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Halifax, Nova Scotia
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MEMORANDUM

TO: Chair and Members of North West Planning Advisory Committee

FROM: Justin Preece, Planner II, Urban Enabled Applications

DATE: April 28, 2017

SUBJECT: **Case 20757: Application by T.A. Scott Architecture and Design Limited for a Development Agreement at 235 Beaver Bank Road.**

Request: The applicant's request is to allow a 2-storey commercial building for a pharmacy/medical clinic at 235 Beaver Bank Road by Development Agreement.

Proposal: T.A. Scott Architecture and Design Limited have submitted an application to enter into a development agreement with the municipality to permit a new commercial building at 235 Beaver Bank Rd featuring a pharmacy and medical clinic uses. The building site is approximately 300 meters north of the signalized Millwood Drive / Stokil Drive intersection, and approximately 275 meters south of the STOP controlled Windgate Drive intersection. The proposed pharmacy will replace the existing Guardian Beaver Bank Pharmacy at 309 Beaver Bank Road by Woodbine Park.

The proposed development (Attachment A) will include:

- A two level building;
- Portion of upper level dedicated to medical offices and a waiting area;
- Lower level intended for a retail pharmacy and offices;
- Associated parking.

The Traffic Impact Statement (TIS) submitted in support of this application identifies the potential impact of the proposed redevelopment and sets out conditions that will be used in the policy evaluation under Policies Ur-15 and IM-13. A copy of the TIS is included as Attachment B.

A proposed servicing schematic (Attachment C) 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 20757 was held on April 18, 2017. A copy of the meeting minutes is included as Attachment D.

Location: The subject lands are located at 235 Beaver Bank Road.

Existing Use: The subject lands is currently an undeveloped wooded area.

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-6 (Rural Residential) under the Sackville Land Use By-law (see Map 2). No development permit shall be issued in any R-6 (Rural Residential) Zone except for the following: Single unit dwellings, Day care facilities for not more than fourteen (14) children and in conjunction with permitted dwellings, Bed and breakfasts in conjunction with permitted dwellings, Business uses in conjunction with permitted dwellings, Agricultural uses, Forestry uses, Fishing and fishing related uses, Open space uses, Institutional uses except day care facilities, medical clinics and fraternal centres and halls.

MPS Policy: The Urban Residential Designation Policies UR-15 and UR-18 allow for medical centres and local commercial uses through the Development Agreement process. Attachment E contains relevant MPS 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 April 18, 2017 at 7:00 p.m. at Millwood High (Cafeteria), 141 Millwood Dr, Middle Sackville, NS to discuss the application (Attachment D).

Input Sought from North West Planning Advisory Committee:

