into negotiated development agreements with Council for areas which are zoned Residential Comprehensive Development District (RCDD) Zone as per Policy R-10. Within the Residential Comprehensive Development District Zone the following uses may be permitted:

- a) Single Detached Dwellings;
- b) Two-Unit Dwellings;
- c) Townhouse Dwellings;
- d) Multi-Unit Dwellings;
- e) Mobile Homes;
- f) Neighbourhood convenience stores;
- g) Neighbourhood commercial uses;
- h) Institutional uses;
- i) Parks and recreational uses;
- j) Uses accessory to any of the forgoing uses; and
- k) Senior Residential Complexes.

Introduction of Residential Comprehensive Development Districts is meant to permit Town Council to: a) encourage an environmentally sensitive design which recognizes the site's unique features including existing vegetation, topography, and physical characteristics; b) consider innovative housing forms such as cluster housing which may be proposed as a means to limit the extent of site disturbance for construction of housing or as a means to reduce servicing costs; c) consider the relationship with adjoining or proposed uses and whether such items as buffers and/or screens may be required; d) allow flexibility in street and servicing standards appropriate to the levels of service required for the developments; e) make provision for new forms of subdivision, housing, and house siting; f) negotiate regarding provision of additional open space and parkland; and g) negotiate the phasing of a development as deemed appropriate.

The maximum density of development within RCDD's is specified in Policy R-11. What is to be implemented with this Strategy is a system to encourage the provision of such things as more open space, preservation of unique views, preservation of existing vegetation and the retention of natural features. In order to develop at densities between 1 and 4 dwelling units per gross acre, it will be necessary for developers to enter into a development agreement with the municipality. To be permitted development within this density range the developer must provide common open space to accomplish such things as preserving existing vegetation or retaining site features. Common open space may be provided in the form of additional public parkland or as communally owned and maintained open space such as the common green which has been provided within the Bedford Village adult lifestyle project.

In order to provide for a mix of residential units and to develop at a higher density of up to 6 units per gross acre a developer must again enter a development agreement. In addition to providing common open space, there must be use of the cluster concept. The cluster concept involves the use of lots smaller than what is permitted by the Land Use By-law provided the land area saved is to be provided for permanent common use.

Policy R-12A and R-12B establish the importance of site design standards for RCDD developments by setting out architectural design guidelines and non-site disturbance/landscaping requirements. Policy R-12C acknowledges the importance of streetscapes and their impact on the aesthetics of an RCDD neighbourhood. These site design standards and streetscape standards shall be just as important in influencing RCDD projects as Policy R-11 which discusses the maximum gross density of a project. The public participation committee may wish to consult with a qualified arborist or landscaper to help accomplish these objectives. Policy R-13 permits Council to consider mobile homes as a permitted use within the RCDD. The policy specifies evaluation criteria for considering inclusion of mobile homes within an RCDD project. Policy R-14 relates to all the RCDD areas where there is a desire to involve interested parties in negotiations for development agreements prior to the public hearings. As well, for the Barrens area RCDD, there is mention of the desire to preserve the authenticated aboriginal petroglyphs within public parkland. Policy R-15 indicates that the recommendations forthcoming from the Petroglyphs Advisory Committee will be considered as part of the public consultation process identified in Policy R-14.

In addition, a proposed development in a Residential Comprehensive Development District shall be evaluated with regard to compatibility of the proposed use with: adjacent uses; the scheduling of development; provision for public land dedication; vehicular and pedestrian circulation systems; protection afforded to any environmentally sensitive areas; location and capacity of schools and other community facilities; and servicing provisions. Policy R-16 details the evaluation criteria for consideration prior to entering into a development agreement.

Included in these criteria as points #10 and #11 are evaluation criteria for consideration of multiple-unit residential projects within RCDD areas. While recognizing the need to permit development of multiple-unit housing, Council also wishes to maintain a small town character. Point #10 supports this desire by preventing concentrations of multiple-unit buildings, buildings which are typically much larger than single-unit dwellings. Given the need for multiple-family units, there are several factors which must be considered in assessing the impact of additional multiple-unit development. These factors are identified in Point #11, and include:

- a) Location - Generally it is preferable to locate multiple-unit projects next to or in close proximity to the collector or arterial roads and not on internal local streets. From a traffic movement perspective this will enable the street system to work most efficiently. Multiple-unit buildings are proposed within the Waterfront Development project subject to the Waterfront Policies identified in the Waterfront Chapter of this document.  
Consideration must also be given to the type of multiple-unit buildings to be constructed. Multiple-unit buildings with two or more bedroom units will likely include families as occupants. Locating the multiple-unit buildings near existing or proposed schools and recreational facilities would ensure that these facilities are near the greatest concentration of residents.
- b) Density - The density of multiple-unit residential development is one of the key elements in determining whether a proposal is viable to the developer and acceptable to the neighbours. Townhouse development has been limited to 15 units per net acre. Apartment development is of a medium density limited to 30 units per net acre. These densities will apply in the future in order to

- maintain the character of the community.
- c) On-Site Amenities - Because multiple-unit developments tend to place significantly more people on an area of land as compared to single dwelling unit development, there is a need for open space or amenity areas within the apartment development itself. Therefore the Land Use Bylaw will include provisions for multiple-unit projects to include usable on-site amenity areas to be provided by the developer.
  - d) Compatibility With Adjacent Uses - Special consideration is needed where multiple-unit buildings abut lower density development. The bulk and scale of the buildings and extent of parking areas associated with multiple-unit developments may require provision of buffers or separation distances to separate them from lower density types of housing. Therefore, provisions are made in the Land Use By-law, and consideration will be given in negotiating development agreements, to include elements such as landscaping, buffers and setbacks to improve the compatibility of multiple-unit development.

