

PO Box 1749  
Halifax, Nova Scotia  
B3J 3A5 Canada

## MEMORANDUM

**TO:** Chair and Members of North West Planning Advisory Committee

**FROM:** Darrell Joudrey, Planner II, Urban Enabled Applications

**DATE:** February 1, 2017

**SUBJECT:** **Case 20506: Application by AMADESCO Ltd. to rezone lands of Sackawa Canoe Club at 159 First Lake Drive, Lower Sackville, from R-1 (Single Unit Dwelling) Zone to P-2 (Community Facility) zone.**

**Request:** The applicant's request is to rezone lands at 159 First Lake Drive from R-1 (Single Unit Dwelling) to P-2 (Community Facility). This application is for a rezoning of the lands only, to install the rights of the community facility zone on the subject lands, and requirements may not be negotiated as a development agreement may. If the application is approved, all applicable development regulations and Sackville Land Use By-law provisions must be met. For this request to go forward it must appear before North West Community Council after a staff report is prepared that considers all internal staff review and public comments received.

**Proposal:** AMADESCO Ltd. has submitted an application (Attachment A) for a rezoning to permit redevelopment of an existing building and property on lands in Lower Sackville. The lands are approximately 0.81 hectares in area and are located about 760m from the signalized intersection of First Lake Drive and Metropolitan Avenue and about 520m from the all-way stop at the intersection of First Lake Drive and Cavendish Drive. To enable the proposed community facility development North West Community Council must approve a proposed rezoning.

The rezoning will enable the proposed development (Attachment B) to include:

- A two level building;
- Upper level suitable for leasing for business training, weddings, dances, etc.;
- Lower level enlarged training centre area;

- Redevelopment of surrounding property;
- Lands to the east side of the building proposed to be used for outdoor training centre with open grounds soccer, volleyball court, etc.; and
- Lands to the west side of the building would be available for community events.

The Traffic Impact Statement (TIS) submitted in support of this application identifies the potential impact of the proposed redevelopment and sets out conclusions and recommendations that will be used in the policy evaluation under Policy IM-13. A copy of the TIS is included as Attachment C.

A proposed servicing schematic (Attachment D) has also been submitted as part of this application illustrating the management of storm and sanitary water within the proposed development. This preliminary plan will be reviewed and, pending any revisions, will support the later permitting process.

A Public Information Meeting for Case 20506 was held on November 29, 2016. A copy of the meeting minutes is included as Attachment E.

- Location:** The subject lands are located at 159 First Lake Drive.
- Existing Use:** The subject lands are currently used as a training facility, accessory boat storage and parking lot. An easement in favour of Halifax Water (HW) crosses the lands.
- Designation:** The subject lands are designated Urban Residential under the Sackville Municipal Planning Strategy (see Map 1).
- Zoning** The subject lands are currently zoned R-1 (Single Unit Dwelling) under the Sackville Land Use By-law (see Map 2). No development permit shall be issued in any R-1 (Single Unit Dwelling) Zone except for single unit dwellings, existing mobile home parks, day care facilities, business uses in conjunction with permitted dwellings, bed and breakfasts and open space uses.
- MPS Policy:** The current zoning permits residential and community uses on the subject lands, however, a rezoning is required for any development of permitted community facility uses within the Urban Residential Designation (Policy UR- 14). Attachment F contains relevant policies.
- Public Engagement:** The community engagement process is consistent with the intent of the HRM Community Engagement Strategy. The level of community engagement was intended to be consultation, achieved through a Public Information Meeting (PIM). A PIM was held on Tuesday, November 29, 2016, beginning at 7:00 p.m. at Leslie Thomas Junior High School

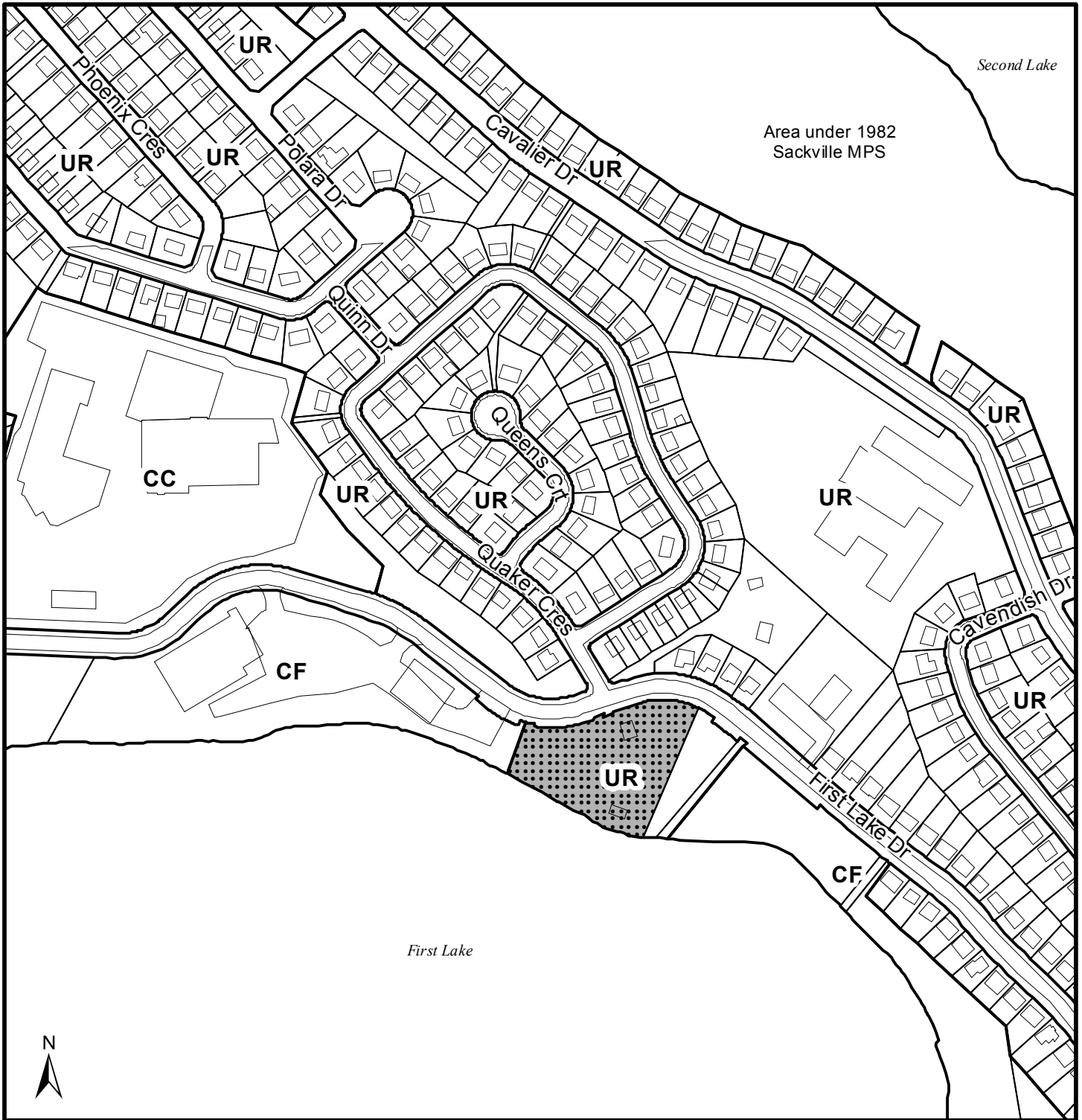
(Cafeteria), 100 Metropolitan Avenue, Lower Sackville, NS, to discuss the rezoning application (Attachment E).

