

**HALIFAX REGIONAL MUNICIPALITY
PUBLIC INFORMATION MEETING
CASE NO. 01290 – MPS Amendment for Cole Harbour/ Westphal**

**7:00 p.m.
Wednesday, September 21, 2011
Ross Road Elementary School Cafeteria
336 Ross Road, Westphal**

STAFF IN

ATTENDANCE: Mitch Dickey, Planning Applications
Holly Kent, Planning Technician
Jennifer Little, Planning Controller

ALSO IN Councillor David Hendsbee, District 3
ATTENDANCE:

PUBLIC IN

ATTENDANCE: 113

The meeting commenced at approximately 7:07 p.m.

Opening remarks/Introductions/Purpose of meeting

Mr. Mitch Dickey introduced himself as the planner guiding this application through the process; he introduced Holly Kent, Planning Technician, HRM Planning Applications and Jennifer Little, Planning Controller, HRM Planning Applications. Councillor David Hendsbee, District 3.

The purpose of the meeting is that HRM has received an application by Genivar Inc on behalf of Geldart Property Developments Ltd. to redesignate PID 00460733 from Urban Reserve to Rural Commuter (Regional Plan designation) amend the Regional Subdivision By-Law to include the subject lands within the abutting Water Service Area; and enter into a development agreement to permit a classic open space design subdivision on the lands.

Process and Overview of Application

Mr. Dickey explained that this is the second public information meeting for this proposal, an initial one was held in 2009. During tonight's meeting the applicant will provide residents with information about the revised proposal. Residents can express their points of view and concerns and ask questions. This meeting is only an information exchange and no decisions will be made. Following tonight's meeting; HRM will conduct a thorough review of the proposal and prepare a report which will be sent to Council. A public hearing has to be held before Council can make a decision which enables further public input.

Reviewing a slide of the property and nearby area, Mr. Dickey explained that the property under consideration is approximately 100 acres and abuts Coleridge Estates and Westmount Plains. Under the Municipal Planning Strategy and Regional Plan, these lands are designated Urban Reserve, which effectively establishes a holding zone. The purpose of this is to hold the land for fully serviced urban development that would occur within the next 25 years. The proposal is for Regional Council to consider redesignating the land from Urban Reserve to Rural Commuter and to extend the Water Service Area by extending the piped city water from the adjacent area

into the development. The second part of the proposal is for Harbour East Community Council to consider a development agreement for an open space subdivision to allow for 100 homes.

Mr. Dickey explained that when going through the development agreement, the applicant would have to satisfy all of HRM standards on traffic issues; water and sewer capacity/stormwater management; proposed land uses/dwelling types; preservation of open space and the protection of sensitive and important features.

He explained that because since it has been over a year that we held the first public meeting, staff decided to hold a second one to update the residents. The developer has also made a change to the road. After tonight's meeting, staff will have a detailed review on traffic, water service and parklands. It will also be reviewed by the Watershed Advisory Board, the Regional Plan Advisory Committee and Community Council with a recommendation to Regional Council.

Mr. Nathan Rogers, Genivar, explained that he is representing Kiel Developments for the Geldart Lands. He explained that the subject lands are on Ross Road and the nearby subdivision is Westmount Plains and Coleridge Estates. He reviewed a slide of the subject property and gave a general overview of the area. He explained that there are a number of things that are the same as what was proposed at the Public Information Meeting in 2010. They are proposing 106 single family homes similar to Westmount Plains. The Classic Open Space design requires that 60% of the site is maintained as open space. There will be a public park that will be parallel to Glendale Drive and the trail/bike path could extend to future connections. They are proposing a bareland condominium and explained that each homeowner would own their house; the entire parcel would remain un-subdivided as a single parcel as a condominium and be held by a condominium corporation.

Mr. Rogers explained that as a result of the last public information meeting, the major concerns that were expressed regarding this proposal were traffic, storm water, flooding and sewage treatment. He explained that included in this development is proposed water servicing that would involve connecting water services to Coleridge Estates which will provide a more reliable water service to this development and to the existing Coleridge Estates and other neighboring developments as well. Regarding the traffic concerns, he explained that above and beyond the original traffic study, they have also had an intersection review on Ross Road Truck 7 and Ross Road and Highway 207. Because of the width of the road, Traffic Engineers have suggested adding a lane northbound on Ross Road to enable right hand turns separate from people turning left. This will reduce the queuing time for people who are going northwards on Ross Road merging left onto Truck 7. He also added that they are able to create a right-hand turn lane on Trunk 7 which would enable people a greater opportunity to make a left hand turn.

In terms of stormwater and flooding, Mr. Rogers explained that they have spent substantial amounts of time speaking with local homeowners in the area regarding the existing flooding problems and assured that this proposed development would not increase flooding problems on these properties. He added that HRM requires that lands cannot be developed in way that would increase post development flows; the flows that are there now, have to be controlled and Kiel Developments has tried to come up with a solution with the land owners however, no solution has been resolved at this time. Regarding the sewage treatment concerns, he explained that this system is a shared sanitary treatment system to be owned by the condo corporation, that requires a certified operator which is regulated by Nova Scotia Environment that is quarterly monitored and a back-up irrigation field.

Questions and Answers

Ms. Deborah Beaupre, Cole Harbour, expressed concern with traffic concerns on #7 Highway and Ross Road and the current dangers it already imposes. She suggested that traffic lights be put in place.