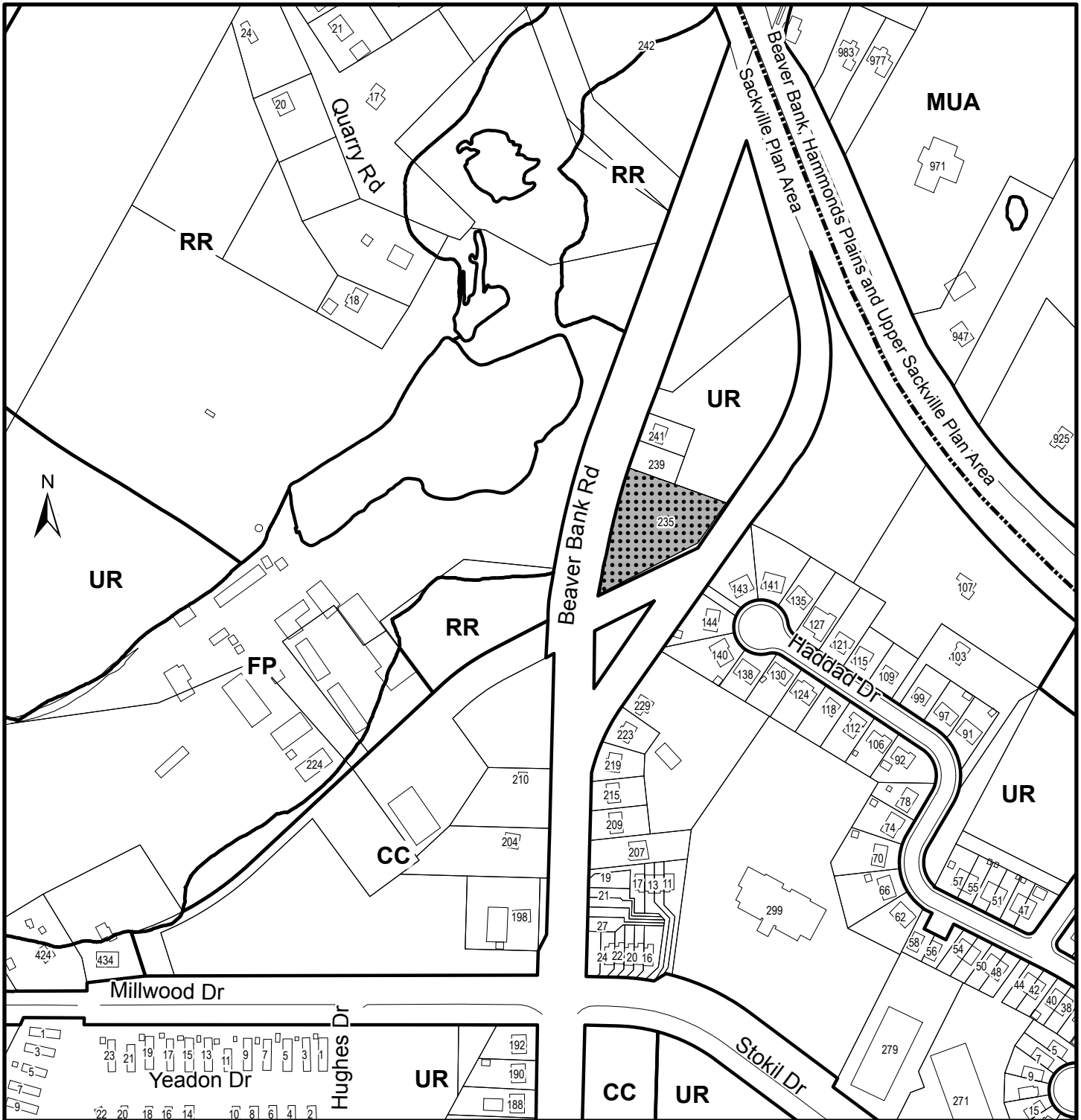
Pursuant to the NWPAC's Terms of Reference, feedback is sought from the Committee relative to the application for Development Agreement. NWPAC's recommendation will be included in the staff report to North West Community Council.

Attachments:

- | | |
|--------------|------------------------------|
| Map 1 | Generalized Future Land Use |
| Map 2 | Zoning and Notification |
| Attachment A | Proposed Site Plan |
| Attachment B | Traffic Impact Statement |
| Attachment C | Proposed Servicing Schematic |


Attachment D
Attachment E

Public Information Meeting Minutes
Excerpts from the Sackville Municipal Planning Strategy



Map 1 - Generalized Future Land Use

235 Beaver Bank Rd,
Beaver Bank

 Area of Proposed
Development Agreement

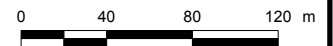
Designation

Sackville Plan
UR Urban Residential
RR Rural Residential
CC Community Commercial
FP Floodplain

Sackville Plan Area and
Beaver Bank, Hammonds Plains
and Upper Sackville Plan Area

