

**Halifax Regional Municipality  
Public Information Meeting  
Case 20110**

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

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**Monday, August 28 2017  
7:00 p.m.**

**Beaver Bank Kinsac Community Centre (Upstairs Lounge), 1583 Beaver Bank Road,  
Beaver Bank, NS.**

**STAFF IN**

**ATTENDANCE:** Tyson Simms, Planner, HRM Planning  
Jacqueline Belisle, Planner, HRM Planning  
Alden Thurston, Planning Technician, HRM Planning  
Genevieve Hachey, Planning Controller, HRM Planning

**ALSO IN**

**ATTENDANCE:** Councillor Blackburn, District 14  
Councillor Craig, District 15  
Connor Wallace, WSP Canada Inc. – Applicant  
MLA Bill Horn

**PUBLIC**

**ATTENDANCE:** Approximately: 40

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The meeting commenced at approximately 7:00p.m.

**Call to order, purposes of meeting – Tyson Simms**

Mr. Simms introduced himself as the Planner for this application, he also introduced; Geneviève Hachey – Planning Controller, Alden Thurston – Planning Technician, Connor Wallace, WSP – Applicant and Councillor Blackburn.

Case No. 20110 - Application by WSP, on behalf of Marque Investments, to enable the development of an open space subdivision design on 4 properties, identified as PID No. 41043597, 40010514, 41398694 and 41401159, located along Windgate Drive, between Rivendale Drive and Terry Road, in Beaver Bank, NS.

Mr. Simms explained the purpose of the Public Information Meeting is to: Provide information on the proposed development, explain the process for an application of this type and to receive feedback, hear concerns, and answer questions regarding the proposed development. There will be a presentation from HRM about the process, a presentation by the applicant about the proposal and time for feedback from the public.

The proposal is to create a classic open space development, consisting of various forms of residential development, primarily single unit dwellings, some two unit dwellings and multiple unit dwellings. In total the proposal contains 345 units, which is the number of acres on the site.

## **1. Presentation of Proposal – Mr. Simms**

Mr. Simms provided a brief overview of the planning application process and then made a presentation to the public outlining the purpose of the meeting, status of the application and the developer's proposal. Mr. Simms outlined the context of the subject lands and the applicable planning policies.

## **Presentation of Proposal – Connor Wallace, WSP Canada Inc.**

Mr. Wallace provided detail information regarding the proposed development concepts and proposed project phasing.

## **2. Questions and comments.**

**Brian Butcher** – It seems like a large number of units for just three waste water treatment plants. My concern is with the smell and the environmental impact. What kind of study will be done on that? **Mr. Wallace** – The waste water treatment plants are going to be reviewed by the Nova Scotia Department of Environment, they would have to meet their standards. In terms of the odors, according to engineering staff in our office, these new systems that are being proposed are far more advanced and include filtration systems within the plant to mitigate the odor impact. There are 3 systems proposed, one for each of the multi unit buildings and one for the duplexes. **Mr. Butcher** – There is just one brook at this location, would the plants run into that? **Mr. Wallace** – There are regulations and provincial standards that would make it so the brook is not impacted, no effluent would flow into the brook. If you would like more info please contact my office and I can put you through to an engineer to discuss this further.

**Collin Chennelles** – Has concerns about the intersection of Windgate Drive and Beaver Bank Road. In the two years since this process has started has HRM come up with a solution for the traffic?

**Mr. Simms** – There is a traffic impact study included in this proposal, HRM Engineering staff are looking into this. **Mr. Chennelles** – There is more construction going on around here, more projects, all of this development will impact the traffic and there needs to be a resolution for this intersection. Second point is, on the Capilano side there is a bank of trees that protect us, would there be a fence or something put up here? **Mr. Simms** – This is something that can be looked at during the process of reviewing the application and drafting the development agreement. **Mr. Chennelles** – There are covenants in the Capilano area that restrict the cutting of trees over 4 inches in diameter. Will there be something similar in this new area? **Mr. Simms** – The development agreement will have requirements for retaining vegetation. Specific covenants are typically established by the residents and/or developer. **Mr. Chennelles** - Is there a time frame for the construction? **Mr. Wallace** – I am unable to give a specific time frame, we would like to start building as soon as this process is complete. It could be 4 to 6 months before the Public

Hearing and perhaps a year after that for construction to begin. That being said, you can follow up with me and I can co-ordinate with the owner to provide a ball park figure.

