



P.O. Box 1749  
Halifax, Nova Scotia  
B3J 3A5 Canada

**Item No. 10.1.2**  
**Harbour East Marine Drive Community Council**  
**May 2, 2019 Public Hearing**  
**April 4, 2019 First Reading**

**TO:** Chair and Members of Harbour East - Marine Drive Community Council

Original Signed

**SUBMITTED BY:**

\_\_\_\_\_  
Kelly Denty, Director of Planning and Development

Original Signed

\_\_\_\_\_  
Jacques Dubé, Chief Administrative Officer

**DATE:** January 15, 2019

**SUBJECT:** **Case 21552: Rezoning for Lancaster Drive and Woodland Avenue,  
Dartmouth**

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**ORIGIN**

Application by Shelley Dickey Land Use Planning on behalf of the property owner, the Trustees of the First Baptist Church, Dartmouth.

**LEGISLATIVE AUTHORITY**

*Halifax Regional Municipality Charter (HRM Charter), Part VIII, Planning & Development.*

**RECOMMENDATION**

It is recommended that Harbour East - Marine Drive Community Council:

1. Give First Reading to consider approval of the proposed amendment to the Land Use By-Law for Dartmouth, as set out in Attachment A, to rezone lands at the corner of Lancaster Drive and Woodland Avenue from the R-1 (Single Family Residential) Zone to R-3 (Multiple Family Residential) Zone – Medium Density, and schedule a public hearing;
2. Adopt the amendment to the Land Use By-law for Dartmouth, as set out in Attachment A.

**BACKGROUND**

Shelley Dickey Land Use Planning, on behalf of The Trustees of the First Baptist Church, Dartmouth, is applying to rezone lands on the corner of Lancaster Drive and Woodland Avenue from the R-1 Zone, to the R-3 Zone, allowing a future planning application for a development agreement for 1-2 apartment buildings.

<b>Subject Site</b>	A portion of PID 41113887
<b>Location</b>	Northwest corner of Lancaster Drive and Woodland Avenue, Dartmouth
<b>Regional Plan Designation</b>	Urban Settlement (US)
<b>Community Plan Designation (Map 1)</b>	Residential
<b>Zoning (Map 2)</b>	Single Family Residential (R-1) Zone
<b>Size of Site</b>	Approximately 11,350 square metres (2.8 acres)
<b>Street Frontage</b>	Approximately 155 metres (507 feet) on Lancaster Dr. dedicated to R-3 The remaining R-1 property for the church would have approximately: <ul style="list-style-type: none"> <li>• 32 metres (104 feet) on Cannon Terrace</li> <li>• 30.5 metres (100 feet) on Lancaster Drive</li> </ul>
<b>Current Land Use(s)</b>	Vacant
<b>Surrounding Use(s)</b>	A mix of single family homes, two-unit homes, and townhomes within the 'Lancaster Ridge' and "Willow Ridge" neighborhoods on the north side of Woodland Avenue. Additionally, a multi-unit building adjacent to the property is approved under a Development Agreement, but has not been constructed to date. On the south side of Woodland Ave are a series of apartment buildings along Horizon Court and Mic Mac Blvd, as well as "Maybank Park" sports fields and an HRM Transit park-and-ride lot.

**Proposal Details**

The applicant proposes to rezone a portion of the lot located at the northwest corner of Lancaster Drive and Woodland Avenue, Dartmouth from the R-1 (Single Family Residential) Zone to the R-3 (Multiple Family Residential) Zone. A rezoning would enable the property owner to make a future planning application for 1-2 apartment buildings on the R-3 zoned lands through development agreement process. The property owner has not made an application for a development agreement to date.

The major aspects of the proposal are as follows:

- The applicant wishes to construct a church as-of-right on the remaining R-1 lands.
- The rezoning is premised on the R-3 lands being developed as 1 or 2 multi-unit residential buildings enabled by a future development agreement.
- Access to and from the R-3 zoned lands would occur via Lancaster Drive.
- Access to and from the remaining R-1 zoned lands would primarily be via Lancaster Drive with secondary access through the westerly driveway on Cannon Terrace.
- Future development in the community along Sea King Drive may allow for an all access intersection compatible with the driveway on Lancaster Drive.
- Existing wetland at the corner of Lancaster and Woodland is proposed to remain in its current state.
- Subdivision of the property would occur after rezoning as a separate process to align the property boundaries with the approved zoning boundaries.

**Enabling Policy and LUB Context**

The subject property is designated Residential under the Dartmouth Planning Strategy (MPS) and zoned R-1 (Single Family Residential Zone) under the Dartmouth Land Use By-law (LUB). The R-1 Zone permits single family dwellings, places of worship and other various institutional and recreational uses such as schools, libraries, public parks, tennis clubs and golf clubs.

Policy IP-1(c) allows Council to consider zoning amendments in the context of compatibility and consistency with adjacent uses and existing development forms in the area in terms of use, bulk and scale. Attachment

B contains a copy of the relevant policy from the Dartmouth MPS as well as a staff assessment as to how this proposal adheres to this policy.

## **COMMUNITY ENGAGEMENT**

The community engagement process is consistent with the intent of the HRM Community Engagement Strategy. The level of community engagement was consultation, achieved through providing information and seeking comments through the HRM website, signage posted on the subject site, letters mailed to property owners within the 300-foot notification area, and a public information meeting held on Monday, June 18, 2018 at 7:00pm at the First Baptist Church at 100 Ochterloney Street, Dartmouth. Attachment C contains a copy of the minutes from the meeting. The public comments received include the following topics:

- Concerns about traffic generation increase, especially at the intersection of Lancaster and Woodland Ave;
- Concerns that the distance from the proposed entrance to the crosswalks and intersection is dangerous;
- Concerns that property values will be lowered with the addition of apartment buildings/rentals; and
- Concerns that apartment buildings do not fit in with the existing homes in the neighborhood.

A public hearing must be held by Harbour East Marine Drive Community Council before they can consider approval of the proposed LUB amendment. Should Community Council decide to proceed with a public hearing on this application, in addition to the published newspaper advertisements, property owners within the notification area shown on Map 2 will be notified of the hearing by regular mail. The HRM website will also be updated to indicate notice of the public hearing.