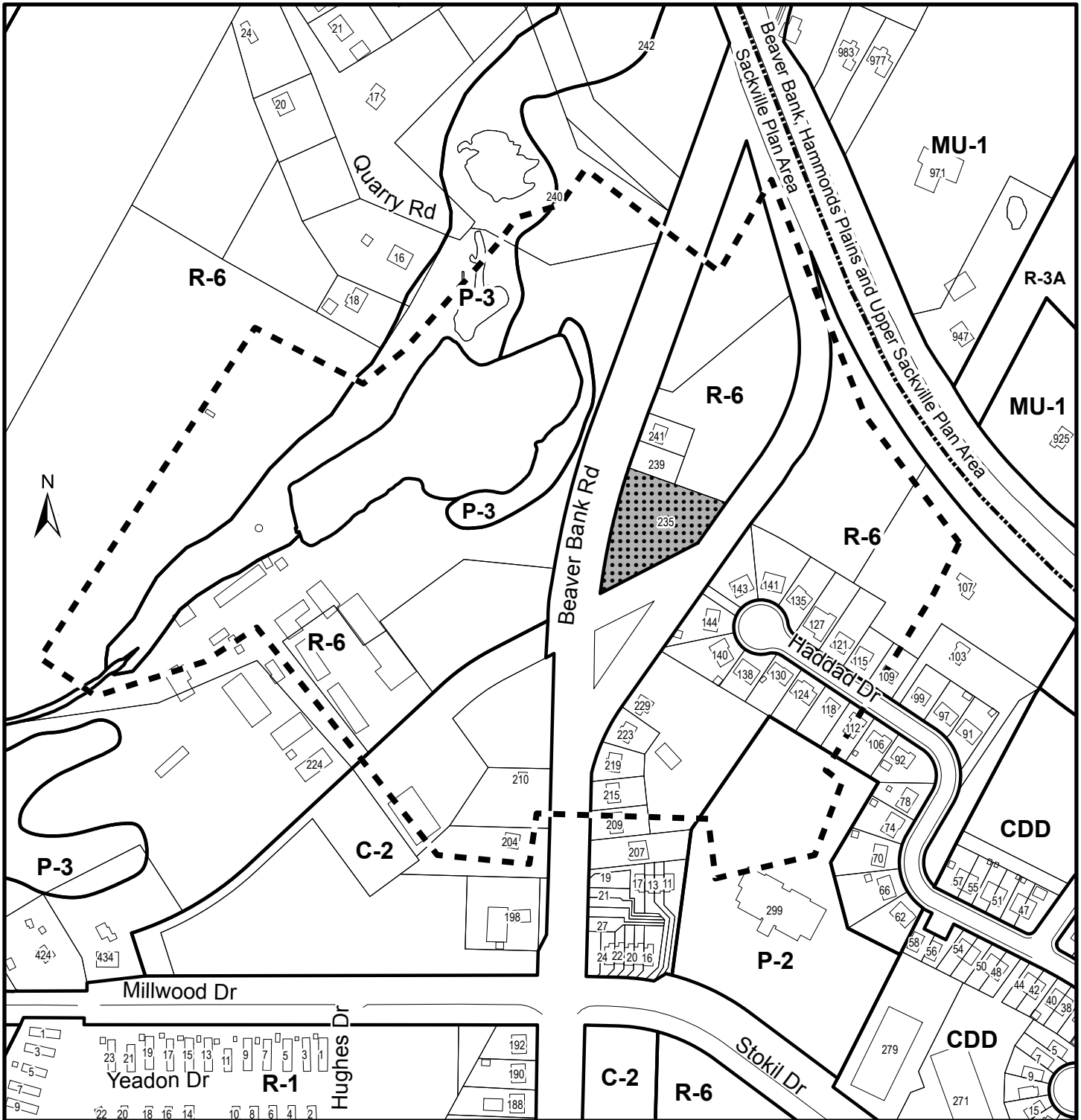
BB, HP, US MUA Mixed Use A
Plan

HALIFAX



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.



Map 2 - Zoning and Notification

235 Beaver Bank Rd,
Beaver Bank

Area of Proposed Development Agreement

Area of Notification

Sackville Plan Area and
Beaver Bank, Hammonds Plains
and Upper Sackville Plan Area

Zone

Sackville Plan	R-1	Single Unit Dwelling
	R-6	Rural Residential
	C-2	Community Commercial
	P-3	Floodplain
	CDD	Comprehensive Development District
BB, HP, US Plan	R-3A	Mobile Home Park
	MU-1	Mixed Use 1

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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.



