

**HALIFAX REGIONAL MUNICIPALITY**  
**Public Information Meeting**  
**Case 20507**

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

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**Monday, September 18, 2017**  
**7:00 p.m.**

**Hammonds Plains Community Centre (Cafetorium) - 202 Innovation Drive Bedford, NS**

**STAFF IN**

**ATTENDANCE:** Jennifer Chapman, Planner, HRM Planning  
 Iain Grant, Planning Technician, HRM Planning  
 Tara Couvrette, Planning Controller, HRM Planning  
 Evan Teasdale, Development Engineer – Parks and Rec.  
 Thea Langille, Principal Planner, HRM Planning  
 Brittney MacLean, Planner, HRM Planning  
 Scott Low, Planner, HRM Planning

**ALSO IN**

**ATTENDANCE:** Councillor, Tim Outhit, District 16  
 Jennifer Tsang, Sunrose Land Use Consulting

**PUBLIC IN**

**ATTENDANCE:** Approximately 82

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

**Call to order, purpose of meeting – Ms. Chapman**

Ms. Chapman introduced herself as the Planner and Facilitators for the application. She also introduced; Tim Outhit - Councillor (District 16); Tara Couvrette – Planning Controller, Iain Grant - Planning Technician, Britney MacLean – Planner; Scott Low – Planner; Thea Langille – Principal Planner; and Jennifer Tsang - Sunrose Land Use Consulting - applicant.

**Case 20507** - Application by Sunrose Land Use Consulting for a substantive amendment to the existing development agreement for Paper Mill Lake to allow for an additional 60 residential units prior to the completion of a collector road between Moirs Mill Road and Hammonds Plains Road, Bedford.

Ms. Chapman 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.

**1. Presentation of Proposal – Jennifer Chapman**

Ms. Chapman 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 developer's request. Ms. Chapman outlined the context of the subject lands and the relevant planning policies.

**2. Questions and Comments**

**Alan McIver – Millrum Cr** - Has issues regarding environmental impacts from the development because it is situated very close to Papermill Lake. When the last development around Papermill Lake took place, there was great care taken to study the lake and environmental impacts on the lake. There are french drains underground that make sure the runoff is clean before it enters the lake. The lake itself is pristine and can be swam in all summer and not many lakes in HRM have that quality of water. The watershed connects to 13 other lakes in the same system and this is the lower end of that system. Any impacts further up are going to significantly compromise the lake. The lake itself is fairly shallow and is a sensitive body of water and the houses that were built at that time have buffers between them and the lake. You can paddle on the

lake and see no houses because of the buffers (trees, shrubs etc.) and this also helps to maintain the view plan and water quality. He stated one of the concerns he would like to see addressed is the maintenance of the buffer zones. Within the last year 2-3 of the buffer zones have been compromised and people have been putting in lawns and lawns require fertilizer which will quickly bring growth of plant matter in the lake and ruin it. Any new development will be watched by himself and many others to insure that proper control of water flow and fecal matter from pets, use of fertilizers and any of these activities are controlled so they don't lose the jewel they have in Papermill Lake. The impact of 920 units is a concern, the pressure of the population, vehicles and the narrow residential roads. The roads are not up to connector road standards they are only residential road standards and this will cause for dangerous conditions.

**Aaron Peck – Richardson Dr.** – He has issues with the traffic report, in table one it stated that Richardson Dr. was never surveyed. He would like to know how the assumptions are made about the traffic impact on that street if a survey was never done. The report stated that Oceanview is reaching capacity and to complicate those matters the houses on Oceanview can only accommodate 1-2 vehicles so there are many vehicles parked on both sides of the road at all times. This makes driving through those areas treacherous. Royal Masts Way and Oceanview are heavy traffic zones that connect Moirs Mill to the new development with Larry Utech. In the traffic report it omitted sense its development in the recent years are a major intersection to a major highway artery which day and night is the only successful artery that has countless accidents at exits 2 & 3 repeatedly. The traffic flows are simply going to shift from Royal Masts up to Richardson Dr. His other concern is that on one of the diagrams it says that there is a proposal to change the zoning from R-1 to R-0 and after contacting various departments he can't find any information on what an R-0 property is. Because of this he is very concerned about the current R-1 properties being converted to R-0. **Jennifer Chapman** explained what R-0 means – She stated it describes a single unit dwelling that has a smaller lot size. **Aaron Peck** – He stated if that was the case then there would be smaller driveways which means more cars parked on the streets which will further complicate the issues that already exist. He stated the increase of 60 properties, with lots that look extremely small, does not take into account the catchments and easements that exist with the waterway that exists behind Richardson Dr. He stated that anyone who lives on Moirs Mill knows that people fly up the hill and turn onto Richardson Dr onto Baha with speeds of excess of 70 km an hour to the point where police have repeatedly sat and ticketed people to try to do something about it. He wanted to know what plans are in place to ease traffic flow, to ease speeds, and to ensure the safety of their children and citizens.