The proposal will potentially impact local residents and property owners.

## **DISCUSSION**

Staff has reviewed the proposal relative to all relevant policies and advise it is reasonably consistent with the intent of the MPS. Attachment A contains the proposed rezoning that would allow R-3 Zone uses on a portion of the existing lot including the opportunity for the property owner to make a separate planning application for an apartment building or buildings through development agreement. Subdivision of the subject site can be expected to follow along the lines shown on Attachment A.

### **LUB Amendment Review**

Attachment B provides an evaluation of the proposed rezoning in relation to relevant MPS policies. Of the matters reviewed to satisfy the MPS criteria, the following have been identified for more detailed discussion:

#### **Compatibility with Adjacent Uses**

The applicable policies within the MPS speak to ensuring that the proposal is compatible and consistent with adjacent uses and the existing development form in the area in terms of use, bulk, and scale. A rezoning to R-3 would permit consideration of a development agreement for multi-unit apartment buildings. If this rezoning were to be successful, a subsequent application for a development agreement would regulate compatible bulk, height, and scale. The proposed church (intended as-of-right) within the R-1 Zone should ensure a buffer between existing residences and potential R-3 apartment buildings.

In addition to single, semi, and townhouse development making up surrounding land uses, an approved development agreement on the adjacent lot fronting Veridian Drive permits a multi-unit dwelling. Additional multiple unit dwellings are also located across Woodland Avenue. The use of multiple unit dwellings proposed on this site are in keeping with the existing mixed use residential development in the area, while the proposed configuration of the rezoning provides adequate separation from lower-density housing form.

#### Buffering, Landscaping, Screening, and Access Control

While the proposed rezoning would establish the permitted uses, the subsequent development agreement process would generate buffering, landscaping, and screening provisions for a multi-unit apartment at a detailed level. Development of the proposed R-3 portion of the property will buffer the proposed church and low density development beyond from Woodland Avenue by a combination of landscaping and existing trees. Furthermore, the relatively less intense, by-right, church project on the remaining R-1 lands should serve as a buffer between the new R-3 uses and the existing surrounding low density development.

Primary access to the R-3 site is proposed off Lancaster Drive, reducing through traffic on local neighborhood streets, predominantly Cannon Terrace. The church proposes to share access with the R-3 Zoned lot from the driveway off Lancaster Drive and utilize a separate, secondary access via a driveway on Cannon Terrace. Access and driveway configuration and locations would be determined in greater detail as part of the development agreement and permitting processes.

#### Comparison of R-1 and R-3 Zones

Under existing R-1 zoning, the subject site could be developed with single family dwellings in addition to institutional and recreational uses. Under the proposed R-3 zoning, the subject site could be developed as-of-right with the same R-1 Zone uses (stacked zone), as well as a wider range of residential housing types including two-units, townhomes, apartment buildings, and lodging houses. Staff advise that the as-of-right permitted uses of the R-3 Zone are compatible both in use and built form with the adjacent uses in the surrounding neighborhood.

While the R-3 zone lists apartment buildings as a permitted use, amendments to the Dartmouth MPS and LUB in 1991 required that all multiple family residential developments only be approved by development agreement. Should the developer apply for a development agreement to consider a multi-unit apartment building development (contingent on the re-zoning being approved by Community Council), staff advised that the proposed use is compatible with existing neighborhood uses subject to development agreement provisions for acceptable and compatible bulk, height, and scale.

#### Transportation Networks

The Dartmouth MPS contains policy which seeks to ensure that transportation networks adjacent to or leading to the development are adequate to service the proposal. The traffic study submitted by the applicant determined that Lancaster Drive and Woodland Avenue have sufficient capacity to accommodate the proposed increase in peak period traffic expected to be generated by a development of up to 120 residential units.

The traffic study was reviewed by HRM Engineering and Traffic Services, and was deemed to be acceptable for purposes of rezoning. The proposed access from Lancaster Drive will require further consideration during a subsequent development agreement approval or permitting stage. There are presently unknowns as to the extent of Nova Scotia Department of Transportation and Infrastructure Renewal (NSTIR)'s interest and intentions for future improvements to the with the Lancaster/Woodland intersection.

A motion was made on May 22, 2018 by Regional Council for a report on developing a functional plan for improvements to the intersection of Woodland Avenue, Highway 118, Lancaster Drive, and MicMac Boulevard, as well as consideration for transfer of a portion of the Provincial highway 118 to the HRM. This report, in addition to possible changes to the intersection will inform the detailed location of new driveway(s).

#### **Conclusion**

Staff reviewed the proposal in terms of all relevant policy criteria and advise the proposal is reasonably consistent with the intent of the MPS. R-3 Zone uses and proposed multiple unit apartment buildings are in keeping with the existing mixed-use residential development in the area, and may be developed with adequate buffering from lower density existing residences. Therefore, staff recommend that the Harbour East Marine Drive Community Council approve the proposed LUB amendment.

## **FINANCIAL IMPLICATIONS**

The HRM cost associated with processing this planning application can be accommodated with the approved 2018-2019 operating budget for C310 Urban and Rural Planning Applications.

## **RISK CONSIDERATION**

There are no significant risks associated with the recommendations contained within this report. This application may be considered under existing MPS policies. Community Council has the discretion to make decisions that are consistent with the MPS, and such decisions may be appealed to the N.S. Utility and Review Board. Information concerning risks and other implications of adopting the proposed LUB amendment is contained within the Discussion section of this report.

## **ENVIRONMENTAL IMPLICATIONS**

No environmental implications are identified.

## **ALTERNATIVE**

1. Harbour East Marine Drive Community Council may choose to refuse the proposed LUB amendment, and in doing so, must provide reasons why the proposed amendment does not reasonably carry out the intent of the MPS. A decision of Council to refuse the proposed LUB amendment is appealable to the N.S. Utility & Review Board as per Section 262 of the *HRM Charter*.
2. Harbour East Marine Drive Community Council may choose to approve the proposed LUB amendment subject to modifications, and such modifications may require a supplementary report. A decision of Council to approve this proposed LUB amendment is appealable to the N.S. Utility & Review Board as per Section 262 of the *HRM Charter*.