**Input Sought from North West Planning Advisory Committee:**

Pursuant to the NWPAC's Terms of Reference, feedback is sought from the Committee relative to the rezoning application. NWPAC's recommendation will be included in the staff report to North West Community Council.

**Attachments:**


Map 1	Generalized Future Land Use
Map 2	Zoning and Notification
Attachment A	Application Form and Proposal Letter
Attachment B	Proposed Site Plan
Attachment C	Traffic Impact Statement
Attachment D	Proposed Servicing Schematic
Attachment E	Public Information Meeting Minutes
Attachment F	Excerpts from the Sackville Municipal Planning Strategy

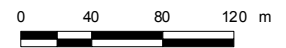


**Map 1 - Generalized Future Land Use**

159 First Lake Drive,  
Lower Sackville

**HALIFAX**

 Area proposed to be rezoned  
from R-1 (Single Unit Dwelling)  
to P-2 (Community Facility)



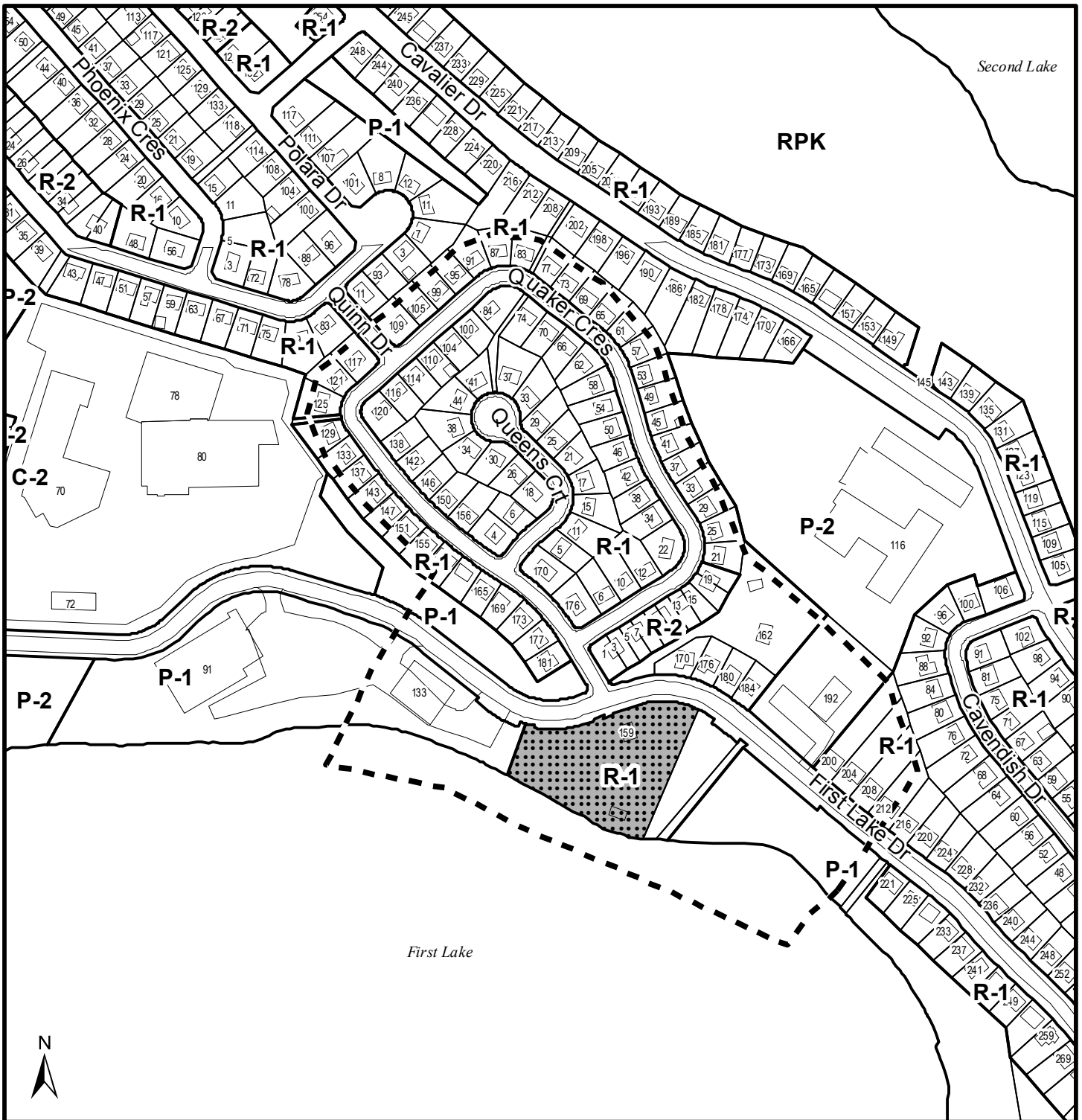
**Designation**

- UR Urban Residential
- CC Community Commercial
- CF Community Facility

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

The accuracy of any representation on  
this plan is not guaranteed.

Sackville  
Plan Area



### Map 2 - Zoning and Notification

159 First Lake Drive,  
Lower Sackville



Area proposed to be rezoned from R-1 (Single Unit Dwelling) to P-2 (Community Facility)

Area of Notification

Zone	
R-1	Single Unit Dwelling
R-2	Two Unit Dwelling
C-2	Community Commercial
P-1	Open Space
P-2	Community Facility
RPK	Regional Park



This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

Sackville  
Plan Area

**Planning Application Form**

**APPLICATION TYPE**

- Land Use By-law Amendment
  Development Agreement Amendment  
 Development Agreement
  Other \_\_\_\_\_  
 Subdivision By-law Amendment

<b>Internal Use Only</b>	<input type="checkbox"/> Major	<input type="checkbox"/> Intermediate	<input type="checkbox"/> Minor
Processing Fee	Advertising Deposit		Total
Description of proposed use in detail: (attach additional pages, if necessary)			
Existing Land Use			
Existing Structures		Previous Land Use	
Sanitary Service		Water Service	

**PROPERTY INFORMATION**

**Primary Property**

PID	Civic Address	Owner(s) Name
00471714	159 FIRST LAKE DRIVE	SACKAWA CANOE CLUB.

**Other Property(s) affected**

PID	PID	PID

**ENCUMBRANCES**

Describe any easements, restrictive covenants or other encumbrances affecting the subject land(s):

HALIFAX WATER STORM WATER EASEMENT.

**CULTURE/ HERITAGE**

Is this a registered Heritage Property?

Municipal
  Provincial
  Federal
  No

Does this property abut a registered Heritage Property?