**Policy R-9:**

It shall be the intention of Town Council to establish Residential Comprehensive Development Districts (RCDD) within the Residential Development Boundary where the predominant housing form of each residential district shall be the single-unit detached dwelling unit. These residential districts are shown on the Generalized Future Land Use Map. Council shall enter a development agreement to control the development within the area identified as RCDD. Permitted uses within RCDDs shall include, but not be limited to, single detached dwelling units, two unit attached dwellings, townhouses, multiple unit dwellings, mobile home, senior residential complexes, neighbourhood convenience stores, neighbourhood commercial uses, institutional uses, parks and recreational uses. Three RCDD areas have been identified: a) the remaining lands of Bedford Village Properties near Paper Mill Lake; b) the area between Union Street and the Bicentennial Highway; and, c) 68 acres of land south of Nelson's Landing belonging to Crestview Properties Limited.

**Policy R-10:**

It shall be the intention of Town Council to establish a Residential Comprehensive Development District (RCDD) Zone within the Land Use Bylaw to permit Council to: a) ensure that a comprehensive plan is prepared; b) encourage environmentally sensitive design through review and negotiations on development agreement applications; c) consider approving innovative housing forms; d) permit flexibility and economies in street and servicing standards; e) consider the need for buffering and/or separation distances; f) consider innovative subdivision designs and house siting arrangements; g) permit negotiation regarding provision of open space; h) negotiate the phasing of development; i) encourage the use of cost effective construction technology; and, j) encourage the provision of a mix of housing types.

**Policy R-14:**

It shall be the intention of Town Council to require the undertaking of a public participation process in which the public, proponents, and Town staff: a) identify development constraints and opportunities pertaining to the three RCDD areas; and b) collaborate to produce the conceptual plans for the development of these areas. When negotiating provisions of the Union Street RCDD development agreement special attention shall be given to the protection of the aboriginal petroglyphs located within this area.

**Policy R-16:**

Pursuant to Policy R-9 and as provided for by Sections 55 and 56 of the Planning Act, the development of any RCDD shall only be considered by Council through a Development Agreement. Council shall evaluate the appropriateness of the proposed development in accordance with the provisions of Policy Z-3 and with regard to the following criteria:

1. Commercial uses shall front on a collector road;
2. The compatibility of the height, bulk and scale of the uses proposed in the project with one



- another, where specific design criteria have minimized potential incompatibility between different housing forms and/or between different land uses;
3. The adequacy and usability of private and public recreational and park lands and recreational facilities. Proponents will be encouraged to provide one (1) acre of public parkland per 100 dwelling units within RCDDs. Where subdivision occurs 5% of public open space is to be provided as per the Planning Act, and Council shall seek to obtain lands which are compact, having a minimum street frontage of 60 continuous feet or one-tenth of one per cent of the total park area, whichever is greater, and; where usability is defined generally as park or recreational lands having no dimension less than 30 feet (except walkway park entrances) and having at least 50 per cent of the area with a slope between 0 and 8 per cent in grade;
  4. The adequacy of provisions for storm water management;
  5. The Town will encourage development to maintain standards of water quality which will meet recreational standards;
  6. Council shall discourage the diversion of any storm water from one watershed to the detriment of another watershed;
  7. The implications of measures to mitigate the impact on watercourses;
  8. The adequacy and arrangement of vehicular traffic and public transit access and circulation, including intersections, road widths, channelization, traffic controls and road grades;
  9. The adequacy and arrangement of pedestrian traffic access and circulation including: physical separation of pedestrians from vehicular traffic, provision of walkway structures, and provision of crosswalk lights;
  10. The maintenance of the small town character by discouraging concentrations of multiple-unit dwellings (townhouses and apartment units) in any one project or area; concentrations shall be viewed as individual projects exceeding 36 units or as clustering of more than three such multiple-unit projects on abutting lots and/or lots within 100 feet;
  11. With respect to multiple-unit projects, Council shall consider, among other items, the:
    - i) access to the collector or arterial road system;
    - ii) proximity to existing or proposed recreational facilities;
    - iii) existence of adequate services in the area;
    - iv) conformance with all other relevant policies in this strategy;
    - v) preference to limit the maximum height of any apartment building to three stories except as provided for in Policy R-12A to maintain the small town character;
    - vi) density limitation of 30 units per net acre;
    - vii) requirements of the RMU Zone, where appropriate;
    - viii) the bulk and scale of multiple-unit projects in relation to abutting properties; and,
    - ix) a maximum of 36 units per building
  12. The adequacy of school facilities to accommodate any projected increase in enrolment.
  13. The adequacy of architectural design;
  14. The adequacy of non-site disturbance areas, landscaping areas, and horticultural practices to ensure the survival of these areas;
  15. The adequacy of streetscape design.

#### TRANSPORTATION OBJECTIVE:

**To provide for an economical, safe, and attractive transportation network which: a) minimizes any detrimental impacts of the movement of vehicles on residential and business areas; b) maximizes accessibility from home to work, services and community facilities; c) provides for public transport; d) encourages the movement of pedestrians and cyclists in the Town; and, e) encourages investigation into alternative transportation forms including, but not limited to, rail and water.**

Policy T-1:

It shall be the intention of Town Council to utilize the road classification system as shown on Map 1 in the ongoing development of the Town's transportation system. This hierarchy includes expressways, arterial roads, collector streets, and local streets. Town Council shall undertake a study to review this classification system and the servicing standards on which it is based.