## **ATTACHMENTS**

Map 1:	Generalized Future Land Use
Map 2:	Zoning and Notification Area
Attachment A:	Proposed Amendment to the Land Use Bylaw for Dartmouth
Attachment B:	Review of Relevant Dartmouth MPS Policies
Attachment C:	Public Information Meeting Summary

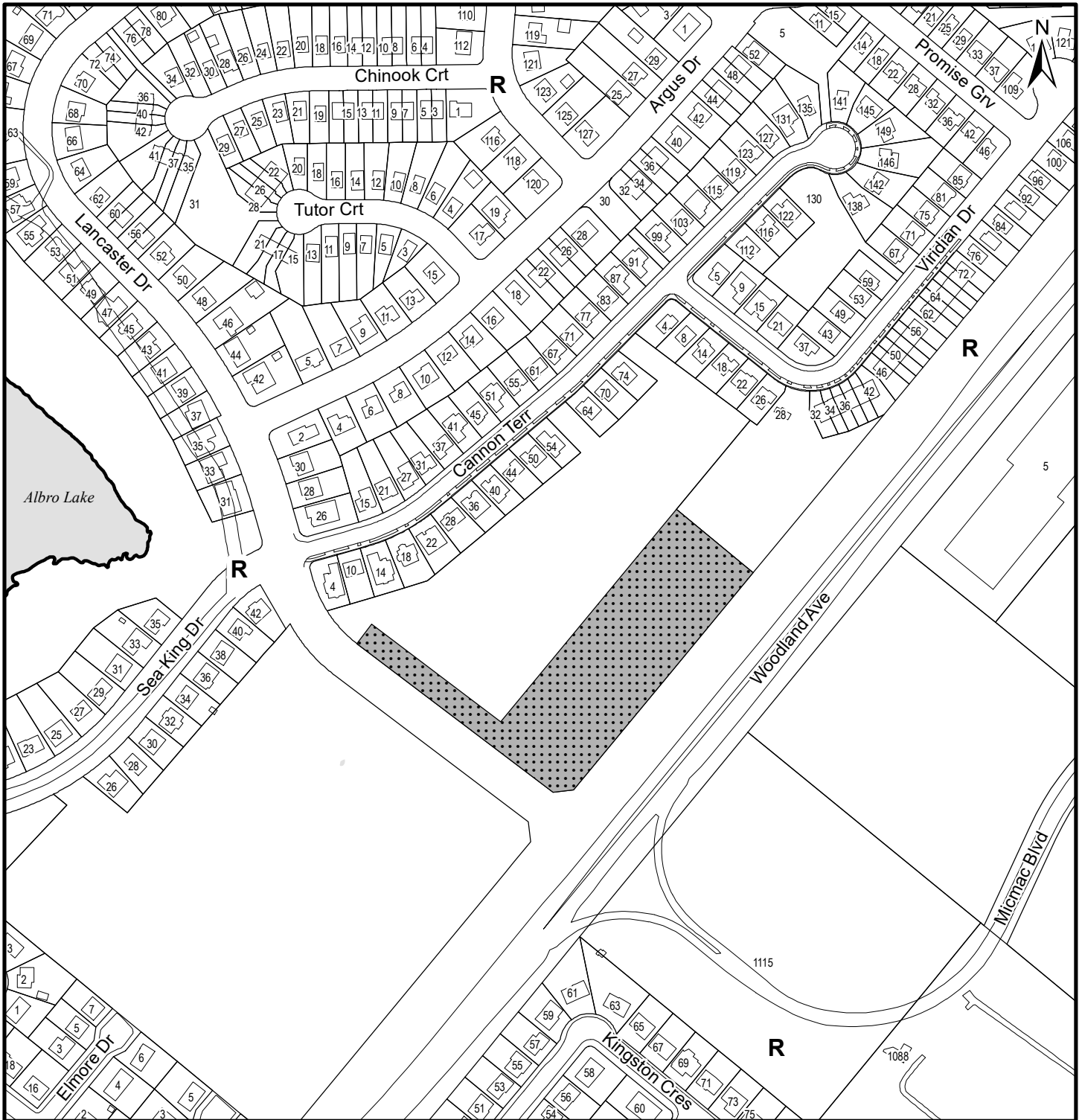
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A copy of this report can be obtained online at [halifax.ca](http://halifax.ca) or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Scott Low, Planner II, Current Planning, 902.490.6373

Report Approved by: Original Signed  
Steven Higgins, Manager, Current Planning, 902.490.4382

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**Map 1 - Generalized Future Land Use  
Lancaster Dr and Woodland Ave  
Dartmouth**