**Jennifer Chapman** stated that the councilor has mentioned that Oceanview Dr. qualifies for a speed calming exercises.

**Sandy Chisholm – Bedford South** – Has concerns with the amount of traffic on Oceanview Dr. and the speed of traffic on Oceanview Dr. especially with the young kids walking to school. He stated the notice he received in the mail about this meeting was very hard to understand. The print was hard to read and the font was very small, and there was no complete address on it. He stated he would like to see the developer proceed with his agreement rather than asking the city to change it.

**Louis Pierre – Baha Court** – He wanted to know who received the mailout. **Jennifer Chapman** showed on a map the area where the mailout was sent. **Louis Pierre** stated his main concern being on Baha Court is the traffic and the number of vehicles parked on the road. He stated there are only so many ways to get up Bedford Highway and Moirs Mill will become a main drag and it isn't meant to have that much traffic. It is very dangerous and the amount of traffic this will cause will only add to the danger. He stated they are an established community and the blasting is going to happen very close to the houses in the back and all that backside is rock.

**Anne Marie Baker – Baha Court** – has concern around traffic flow, dangerous driving conditions that currently exist on Oceanview Dr., and increase in traffic on the Bedford highway. She feels there needs to be upgrades to the current infrastructure before there can be more development considered. She stated she doesn't understand why the city is entertaining the addition of 60 lots without the additional road infrastructure.

**Walter Regan – Sackville Rivers Association** – stated the connector road should be built before there is any new construction. He would like to see tree retention before anything goes further. There has to be a really good sedimentation and erosion control plan to protect the lake and watercourses. The proponent, as compensation, should have to put fish passage over Papermill Lake dam and proper fish passage under the 102 highway. There has to be a large green area dedicated to HRM as a park. He would also like to

know why HRM doesn't just acquire the whole thing as a park. He stated that there should be an environmental impact study done because Papermill Lake and Kareney Lake water shed should be protected. Onsite storm water retention with no discharge into the lake. Oil grit separator must be installed as part of this construction if it goes ahead. Must have large buffer zones to the lake and watercourses of at least 100 meters.

**Francine Cosman – Moirs Mill Rd.** – She stated she wished Navid Saberi had been here instead of sending somebody in his place because it is his United Gulf proposal. As she understands, he also has another proposal at the foot of Moirs Mill Rd and if these two developments go ahead at the same time there will be no way in or out of the street itself. She thinks if the door is open to 60 more units there is nothing to stop him from coming back and asking for another 100 or more. She stated she agrees with all the previous comments and concerns about environmental controls, wildlife corridors, fish ladders etc. She stated this jewel of a lake needs to be protected. Blasting is an issue/concern, they have already had issues with tiles falling off the walls and the houses shaking so much that paintings moved and things crashed to the floor. The Bedford Barons interconnect under all their homes and every time blasting happens it shakes all their properties at the foundation. There are issues with blasting when there is cloud cover overhead because it magnifies the reaction of the blast power so the airwaves have even more magnification. The traffic control authority with HRM needs a big shakeup. She stated they have been asking for traffic calming in the neighborhood for 3 years and they are getting reports that are inaccurate about the number of cars going up and down the street and speeders that go 90 km/h and speeders that ignore the rules. There are children that ride skateboards, drive their bikes, walk to school, you put more traffic on the road and jam us both at both ends we are going to be in deep trouble. She doesn't support the application for this amendment, she doesn't trust the process.