Policy Z-3:

It shall be the policy of Town Council when considering zoning amendments and development agreements [excluding the WFCDD area] with the advice of the Planning Department, to have regard for all other relevant criteria as set out in various policies of this plan as well as the following matters :

1. That the proposal is in conformance with the intent of this Plan and with the requirements of all other Town By-laws and regulations, and where applicable, Policy R-16 is specifically met;
2. That the proposal is compatible with adjacent uses and the existing development form in the neighbourhood in terms of the use, bulk, and scale of the proposal;
3. That provisions are made for buffers and/or separations to reduce the impact of the proposed development where incompatibilities with adjacent uses are anticipated;
4. That provisions are made for safe access to the project with minimal impact on the adjacent street network;
5. That a written analysis of the proposal is provided by staff which addresses whether the proposal is premature or inappropriate by reason of:
  - i) the financial capability of the Town to absorb any capital or operating costs relating to the development;
  - ii) the adequacy of sewer services within the proposed development and the surrounding area, or if services are not provided, the adequacy of physical site conditions for private on-site sewer and water systems;
  - iii) the adequacy of water services for domestic services and fire flows at Insurers Advisory Organization (I.A.O.) levels; the impact on water services of development on adjacent lands is to be considered;
  - iv) precipitating or contributing to a pollution problem in the area relating to emissions to the air or discharge to the ground or water bodies of chemical pollutants;
  - v) the adequacy of the storm water system with regard to erosion and sedimentation on adjacent and downstream areas (including parklands) and on watercourses;
  - vi) the adequacy of school facilities within the Town of Bedford including, but not limited to, classrooms, gymnasiums, libraries, music rooms, etc.;
  - vii) the adequacy of recreational land and/ or facilities;
  - viii) the adequacy of street networks in, adjacent to, or leading toward the development regarding congestion and traffic hazards and the adequacy of existing and proposed access routes;
  - ix) impact on public access to rivers, lakes, and Bedford Bay shorelines;
  - x) the presence of significant natural features or historical buildings and sites;
  - xi) creating a scattered development pattern which requires extensions to trunk facilities and public services beyond the Primary Development Boundary;
  - xii) impact on environmentally sensitive areas identified on the Environmentally Sensitive Areas Map; and,
  - xiii) suitability of the proposed development's siting plan with regard to the physical characteristics of the site.
6. Where this plan provides for development agreements to ensure compatibility or reduce potential conflicts with adjacent land uses, such agreements may relate to, but are not limited to, the following:
  - i) type of use, density, and phasing;
  - ii) traffic generation, access to and egress from the site, and parking;
  - iii) open storage and landscaping;
  - iv) provisions for pedestrian movement and safety;
  - v) provision and development of open space, parks, and walkways;

- vi) drainage, both natural and subsurface;
- vii) the compatibility of the structure(s) in terms of external design and external appearance with adjacent uses; and,
- viii) the implementation of measures during construction to minimize and mitigate adverse impacts on watercourses.

Attachment D

**Submission #1**

**From:** Lynne and Richard  
**To:** [Langilt@halifax.ca](mailto:Langilt@halifax.ca)  
**Date:** 23/01/2006 8:26:05 am  
**Subject:** Amending Olympic International Realty Application -Lands south of Kearney Run

Dear Ms Langille-Hanna:

I am writing to express my concern to proceed with further development prior to the development of the Collector Road

Given that I must provide my concern prior to having information at the meeting I wish to have the following to prepare my response:

1. The reason for the original recommendation and accepted approach to only developing 100 Lots prior to the collector Road being developed
2. The reason for Olympic International Realty to request an amendment and have they addressed the issues in item #1 if indeed they exist

Given that a major concern may be the continued creation of the traffic and residential nightmare of the "congested Road concept " I wonder if all the necessary studies been done on :

1. Property value- will this increase my property value or decrease it?
2. Public safety - will this create additional concerns?
3. Public Health -Environment studies for the 221 acres and the effects of the additional 781 Residential units on the watershed
4. The addition of another 1000-1500 cars to the Bedford Highway and Hammond Plains Road and its traffic problems- It seems so full now on Saturday and Sunday plus early mornings of the week
5. Is there adequate disaster planning for all folks to exit the area . What is the time period to exit now and how much will it increase with this and the other development coming on line in the area- at this time there are only two possible exits for all the folks in this Papermill development area, one of which is Moirs Mill Road.

If you can address these concerns in writing , as I will not be able to attend Wed Jan. 25, 2006 , I will be able to form an educated opinion on this development request

Thank You for requesting public opinion on this development

PS : On the surface, I recommend the collection Road and Infrastructure to the Hammond Plains Road /Bicentennial HWY be developed before further development or routing of traffic to this area

**Submission #2**

**From:** Lynne and Richard  
**To:** [Langilt@halifax.ca](mailto:Langilt@halifax.ca)  
**Date:** 24/01/2006 10:03:59 am  
**Subject:** Amending Olympic International Realty Application -Lands south of Kearney Run

Good Morning Ms Langille- Hanna

I have received a lot of the information requested in a mass note received today from Olympic

International : therefore I have enough information to base my recommendation to you on:

I recommend the collection Road and Infrastructure to the Hammond Plains Road /Bicentennial HWY be developed before further development or routing of traffic to this area

The main reason is outlined in the Olympic Interantional note - The present situation is residents are trapped in the event of a diseaster/ accident now - There is no exit and it gets increasing very bad at the end of Moirs Mill where the proposed developed is planned

Please do not allow this to go ahead based on Public safety

Thank you

**Submission #3**

**From:** Jeanette Gill  
**To:** [langilt@halifax.ca](mailto:langilt@halifax.ca)  
**Date:** 29/01/2006 10:53:22 pm  
**Subject:** Case #00753 - Papermill Lake Development

I attended the January 26th Mtg. Concerning proposed development in the Paper Mill Lake area prior to the construction of a new connector road. I am opposed to further construction in the Moirs Mill Rd area without the construction of a new connector road.

I have lived at 30 Moirs Mill Rd, one block uphill from the Bedford Hwy., for the past six years.