Yes
  No

**Planning Application Form**

**Are you aware if the site contains any of the following cultural/heritage resources?**

archaeological sites  
 buildings, structures, and landscape features of historical significance or value  
 cemeteries or known burials

If yes to any of the above, please provide details of any cultural or heritage resources on or abutting the site:

N/A

**CONTACT INFORMATION**

Registered Owner(s): SACKAWIA CANOE CLUB c/o ANDY GELDART

Mailing Address: [REDACTED]

E-mail Address: [REDACTED]

Phone: [REDACTED] Cell: [REDACTED] Fax: [REDACTED]

Applicant?\*  Yes  No

Consultant: BRANKO MIZERT, AMA DESCO CANADA

Mailing Address: [REDACTED]

E-mail Address: [REDACTED]

Phone: [REDACTED] Cell: [REDACTED] Fax: [REDACTED]

Applicant?\*  Yes  No

I certify that I am submitting the above referenced application, including all of the required supporting information, for approval with the consent of the owner(s) of the subject property(s). The owner(s) has/have seen the proposal and have authorized me to act as the applicant for this planning application. \* My identification as the applicant means that I am the primary contact with HRM in all matters pertaining to this application.

I understand that all studies or reports submitted in support of this application are public. Once it has been determined that these documents are complete in both the comprehensiveness of the data used and that the analysis methodology is in keeping with HRM standards, they will be available for release to the public for inspection. Upon request by HRM, I agree to provide additional copies of such reports or studies as may be necessary.

Applicant Signature: [REDACTED] Application Date: \_\_\_\_\_

All applications must include the written consent of all registered owners of the subject lands, contain complete and accurate information, and include the appropriate fees. Incomplete applications will be returned.

**All fees are to be made payable to Halifax Regional Municipality.**

All plans are to be folded to approximately 8½" x 11" with the face of the folded print being the title block which is located in the lower right-hand corner of the plan.

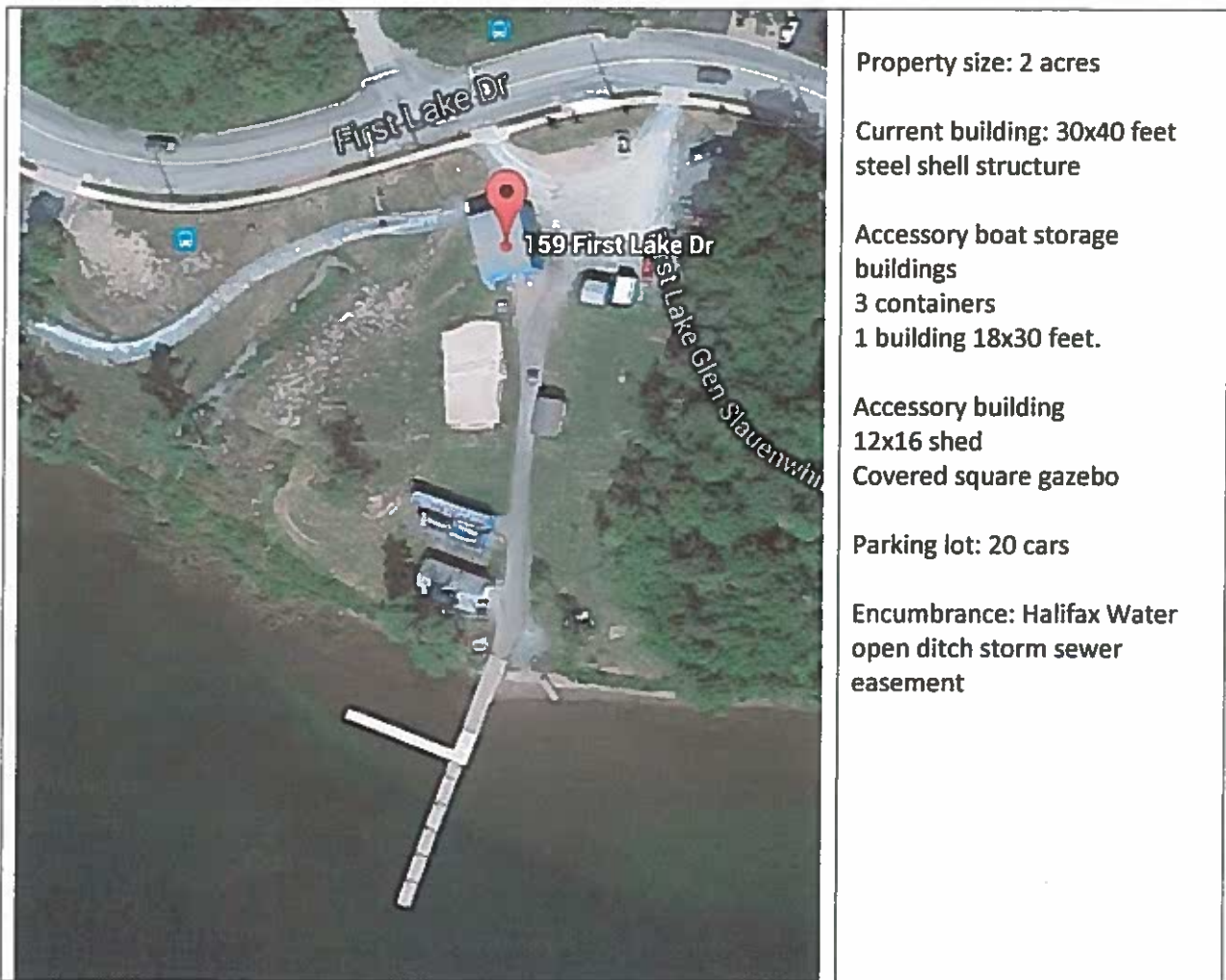


## Proposed Sackawa Canoe Club Property Development

### Background

The Sackawa Canoe club is located in Lower Sackville along the shore of First Lake at 159 First Lake Drive. PID 00471714. Sackawa is a member of the Atlantic Division of Canoe Kayak Canada.

The Canoe club has been in operation since **1978** and provides competitive training for kayak and canoe racing in this area. Currently there are nine prominent clubs who operate in greater Halifax/Windsor area. The Sackawa property is the only canoe club in metro who owns their property. Sackawa is partnered with the Friends of First Lake for trail access through the property.



Sackawa runs two programs throughout the year; full time programs and summer / fall programs. The full time program typically has 10-15 athletes. The summer program runs between June and November and typically has 120 registrations.



Sackawa has reached its capacity with respects to its summer and fall programs. As well, its training facility is outdated. Sackawa wants to develop a larger full time athlete program, therefore must develop a larger summer and fall program, and establish a modern training facility. The type and size of the current building is the main restriction on expanding enrollment or renovating; therefore Sackawa must build a new building to achieve this goal.

Based on internal studies, Sackawa's goal is to increase their summer/ fall program to 300 registrations. This is typically for the 4 other larger clubs in this area.

### **Proposal**

In 2014 Sackawa undertook a feasibility study to research and develop the potential for the property to expand the Sackawa programs. In 2015 Sackawa hired an architect to further develop a building and property design.

The proposed building would have two levels. The lower level would essentially triple the training center size. The main level would encompass a variety of rooms for community rentals. The rooms would be available for business training, weddings, dances, yoga etc.

The property surrounding the building would be redeveloped. Essentially the east side of the building would support the training center for outdoor training with open grounds for soccer, with a volleyball court etc. The intent of the west side of the building would be open area for community events and use, ie., picnic, fireworks, etc.