**Bob Kerr – Moirs Mill Rd.** – wanted to talk about the 100 cap and why there is a 100-cap limit. He spoke to safety and why there is this cap. How would people get out of Papermill Lake if there was ever an issue, there are only 2 exits to get out and they are only 40 foot exits. He stated the point he wanted to make is, that 100 cap limit was put in place because of the number of people that were there. There is 1450 units in the apartments and condos off Moirs Mill Rd and off Oceanview and with 2.5 people per unit you have too many people and a major problem of escape out of this area in case of emergency. The proponent has said the new 9 mile Dr. is another way out but if you park 2 cars on that outlet you have a single lane and you still have 4000 + people trying to get out. There is a rational about the 100 homes. The road through to Hammonds Plains needs to be built because it is important. He also wanted to know about extra green space and recreational areas.

**Bill Truzak** – There is a concern with population and if there was an emergency or big disaster. The developer needs to address preventative measures that can be put in place prior to these things happening. If he does that it would give you a good feeling. With a population increase in this area, traffic and speed going up and down the streets, there needs to be things put in place like speed bumps, rotaries etc. that will slow people down. With the change from Bedford to HRM there was a drop in services, police used to patrol the area all the time and now you hardly see them. If there is any requirement regarding finding out what was done in the past, he stated he has EIA's that he was involved in preparing that he would gladly review with the city. He stated they cover a lot of the things that have been discussed here in great detail.

**Joan Walls** – She wanted to know when they maxed out with the 100 homes. **Jennifer Chapman** stated she wasn't sure when the point in time happened but she knows they are there now and they can't build anymore units without a change in the development agreement or to build that road. **Joan Walls** stated her first meeting about this type of things was in 1995 and there have been several meetings, 1998, 2004 etc. and she feels they are wasting a lot of time and money on a law that is pretty basic, build the road. She agrees with most of the comments tonight about the traffic, the noise, pedestrian safety. Some other issues that haven't been raised; what is the capability of the sewer system, what about water services, water pressure issues, you are adding more pressure on the infrastructure. The school system, there has been over crowding of our schools, where will the kids go. This is going to over tax the schools, they are almost at, if not at capacity. The road has to be built, there is no other answer.

**Terry Choice – Lake Dr.** - Stated any development that is done on the western end of that lake is going to be impacted by the hurricanes and harsh weather that is going to eventually hit all of us. She has a problem with the entire development on the western side of that lake, she stated if they want to keep it as a jewel it is up to them right now to make sure that there is no more development. She feels if you put in the connector road then development is inevitable. She doesn't feel the connector road is needed. She stated

if you go down to Broad Street they have created a moon scape, they have clear cut, there is blasted non-stop. Bedford Park was supposed to be beautiful but that is not what the developers are doing. She stated hurricanes are an issue because of urban sprawl and we need greenland for the water to be absorbed. It can't be absorbed though concrete and tarmac. She feels proper planning means less development. **Jennifer Chapman** wanted to clarify about the number of units, it is 920 total units, that includes every unit within a multi-unit building. It is not 920 buildings it is 920 dwelling units.