**HALIFAX**

 Subject Site

**Designations**

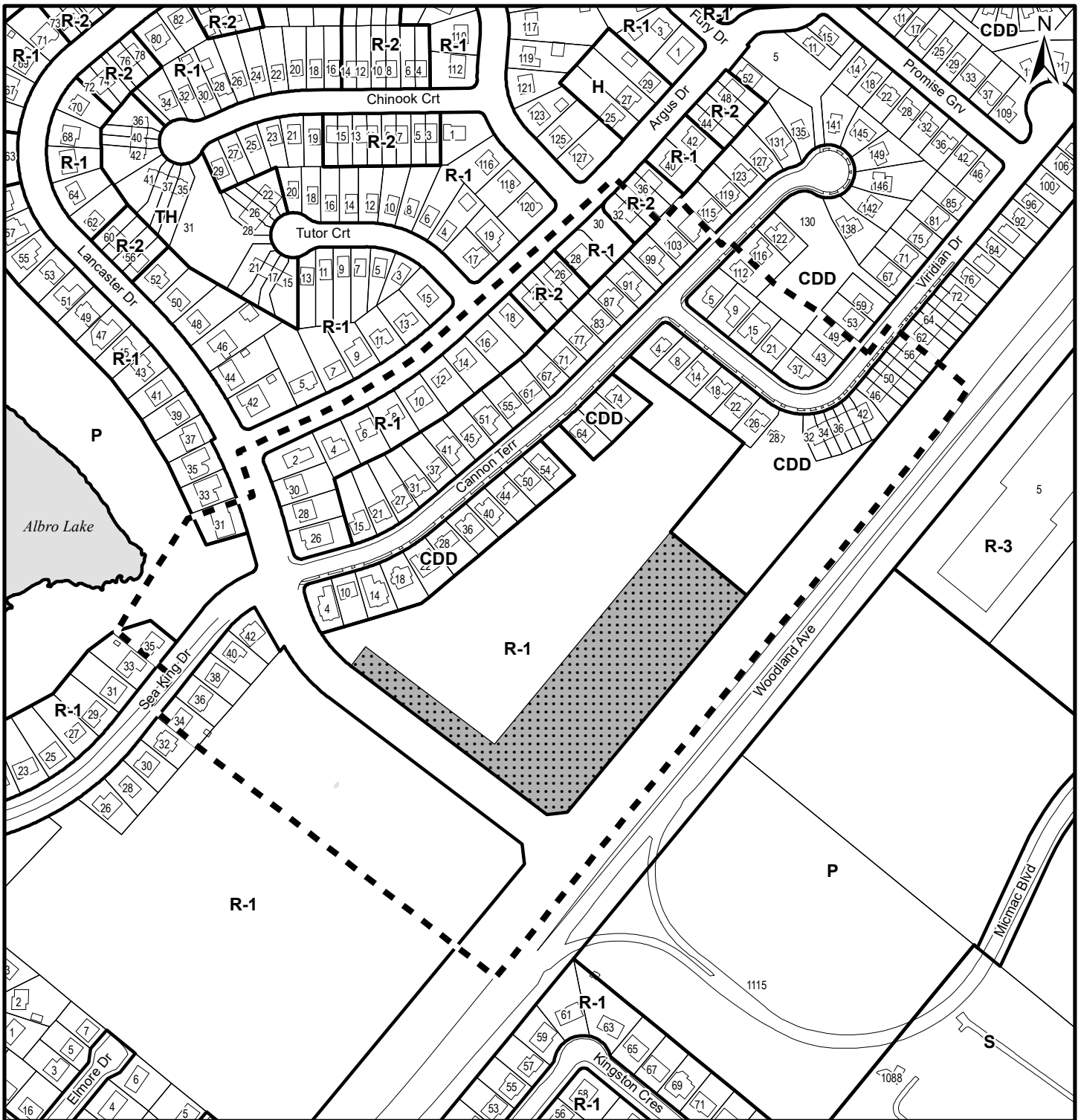
R Residential



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.

Dartmouth  
Plan Area

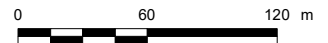


**Map 2 - Zoning & Notification Area  
Lancaster Dr and Woodland Ave  
Dartmouth**

**HALIFAX**

-  Subject Site
-  Notification Area

Zone	
R-1	Single Family Residential
R-2	Two Family Residential
R-3	Multiple Family Residential (Medium Density)
TH	Town Housing
H	Holding
P	Park
S	Institutional
CDD	Comprehensive Development District