The Halifax Water storm easement could remain as open ditch or potentially be upgraded in conjunction with Halifax Water.

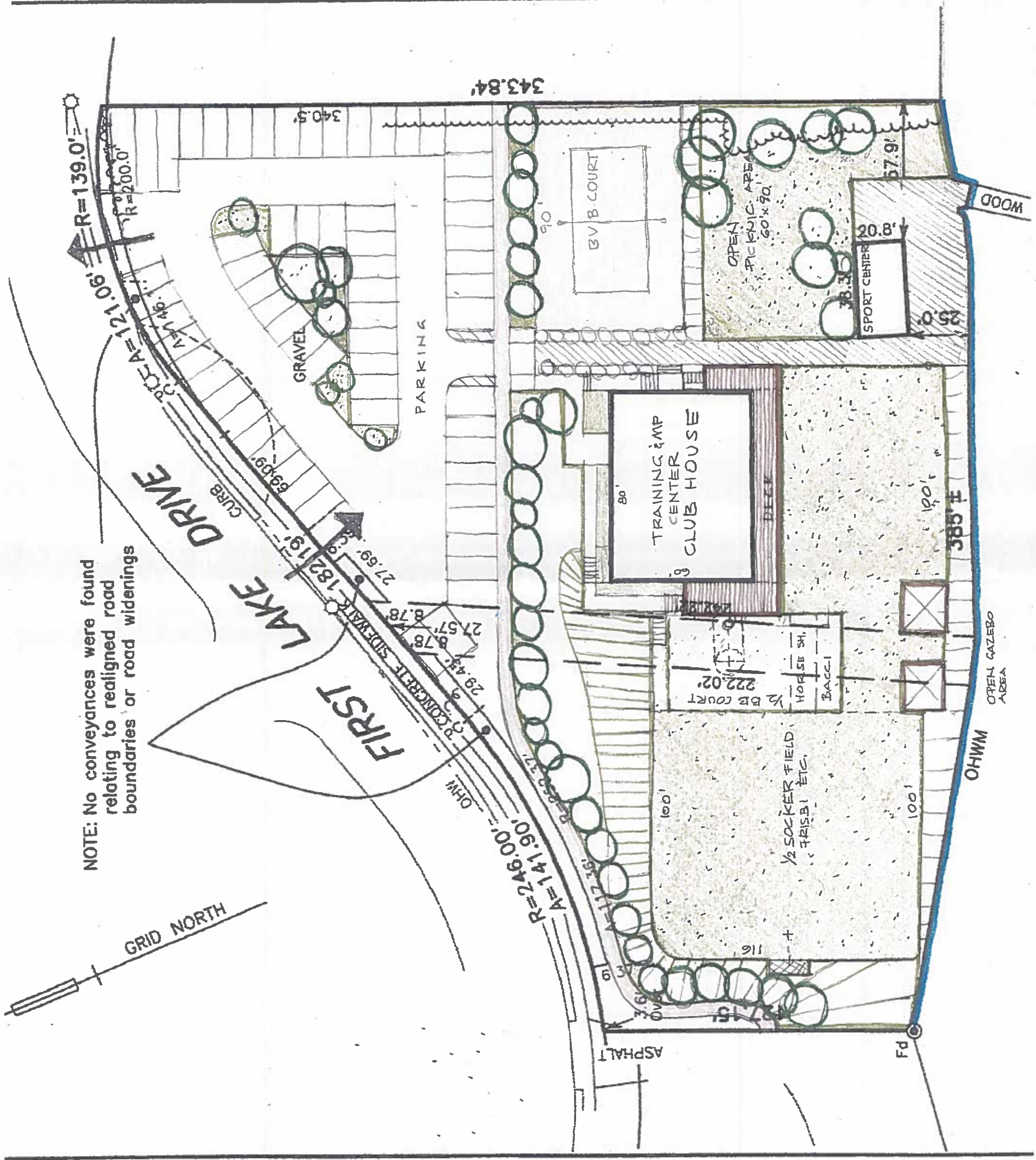
Sackawa is looking at a phased approach to expand the training program. It is expected the new training center will create excitement and enrollment will increase steadily for the next 3 to 5 years. As enrollment increases the size and layout of the training center will be adapt for the enrollment numbers.

The main level use, once completed, is intended to be put into use immediately. Based on internal studies, there is good capacity to support a community hall, rental facility in this area of Lower Sackville.

The lands to the west of the Sackawa property include a gymnastics club, hockey area and Kingsmen park, facility and water park. It is Sackawa intent the redevelopment would continue the overall community use of this area.

It should be noted the Kingsmen have openly endorsed Sackawa's proposed development.

- PARKING 60 CARS
- BY B COURT 65' x 95'
- OPEN FIELD 140' x 100'
- SOCKER
- FRISBI
- OPEN PICKNIK 80' x 70'
- BUILDING WALK OUT 60' x 100'
- HORSE SHOE COURT
- BACCI COURT



NOTE: No conveyances were found relating to realigned road boundaries or road widenings

GRID NORTH

April 1<sup>st</sup>, 2016

**Sackawa Canoe Club**

P.O. Box 51  
Lower Sackville, Nova Scotia  
Canada, B4C 2S8



Attention: Mr. Andy Geldart

**RE: Traffic Impact Statement: Sackawa Canoe Club, 159 First Lake Drive**

DesignPoint Engineering and Surveying Ltd. is pleased to submit this Traffic Impact Statement (TIS) in support of the Rezoning Application to HRM for 159 First Lake Drive (PID 00471714).

This report will assess the potential traffic impacts of the proposed building development and provide conclusions and recommendations. The TIS includes the following:

- Background;
- Existing traffic volumes and site generated traffic;
- Site distance, access review, site circulation, and consideration for parking; and
- Conclusions and recommendations.

This statement was prepared utilizing the Halifax Regional Municipalities (HRM) Guidelines for the Preparation of Transportation Impact Studies.

**Background**

The Sackawa Canoe Club (Club) is located at 159 First Lake Drive in Sackville, Nova Scotia. It is an existing canoe club that currently has 120 members during the summer months and approximately 20-40 members during the winter months. Currently, the Club offers summer paddling programs as well as year-round fitness and training programs for their competitive athletes. The Club has two existing driveway accesses onto First Lake Drive one almost directly into the all way stop at First Lake Drive and Quaker Crescent and one 50 m to the east of this intersection. It is located approximately 760 m from the signalized intersection of First Lake Drive and Metropolitan Avenue, and approximately 520 m from the all way stop intersection of First Lake Drive and Cavendish Drive. First Lake Drive is a 2 lane urban road cross section with concrete curb and gutter and sidewalk on the south side and generally runs east-west. It is classified as a collector roadway and has a posted speed limit of 50 km/h adjacent to the site. To the east of the site it is mostly residential on the north side and parkland on the south side adjacent to the lake. To the west of the site there are other recreational facilities on the south side (Taiso Gymnastic Club and the Sackville Arena) as well as a large commercial development (Sobeys, Tim Hortons, etc.) on the north side. Currently, there are parking restrictions on the north side of First Lake Drive from the intersection of First Lake Drive and Cavendish Drive to the east driveway to Civic 80 (Sobey's development). Parking restrictions on the south side are from 60m west of the Club driveway to Metropolitan Avenue. Halifax Transit services this site via Route 82 – Millwood, which travels from the Water Street Terminal in downtown Halifax to the Sackville Terminal. There is an eastbound and westbound transit stop directly adjacent to the site.