Attachment B - Traffic Impact Statement

Ref. No. 161- 04683

July 20, 2016

Ms. Ashley Blissett, P. Eng. (Email blissea@halifax.ca)
Senior Development Engineer
Halifax Regional Municipality
PO Box 1749
HALIFAX NS B3J 3A5

RE: Traffic Impact Statement, Proposed Pharmacy and Medical Office Building, Beaver Bank Road, Lower Sackville, NS

Dear Ms. Blissett::

T. A Scott Architecture is preparing plans for a Guardian Pharmacy and Medical Office building (Figure 1) on Beaver Bank Road opposite the pond north of Barrett Truss and Building Supplies and immediately south of an existing single family dwelling at 241 Beaver Bank Road. This is the Traffic Impact Statement (TIS) required to accompany the development application.

Project Description - The proposed building will include an 8,000 square foot (SF) Guardian Pharmacy on the ground floor with 8,000 SF of Medical Offices on the second floor. Access will be from two driveways on the east side of Beaver Bank Road. Visibility is good for both Beaver Bank Road approaches to the proposed site driveways as illustrated in Photos 1 to 4.



Photo 1 - Looking south on Beaver Bank Road from the proposed south site driveway.



Photo 2 - Looking north on Beaver Bank Road towards the proposed north site driveway from the proposed south driveway.



Photo 3 - Looking south on Beaver Bank Road towards the proposed south site driveway from the proposed north driveway.



Photo 4 - Looking north on Beaver Bank Road from the proposed north site driveway.

Beaver Bank Road is a two lane arterial road with curb, gutter, and a concrete sidewalk on the east side adjacent to the site and a wide gravel shoulder on the west side of the road as illustrated in Photos 1 to 4. The building site is approximately 300 meters north of the signalized Millwood Drive / Stokil Drive intersection and approximately 275 meters south of the STOP controlled Windgate Drive intersection. The north site driveway is about 90 meters south of Quarry Road intersection which is on the west side of Beaver Bank Road.

Turning movement count data obtained by HRM at intersections near the site during September and October 2015 are summarized in Table 1. While the AM peak hourly volumes are similar for the two intersections, the PM peak hour volume north of Millwood Drive / Stokil Drive intersection is probably higher than normal due to the start of school earlier in that week. Normal weekday two-way volumes adjacent to the site are expected to be approximately 1,100 vehicles per hour (vph) during the AM peak hour and 1,500 vph during the PM peak hour.

Intersection	Count Date	Two-Way Hourly Volumes	
		AM Peak Hour	PM Peak Hour
Millwood Drive / Stokil Drive	September 10, 2015	1040	1665
Windgate Drive	October 1, 2015	1070	1420

NOTE: Counts were obtained by HRM Traffic Management Section
Recorded volumes are for the section of road adjacent to the site; north of Millwood Drive / Stokil Drive intersection and south of Windgate Drive intersection.

Development Description -The proposed development (Figure 1) will include:

- 8,000 square feet of Guardian Pharmacy space on the ground floor;
- 8,000 square feet of Medical Office space on the second floor; and
- Approximately 52 exterior parking spaces.

Trip Generation - Trip generation estimates for the proposed development, prepared using published data from *Trip Generation, 9th Edition (Institute of Transportation Engineers, Washington, 2012)*, are shown in Table 2. It is estimated that the proposed development will generate approximately 42 two-way vehicle trips (30 entering and 12 exiting) during the AM peak hour and 96 two-way vehicle trips (41 entering and 55 exiting) during the PM peak hour. Since the proposed pharmacy will replace the existing Guardian Beaver Bank Pharmacy at 309 Beaver Bank Road by Woodbine Park about 850 meters north of the new site, it is expected that many of the trips generated by the proposed development are already using Beaver Bank Road.

Land Use ¹	Units ²	Trip Generation Rates ³				Trips Generated ³			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Medical - Dental Office (Land Use 720)	8,000 KGFA	1.89	0.50	1.00	2.57	15	4	8	21
Pharmacy (Land Use 880)	8,000 KGFA	1.91	1.03	4.12	4.28	15	8	33	34
Trip Generation Estimates for Proposed Development						30	12	41	55

NOTES: 1. Rates are for indicated Land Use Codes, *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.
2. KGLA is 'Gross Leasable Area x 1000 square feet'.
3. Rates are 'vehicles per hour per unit'; trips generated are 'vehicles per hour for peak hours'.