When turning out of my driveway onto Moirs Mill Rd. to proceed downhill toward the Bedford Hwy. traffic light, I am in danger of entering the uphill lane to negotiate the turn and to clear the curb. The road is not wide enough. Drivers must ensure that both lanes are clear to turn out. This '(Moirs Mill) connector road' is extremely narrow to accommodate the current traffic. It may have been a 'connector road' in the past, however, the current population increase has been rapid and dramatic and the area is unrecognizable in appearance from a perspective of 10 years ago.

The downhill traffic lanes at the Moirs Mill (Bedford Hwy.) traffic lights (amazingly) split into 3 on this is narrow road. As one speaker pointed out at the above mentioned meeting, the middle lane exiting traffic hugs the middle line to allow the right lane room to proceed onto the Bedford Hwy. This intersection knowledge protocol has been gained through experience.

Further more, should the Emergency Measures Organization instruct residents to vacate the area (ie. hurricane or other natural/unnatural causes), there would not be a safe and immediate exit. We would be trapped in our driveways. We look to HRM and Planners to ensure our safety and depend on that responsibility entrusted to keep us safe. (Residents do not have the authority to make such planning decisions.)

It is my opinion that Moirs Mill Rd. cannot safely handle additional traffic.

Thank you, and trusting a wise decision will be made.

Sincerely

Jeanette Gill

**Submission #4**

**From:** Bill Richards  
**To:** [langilt@halifax.ca](mailto:langilt@halifax.ca)  
**Date:** 23/01/2006 8:23:34 pm  
**Subject:** Case #00753

With regard to the potential extension of housing development in Papermill Lake subdivision I have a concern which I would like to communicate. I will be out of town on business but will not be able to attend the meeting on Jan 25th.

I've lived in the neighbourhood since 1998 and have noticed increasing traffic noise from the 102 highway (about a kilometer from my house) - probably due to increased traffic, reduced trees due to the hurricane two years ago & housing development close to the highway.

My question is, has the effect of the proposed further been development on noise pollution in the neighbourhood been evaluated properly? This question might extend to much of Bedford in general - have residents commented & are there any plans to mitigate this problem with concrete noise barriers, different road surfaces or reduced speed limits, for example?

Thanks,  
Bill Richards

**Submission #5**

**From:** S Murwin  
**To:** [langilt@halifax.ca](mailto:langilt@halifax.ca)  
**Date:** 05/02/2006 11:52:58 am  
**Subject:** case no. 00753

I am writing at this time to express 2 specific concerns that I have concerning the proposed amendment to the Paper Mill Lake development agreement. My concerns are as follows:

1. Danger - Potential disaster

There is only 1 way to exit our subdivision, Oceanview Drive. In the event of an emergency evacuation, residents from Royal Mast Drive up the hill are literally trapped. I have had occasion to experience how this could potentially cause an emergency situation. This occurred on an evening of local fireworks and the traffic was backed up the hill almost to the top which is approximately 2 kilometres from the Bedford highway.

Residents in our subdivisions depend on their cars to enter and exit our neighbourhood. Each and every household in this area has between 1 to 3 (or more) motor vehicles. There is no public transport of any sort.

2. Very poor water pressure.

We already live with substandard water pressure. With an additional 100 homes, with 2 dwellings per home, the demand for water will be significantly increased. As we pay the same municipal tax rate and water rate as all HRM residents and we would like the water pressure problem to be improved not worsened.

Thank you.

Yours sincerely  
Susan Murwin

**Submission #6**

**From:** Bob Davies  
**To:** [langilt@halifax.ca](mailto:langilt@halifax.ca)  
**Date:** 21/01/2006 4:36:35 pm  
**Subject:** Case#00753: Paper Mill Lake Development

Thea & Len,

I have received information from both HRM and the Developer regarding the subject Case # and the open house scheduled for the 25th of January. Unfortunately I will be out of town and unable to attend, but I would like you to be aware of my concerns.

1. The proposal information put out by HRM does not indicate that an earlier request to build approx seven more homes in the area was turned down. I believe the reasons were: lack of water pressure; lack of a second exit from the area; and the fact that the developer has so far failed to comply with the agreement with respect to construction of the road in from Hammond Plains road.  
- What has changed? Will this information be made public at the meeting?

2. A proper second exit is still a problem. The developer has sent a letter to residents indicating that the exit problem is no longer an issue as Ocean View Drive and Moirs Mill results in two exits. This is unrealistic as they both exit to the Bedford Hwy close to each other - an exit to the Bi Hi is required.

3. The Development Agreement is clear with regards to the road from Hammond Plains Road to the area in question. The land may be split between two developers now; but; why should that be the problem of HRM and the tax payers? If the amendment requested by Olympic is granted I have no doubt that before too long the "other developer - United Gulf" will want permission to start developing the land between the lake and the Bi Hi by putting a road in from the south across Kearny Run. Then, once that area is developed everyone will pressure HRM to put in the interchange with Hammond Plains Road - at tax payers expense! An agreement is an agreement - the developers were aware of the conditions and are now trying to Bully their way out of it. Why are we spending our tax money to even consider their request?

3. What happens if the request is denied and the Development Agreement expires? The developer in his letter to residents indicates that any new agreement will result in smaller lots and less parkland. Perhaps they stand to gain if the present agreement expires! Or would any new agreement follow the same guidelines as the existing?