The proposed Club expansion will consist of a new 2 story building with 4400 SF per floor. The new building proposes to include a community hall rental area with two additional smaller rental rooms. Expected capacity for this level is approximately 200 people. The lower level will host a training facility for use by the club members. The goal for the club is to grow from 120 members to approximately 250-300 over the next 5-10 years. Figure 1 below shows the proposed site plan.

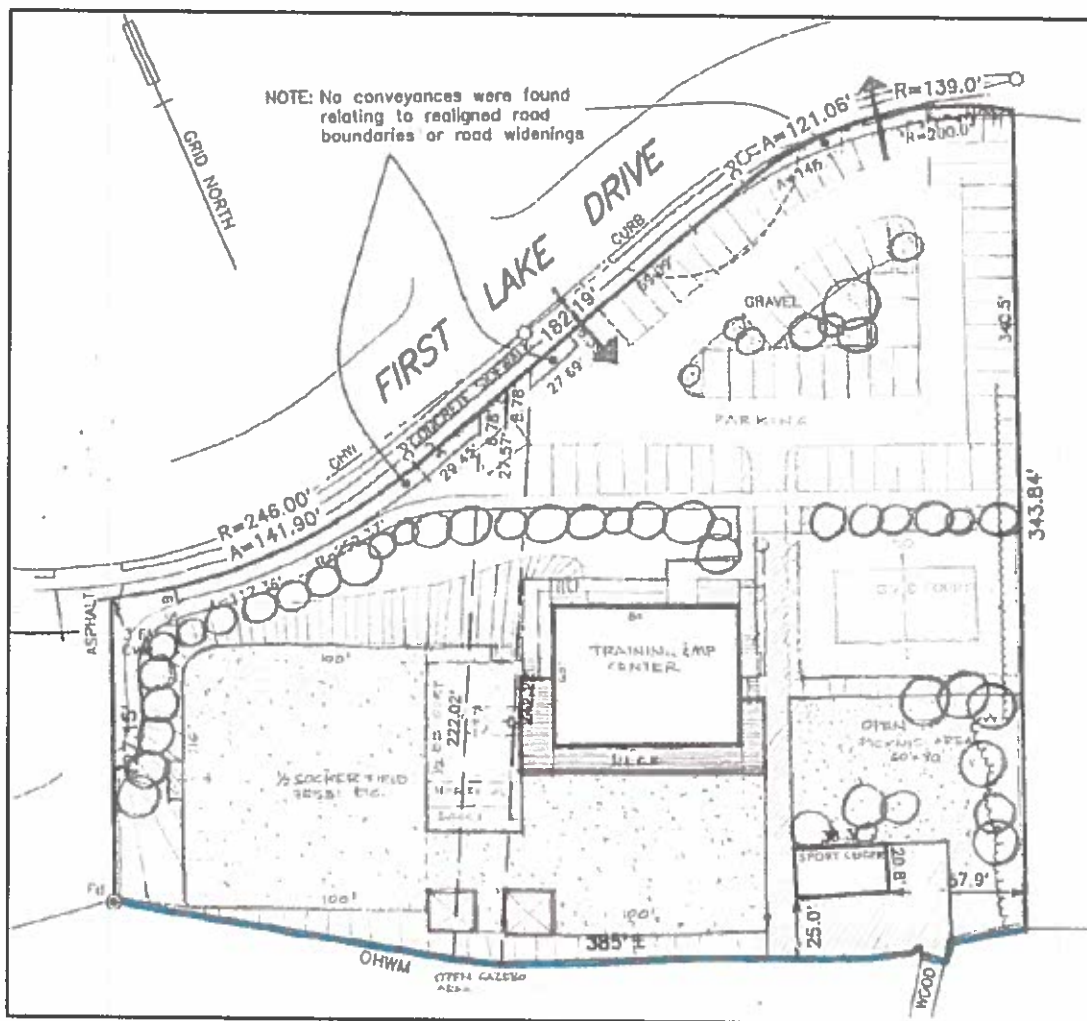


Figure 1: Site Plan for 159 First Lake Drive: Sackawa Canoe Club

### Existing Traffic

Traffic counts were received from HRM. Based on July 2015 traffic counts at the nearby intersection of First Lake Drive at Civic 80 (Sobey's driveway) the AM and PM peak hour two way counts on First Lake Drive are approximately 203 vehicles per hour (vph) and 415 vph respectively. Since the Club is at its peak in the month of July, the trips generated by the existing site would have been captured in these counts.

### Site Generated Traffic

The proposed development will consist of a new 2 story building with 4400 SF per floor. ITE trip generation rates contained in the *Institute of Transportation Engineers Trip Generation Manual, 9th Edition* document were difficult to apply as the closest Land Use was Athletic Club (Land Use Code 493). This Land Use does not depict an accurate look at this site as the majority of the uses for the site during peak hour are out of the

building and on the grounds and lake as it is a canoe club. In addition, the sample size was small. A summary of the AM and PM peak hour site trip generation results are contained in Table 1 for Land Use Code 493.

**Table 1: Trip Generation for Proposed Development**

Land Use <sup>1</sup>	Units	Trip Generation Rates				Trips Generated			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Trip Rate	Total	Trip Rate	Total	In	Out	In	Out
Athletic Club (Land Use Code 493)	8.8 <sup>2</sup>	2.97	26	5.96	52	16 (61%)	10 (39%)	32 (62%)	20 (38%)

<sup>1</sup> - ITE trip rate calculated using the AM and PM hour of adjacent traffic between 7-9 AM and 4-6 PM. It should be noted that the trip rate is based on a small sample size.

<sup>2</sup> - Unit of measurement is "per 1000 SF of gross floor area" (proposed 8800 SF divided by 1000 SF)

This results in the site generating 26 two way vehicles trips (16 entering, 10 exiting) during the AM peak period and 52 two way vehicle trips (32 entering and 20 exiting) during the PM peak period. This appears to result in a low trip generation based on the existing programs and use of the site which isn't expected to change. The existing traffic volumes that were received by HRM in July 2015 include the current membership and trips associated with this site. With this new building, the Club is anticipated to grow from its current 120 members to between 250-300 members within 5-10 years. An anticipated maximum increase in membership at full build out of 180 members. Based on our knowledge of this location it is expected that this site will generate traffic volumes in the peak AM and PM of 0.5 trips per member. Which in 2021, at full build out, would result in approximately 90 vehicles in the peak AM and PM. This 0.5 car trips per member was determined as some members will travel to the site via a carpool, Halifax Transit, walking, biking, as well as a full membership would not be present on all days and not all programs begin at the same time. With respect to the rental capabilities of the proposed building, these events would typically happen outside of the peak hours.

A summary of the AM and PM peak hour site trip generation results based on this trip generation rate is contained in Table 2.