Summary -

- 1 The proposed development on the east side of Beaver Bank Road about half-way between the Millwood Drive / Stokil Drive and Windgate Drive intersections will include an 8,000 square foot Guardian Pharmacy on the ground floor, 8,000 square feet of Medical Office space on the second floor, and approximately 52 exterior parking spaces.
- 2 The site will be served by two driveways on the east side of Beaver Bank Road. Visibility is good on both Beaver Bank Road approaches to the two driveways.
- 3 Beaver Bank Road is a two-lane arterial road with curb, gutter, and a concrete sidewalk on the east side adjacent to the site and a wide gravel shoulder on the west side of the road. Normal weekday two-way volumes adjacent to the site are expected to be approximately 1,100 vehicles per hour (vph) during the AM peak hour and 1,500 vph during the PM peak hour.
- 4 It is estimated that the proposed development will generate approximately 42 two-way vehicle trips (30 entering and 12 exiting) during the AM peak hour and 96 two-way vehicle trips (41 entering and 55 exiting) during the PM peak hour.

Conclusions -

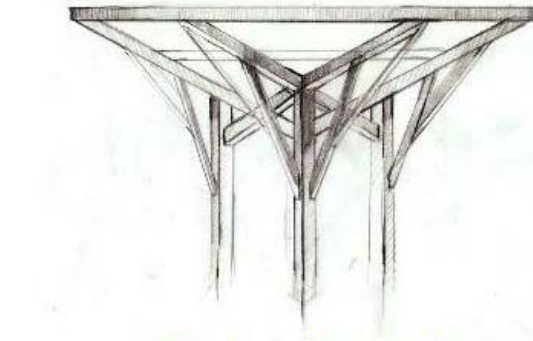
- 5 While vehicles exiting the site can expect delays during peak travel periods due to the high peak hourly volumes on Beaver Bank Road, the traffic signals at the Millwood Drive / Stokil Drive intersection about 300 meters south of the site are expected to provide gaps in the northbound traffic.
- 6 Since the proposed pharmacy will replace the existing Guardian Beaver Bank Pharmacy about 850 meters north of the new site, it is expected that many of the trips generated by the proposed development are already using Beaver Bank Road.
- 7 Since the moderate number of site-generated trips will be distributed both north and south on Beaver Bank Road at two site driveways, site-generated trips are not expected to have any significant impacts to the level of performance of Beaver Bank Road.

If you have any questions or comments, please contact me by Email to [REDACTED]

Sincerely,
Original
Signed

[REDACTED] P. Eng.
Senior Traffic Engineer
WSP Canada Inc.





LEGEND:
 UTILITY POLE • U.P. +000.0 EXISTING GRADES
 GUY WIRE ——— ————— DRAINAGE DIRECTION WITH 1% SLOPE
 CATCH BASIN ■ C.B. — · — · — SETBACK LINES
 GUY WIRE ⚡ F.H.

GENERAL NOTES:
 PRE AND POST STORM WATER TO BE CALCULATED BY CIVIL ENGINEER.
 SANITARY FLOW TO BE CALCULATED BY CIVIL ENGINEER.

- EXISTING MAILBOXES
- ▣ EXISTING SIGN
- ▣ C.B.
- ▣ F.H.

No.	Description	Date

**Guardian
Pharmacy -
Beaverbank**

**Servicing
Schematic Plan**

Project Number	15-024
Date	2016.03.08
Drawn By	LL
Checked By	TAS

C-100

Scale	1/16" = 1'-0"
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Attachment D

HALIFAX REGIONAL MUNICIPALITY Public Information Meeting Case 20757

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

Tuesday, April 18, 2017

7:00 p.m.

Millwood High (Cafeteria) - 141 Millwood Dr, Middle Sackville, NS

STAFF IN

ATTENDANCE: Justin Preece, Planner, HRM Planning
Alden Thurston, Planning Technician, HRM Planning
Tara Couvrette, Planning Controller, HRM Planning

ALSO IN

ATTENDANCE: Councillor, Lisa Blackburn, District 14
Troy Scott, T.A. Scott Architecture & Design Ltd
Danny MacClare, Property owner of the pharmacy

PUBLIC IN

ATTENDANCE: Approximately: 14

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

Call to order, purpose of meeting – Justin Preece

Mr. Preece introduced himself as the Planner and Facilitators for the application. He also introduced; Tara Couvrette – Planning Controller, Alden Thurston - Planning Technician, and Troy Scott, T.A. Scott Architecture & Design Ltd - applicant.