Thank you,  
Bob Davies

**CC:** <gouchel@halifax.ca>

**Submission #7**

**From:** Don MacLeod  
**To:** [Langilt@halifax.ca](mailto:Langilt@halifax.ca)  
**Date:** 19/01/2006 1:27:06 pm  
**Subject:** FW: Case No. - 00753 - Application by Olympic International Realty with respect to the Paper Mill Lake Development Agreement

Dear Ms. Langil-Hannah:

I am in receipt of a notice of a Public Information Meeting to be held in Bedford on January 25, 2006 at the Basinveiw Drive Community Elementary School concerning an application by Olympic International Realty to vary the established Residential Development Plan in the Paper Mill Subdivision. This will be the first public meeting in the application process and that Olympic International Realty have requested that this meeting be convened so that they can put forward their views with respect to an application for alteration of the established Development Plan. As I understand it, at present, if Olympic wants to develop additional housing units, they must build a connector road from the Hammonds Plains Road to their development at the west end of the Paper Mill Development designated in grey on the map provided as part of the public notice. I also understand that they would like to build somewhere in excess of 300 additional units in this area.

As a long-time resident of the Paper Mill area, we purchased our home as did the other residents in the area based on the established Development Plan, which called for an additional access road to alleviate congestion and to enable proper access to the residential community of Paper Mill as it expanded in accordance with the established Development Plan. At present, the main access area to Paper Mill by way of Moirs Mill has become congested and makes access to my home more difficult than in the past when there was less development. There is an additional access point further west, but this entails going through several side residential streets in close proximity to a public school with all the inherent safety and congestion issues related to this.

I would like to put on the record in absolutely plain terms the fact that I oppose the variation to the Development Plan that would remove the requirement of Olympic to build the additional access road before further residential units can be developed. It is important that this developer abide by the established and existing rules that are in place and that were in place at the time it purchased the land that it now wants to develop. The plan was put in place for good planning reasons to ensure that proper access was available and in line with future developments. To allow Olympic to do further development without abiding by this requirement will reduce the quality of life in our community by increasing traffic congestion and the number of vehicles in the neighbourhood with all the safety concerns that go with increased and congested traffic in a residential community. This should not even be an issue or point of discussion and is only being raised because the developer does not want to abide by the established Development Plan that was put in place prior to the purchase of the property and which was expected to be followed by all those people that purchased property in the Paper Mill area.

In conclusion, I would like to restate that the Development Plan was put in place for good policy reasons, to ensure that the lands developed in the Paper Mill area were done in accordance with good planning principles. People purchased their properties based on this plan as did the developer and, therefore, to retroactively amend the plan is unacceptable and must be rejected.

Yours very truly,

Donald A. MacLeod



Resident of Paper Mill

**Submission #8**

**From:** Signs On The Go  
**To:** [langilt@halifax.ca](mailto:langilt@halifax.ca)  
**Date:** 26/01/2006 9:50:02 am  
**Subject:** Hello Thea

Thank you for moderating the meeting last night. It ended less than graciously, but I think this shows the propensity of this developer; if we allow this work to go forward we will never see that connector road built, much less a wonderful development.

I have witnessed so many disappointing situations in the last 15 years that we have to stand firm on this issue and send a message: uphold the agreement in place or move on. No development without the connector road - period.

I look forward to hearing from you about the information on the status of Moirs Mill and Oceanview Drive being designated as collector roads.

Take care and have a good day!

David Scherer  
Signs On The Go

**Submission #9**

**From:** Don and Cathy Murray  
**To:** [langilt@halifax.ca](mailto:langilt@halifax.ca)  
**Date:** 28/01/2006 10:29:26 pm  
**Subject:** Olympic International Realty - Proposal CASE

Good Day Thea,

I had attended the public information meeting on January 25th, 2006 along with my husband. We are very concerned of what is being proposed and we feel it is imperative that the developers be made responsible for the building of the collector road BEFORE any more units are built in the Moirs Mill area. Any homeowner is bound by covenants of a subdivision and the builder should be likewise. Safety should be PRIORITY for any community and I do hope HRM agrees and begins to make developers uphold their overall responsibilities. This will ensure the collector road is built first.

I have a couple of points to make:

1. If I recall correctly, the traffic study completed by Olympic International Realty commenced in August, when individuals were on holidays, school was closed and there were very few extra curriculum activities, can you please advise me of the dates of the study.
2. Mr Ali Roshani is obviously an individual who cannot be trusted...his letter and presentation reinforces this.
3. Mr Ali Roshani made a comment a couple of times "I have lots of money". Therefore, he should negotiate and/or offer to pay the whole collector road with United Gulf, obviously from his statements MONEY is NOT an issue.

4. Can you please advise me who is the present owner of the land in question? Is it a Mr Ahmadi and Ali Roshani has a proposal to purchase all of the land and develop it from this individual, or is it an agreement between Mr Ahmadi to have Mr. Roshani develop the land if Mr Roshani is able to obtain the amendment.

5. Who are the owners/president of United Gulf?

I do hope HRM takes everything into consideration and if they do, then I am confident they will insist the collector road be built before additional units are allowed to be built in the Papermill Lake area as initially agreed to in the agreement with Annapolis Basin Pulp and Paper Company Limited.

Please keep us informed of any future meetings and/or decision of this proposal.

Thanking You in advance for response and cooperation.

Regards,

Cathy Murray

**Submission #10**

**From:** John Greer  
**To:** [langilt@halifax.ca](mailto:langilt@halifax.ca)  
**Date:** 27/01/2006 7:09:28 am  
**Subject:** Olympic Realty Proposal

Hi Thea,

I live at 78 Ahmadi Crescent and I attended the meeting Wednesday night at the Basinview School.

I wanted to speak to you after the meeting however I had to leave so I decided to send you a note.

I wanted to compliment you on the way you handled the meeting. You are a very good speaker and you were clear and concise. I know you were in a difficult position as HRM had to "facilitate" this proposal, however you handled the situation very well. Although the meeting was at times emotional, you should know that this emotion was not directed at you or other HRM staff, but rather at the developer for his poorly conceived plan and for his embarrassing performance at the meeting.