**Len Goucher – Millrun Cr.** – He stated the original contract was 95-01 in 1994/1995 which went through the public process for 2-3 years. He wanted to know if the land was still owned divided or if it was all owned by United Gulf. **Jennifer Chapman** stated it was all owned by United Gulf. **Len Goucher** wanted to know about traffic management/traffic impact as he has a great problem with this. He stated back in 2001, the 6-7 homes on Baha back in 2001/2002 United Golf came back to HRM and applied for the same thing that is going on now but instead of 60 units it was 6-7 units before the road was built. They went through a traffic impact study that showed 3800 +/- on Moirs Mill Rd. He stated as a resident of Millrun he knew there was a lot more than 3800 +/- vehicles. The traffic management set the traps at Royal Masts and Acadia Mill and missed 4000 vehicles on the lower part of the road. When they redid the traps, and put them where they are, at the stop light, the actual traffic counts were well over 8000 which is beyond capacity for Moirs Mill Rd. His question is, what's changed from then to now because that application was withdrawn immediately as soon as they realized what those counts really were. That was only 6-7 units and now we are talking about 60, what has changed? He stated he has the minutes from the original council meetings. Back then they had the buildout on Moirs Mill Rd capacity at 5000+ and he stated he can guarantee you right now there is more than 5000+ vehicles on that road. He would like to know what roads would be connected to Oceanview and Nine mile. **Jennifer Chapman** stated the proposal right now is just to extend Richardson so Richardson alone will connect down to Oceanview. **Len Goucher** stated it would connect up to Oceanview because where that road comes out on Oceanview, on the crest, he can't imagine having an intersection there. He doesn't feel the people who are on Nine Mile truly understand what is going to happen when this all comes to fruition and the traffic that is going to occur. He wants to know, from a planning perspective, what the average number of children in a single family unit is now. **Jennifer Chapman** explained the average household size now is around 2.25 and HRSB determines # of children per household. **Len Goucher** stated there is more than 2 kids per household now. 60 units and 2-3 kids per household where are you going to put them. The schools are at capacity now. He stated HRSB has never said no we can't handle that they always say no problem we will handle it somehow and he feels that is ridiculous. He stated there is a lot of things promised in this agreement, 50-foot setback from the lake, we can't control this now at Mill Court, there is a development there and HRM didn't know that it was ripped up right to the lakes edge and it hasn't been reinstated. Has there been any increased capacity at the sewage treatment plate from 7 million gallons per day. We are way beyond capacity. **Mr. Outhit** stated capacity is spoken for. He stated some of the newer areas are being pumped to Halifax. **Len Goucher** stated in 1995 they were at capacity. He stated all of Papermill Lake all goes downhill and who is downhill. 920 units, that is a lot of waste water.

**Jennifer Chapman** stated HRM is working with the applicant on getting a new traffic study done and once it is done it will be available on the website.

**Graham Bagneil** – Stated one thing that he has learned in his professional career is you stick to the standards and development agreements and you do not deviate. That is what is trying to be done here and it should not be done. If you are going to do it you have to revisit the history and the history is 1995 and this documentation is not on the website nor is it being provided to the community for review so they can make informed decisions. He stated one cannot review the subject case 20507 in isolation from case 20293 which is what is on the Bedford Hwy. Development agreement like standards are to be honored not deviated from and we can avoid conflict by adhering to agreed plans and standards. He wanted to know about the changes that have taken place in HRM policy and strategy's, why is it that the developer is not addressing those new strategy's and new policies, municipal climate change, action planning 2013, stormwater management services, clause 4 of the environmental goals and sustainable property act as amended 2012. Whenever somebody makes a request for deviation you have to look at the latest and greatest changes in legislation otherwise your deviation should be thrown out the door. He proposes that there should be a 5 year moratorium on any other development in that area until these matters are straightened out. He also proposes that any changes to a development agreement should be acuminated by a full environmental impact assessment.

**Collin Mealie – Bedford South** – He stated he received a postcard and it stated 60 units prior to the connector road. and the amendment states, from April 6, 2016, additional units without the requirement to construct the connect road from Moirs Mill to Hammonds Plains Rd. So, the postcard states it is only another 60 units and the actual proposal says no road at all. He stated if the postcard said what the proposal said there would be a lot more people here today. The traffic study said there doesn't need to be a connector road, the proposal says can we please do it without a connector road and talks about phases without timelines but the postcard says they need to do the 60 units prior to constructing a connecting road suggesting that there would probably be a connecting road. **Jennifer Chapman** stated the request is to build 60 additional units prior to them having to build the road and the other 780 units after. The request was changed. **Jennifer Tsang** – Stated that was there original request and it has been modified, maybe that letter was not updated on the website, to seek only 60. The notice is correct, we are only seeking 60 tonight. **Collin Mealie** – wanted to know if the road is not built now and people continue to go through the road we have been discussing 99.9% of the people who use the round-a-bout don't use a signal.

**Peter Vesson** – Wanted to know if there was a penalty if the builder says he isn't going to build the road. **Jennifer Chapman** stated right now they just wouldn't be able to build the rest of there development. **Peter Vesson** – He stated if that is the case then we would have to pay if the road doesn't go in. **Jennifer Chapman** stated the road will not get built unless the development happened. **Peter Vesson** stated even though its needed. He stated, we are stuck with everything, 60 more units and no penalty no guarantee just sorry you can't develop the rest.