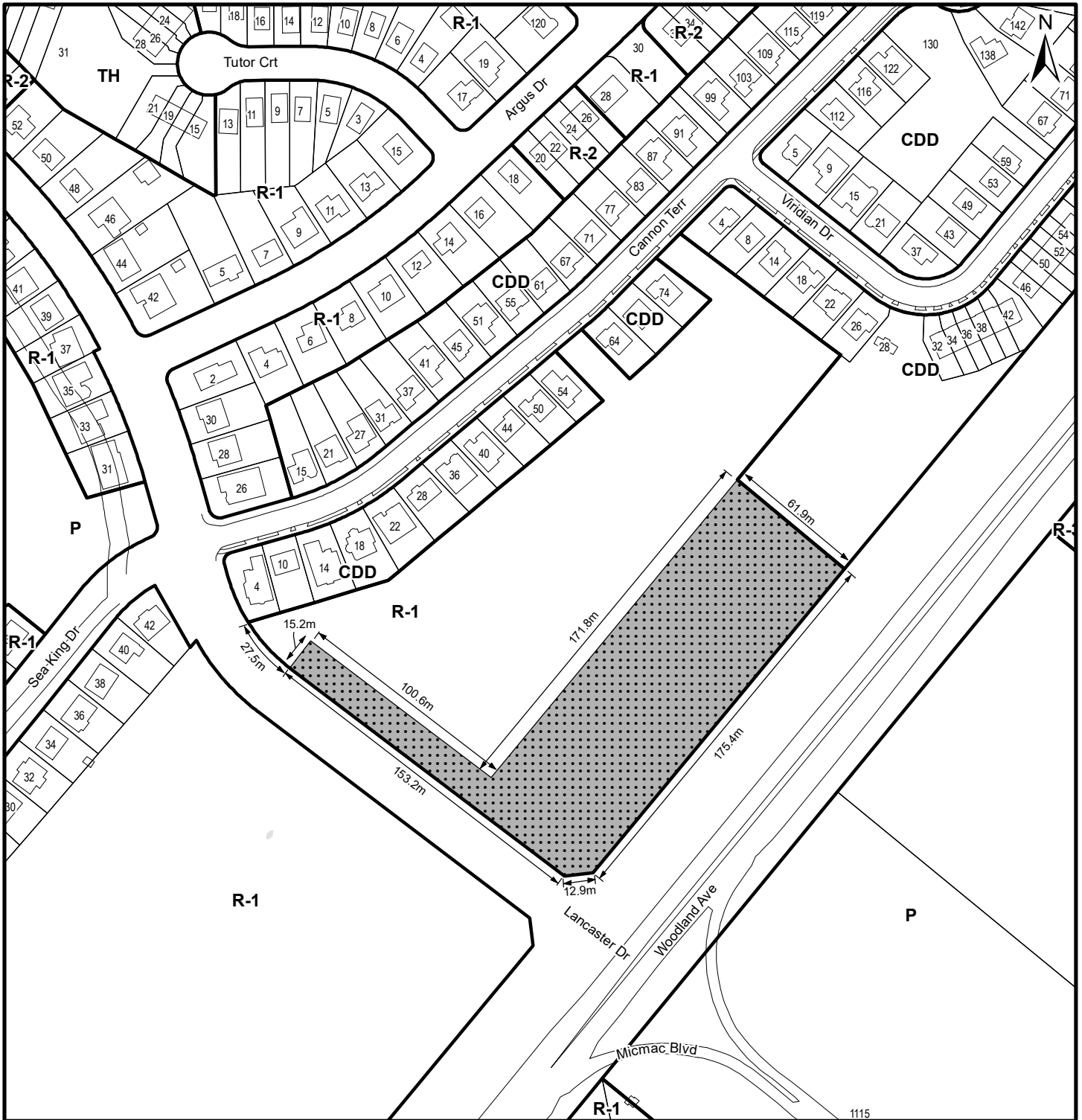


This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

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


Dartmouth Land Use By-Law Area



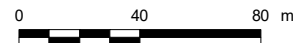


**Schedule A  
Lancaster Dr and Woodland Ave  
Dartmouth**

**HALIFAX**

 Lands to be rezoned from R-1 (Single Family Residential) zone to R-3 (Multiple Family Residential (Medium Density)) zone

Zone	
R-1	Single Family Residential
R-2	Two Family Residential
R-3	Multiple Family Residential (Medium Density)
TH	Town Housing
H	Holding
P	Park
S	Institutional
CDD	Comprehensive Development District



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.

Dartmouth Land Use By-Law Area



## ATTACHMENT A

### Proposed Amendment to the Land Use By-law for Dartmouth

**BE IT ENACTED** by the Harbour East-Marine Drive Community Council of the Halifax Regional Municipality that the Land Use By-law for Dartmouth is hereby further amended as follows:

1. The Dartmouth Zoning Map, be it in paper or digitized form, whichever is applicable at the time this amendment is adopted, is amended, by rezoning a portion the property identified as PID 41113887 from R-1 (Single Family Residential) Zone to the R-3 (Multiple Family Residential) Zone – Medium Density, as shown on the attached Schedule A.
2. Amend the Table of Contents, Section 4: Scheduling, to include the above map reference.
3. Amend Section 4: Scheduling by inserting the map schedule attached hereto.

I, Kevin Arjoon, Municipal Clerk for the Halifax Regional Municipality, hereby certify that the above-noted by-law was passed at a meeting of the Harbour East-Marine Drive Community Council held on [DATE], 2019.

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Kevin Arjoon  
Municipal Clerk

## Attachment B: Review of Relevant Dartmouth MPS Policies

Policy	Staff Comment
<p><b>Policy IP-1(c) (Implementation Policy)</b>  <i>In considering zoning amendments and contract zoning, Council shall have regard to the following:</i></p> <p><i>(1) that the proposal is in conformance with the policies and intent of the Municipal Development Plan;</i></p>	<p>Staff advise that the proposal for a rezoning to the R-3 Zone is reasonably consistent with the intent of the Dartmouth Municipal Planning Strategy. The property is within the Residential designation which supports a range of residential zones, including the R-3 Zone.</p>
<p><i>(2) that the proposal is compatible and consistent with adjacent uses and the existing development form in the area in terms of the use, bulk, and scale of the proposal;</i></p>	<p>A rezoning to R-3 would permit consideration of a development agreement for multi-unit apartment building development. A development agreement would determine and regulate an acceptable and compatible bulk, height, and scale for proposed apartment building development.</p> <p>The proposed site plan provided by the applicant considers the compatibility with the existing neighborhood in terms of locating R-3 zoned lands on a location of the property that is not directly adjacent to the existing low-density residential uses (singles, semis, and towns). There is an approved development agreement on the adjacent lot on Veridian Drive which permits a multi-unit dwelling. A series of multiple unit dwellings are located across Woodland Avenue, in addition to HRM parkland. Multiple unit dwellings proposed on this site are in keeping with the existing mixed use residential development in the area.</p> <p>A church campus is proposed on the remainder of the property (which is to remain zoned R-1) to ensure a buffer between the existing residential and the proposed apartment building development.</p>
<p><i>(3) provisions for buffering, landscaping, screening, and access control to reduce potential incompatibilities with adjacent land uses and traffic arteries</i></p>	<p>The proposed R-3 portion of the property will be buffered from the proposed Church (R-1 lands) and Woodland Avenue by an existing treed buffer which may reduce potential incompatibilities with the traffic artery of Woodland Avenue, the proposed Church, and the existing residential development.</p> <p>The proposed R-3 area is also not directly adjacent to existing residential uses. Access to the site is proposed off Lancaster Drive, eliminating through traffic onto local neighborhood streets including Cannon Terrace,</p>

	which are less wide and have lower-density housing fronting them.
<i>(4) that the proposal is not premature or inappropriate by reason of:</i>	There are no costs associated with this rezoning applicable to HRM.
<i>(i) the financial capability of the City is to absorb any costs relating to the development</i>	
<i>(ii) the adequacy of sewer and water services and public utilities</i>	Halifax Water has reviewed and commented that water, wastewater, and stormwater systems are available to service the property from Cannon Terrace.
<i>(iii) the adequacy and proximity of schools, recreation and other public facilities</i>	A number of schools currently serve this neighborhood, all of which are under capacity based on 2017 enrollment statistics. Additionally, there are both passive and active recreations areas within walking distance of the property to serve future residents.
<i>(iv) the adequacy of transportation networks in adjacent to or leading to the development;</i>	<p>The TIS determined that Lancaster Drive and Woodland Avenue have sufficient capacity to accommodate the increase in peak period traffic which would be expected to be generated by the development of up to 120 residential units on this site.</p> <p>Access is not permitted on Woodland Avenue due to Provincial control. Access for the potential R-3 lands would be via a driveway on Lancaster Drive. Should development patterns along Lancaster in addition to the R-3 intensification warrant, a full access intersection may be feasible on Lancaster Drive in the future. Access for the proposed church is anticipated to be through shared driveway on Lancaster Drive and by a secondary driveway on Cannon Terrace.</p>
<i>(v) existing or potential dangers for the contamination of water bodies or courses or the creation of erosion or sedimentation of such areas;</i>	A wetland is located at the corner of Woodland and Lancaster on the proposed R-3 lands. Any development agreement would require on-site sedimentation and Erosion control plans to mitigate any downstream effects of sedimentation or erosion.
<i>(vi) preventing public access to the shorelines or the waterfront</i>	N/A
<i>(vii) the presence of natural, historical features, buildings or sites;</i>	N/A
<i>(viii) create a scattered development pattern requiring extensions to truck facilities and public services while other such facilities remain under utilized</i>	A rezoning on this property would enable a more compact development pattern through residential infill that would utilize excess capacity in existing transportation networks and water/sewer services.