Case No. 20757: Application by T.A. Scott Architecture and Design Limited to allow a 2-storey commercial building for a pharmacy/medical clinic at 235 Beaver Bank Road by Development Agreement.

Mr. Preece 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 – Mr. Preece

Mr. Preece 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. Mr. Preece outlined the context of the subject lands and the relevant planning policies.

Presentation of Proposal – Troy Scott, T.A. Scott Architecture & Design Ltd

Mr. Scott explained; what was proposed and showed slides of what the proposal should look like.

2. Questions and Comments

Mr. David Barrett – Beaver Bank thinks this is a wonderful thing. He is glad to see more commercial coming to Beaver Bank. He also wanted to know if they had considered using the old Beaver Bank Rd. for parking, as long as it is not being used for a road. He is skeptical of HRM and the planners and their intentions. He wanted to know; how much this has cost so far in the process, how much more will it cost, and how much time will this take. **Mr. Scott** stated it is a significant process to go through and has taken a little over a year so far and cost thousands of dollars to this point. **Mr. Preece** spoke to timelines and what his job is as a planner.

Mr. Philip Syms – Haddad Dr. doesn't want them to use the Old Beaver Bank Rd. for parking as he lives directly behind the site they want to build on. Wanted to state, if HRM wanted to sell the property (the old Beaver Bank Rd. right-of-way) he wanted first dib's on it. He wanted to know how wide the right-of-way is between his property and this development. **Mr. Scott** stated maybe 30-40 feet. **Mr. Barrett** thought it may be 66 feet. **Mr. Scott** said that it is possible it could be 66 feet. Mr. Syms said his biggest concern is that when he purchased his home 18 years ago the Catholic Church owed the property which was willed to them with the stipulation that only a church could be built on it. Over time that has changed. He stated he is not opposed to the pharmacy and the medical clinic, he thinks it is a great idea and a great spot for it. He just doesn't want to lose the buffer between the building and his lot. The trees and everything block a lot of noise and gives his property some privacy. **Mr. Preece** stated a lot of these concerns can be addressed in the development agreement. He also explained different options that can be considered through fencing/planting more trees etc. **Mr. Syms** stated a combination of fencing and trees would be perfect. He also wanted to know about the outside lighting for the building. **Mr. Scott** stated because it is still early in the process site lighting hasn't been addresses at this point. He explained the two options of building mounted lighting or poles. He stated there has been a lot of advancement in lighting like cut offs so you are not lighting outside of your property line. Once the store closes the lights would go out so they will not be on all night. He stated having parking at the edge may cause some spill. **Mr. Syms** stated he is not opposed to building mounted lighting however; he would be opposed to pole lighting. **Mr. Preece** also explained options for lighting.

Lelia Syms – Haddad Dr. wanted to know if the entrances will only be off Beaver Bank Rd. **Mr. Scott** stated that yes, the entrances/exits would be on the Beaver Bank Rd. **Mrs. Syms** wanted to know the hours of operation. **Mr. MacClare** stated 9-8 M-F, 9-5 Sat, and 12-5 Sun. **Mrs. Syms** asked if the LUB/MPS allowed the building to be built with no changes to the by-laws **Mr. Preece** explained the development agreement process and the steps and stages it would go through, 1st reading, Public Hearing etc. He stated at the Public Hearing is when the decision is made. **Mrs. Syms** stated the Traffic Impact Statement (TIS) was done in 2015 and will be obsolete by the time this comes to fruition. She wanted to know if it would be updated, and if they took into consideration the apartment building that is being built at the corner of Stokil and Beaver Bank. **Mr. Preece** stated that the TIS that he has is dated July 20, 2016 and is what was circulated for review. He explained the process of how the TIS is completed. **Mr. Scott** also went over how the TIS was done and what was taken into account when it was done. He also talked to the development going up at Beaver Bank and Stokil. He feels a lot of people will also be walking to this development. **Mrs. Syms** asked the zoning for this property. **Mr. Preece** stated it is an R-6 zone and explained what that meant. **Mrs. Syms** stated she thinks this is wonderful and a great idea. She thinks it is good for Sackville and Beaver Bank and likes that they are getting another doctor into the area. She also wanted to know if the people in the area would be notified as this process goes on. **Mr. Preece** stated they would and said anyone could reach out to him at any time to see where they were in the process.