**Table 2: Trip Generation for Proposed Development at Full Build out**

Land Use <sup>1</sup>	Units	Trip Generation Rates				Trips Generated			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Trip Rate	Total	Trip Rate	Total	In	Out	In	Out
Per Member Assumption	180 new members <sup>2</sup>	0.5	90	0.5	90	55 (61%)	35 (39%)	56 (62%)	34 (38%)

<sup>1</sup> - Trip rate calculated using the assumption of 0.5 trips per member

<sup>2</sup> - Full build out membership of 300 subtract 120 (current membership)

### Site Distance

Currently, the Club has two existing driveways. These driveways will continued to be utilized to access/egress the site. A review of the available sightlines along First Lake Road was carried out at the existing driveway accesses. The review was based on the guidelines contained in the *Transportation Association of Canada's (TAC) Geometric Design Guide for Canadian Roads*. These guidelines were used to determine the appropriate minimum stopping sight distance (SSD) criteria. The posted speed limit on First Lake Drive is 50 km/h adjacent

to the site. In the vicinity of the existing driveways, First Lake Drive has a relatively flat alignment with some curvature in the horizontal alignment. For a design speed of 50 km/h, the minimum stopping site distance is 65 m. The available driver sight lines to the east and west along First Lake Drive are greater than 65m to the west from the west driveway, with 50m to the east from the east driveway. The driveway locations are not changing from what currently exists.

### **Access Review**

An auxiliary turning lane warrant analysis was completed at the site access. The left turn lane warrant review was undertaken following Ministry of Transportation of Ontario (MTO) procedures. The right turn lane warrant review followed the Ohio Department of Transportation (ODOT) methodology. The July 2015 traffic counts were factored by 1.0% growth rate to 2021 at full build out in order to complete this assessment. A 1% growth factor was utilized as First Lake Drive in this area is approaching full build out as the lands in this area are owned by the Nova Scotia Department of Natural Resources or are HRM parkland. Based on a 50 km/h design speed and the trips generated by the site neither a left or right turn lane is required.

### **Site Circulation**

A preliminary review of the on-site layout and circulation was undertaken. The proposed site layout, access locations, and parking area are laid out similar to what exists today. It is compact, but it is operational. A one way system on site and at the entrance and exit is proposed to be utilized to improve site circulation.

### **Consideration for Parking**

The proposed site plan allows for 60 vehicles to park on site. This is enough to handle most of the day to day parking requirements of the Club now and into the future as the majority of members will be dropped off in the morning and picked up in the evening as the Club has all day summer programs and training. For events that would happen in the community hall, which would most likely happen during the evenings and weekends, additional parking can be accommodated on street on the south side of First Lake Drive from the Clubs east driveway towards the intersection of First Lake Drive and Cavendish Drive. Parking restrictions are in place on First Lake Drive on the north side of First Lake Drive from Cavendish Drive to the east driveway of Civic 80. In addition, parking restrictions are in place on the south side of First Lake Drive from Metropolitan Avenue to just west of the Clubs west driveway. In the past, as well as on an ongoing basis, the Club has made arrangements with their neighbors at Civic 80 (Sobey's) (~250 m away), Tiaso Gymnastics Club (~100 m away), the Sackville Arena (~200 m away), and the St. Francis by the Lakes Anglican Church (~120 m away) to utilize their parking when required. Civic 80 does not utilize the eastern side of their parking lot, Tiaso isn't opened on the weekends, the Sackville Arena has a large supply of parking, and the church has indicated that their lot can be utilized as long as it is not in use by the Church. The Church and Civic 80 can be accessed via the sidewalk on First Lake Drive and Tiaso and the Sackville Arena can be accessed via a trail that connects the Club to these properties. Therefore, any required overflow parking can be accommodated at these nearby sites all within a 100 m - 250 m walk from the Club.

### **Conclusions and Recommendations**

The following conclusions were assembled from the traffic impact assessment:

- **The Proposed Club Expansion:** The proposed Club expansion will consist of a new 2 story building with 4400 SF per floor. The new building proposes to include a community hall rental area with two additional smaller rental rooms. Expected capacity for this level is approximately 200 people. The lower level will host a training facility for use by the club members. The goal for the club is to grow from 120 members to approximately 250-300 over the next 5-10 years.



- **Halifax Transit:** This site is services by Halifax Transit via Route 82 – Millwood, which travels from the Water Street Terminal to the Sackville Terminal. There is an eastbound and westbound stop directly adjacent to the site.
- **Traffic Volumes:** An estimated two way traffic volume at the First Lake Drive and Civic 80 driveway is approximately 203 vph in the AM peak hour and 415 vph in the PM peak hour.
- **First Lake Drive:** Has an urban cross section with curb and gutter and a sidewalk on the south side and a posted speed limit of 50 km/h adjacent to the site.
- **Site Distance and Access Review:** The proposed development has access directly onto First Lake Drive. The driveway locations are not changing from what exists today. For a design speed of 50 km/h, the minimum stopping site distance is 65 m. The available driver sight lines to the east and west along First Lake Drive are greater than 65m to the west from the west driveway, with 50m to the east from the east driveway.
- **Auxillary Turning Lane Warrants:** Based on a 50 km/h posted speed limit, neither a left turn nor right turn storage lane is required.
- **Site Circulation:** The proposed site plan allows for good site circulation within the site and at its accesses points and isn't changing from what exists today.
- **Consideration for Parking:** The site proposes to accommodate 60 vehicles. When overflow parking is required it can be accommodated on street to the east of the site. Alternatively, arrangements have been made with nearby properties to utilize their parking lots as the need arises.

In summary, given the scale of the proposed site expansion it is expected to have minimal impacts on the operational capacity of First Lake Road and the surrounding roadway network at full build out due to the available operational capacity of First Lake Drive.

The following recommendation should be taken into consideration:

- That the design and construction of the upgraded site accesses be completed in accordance with HRM and TAC design guidelines.