I was amazed at the "inaccuracies" this man proposed to the Papermill Lake area residents. Sketches showing 1 house on two areas when he wants 6 houses on 1 acre, promising generators and tennis courts, etc, not to mention the infamous letter.

For the record, I am firmly against the proposal.

I built my house on Ahmadi in 2001 - only three other residences have been constructed in the area since I built. I know full well the problems that construction and construction traffic bring to this area. My single home created a lot of issues with respect to construction traffic - I can only imagine what having 90 residences under construction would do to the area.

United Gulf, I'm sure, knew full well the issues relating to the collector road when they sold the north portion of the lands to Ahmadi. The fact that Ahmadi didn't do his due diligence is his problem, no

one else's. If United Gulf see's no need to build their portion of the road, that's fine. They don't have to build it. If that causes problems for Mr. Ahmadi - too bad - he should have done his homework. My company looked at purchasing the land and we knew full well the implications of the Development Agreement.

I do have a question though. What is HRM's definition of a "crescent" street. I thought Ahmadi Crescent was designed to link up with Moirs Mill. Olympics' proposal showed Ahmadi connected to the collector road. Can you clarify?

Once again, thank you for your professionalism on Wednesday evening.

John Greer

**Submission #11**

**From:** Lisa Haydon  
**To:** [langilt@halifax.ca](mailto:langilt@halifax.ca)  
**Date:** 17/02/2006 11:21:17 am  
**Subject:** Paper Mill Lake - Amendment to Development Agreement by Olympic International Realty

Any updates on the status of this application to amend development agreement?

Is it possible to be added to a list for communication via email? Read paper electronically so don't see public notices for meetings

If the application is progressing to the next level of considerations, will there be any additional information provided related to costs associated with developing the connector road and what's been allocated to date in funding to support this development? I am referencing the comment from the public meeting where additional development was granted several years ago conditional to a portion of sale proceeds being allocated to fund the future connector road development costs.

Look forward to hearing from you.

Lisa Haydon and Buddy Walzak

Lisa Haydon  
Vice President  
National and Public Sector Clients Atlantic  
RBC Capital Markets

**Submission #12:**

**From:** Ross Woodworth  
**To:** [langilt@halifax.ca](mailto:langilt@halifax.ca)  
**Date:** 29/01/2006 6:39:29 pm  
**Subject:** Paper Mill Lake Development Agreement

Ms. Langille-Hanna:

Thank-you for meeting with us on January 26. We now have a greater understanding of what is

contained in the 1995 Paper Mill Lake Development Agreement.

In our opinion to revise this agreement as is being requested would be a serious aberration to the planning process. A change in the ownership of a property should not warrant a change in an approved development strategy. To proceed with further development in advance of the completion of a collector road to Hammonds Plains Road would be a significant compromise to the approved plan with the only benefits being in favour of the developer.

Living on Moirs Mill Road I have first hand knowledge of the current traffic conditions and of its egress limitations. One need only consider the several hours of backlog on Moirs Mill Road experienced following the 2005 Canada Day fireworks to realize that an upper egress route is required in the event of an incident on or near the Bedford Highway. A blockage of any nature on the Bedford Highway below makes it impossible for emergency vehicles to reach our neighbourhood or for us to evacuate the area if necessary due to fire or risks arising from the nearby gasoline station or rail traffic. This requirement alone should dictate that an upper collector road be constructed prior to any further development.

In that the majority of traffic to/from Oceanview Drive now uses Moirs Mill Road by way of Royal Masts Way rather than wind its way through Nelson's Landing one can expect that in the absence of a new route any traffic resulting from further development will also use Moirs Mill Road. Moreover, traffic from the existing Oceanview development will use the connecting streets when constructed to access Moirs Mill Road directly rather than travel the narrower, more constricted Oceanview Drive only to crossover at Royal Masts Way. Additionally, without a second entrance all construction traffic generated by future development will have no option but to travel Moirs Mill Road. This is not a condition that I anticipated when I purchased my home some 8 years ago nor is it a safe one for the numerous children who walk across and down Moirs Mill Road to/from school.

In the larger view the absence of a collector road leading to Highway 102 will simply add volume to the already taxed Bedford Highway which is surely not consistent with the longer term planning for the area.

We again thank you for your assistance and ask that you relay our concerns to the Advisory Committee and if a count is taken consider us as firmly opposed to the requested amendment.

Ross and Norma Woodworth  
Moirs Mill Road

**Submission #13:**  
Development Case #00753

We attended the Public event last week but, due to an earlier meeting, arrived after the formal presentations. Based on the tone of the public responses, we decided that trails were the last thing on the local residents minds. So we left without speaking and will submit comments directly to you for consideration. We had a quick glance at the posted map that supplemented the overall map of the region that you had forwarded. Our knowledge of the details is sketchy but I understand that open space and parkland as well as a walkway and pathway system are included as stated in the Proposal fact Sheet.

Based on the increase in awareness of the value of walking as a healthy recreation option, more and more communities are requesting and making available, simple pathways and trails for walking. It is this momentum that has pushed our small group, Halifax North West Trails, to move forward on awareness and interaction with new development opportunities in HRM to include trails. Our area that we were tasked with by Peter Bigelow for Trail Planning includes the area of District 21 south

of Hammonds Plains Rd and further towards the Rotary.

We hope that trails and walkways, suitable for links in the Active Transportation movement with transit routes nearby can be considered in this new development. We need to get away from the car as being the focus for the families in these new homes. Walking to work or school should be a viable option. As the residents of this proposed area are not yet on board, it is the role of groups like our own to move forward and be proactive for the residents of tomorrow. The need for maximum available green space and safe walking routes were evident in the responses put forward at the meeting.