<i>(ix) the detrimental economic or social effect that it may have on other areas of the City.</i>	Medium density housing in this area using underutilized piped and transportation services will allow for the accommodation of residential demand within the Regional Centre in a manner which avoids the redevelopment and loss of existing building stock.
<i>(5) that the proposal is not an obnoxious use</i>	Medium density residential use is not an obnoxious use.
<i>(6) that controls by way of agreements or other legal devices are placed on proposed developments to ensure compliance with approved plans and coordination between adjacent or near by land uses and public facilities. Such controls may relate to, but are not limited to, the following:</i>	The rezoning of this property to R-3, under current policies of the Dartmouth Municipal Planning Strategy and Land Use By-Law, would not permit a multi-unit development as-of-right. Any proposed multi-unit dwelling on this property would require a separate planning application, and the negotiation of a development agreement which addresses the following criteria of Section 6.
<i>(i) type of use, density, and phasing</i>	See above.
<i>(ii) emissions including air, water, noise</i>	See above.
<i>(iii) traffic generation, access to and egress from the site, and parking</i>	See above.
<i>(iv) open storage and landscaping</i>	See above.
<i>(v) provisions for pedestrian movement and safety</i>	See above.
<i>(vi) management of open space, parks, walkways</i>	See above.
<i>(vii) drainage both natural and sub-surface and soil-stability</i>	See above.
<i>(viii) performance bonds.</i>	See above.
<i>(7) suitability of the proposed site in terms of steepness of slope, soil conditions, rock out-croppings, location of watercourses, marshes, swamps, bogs, areas subject to flooding, proximity to major highways, ramps, railroads, or other nuisance factors</i>	<p>The site is relatively and consistently flat with a slope of less than 6 percent. Subsoils are primarily Burnside till which provides a suitable base for future proposed construction and there are no rock outcroppings. The site does include an existing wetland which will be designated as a no build area in future development.</p> <p>The site is located adjacent to a Provincial limited access highway (Woodland Avenue). It is a NSTIR requirement that a setback and natural vegetative buffers be retained adjacent to this highway. A development agreement would also provide provisions to mitigate potential effects on these land features.</p>

## **Attachment C: Public Information Meeting Summary**

**HALIFAX REGIONAL MUNICIPALITY**  
**Public Information Meeting**  
**Case 21552**

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

**Monday, June 18, 2018**  
**7:00 p.m.**

**First Baptist Church (Community Room), 100 Ochterloney Street, Dartmouth, NS**

### **STAFF IN**

**ATTENDANCE:** Brittney MacLean, Planner, HRM Planning  
Holly Kent, Planning Technician, HRM Planning  
Tara Couvrette, Planning Controller, HRM Planning  
Councillor, Sam Austin, District 5

### **ALSO IN**

**ATTENDANCE:** Shelley Dickey – Applicant, Shelley Dickey Land Use Planning

### **PUBLIC IN**

**ATTENDANCE:** Approximately: 63

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The meeting commenced at approximately 7:04 p.m.

### **Call to order, purpose of meeting – Brittney MacLean**

Ms. MacLean introduced herself as the Planner and Facilitator for the application. They also introduced; Councillor Sam Austin, Tara Couvrette – Planning Controller, Alden Thurston - Planning Technician, and the Applicant – Shelley Dickey.

Case 21552 - Shelley Dickey Land Use Planning, on behalf of the First Baptist Church, is requesting an amendment to the Dartmouth Land Use Bylaw to rezone lands fronting on Lancaster Drive, Dartmouth from R-1 (Single Family Residential Zone) to R-3 (Multiple Family Zone).

Ms. MacLean explained; the purpose of the Public Information Meeting (PIM) is: a) to identify that HRM has received a proposal for the site; b) to provide information on the project; c) to explain the Planning Policies and the stages of the Planning Process; d) an opportunity for Staff to receive public feedback regarding the proposal. No decisions are made at this PIM.

#### **1a) Presentation of Proposal – Ms. MacLean**

Ms. MacLean provided a brief introduction to the application and then made a presentation to the public outlining the purpose of the meeting, status of the application and the applicants request. Ms. MacLean outlined the context of the subject lands and the relevant planning policies.

#### **1b) Presentation by Shelley Dickey - Applicant**

Ms. Dickey explained the reason for the application showing the site. Ms. Dickey explained at this point everything is conceptual as this is just a rezoning request from R-1 to R-3.

**Councillor Austin** spoke to the traffic issue at the intersection of Lancaster and Woodland Ave and the redesign.

## 2. Questions and Comments

**Concerns brought up during the meeting;** traffic, safety, distance from entrance to the intersection and crosswalks, schools are over capacity, issues with the intersection at Lancaster and Woodland Ave, the speed at which people drive, property values will be lowered, water pressure, speed limits being posted, people using the four way stop as a turnabout to avoid a left into Mic Mac.

**Terry Isreal – Cannon Terrace**, wanted to know what the distance was between the proposals exit and the intersection as well as the two crosswalks. What is the minimum requirement? **Ms. MacLean** stated they are still waiting for comments back from the engineering dept. on the Traffic Impact Study (TIS) that was provided with the application and they would have to meet minimum standards. **Mark VanZeumeren – Engineer doing the site design for the building**, it was Jeff Mclong Engineering is who did the TIS. The allowable distance between the intersections would be 75 meters and both are greater than 75 meters. Between the center line of Woodland and the center line of the new driveway is around 80 meters. **Mr. Isreal** stated it is a blind entrance there. If you take that right turn at a good clip it only looks about 50-60 feet once you get off the turn and that is not enough time. **Mr. VanZeumeren** stated that is something that must be looked at, at the development agreement stage. **Mr. Isreal** stated when they first moved there it only took one light to get through the intersection and now it takes two lights to get through the intersection. To put in 120 units, that's a lot of cars and that is an accident waiting to happen. You are complicating that area, you are making a dangerous intersection worse. The road you are proposing is way to close.