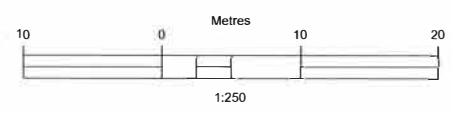
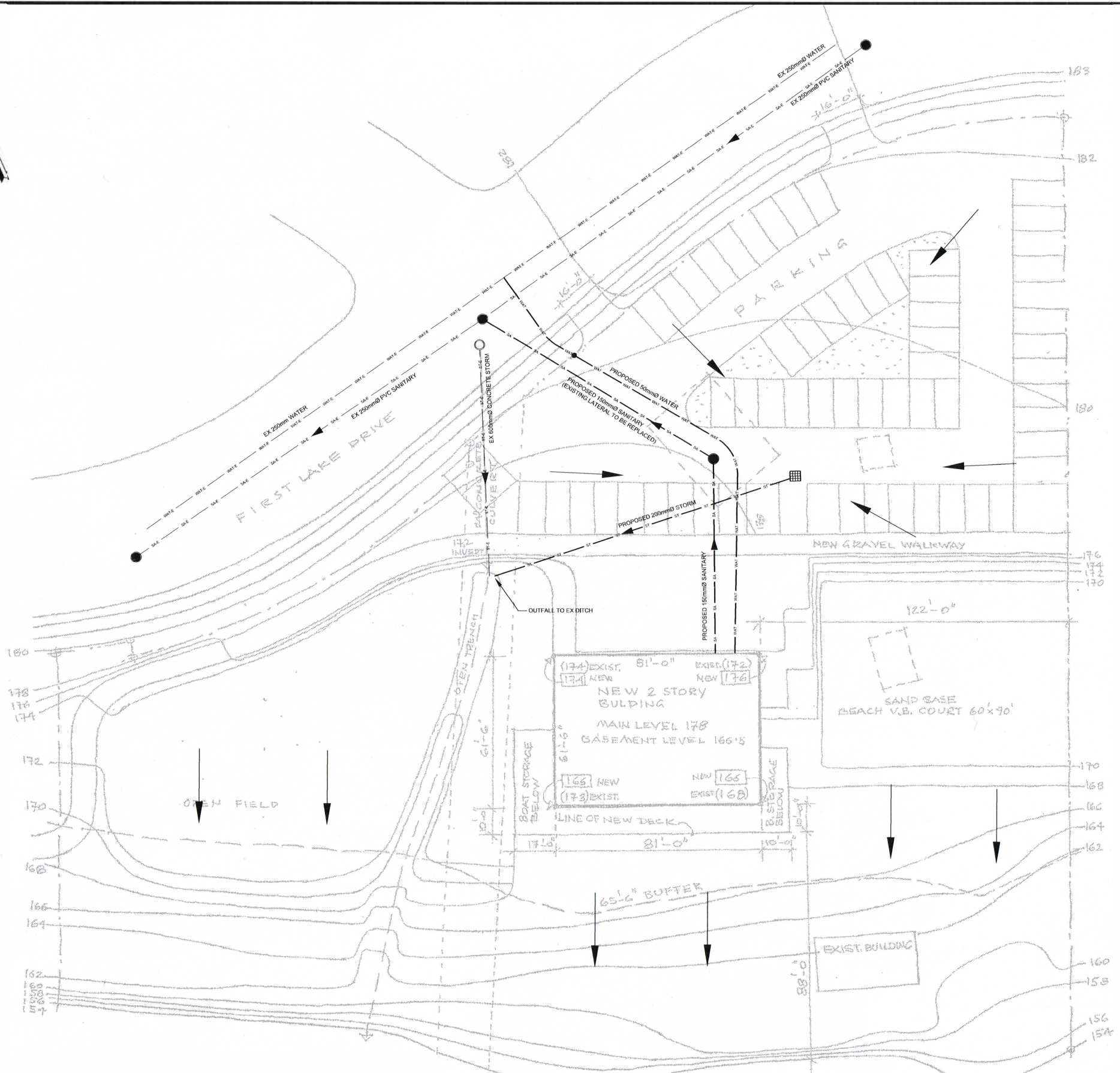
Sincerely,

DesignPoint Engineering & Surveying Ltd.



Tanya Davis, P.Eng.  
Senior Traffic Engineer





**LEGEND**

DESIGN GRADE	—————
EXISTING GRADE	-----
CENTERLINE	—————
WATER PIPE	———
SANITARY PIPE	———
STORM PIPE	———
SANITARY LATERAL	———
STORM LATERAL	———
WATER LATERAL	———
GUIDERAIL	—————
TOP OF SLOPE	———
BOTTOM OF SLOPE	———
OVERHEAD LINE	———
UNDERGROUND LINE	———
FENCELINE	———
CURB CUT	———
CURBSTOP	———
AIR RELEASE VALVE	———
TREE	———
URD	———
PRECAST HEADWALL	———
TEST PIT	———
WATER VALVE	———
CATCHBASIN	———
HYDRANT	———
UTILITY POLE	———

**PRELIMINARY STORM CALCULATIONS :**

PRE-DEVELOPED PEAK FLOW FROM PROPERTY (SW): 160 L/s  
 POST DEVELOPED PEAK FLOW FROM PROPERTY (SW): 160 L/s  
BASED ON 5% DESIGN STORM FOR HALF AX (1.11 mm/24hr)

**PRELIMINARY SANITARY CALCULATIONS :**

POPULATION: 200 PERSONS  
 FLOW ALLOWANCE: 160 L/day/person (CLUBHOUSE, ACWGM)  
 PROPERTY AREA: 9,025 SQ.M.  
 AVERAGE DRY WEATHER FLOW: 0.37 L/s  
 PEAKING FACTOR: 3 (ASSUMING 8 HOUR DAILY OPERATION, ACWGM)  
 PEAK DRY WEATHER FLOW: 1.11 L/s  
 I/I ALLOWANCE: 0.03 L/s  
 PEAK WET WEATHER FLOW (Q=1.25 aM+b): 1.42 L/s

————— OVERLAND DRAINAGE DIRECTION

**NOTES :**

1. GRADING PLAN AND SITE LAYOUT PREPARED AND PROVIDED BY AmDesCo Ltd.
2. LOCATION OF EXISTING INFRASTRUCTURE AND PROPERTY BOUNDARIES APPROXIMATE ONLY

3	APR 01, 2016	REVISED SITE PLAN
2	MAR 30, 2016	RE-ISSUED FOR APPROVAL
1	MAR 28, 2016	ISSUED FOR APPROVAL
ISSUE	DATE	DESCRIPTION

CONSULTANT

CLIENT

PROJECT DESCRIPTION

**SACK-A-WA CANOE CLUB**

SACKVILLE, NOVA SCOTIA

SHEET DESCRIPTION

**PRELIMINARY SERVICING SCHEMATIC**

Drawn	Engineer	Project No.	Drawing No.
L.REIMER	L.REIMER	16-014	
Date of 1st Issue	Scale	Filename	
MAR 28 2016	1:250	16-014 Servicing Schematic.dwg	01 of 01

## Attachment E

HALIFAX REGIONAL MUNICIPALITY  
Public Information Meeting  
Case 20506

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

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Tuesday, November 29, 2016

7:00 p.m.

Leslie Thomas Junior High School (Cafeteria)

**STAFF IN**

**ATTENDANCE:**

Paul Sampson (for Darrell Joudrey), Planner II, HRM Planning and Development  
Laura Gillies, Planning Technician, HRM Planning and Development  
Cara McFarlane, Planning Controller, HRM Planning and Development

**ALSO IN**

**ATTENDANCE:**

Deputy Mayor Steve Craig, District 15  
Councillor Lisa Blackburn, District 14  
Andy Geldart, Sackawa Canoe Club  
Shane Feriancek, Sackawa Canoe Club  
Branko Mizerit, AmaDesCo Canada

**PUBLIC IN**

**ATTENDANCE:**

Approximately 32

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The meeting commenced at approximately 7:03 p.m.

**1. Call to order, purpose of meeting – Paul Sampson**

Mr. Sampson introduced himself as the Planner and Facilitator for the application; Andy Geldart, Sackawa Canoe Club; Shane Feriancek, Sackawa Canoe Club; Branko Mizerit, AmaDesCo Canada; Councillor Steve Craig, District 15 and Councillor Lisa Blackburn, District 14; and Laura Gillies and Cara McFarlane, HRM Planning and Development.

Case 20506 - Request by Amadesco Canada to rezone lands of Sackawa Canoe Club located at 159 First Lake Drive, Lower Sackville from R-1 (Single Unit Dwelling) Zone to P-2 (Community Facility) Zone.