We strongly agree that a safe access collector road route be provided to the residents of this neighbourhood as further development goes forward. I trust that this will not compromise the opportunities to include trails, walkways or pathways – some means to achieve a level of health and fitness for all residents and local neighbours. The lake is a natural asset that also could be shared with the residents. It was apparent that the current design for development would allow very little public access to the water. A trail in close proximity to the water would be an alternate use of some of the dedicated parkland that is handed over to HRM. Residential properties with nearby trails, waterways or parkland would all benefit from these value added assets.

Wendy McDonald  
Bob McDonald  
Halifax North West Trails Association

**Submission #14:**

**From:** Peggy Watts  
**To:** langilt@halifax.ca  
**Date:** 05/02/2006 5:05:04 pm  
**Subject:** Paper Mill Lake: Olympic International Realty Application

Dear Ms. Langille-Hanna:

I attended the January 25 meeting at Basinview School concerning the application by Olympic International Realty, Case No. 00753, to develop lands west of the Paper Mill Lake area.

Much as I regret seeing yet another piece of natural land disappear to development, I realize that it is unrealistic to assume that this land can stay in its natural state forever. However, like all of those who spoke at the public meeting, I strongly oppose the application by Olympic International Realty to proceed without building the collector road from Hammonds Plains Road to Moirs Mill Road.

As many pointed out, neither Moirs Mills Road nor Oceanview Drive is suitable as an access road for the large trucks and construction equipment that would be required to use them during the period of construction of the new development, nor for the increased volume of traffic that the new development would create. Safety was a major concern expressed by residents even under the current conditions, and was the basis for opposition to the designation of those two roads as collector roads that could bear more traffic than they do already.

I would like to point out an element of safety that was not mentioned at the meeting: the fact that both Moirs Mill Road and Oceanview Drive were very poorly designed from a safety perspective due to the presence of several blind curves and hills. I live on a small street that leads off Oceanview Drive near its upper end, and I can attest to at least three areas of that road that are already dangerous

due to poor sight lines: the hill just below Royal Masts Way, the blind curve on the hill between the two ends of James Winfield Lane, and the blind hill between Peverill Court and Richardson Drive. The fact that people frequently park on one, if not both sides of these curves and blind hills only compounds the existing problem, as does winter snow which narrows the streets and further restricts the sight lines. Royal Masts Way, which leads from Moirs Mill to Oceanview, also has at least one blind hill, and the same issue with on-street parking and snow. I strongly urge the city to take not only the volume of traffic but also the topography into consideration when deciding the safe volume of traffic a road should bear.

I also share the concerns expressed at the meeting that having only one way out of the area-that is to the Bedford Highway, is also a safety concern. I have always lived in urban environments before moving to Halifax so suburbs are a new experience for me. I cannot understand how city planners can allow developers to create separate enclaves with one way out and no connecting streets between them. I was astounded to see, for example, that no connection was made between the new Ravines development and Crestview, so that parents wishing to drive children to Bedford South School from the Ravines must drive down to the Bedford Highway and back up to the school via Nelson's Landing. The suggested "alternate" egress from Crestview to the Ravines and from there to the Bicentennial Highway, as presented by the developer's team at the meeting, is clearly many years away, and does not, in my opinion, release Olympic International Realty from their obligation to build an access road, in collaboration with the owner of the other half of the land parcel, to Hammonds Plains Road.

Sincerely,

Peggy Watts

**Submission #15:**

**From:** Mr. Robert Walker and Mrs. Emily Walker, 245 Moirs Mill Road  
**To:** Thea Langille-Hanna  
**Date:** January 25, 2006  
**Subject:** Proposal by Olympic International Realty to Amend the Paper Mill Lake Development Agreement (Case # 00753)

The purpose of this memo is to express our concerns regarding the subject proposal. As residents of the Paper Mill Lake area and, more specifically, as residents of Moirs Mill Road, we are worried about the potential detrimental outcome should this proposal be approved. While we are not averse to the eventual development of additional lots/residences in the area under consideration (indeed, it would appear that this is inevitable), we are very concerned at the prospect of this development commencing prior to the completion of a collector road from Hammonds Plains Road to Moirs Mill Road.

Moirs Mill Road already experiences very heavy use by local traffic (residents' vehicles and commercial vehicles servicing homes in the Paper Mill Lake area). If there is no other viable access route other than Moirs Mill Road from the Bedford Highway to the proposed area of development, there will be an inordinate increase in traffic (large commercial vehicles and heavy equipment) along with the accompanying noise and dirt associated with vehicles coming and going from the construction site. Due to the relatively steep incline on Moirs Mill Road, vehicles (especially trucks) make a lot of noise as they labour up the hill. Conversely, vehicles (especially trucks) going down the hill tend to travel at excessive speeds thereby posing a hazard to other vehicles and pedestrians (children, in particular). Furthermore, these vehicles often make a great deal of very irritating noise due to the use of engine breaking.

An additional concern pertains to the current inadequacy of the intersection of Moirs Mill Road and Bedford Highway. Residents of the Paper Mill Lake area already experience long delays during peak hours waiting for the traffic lights to change when turning left onto the Bedford Highway from Moirs Mill Road. Furthermore, there is very restricted manoeuvring room (even for cars) when turning right onto Moirs Mill Road from the Bedford Highway. Finally, the road surface at the bottom of Moirs Mill Road is already badly rutted and uneven, no doubt due to hard braking by large, heavy vehicles approaching the intersection.

Approval of the proposal by Olympic International Realty (case # 00753) will only serve to exacerbate the aforementioned problems. If an access route (collector road) between Hammonds Plains Road and Moirs Mill Road were constructed prior to any further development in the area under consideration, most of these concerns would be addressed. We appreciate the developer's argument that commencement of development before expiry of the existing agreement (using the Town of Bedford's planning standards) in 2010 may result in a more desirable community than that envisaged under future HRM planning standards. However, we can't help but feel that the developer's real motivation is more self-serving than altruistic. It is our belief that the purpose of his proposal is to avoid the additional expense associated with construction of the collector road, even though approval of his proposal would undoubtedly result in inconvenience and disruption for the current residents of the Paper Mill Lake area.