**Kevin Santan**, wanted to know why the request for R-3 why not leave it as R-1, are you trying to make the property as valuable as possible to sell to a developer. **Minister Martin Zwicker**, at this point the church has only made the decision to apply for the rezoning, the congregation has not made the decision to sell the land. **Mr. Santan** said you want this for the church people but you are not giving them access to the church property only through a separate driveway. **Mr. Zwicker** stated there understanding is that if this application is successful then it becomes a separate parcel and it would require its own access. **Mr. VanZeumeren** stated they were very deliberate about not connecting the driveway through. What they didn't want is for people driving through into Cannon Terrace to exit the site. If that is something the people would like then it is something they could look at. **Mr. Santan** said the TIS was done now but what happens when all the reno's are finished at Mic Mac Mall and all those new people are travelling through. Do they look at the future and all the new people that will be using that intersection? **Ms. MacLean** stated as new developments are proposed each one would be required to do a new TIS. This one would have been done with what is there now. **Mr. Santan** wanted to know if they will do a TIS on the four way stop at Connon, Sea King, and Lancaster? **Ms. MacLean** stated they will look into that. **Mr. Santan** Woodland Ave is a 60-km zone, when does it turn to a 50-km zone, further down by Wallingham or Ryland? There is no sign in Lancaster Ridge showing when it turns into a 50 zone. Is that a 60 zone or does anybody know? **Ms. MacLean** offered to look into it or the resident can call 311.

**Lou Velocci – Cannon Terrance**, thinks the church would be a fantastic addition. Stated what they have heard is that there is a traffic issue at the corner of Woodland and Lancaster. To them the question is; would the community be better off having the church and selling the piece of property here. The other option is they sell the whole thing to somebody else and it could become a strip mall and nobody wants that. If they came back as a community, with options that would help reduce the speed on Woodland would that be part of the process? For example, those rumble strips, other things that are not a roundabout. Woodland Ave is a disaster from a traffic perspective and because of that people are now taking Lancaster Ridge down to Albro Lake to avoid traffic. Until we fix the problem this will not help anybody. **Ms. MacLean** advised that if the rezoning was approved at the development agreement process is when these finer details would be looked at.

Also advised how they could voice their concerns to council. **Councillor Austin** spoke to the traffic issue and offered his email address/phone number if they would like to provide feedback on it.

**Paul Miller – Landcaster Ridge – Fury Dr.**, stated they were at the meeting in 2002 when they first came out to the community and they were not very forthcoming then and felt they knew at that time they were going to have problem with them then. They invested time and money into their community garden and after two years they were told you can't come in here anymore because they were going to develop it. Nothing has happened, they lost their investment, and their sense of community there. Stated the church is closed and deceptive. Doesn't believe that this will be the proposal, they think they will change this as soon as they get the opportunity to if the rezoning goes through. Stated there is a great need for affordable housing. Thinks this should all be townhouse lots where people can get a change to start their dreams for around two hundred thousand dollars. For two years they have been trying to work with the church to come up with something that would work in the neighbourhood and wouldn't put nearly as many cars there. This in no way helps the neighbourhood. If they start this do they have to show they will have the money to finish it. **Ms. MacLean** stated the municipality does to get involved with financials. This proposal is only for the rezoning of the lands.

**Mike Burgess – Lancaster**, spoke to the difference between a home owner vs a renter and the pride of ownership. If we allow this to be apartment buildings we will change the culture within our community. We will allow our property values to be lowered. Totally dead against this proposal. **Ms. MacLean** advised that HRM only looks at them as dwelling units not apartments or condo as that is up to the developer.

**Alison Crawford – Cannon Terrance**, wanted to know if HRM looks at the inventory of R-3 property that is already available in the area before granting this rezoning. **Ms. MacLean** stated HRM does look at the zoning in the surrounding area to see what would be appropriate for the area. **Ms. Crawford** wanted to know if there is vacant land across the road where there are some apartment buildings going in. Is very against the R-3 rating here but wouldn't mind R-1 and the development of single dwellings or duplexes. There is a single access into the R-3 zone at this point and is that ok by HRM for safety reasons or do they need more than one access point. **Ms. MacLean** stated that is what she is waiting to hear back from the engineering department. **Ms. Crawford** right now there is a buffer proposed between the church and the R-3 area and it was made clear there will be no ability to drive cars between the proposed area and the church property and thereby Cannon Terrance. It is very important that, that is maintained. They do not want the potential of 250+ cars plus the church driving through their backyard. The buffer would also be extremely important for noise, privacy, site lines etc. From a safety perspective, people coming out of the proposed R-3 area, if it is at all difficult to make a left-hand turn to Woodland they are going to stop using it and come down to the four way stop and go down Sea King and Albro Lake which is going to make that four way stop a disaster zone. I would not want to see us get to the point that we would need traffic lights there. I would like to see the people who live in that building safely and easily be able to make a left-hand turn so they are encouraged to use the main thoroughfares rather than the secondary streets.

**Marlene Holden – Fury Dr.**, was on a committee to move the 44-unit condo/apartment building from South Ridge Circle up to where it is supposed to be now. The reason that it was moved is 1, we were told that the church was coming and people from the church would but into the building 2, also because the people who hadn't moved there yet would see what was being intended. The question for some time now is why isn't the condo/apartment building being built. Tamara Barker advised that there is not enough need for a condo, nobody wants to buy. If nobody is going to buy from the condo why do we need apartment buildings where there is no need for it. When they first moved into the neighbourhood Sea King and Albro Lake were two separate streets. There was a Cul-de-sac at the end. The people that bought the new houses on Sea King were told that the



cul-de-sac was going to come back. It never came back and it is now the thorough fare. HRM caused that problem, in their opinion, why can't they put that back. If it was put back there isn't going to be that massive amount of traffic that is at the four-way stop. Water pressure, they have no water pressure, Halifax Water said there wasn't enough equipment to support the amount of water pressure for properties that are in that community. If we add more people is the water pressure going to be worse? There is going to be a 27 storey apartment building on Horizon Court. Christmas at Mic Mac Mall, people do not want to turn left off Woodland Ave they want to go down our little street, do a turnabout and come out. The amount of people is crazy and it is very dangerous for us in our community. Will there be any commercial in the bottom part of the proposed apartment building if it is zoned R-3? **Ms. MacLean** stated because this is only a rezoning application she isn't sure. Those details would be included when a development agreement would be applied for.