The purpose of the Public Information Meeting (PIM) is to: a) identify the proposal site and highlight the proposal; b) give the applicant an opportunity to present the proposal; and c) receive public feedback and input regarding the proposal that will be used to prepare the staff report and go forward with this application. No decisions are made at this PIM.

**2. Presentation of Proposal – Paul Sampson**

Mr. Sampson presented the proposal outlining the site and the relevant planning policies (UR-14 and IM-13) within the Sackville Municipal Planning Strategy (MPS), current zoning [R-1 (Single Unit Dwelling) Zone] and proposed zoning P-2 (Community Facility) Zone] within the

Sackville Land Use By-law (LUB).

### **Presentation of Proposal – Shane Feriancek, Sackawa Canoe Club, Co-Commodore**

Mr. Feriancek gave a presentation on the history of Sackawa Canoe Club, its purpose in the community and the Club's members' achievements over the years. The Club would like to expand the site to allow for a larger facility for the purpose of running a competitive program and attract more membership year-round.

### **Presentation of Proposal – Andy Geldart, Sackawa Canoe Club, Building Chair for the Proposal**

A feasibility study, which included an on-line survey within the community, was done in regards to details on expanding the club. The proposed two-floor facility (first floor as a rental facility and the bottom floor for the Club) with 60 parking spaces was based on those results and something that would allow the Club to maintain a relationship with the community.

### **Presentation of Proposal – Branko Mizerit, AmaDesCo Canada, Architect**

Mr. Mizerit presented the details of the proposed facility and the site plan. The building was designed in such a way as to not obstruct the residents' view of the lake and to minimize noise but also be functional and attractive.

## **3. Questions and Comments**

**Melissa McHugh, Quaker Crescent**, is concerned about the view of the lake and noise, traffic and parking from the rental facility. **Mr. Mizerit** – There are two levels but one is below grade and the top floor will be lower than the existing building. The building will be designed to be soundproof. **Mr. Geldart** – Events will be under contracts that will address the noise issue.

**Ken Landry, Quaker Crescent**, is not against the canoe club and thinks it is a wonderful thing but is concerned about noise from events that will be held at the facility rental and questionable behaviour by individuals currently happening in the parking lot within this family-oriented neighbourhood. **Mr. Feriancek** - The main theme in the building design was to maintain the recreation side of the program not a business with lots of traffic. The building will be tightly sealed to minimize inside noise.

**A resident** congratulated Sackawa on getting to this stage and providing a great asset for the community. Concerns about suspicious behaviours were expressed at the time the trail was being developed but nothing has happened.

**Jayne Welling, First Lake Drive**, likes the idea of the Club expanding for the kids but is concerned about the parking overflow. **Mr. Mizerit** – The parking lot will accommodate 60 vehicles which should alleviate some on-street parking.

**Keith Burke, Quaker Crescent**, is in favour of the rezoning and improvement to the facility but is concerned about illegal on-street parking and safety. At times, it would be impossible for emergency vehicles to pass through. He suggested that HRM implement 15-minute parking in some areas on the street. **Mr. Sampson** – The LUB parking requirements must be met by the developer in order to obtain a building permit. **Mr. Geldart** – As development happens, HRM reviews streets and traffic patterns.

**Heather Geldart, Polara Drive**, agrees about illegal parking but HRM parking enforcement has to do better at controlling the parking issue.

**A resident from Cabot Crescent** expressed a concern about noise, traffic and parking. Why was the proposal not for a sports club on the site? The canoe club could build to accommodate its membership. If the support isn't there through the membership then maybe it shouldn't be. What are the square footage, length and width of the building? What is the size of the lot and coverage? What type of signs and lighting will be on the property? **Mr. Feriancek** – The proposed building is 4,400 square feet per floor, 83 feet x 62 feet, the lot is 2.2 acres and covers maybe 10% of the lot. The revenue brought in from the upstairs' community rental facility will support and offset the expenses for the club program downstairs. **Mr. Mizerit** – There will be downward lighting in the parking lot.

**Ms. McHugh** – If approved, what controls will be in place for things like construction vehicles, dust, etc.? **Mr. Mizerit** – It is a 2 or 3 phase project.

**Mr. Landry** asked for clarification on where the proposed building and external uses will be located on the site. He appreciates that the parking lot will be expanded and lit at night. His concern about the greenspace and the view of the lake from his property was satisfied by Mr. Mizerit's explanation.

**Peter McNeil, Crimson Drive**, understands all the concerns brought forward this evening. He is in favour of the proposal and gave a brief explanation as to why Sackawa Canoe Club is important to him and his family and the community as a whole.

**Jacques Sauve, Quaker Crescent, former building manager for Sackawa Canoe Club**, is in favour of the proposal. The zoning is long overdue. There has always been an issue with the storage of boats due to LUB requirements on the property. The Club is required to have the backflow meter certified every year because of the use of the property despite the fact it is zoned residential. **Mr. Mizerit** – The size of the proposed building will accommodate the size of the Club's boats.

#### **4. Closing Comments**

**Mr. Sampson** thanked everyone for coming and expressing their comments.

#### **5. Adjournment**

The meeting adjourned at approximately 8:30 p.m.

## Attachment C: Excerpts from the Sackville Municipal Planning Strategy

### Policy UR-14

UR-14 Notwithstanding Policies UR-2 and RR-2, within the Urban Residential and Rural Residential Designations, it shall be the intention of Council to establish a community facility zone which permits a variety of community related uses such as schools, churches, hospitals, government offices, community centres and recreation uses. Council may consider permitting new community facility uses by amendment to the land use by-law and with regard to the provisions of Policy IM-13.

### Policy IM-13

IM-13 In considering amendments to the land use by-law or development agreements, in addition to all other criteria as set out in various policies of this planning strategy, the Sackville Community Council shall have appropriate regard to the following matters:

- (a) that the proposal is in conformity with the intent of this planning strategy and with the requirements of all other municipal by-laws and regulations;
- (b) that the proposal is not premature or inappropriate by reason of:
  - (i) the financial capability of the Municipality to absorb any costs relating to the development;
  - (ii) the adequacy of sewer and water services;
  - (iii) the adequacy or proximity of school, recreation and other community facilities;
  - (iv) the adequacy of road networks leading or adjacent to, or within the development; and
  - (v) the potential for damage to or for destruction of designated historic buildings and sites.
- (c) that controls are placed on the proposed development so as to reduce conflict with any adjacent or nearby land uses by reason of:
  - (i) type of use;
  - (ii) height, bulk and lot coverage of any proposed building;
  - (iii) traffic generation, access to and egress from the site, and parking;
  - (iv) open storage;
  - (v) signs; and
  - (vi) any other relevant matter of planning concern.
- (d) that the proposed site is suitable in terms of steepness of grades, soil and geological conditions, locations of watercourses, potable water supplies, marshes or bogs and susceptibility to flooding;
- (e) any other relevant matter of planning concern; and
- (f) **Within any designation, where a holding zone has been established pursuant to “Infrastructure Charges - Policy IC-6”, Subdivision Approval shall be subject to the provisions of the Subdivision By-law respecting the maximum number of lots created per year, except in accordance with the development agreement provisions of the MGA and the “Infrastructure Charges” Policies of this MPS.**