Councillor Lisa Blackburn – She was glad they fought to stay in Beaver Bank. She wanted to know if there had been any discussion about the need for a turning lane to accompany this development. Mr. Scott stated that is where the TIS comes into play. He stated when they were doing it they looked at the lights at Stokil as being the buffer that will slow and stop traffic. **Councillor Blackburn** wanted to know if one entrance would be an entrance only and the other will be an exit only. **Mr. Scott** stated that they will both be an entrance and exit. **Councillor Blackburn** wanted to know if the second doctor has already been hired waiting for this development to take place. **Mr. MacClare** stated the current doctor they have, Dr. Saud, it is his practice and he leases space from the pharmacy and it's up to him to pick the doctor that is going to come. There is space in the current location for the second doctor. The concern currently is the parking and the speed limit at our current location is a concern. We have outgrown that location as well. **Councillor Blackburn** also explained how the North West Planning Advisory Committee (NWPAC) works. **Mr. Preece** also explained that the next step is that this goes to NWPAC.

Walter Regan, Sackville Rivers Association – He has many concerns; he thinks this site deserves and demands an oil grit separator (11:47:990 – part 2) including a maintenance plan, there has to be a huge reduction in parking because there is too much hard surface, we believe in ground water recharge so he hopes that will be taken into effect, there has to be landscaping designed by a landscape architect complete with trees, storm water control, every time there is a heavy rain event the sanitary sewer lines overflows into Little Sackville River. He would like to see sewage treatment retention on this site, past peak, storm water ponds built, which he hopes they area, will have habitat built into them and will be capable of taking the 100 year storm and climate change into effect. Second Lake Association is building trails in Second Lake and this site is planned for a trail head, perhaps HRM and this development should reach out and perhaps they can work together as not to block that. Cars in and out of the site should be right in and right out only. He hopes the building will be built to lead standard possibly platinum. He wanted to thank the architect for reaching out to him over a year ago for his comments. He feels the email transmission should be part of this record. The Little Sackville River will receive storm water from this site, and it is cold water, wild Atlantic salmon River, and must be respected and taken into the design. Silt if one of the major pollutants of Little Sackville River, during construction silt mitigation has got to be a priority. Silt has got to be kept on site. This should go before the Regional Waters Board for comment. He also believes this site should be checked for historical importance, right next to the old Sackville Rd., Beaver Bank Rd., and next to the train stop. What will be done about air conditioning noises 24/7 onto the neighbours? Garbage collection, dumpster removal, he doesn't think the neighbours would like to see 4 o'clock pickups in the morning. Night lights, downcast, maybe use LED's. He thinks it will become a shortcut for all the neighbourhood kids and should be taken into account now and planed for. On Windgate Dr. there are 300 units going in, a large subdivision, plus ongoing construction up Beaver Bank, he feels the 2014 traffic study should be updated. Left turn coming down Beaver Bank will hold traffic up. Traffic should be discussed with traffic authority because Beaver Bank Rd. is over capacity right now. There is talk, talk only, that Beaver Bank Rd. will go to four lanes, how will this effect this development and how will the new Maroon Hill intersection, how will this effect that intersection and upgrade to Windgate. **Mr. Preece** explained how this can all be looked at through the development agreement processes.

Stephen MacFadyen, Beaver Bank Rd., he wanted to know how they are going to be protected from this. He is in favor of this project and loves the idea of this coming down there. He would like to know what HRM's intentions are with the old Beaver Bank Rd., if there are any. He would also like to know how they are going to be protected from light pollution and noise pollution, are there things in place. **Mr. Preece** explained that all the concerns brought forward are going to be taken into consideration when negotiating the development agreement with the developer. The goal is to get the best design. He stated he also doesn't know what is going on with the old Beaver Bank Rd. **Mr. MacFadyen** stated that any type of commercial thing he is in

favor of keeping people here working and doing this. He just wants to make sure that HRM has their best interests in mind when they are doing this. He wants this to be successful 100%. **Mr. Preece** explained how he decides if this project meets its goals and if it can be successful. **Mr. MacFadyen** stated that the old Beaver Bank Rd is not maintained by HRM like it is supposed to be. He doesn't want the trees bulldozed that would be the buffer between them and this project. **Mr. Preece** stated he will look into it. **Mr. Scott** stated what they are looking at as a strategy.