**Rachel from Riverdale** – It was mentioned that a multi-unit building would be constructed first and subject to how well that sold the remaining phases would be implemented. My concern is that if I knew all these phases of construction would happen after my building is constructed that would deter me from making a purchase and affect whether or not there is interest. **Mr. Wallace** – This multi-unit building would have to be constructed first because the interest in this first building could change how the rest of the proposal will proceed. **Rachel** – As was mentioned there are many developments happening in this area and I would like to know if the traffic impact study that is happening for this development is being looked at on its own or is anyone looking at the bigger picture? Is anyone taking into consideration all the developments happening and what they will do to the traffic as a whole? **Mr. Simms** – I cannot comment on this however staff is reviewing this and it is a question we will be forwarding to our development engineering staff. I understand that this is a major concern for a lot of people. **Rachel** – This will mean that there will be shortcuts through this development that will mean a lot more traffic and speeding. **Mr. Simms** – This is something that will be looked at by staff. **Mr. Wallace** clarified what streets would be connected. **Rachel** – The Beaver Bank school is at capacity, this proposed development is in the middle of two school zones, where will the kids that live here go to school? There are no sidewalks in the Beaver Bank/Monarch side. **Mr. Simms** – The Halifax Regional School Board will review this proposal and provide us with information on where the children will go to school. The school board will typically also provide comment regarding capacity.

**Curtis from Monarch subdivision** – Will there be a development engineer at the next meeting? **Tyson** – The purpose of this meeting is to gather questions and comments to bring back to staff. A development engineer will be able to provide answers to these questions and their responses will typically form part of the discussion in the staff report addressed to Community Council. **Curtis** – It is my opinion that when you build apartment buildings you end up with low income people moving in and that decreases the value of everyone's property.

**Moira Burhoe, Capilano Drive**– Ms. Burhoe wanted it noted that Councillor Streach was not in attendance. **Mr. Simms** indicated that due to an oversight, Councillor Streach was provided with limited notice regarding the meeting. Moira wanted to confirm that this proposed project is in Beaver Bank, **Mr. Simms** confirmed it is. Ms. Burhoe would like to know if there is a roundabout being considered near this location and if not could HRM consider it. Ms. Burhoe is concerned that the developer would go with Option B instead of Option A, she and other people of this area would want Option A.

**Councillor Blackburn** – The councillor thanked everyone for attending, she would like to know if the multi-unit buildings will be condos or apartments, will the parking lot be a large open asphalt lot, will the waste water treatment plants be turned over to Halifax Water? How confident are you that removing all the trees will not impact the water table for those people who are still on wells in the area, similar projects have had an impact on wells when they were not expected to? Is there a moratorium on development in the Beaver Bank area, and if so why are we here? **Mr. Wallace** – At this point it is unknown whether the units will be condos or if they would be rentals, it is also unknown if there will be underground parking however the proposal would include pathways and landscaping if there is to be surface parking. The development would create a condo corporation

and the corporation would be responsible for the waste water treatment plants. This is a conservation subdivision design, there will be no clear cutting, 40% of the land will be constructed upon and the remainder will be protected, there should not be a negative impact on the water table however this will be part of the analysis. **Mr. Simms** – With respect to the question of a moratorium, there are growth control management strategies that apply to the Beaver Bank area, however this property is not identified as part of that area. Mr. Simms also clarified that the Development Agreement cannot dictate ownership and therefore cannot confirm if the site would consist of apartments units or condos.

**Linda Slade, Briancrest Road** – My concern is the access for the construction of the site during all of the phases, specifically about all of the construction vehicles and how much traffic will be going through my subdivision (Capilano). All the children catch buses on the street due to a lack of sidewalks. She also wanted to say that the comments at these meeting all sound negative, however she would much prefer something like this to be built over something industrial, she sees great improvement in the proposed development since the beginning of this process. **Mr. Simms** – HRM staff may not agree with the proposed phasing of the development staff may request that phasing be reconsidered. In addition to the requirements of the development agreement, the developer and municipality would also enter into an agreement with respect specifically to construction carried out on the subject site. This agreement will regulate when construction can begin and end and how the site is accesses.

**MLA Bill Horn** – This development has improved since the beginning of the process, there will be added traffic however this is being looked at, a roundabout may be a good idea. The intersection at Windgate Drive and Beaver Bank Road seems to be the most important concern. He would like to know if these are 1 acre lots and he would prefer more underground parking and less surface parking. Mr. Horn thinks this will be good for the area and he is happy about all the green space and the size of the multi-unit buildings. **Mr. Wallace** – the lots are smaller than an acre, the lots are large enough in size to have individual septic systems on them, they would not go as deep as other properties in the adjacent subdivisions.

**Dave Mayer** – His main concern is the traffic and how people will use the subdivision as a shortcut. There will be people speeding around this subdivision.

**Brad Purdy, Galloway** – This will create a clear 6 km stretch that people will be able to shortcut from Beaver Bank Road to Fall River Road versus 10km via Windgate Drive. This is a mostly straight stretch that will allow for speeding. If it wasn't a direct road, or if there were turns and stop signs that would help.

**Jason, Briancrest Drive** - Why not make this enclosed, why not have it end so there will not be people cutting through.

**David Barrett, part owner of the land in question** – This property was originally used for forestry, it is no longer economically viable to do so. There have been other solutions to traffic in the past that did not happen, like the extension of Margeson Drive connecting to Quarry Road. The intersection of Beaver Bank Road and Windgate Drive should change.

### **3. Closing Comments**

**Mr. Simms** thanked everyone for coming and expressing their comments and displayed his contact information on the screen for everyone.

### **4. Adjournment**

The meeting adjourned at approximately 8:49 p.m.