We would like to suggest to the good folks at Olympic International Realty that they consider some of the benefits that might accrue from construction of a collector road from Hammonds Plains Road to Moirs Mill Road prior to commencement of any further development. This road would provide a much better route for construction vehicles and equipment (safer, unimpeded access/egress) and a much easier way into the area than via Moirs Mill Road. This road would intersect Hammonds Plains Road close to Highway 102 and would thereby prove to be a much quicker and easier route for most trucks and heavy equipment involved in clearing/preparing the site and transporting construction materiel. Furthermore, potential buyers of properties in this area would be very happy to see that there is already an alternate route into the area with quick access to both Hammonds Plains Road and Highway 102. Finally, the long term credibility of a developer who proposes to "produce a neighbourhood that Bedford would be proud of"<sup>1</sup> would be far more secure were he to truly put the interests of the residents ahead of the company's financial considerations.

We therefore respectfully recommend that the proposal by Olympic International Realty to amend Section 14 (2) of the Paper Mill Lake Development Agreement of 1995 not be approved.

Sincerely,  
Robert and Emily Walker

**Submission #16:**

**From:** Graham Bagnell (Residence)  
**To:** langilt@halifax.ca  
**Date:** 18/01/2006 8:05:08 pm  
**Subject:** Public Mtg Jan 25th 2006 - Case #00753

With respect to the proposed subject meeting, please advise whether the agenda / agenda item time allotment has been drafted for the evening to deal with the various issues that might arise or will this meeting be an open information forum whereby the proponent will be furnishing details for

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immediate public consideration and response?

It is understood that an 'area advisory committee' has been established and that the committee members are currently reviewing the subject case application. Please advise the contact information for the chairperson of the committee if you would.

As a resident of Bedford since 1989, it is understood this meeting is critical in the approval process for this development case. Although development is inevitable in a growing community and all stakeholders must attempt to reach consensus on development proposals, I am one that firmly believes that development agreements must be honored.

Based on the fact sheet information, there are several comments, several recommendations, and proposed conditions that I have. In the event that I will not be able to attend the meeting due to a previous commitment, I will forward feedback to the advisory committee chair / lead at soonest opportunity.

Much Thanks and Kindest regards  
G.C. Bagnell P.Eng.

**Submission #17:**

**From:** lesellers  
**To:** langilt@halifax.ca  
**Date:** 24/01/2006 12:13:37 pm  
**Subject:** re proposal

As I am unable to attend meeting Jan.25th I wish to advise I object to the proposed amendment of Olympic International Realty to development in Paper Mill area.

Lillian E. Sellors

**Submission #20:**

**From:** Amer Al-Shaghay  
**To:** langilt@halifax.ca  
**Date:** 01/25/2006 12:58pm  
**Subject:** Re: Case#00753: Paper Mill Lake Development

To Whom It May Concern,

We at 10 Bowsprit Close, Bedford, NS, B4A 4A3 object to the opening of a new road off the end of Moirs Mill Road leading to the 102 Highway.

The Al-Shaghay's

**Submission #21:**

**From:** Bruce Ford  
**To:** langilt@halifax.ca  
**Date:** 01/30/2006 9:06pm  
**Subject:** Re: Case#00753: Paper Mill Lake Development



Dear Thea Langille-Hanna, HRM Planner:

I am writing to you to advise of my absolute disagreement with the above noted application of Olympic International Realty (OIR).

Based on the input so passionately communicated by most residents, and even Ali Roshani of OIR himself, at the Jan. 25/06 meeting at Basinview School, I trust you will have adequate information and feedback to refuse OIR's application to amend the development agreement. To summarize the main facts:

1. The original development agreement specifically requires the completion of a collector road from Hammonds Plains Road to Moirs Mill Road. This would take pressure off the Bedford Highway which is already at full capacity.
2. Any trucks and equipment required to build the new sub division(s) at the top of Moirs Mill Road should be required to use the "to be built" collector road to Hammonds Plains Rd, and not disrupt residents in the established Moirs Mill neighborhood.
3. Moirs Mill Road should not be considered a true collector road due to its steep grade, narrowness and sharp turns. Residents are concerned over the safety with the current traffic flow.
4. If the required collector road not built before more houses are built at the top of Moirs Mill Rd., there is a fear the collector road may never be built; thereby causing long term safety and quality of life issues.
5. A number of residents at the meeting advised that there is no capacity for more students at Bedford South School. Before any more subdivisions are built in Bedford it seems critical to have the proper infrastructure level (like school capacity, road capacity) in place in advance.
6. Thea, you advised that the unsolicited and unauthorized letter Ali Roshani of OIR sent directly to residents in advance of the meeting contained errors. This serious casts doubt on how much all stakeholders can trust OIR's plans and commitments.
7. Ali Roshani admitted to residents at the meeting he has never developed subdivision before. Based on resident feedback at the meeting, we don't want him or his company to practice building subdivisions in Bedford. If OIR is so interested in developing that area they should make a deal with United Gulf Developments Ltd. to purchase the northern portion of the undeveloped area so they have no excuse over building the required collector road.

Please allow Bedford's Paper Mill Lake residents to continue to enjoy their beautiful and serene neighbourhood. I look forward to your prompt refusal of the OIR application to amend the development agreement. I believe I echo the voices of many of the approximately 200 residents at the meeting and many other that were unable to attend. I would be glad to discuss this matter with you further.

Sincerely,  
Bruce Ford