**Denis Dommer** – He stated he was confused as to the proposal. He feels the original development agreement was poorly drafted that the developer stopped at the 100 and there wasn't any penalty and the concern he has is after the 60 units are built then what. Nothing, is there a performance bond required an assurity bond and what would be in that.

**Joan Walls – Papermill** – She stated 22 years ago, 1995, this agreement was done and on the other side of Moirs Mill there was nothing. Just because it was approved in 1995 we need to relook at it based on current modern updated concerns etc.

**Josh Haggie – Oceanview** - Stated he has done a fair amount of research on the background and he found the NS Utility and Review Board (NSURB) and he downloaded a bunch of documents from previous cases with Olympic Reality and got a pretty good understanding of the history of the subdivision. His first question to staff is, do you believe that the current layout and traffic flow of the subdivision meets the MPS spirt and intent? **Jennifer Chapman** – Stated she does, yes. **Josh Haggie** – He stated Olympic Reality, in 2005, did a traffic count on Oceanview Dr., and that count was 2146 vehicles, and when he looked at the application online he noticed that the traffic counts were from 2014, just after the opening of Nine Mile Dr. He applied for a traffic calming assessment and got it. Those counts came back at 2114 a day. The difference between the counts in 2005 and 2016 is that there was one access point and now there are two access points, Royal Masts Way and Nine Mile Dr. but the position of the counter was half way between the two access points so you almost have 200 more homes on the west side of the counter which the traffic is around 9 movements per house so you almost have another 1800 movements so he think there are well over 3000 today. His understanding is a local street has a 3000 maximin. He stated his other issue if that HRM has deemed Oceanview as a city route for transit expansion So we are not only getting one bus we are getting two routes and those routes are going to come up Nelsons Landing. They are going to make a right on Amin, a left on Moirs, a left on Royal Masts Way and a right up Oceanview Dr. He has a very big concern with that because he lives at the corner of Royal Masts Dr. and Oceanview and when they have company over they are within inches of getting in and out of your car. He realizes the subdivision needs to be finished but there is no way more traffic can be added to Oceanview Dr. He stated he was declined a traffic calming assessment because they are getting a city bus route. Councillor Outhit stated they were declined speed bumps not a traffic calming assessment. **Josh Haggie** stated they are number 21 on a list of 40 and there are 5 done a year. He stated his street has more traffic than the upper portion of Moirs Mill. He stated everyone is here because of a poor phasing prevision within the development agreement period.

**Scott Archard – Oceanview Drive** – He stated he had no idea this was coming in his backyard until last week. He said he has a nice backyard with woods, quietness and serenity and it is his kid's playground which will all be wiped out which is unfortunate. It would have been a beautiful park for walking and the people in the neighbourhood. The ecosystem is going to be wiped out and the animals will all be gone. He wanted to know the phase for when this construction starts. Bus routes – there will be another bus route down Nine Mile because it will be a main artery so not only have you turned Oceanview Dr. into a main

artery for commuters to get onto the Hwy that is going to be a main artery from Hammonds Plains Rd and over. Blasting – when Armin was being extended and the rowhouses were being put in they suffered cracks in their foundation, suffered tiles in the house cracked this is an issue flying rocks from blasting which could break windows or worse. Where Nine Mile will connect to this new road the kids gather on the corner where the mailboxes are to catch the bus to school and the additional traffic there causes a safety concern. Water quality and pressure, it is already terrible, what is the city going to do about that? **Jennifer Chapman** stated Halifax Water does have plans for a looping system that would go under the entire connector road and this would elevate a lot of those concerns because Halifax Water has identified that there are concerns in this area. **Scott Archard** asked if they were going to add more pumping stations or just utilize pre-existing ones which will put more taxation on those pumping stations. **Jennifer Chapman** stated that is part of what is being reviewed right now. **Scott Archard** stated he also has concern with sediment runoff into the lake from the building, will there be a plan in place for this. The new roads that go in, new sewage system, new water lines who is going to bare that cost. **Jennifer Chapman** stated that would be on the applicant. **Scott Archard** – Schools and the plans for the school because of the increase in population there. Is there a plan to build a new Jr. High or Elementary school to handle that or will it just be more portable classrooms? Increases traffic issues, and with the increased population crime will increase.