**Josette McCauley – Cannon Terrance**, has no issue with the church however it is disappointing that this could be changed into apartment buildings. Would like to know if there is any consideration given to the fact that the schools in the area are already full. What is to say that the church will not sell any more of that land and rezone more of that land to pay for the church. This is not beneficial for the community, it is just really to pay for the church. Believes that two more entrances/exits on Lancaster with two crosswalks is a safety concern because of the traffic that flies up and down there now. **Ms. MacLean** stated they send off information to the school board for comment, they haven't received feedback at this point.

**Kim Bulsar, Corner of Cannon and Lancaster**, the R-3 zone, the proposal now is for 2 apartment buildings, 5-6 storeys, 100-120 units, what's to say at the development agreement stage those numbers will not increase. **Ms. MacLean** stated at that point a planner would go through the application process and look at it. If they were to propose any more units a new TIS would be required. **Ms. Bulsar** stated in section 2, 2.2 of the TIS is shows really no traffic, and the pictures were taken of Dec 17, 2017 which was a Sunday. That doesn't give an adequate reflection of the traffic in the area for city staff to review. The numbers that are in the traffic study, was done in May of 2017. What day in May of 2017 was it done, were the numbers on a average for the month, they really aren't sure where they came up with their information. **Ms. MacLean** explained how they came to their calculations. **Ms. Bulsar** stated there has been an increase in traffic sense they have been there, they are for the church but not in favor of rezoning or the apartment buildings, the density or the traffic issues it will cause. The intersection of Lancaster and Cannon is awful. It is backup with traffic all the time, people don't stop at those stop signs, people are list coming into the intersection. It is not able to accommodate the traffic it has now. A lot of the increase in traffic is because of the increase in business at Dartmouth Crossing and the new Ikea store. People get lost coming down the highway and we are the first right coming off the highway. The TIS was done in May of 2017 and the Ikea didn't open until September 2017 so it doesn't account for all that additional traffic. **Ms. MacLean** stated HRM's engineering team is reviewing it right now and will come back with comments on if they have concerns or not. **Ms. Bulsar** would rather see it as condo than apartment builds.

**Gary Harpell – Fury Dr.**, feels the church are a trustworthy bunch and has no problem with the church or the proposal of the apartments but what they do have a problem with is the traffic flow. Maybe HRM could explain how the roundabout/cul-de-sac at the end of Sea King got lost in the shuffle. Feels it may be them they shouldn't trust. This church with the buildings will be a 3-4-year process being built, forget about a roundabout, because logically with all that construction and truck traffic is going on, that would put too much wear and tear on new infrastructure. Sea King was going to be a cul-de-sac right near the beach before the stop sign and Albro Lake Rd. was going to be a cul-de-sac by the beach. We have every Tom, Dick and Harry using our main entrance to our subdivision as a thru fare. We even have high speed chases because people come up Woodland being chased by the police and turn into our subdivision.

**Carolyn Meagher – Cannon Terrance**, lives directly across from the laneway going into the church property. If this goes to R-3 there doesn't seem to be a maximum. Ms. Meagher is fearful for her family that if it goes to R-3 it can be anything. Already feeling helpless, feeling as though this property was misrepresented. They were not informed when they purchased that they were considering rezoning. This is where a lot of the mistrust has come from and it is extremely disappointing. Would like to know if the church has a special permit to have early and late starts for construction because currently the dump trucks are waking up their family as early as 6:30 am, coming through the gates, starting up excavators and leaving the site with dump truck loads of debris and dirt. That shouldn't be happening until at least 7am and not on holidays until 8:30 or later at night. You are waking up families and keeping families from sleeping and this is just the beginning of the process. Suggest that next time have the feedback from the engineers before coming out to the community. Would like to know what they think about the traffic safety, it is very important to them to have safety for their family. R-3 does not represent our neighbourhood, it would fundamentally change our neighbourhood, it is not compatible with our neighbourhood, the buffering is an issue, and the traffic is an issue. Effected daily my construction noise now and will be directly affected if multi dwellings goes up there. When you buy your dream home and you are envisioning a church, something that would add to the neighbourhood, and now I am worried that I am going to look out my window and see multiple storey buildings, it changes the neighbourhood fundamentally. Do not agree whole heartily with rezoning of the property. **Ms. MacLean** stated 311 is the place to call if they are showing up early because they do have bylaw officers that can check into it. **Minister Martin Zwicker** apologized and stated they were not aware of this and will be calling the company, Elmsdale Landscaping, who has been removing the dirt and debris. We want to be good neighbours.

**Sherry Landry – Cannon Terrance**, no issue with the church being built. It is just disappointing that it was misrepresented. They said it would be a church in the corner over by Woodland Ave and it is unfortunate that we are all in this position right not because of funding. They need to sell land to help build the church because there isn't enough money to build the church right now. Against the rezoning to build apartments.

**Shannon Farrell – South Ridge Circle**, seems most of the issues are with traffic. Why are we looking at the rezoning first and fixing the traffic issue second? Why doesn't HRM put the rezoning off for a couple of years and look at the study about how you are going to deal with the traffic in the area. Then make the proposal first about how many units can the proposal have in a safe manner so that nobody is hurt. The four-way stop is a huge problem because nobody stops there, there is a lot of traffic and the documents they have read don't accurately keep track of the number of cars going through that area. All the estimates are very low and they would like HRM to look at this and the bigger issues, which is the traffic issue, and decide on that prior to allowing this rezoning.

**Public** – on the corner of Lancaster and Argus Dr. there is so sort of pole recording something and they would like to know what it is recording. **Councillor Austin** stated they suspect that is there because there was a request for traffic calming in that area.

### 3. Closing Comments

**Ms. MacLean** thanked everyone for coming and expressing their comments.

### 4. Adjournment

The meeting adjourned at approximately 8:58 p.m.