Mr. Syms stated he just wants them to be good neighbours.

Mr. David Barrett spoke to traffic concerns that he has regarding Beaver Bank Rd. He also is concerned about the costs associated with planning.

3. Closing Comments

Mr. Preece thanked everyone for coming and expressing their comments.

4. Adjournment

The meeting adjourned at approximately 8:45 p.m.

Comments made after the meeting:

Peter and Melissa Davis, Haddad Dr. have concerns about garbage from the site being spilled over onto their property. They stated currently there are issues with Avery's and kids dropping their garbage all through their property. They wonder if HRM could install garbage cans to elevate some of the garbage all through there cul-de-sac and they path from Haddad to the old Beaver Bank Rd. They also have safety concerns.

Attachment E: Excerpts from the Sackville Municipal Planning Strategy

Policy UR-15

UR-15 Notwithstanding Policy UR-2, within the Urban Residential Designation, it shall be the intention of Council to consider medical clinics and larger day care facilities which are too extensive to be considered as a small business within a dwelling, according to the development agreement provisions of the Planning Act. In considering such an agreement, Council shall have regard to the following:

- (a) that the height, bulk, lot coverage and appearance of any building is compatible with adjacent land uses;
- (b) that site design features, including landscaping, outdoor play space where required, parking areas and driveways, are of an adequate size and design to provide for the needs of users of the facility, as well as to address potential impacts on adjacent development;
- (c) that controls on signage are appropriate with surrounding areas; (d) that the site is located in close proximity to a minor or major collector as defined on Map 3 - Transportation;
- (d) the impact on traffic circulation and, in particular, the suitability of access to and from the site;
- (e) the guidelines of the provincial licensing agency;
- (f) general maintenance of the development; and
- (g) the provisions of Policy IM-13.

Policy UR-18

UR-18 Notwithstanding Policies UR-2 and UR-17, within the Urban Residential Designation, it shall be the intention of Council to consider new local commercial uses, and the expansion of local commercial uses in the C-1 (Local Commercial) zone beyond the permitted gross floor area (RC-Sep 16/08;E-Oct 11/08), according to the development agreement provisions of the Planning Act. In considering any such agreement, Council shall have regard to the following:

- (a) that commercial uses shall be limited to service and personal service uses and local convenience outlets;
- (b) that the proposed development does not exceed a maximum gross floor area of five thousand (5,000) (RC-Sep 16/08;E-Oct 11/08), exclusive of any area devoted to an accessory dwelling unit;
- (c) that the use is primarily intended to serve the local neighbourhood;

- (d) that the height, bulk and (RC-Sep 16/08;E-Oct 11/08) lot coverage of any building is compatible with adjacent land uses and with the character of the surrounding residential neighbourhood (RC-Sep 16/08;E-Oct 11/08);
- (e) that no open storage or outdoor display shall be permitted;
- (f) that site design features, including signage, landscaping, parking areas and driveways are of an adequate size and design to address potential impacts on adjacent developments;
- (g) that there is direct access to a major collector as identified on Map 3 - Transportation, with preference given to commercial sites which are located at the intersection of major and minor collectors;
- (h) the impact on traffic circulation and, in particular, the suitability of access to and from the site;
- (i) that it is not being considered on lands which are presently zoned and developed for either single or two unit dwelling purposes nor where it is intended to replace a single or two unit dwelling which has been demolished, removed or destroyed by fire.
- (j) maintenance of the development;
- (k) hours of operation; and
- (l) the provisions of Policy IM-13; and
- (m) the architectural design is compatible with the surrounding residential neighbourhood. (RC-Sep 16/08;E-Oct 11/08)

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.