**Louis Pierre – Baha Court** – United Gulf came around a couple of years ago to sign a petition to accept to have those 7 houses on Baha Court finished. The promise was the new houses would help your property value and I know that did not happen. Everyone was against signing that petition. The water pressure is also an issue on Baha Court.

**Chris Miller – Oceanview Dr.** – He wanted to know what is particularly special about the purple area on the map. **Jennifer Chapman** – stated under the current development agreement there is 920 units and they are all certain classifications, some are single unit dwelling on a certain size lot and there are single unit dwellings on smaller lots. In that agreement, there was some shifting proposed between what was original to what you see now. On Richardson those are smaller lot development and the larger lots are moved down to those purple areas. **Chris Miller – Oceanview Dr** stated his other concerns are greenspace and increased traffic and increased population and where the kids will go to school.

**Jennifer Chapman** wanted to note that the province is the department who is responsible for education and they are doing school review but that has been put on hold for the short term and she wasn't sure when they would be picking that back up.

**Ken Keam** – He stated Bedford South was designed with schools that are walking schools and we ask the kids to walk down Oceanview, Moirs Mill and Royal Masts Way and then we go and build a connector road right down Oceanview, Royal Masts Way, and Moirs Mill right where all the children walk every day. We have the schools, we have Halifax Water, all these community services that all have their own processes for making decisions all disjointedly. He wanted to know how the process works because we are in a situation like that of Oceanview Drive where there are thousands of cars that race by every day and kids walking up and down every day. He doesn't feel that there is going to be a positive result here because there has been no evidence of any positive results all the way along. How does this process feed into the ultimate decision or is this just lip service?

**Councillor Outhit** made comment to how the system works and some other concerns raised.

**Josh Haggie – Oceanview** – Stated during peak hours there were 324 movements an hour on a local street which is 6 cars a minute and now you are looking at putting two city bus routes on that street. Parking will be restricted because the city bus will not be able to go up the street so does that mean speeds are going to go up. He stated he is not opposed to transit it just needs to be on the right streets and Moirs Mill and Nine Mile is where the routes should go. He also stated he did not want transit.

**Councillor Outhit** stated if folks don't want transit he will take that to transit.

**Grant Walker – Clipper Court** – He stated the proposal as it sits should not be approved until there is a connector road that goes from Nine Mile, at a proper width of street, over to Moirs Mill. You can't turn a local street into a collector street to convenience a developer.

**Susan Innes – Corner of Nine Mile Dr. and Oceanview Dr.** – She wanted to know what the intersection was going to look like. She wanted to know if it would be a four way stop, traffic lights. She also wanted to know how wide the rest of Nine Mile Dr. was going to be because right now it is not wide enough. She stated there is also a playground on Nine Mile Dr. and there are no crosswalks there and the sidewalk ends abruptly on Nine Mile Dr. and you have to cross and you can't. She has many concerns around traffic.

**Resident – Richardson Dr.** - Wants to make sure the information on the website is accurate and up-to-date.

**Jennifer Tsang** – responded to the question as to why they changed their ask in this request.

**Alex Jacobson – Millrun Crescent** – Stated he never received notice of this meeting. He wanted to know if this was approved what's to stop the developer from coming back once those 60 units are built and asking for an additional amendment to allow additional units to be built on an ongoing process because this also happened in 2004/2005.

**Gloria Lowther – Papermill Lake** – Wanted to know if this could be turned down at North West and if the public hearing would take place at community council. **Councillor Outhit** stated community council is who would make the decision on this case.

**Sandy Chisholm – Bedford South** – He wanted to know when the plan/intention was to build the connector road. **Jennifer Tsang** – explained what their intention was.

**Resident** – Wanted to know which end the developer would start on for the collector road. **Jennifer Tsang** – She didn't know as it would depend on several factors.

**Len Goucher – Millrun Cr** - Explained about the collector road and why it was put in the way it was. He stated it was supposed to be put in from Hammonds Plains and back this way.

### **3. Closing Comments**

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

### **4. Adjournment**

The meeting adjourned at approximately 9:00 p.m.