Councillor Hendsbee explained that HRM is currently working on the expansion of the Highway #7 (widening project) from Forest Hills Drive going eastward. The next phase will be the Cherry Brook Road, Nelson Drive, Lake Major, and Ross Road section. Originally staff wanted to do a widening of Lake Major section only. He explained that he had met with staff expressing his concern and suggested that the widening include the Cheerybrook through to Lake Major because the crest of the hill is very difficult especially at sunset. Drawing's have been submitted and just need Councils approval in the 2012 capital budget for the funding for the project. There are three property owners affected by this widening, the Church, the Nova Scotia Home for Colored Children and a house that is currently up for sale. They were advised of the Municipality's plans of widening the road. He explained that regarding the proposal of the intersection approval on Ross Road that the applicant is proposing, HRM Traffic Authorities are still not convinced that lights are warranted at this time.

Mr. Bill Frank, Cole Harbour, explained that he has been party to the debate on this proposal since January 2010. He explained that he is very familiar with the Regional Municipal Plan and the efforts that have been made by the Developer since January 2010. He explained that Kiel Developments and Genivar are first class operators and wanted to give them credit for the manner in which they have conducted themselves in addressing the residents concerns. However, the members of the residents against the subdivision have still not come to an agreement with the Developer. They have met on numerous occasions with Genivar and the developer who have listened to the residents concerns and have tried to make changes.

Mr. Frank explained that Councillor Hendsbee has been a proponent of this proposal since October 2009 and added that he proposed that this application go forward after it was opposed by HRM staff. He explained that it is very important for the residents to understand that staff, when first reviewing the plan, in its original concept, recommended to Council not to go forward. However, Councillor Hendsbee made the motion that staff go forward with the application. He noted that Mr. Rogers presentation noted that traffic, storm water and sewage were the primary concerns of the community but, there has not been any discussion regarding alternating the Regional Municipal Plan and removing the Urban Reserve Zone from this property.

Mr. Rogers explained that he is aware that this is part of the application and is aware that there is a petition against it.

Mr. Frank suggested that this should have been part of the presentation. He explained that the majority of the residents are apposed to deviating from the Regional Municipal Plan and added that he has asked why the residents should consider not objecting to this, and have never had a response. He explained that he does not know how the Community will be improved by not objecting to the rezoning of the land and added that this is a key issue of the residents.

Mr. Rogers explained that the Regional Plan has policies to enable Council to consider changing the designation of these lands.

Mr. Frank asked why anyone would want to consider changing those lands at this time when the Planning Department says "not a good idea". The Community is concerned that there is not enough infrastructure to satisfy the demands, and while there is policy, and are familiar with the policy, they would like to understand the basis other than a 'build for profit' why they should consider a change. Mr. Frank asked Councillor Hendsbee what his motivation in bringing forward this plan / proposal on several different occasions when it has been opposed by the Planning Staff and knowing that the majority of the residents in Coleridge Estates and Westmount Plains have been in opposition and have addressed these concerns. He expressed concern with Councillor Hendsbee ignoring the rights of the citizens of the community to expect reasonable address when

such a significant change is to be made. He stressed without hesitation that Kiel Developments and Genivar have been honorable and Mr. Hendsbee has been not.

Councillor Hendsbee addressed Mr. Frank's concerns by explaining that with all due respect, his comments were unjust and explained that any changes to the development agreement after the fact will have to go through the public hearing process. The development agreement cannot be altered unless it goes through the public process. Regarding the process in 2009, he asked how many people were aware of the Regional Plan coming into affect 5 years ago. When the development community was up-in-arms about the moratorium which imposed no more subdivision applications, and asked how many were aware about the issues about how can the community grow and how the community not grow, or how it ought to grow. Back then, Mr. Geldart was speaking to staff about the situation and made his appeals to Council. With that, Regional Plan policies were set to allow Council to consider amendments to some of the zonings. He felt that the Urban Reserve was too harsh of a zoning at the time for this particular region and knowing that they anticipate sewage services to come out to this area, however it will not be for at least a quarter of a century, they have been waiting for Halifax Harbour Clean-Up Project to move forward. He added that every property owner has the right to seek development opportunities as Mr. Geldart has the right to request these things. Councillor Hendsbee is ensuring that the owner has the right to go through the process and to deny it up front, is not appropriate. These applications need to be tested by its merits. The Regional Plan talks about new development strategies. This particular application is a test model for the Regional Plan. When it talks about building space concept having 60% green space and 40% condensed development to try to lower the footprint, that the objectives of the Regional Plan. This example is to test the Regional Plan to see if it truly works. He added that he does not have any physical benefit from this application.

Ms. Jane Biggs, Cole Harbour, asked where the sewage treatment discharge will go. There was a large culvert dug under Ross Road and Cole Harbour Road, will this drain down into Salmon River.

Mr. Glenn Woodford of Genivar explained that the waste water treatment system will have a very low amount of flow. The culvert is not related, it is related to the stormwater that comes off the larger property away from this development. It is less than half a percent of what the storm water flows are coming from. There are about 600 acres that drain to the little brook that runs down behind Greenvale. This development is about 40 acres of streets and houses that will be developed lands and paved roads.

Ms. Biggs asked where the sewage treatment water is going to go.

Mr. Woodford explained that it will go through a sand filter, similar to a waster water system that goes through a septic tank. The water will then go through a sand filter and then into the ground water as with a septic system. The flow levels are very tiny compared to the storm water.

Ms. Biggs asked if the sewer water has chemicals in it.

Mr. Woodford explained that it is cleaned up to a level that would be better than any treatment plant that discharges into the Harbour. It is comparable or better than any septic system in someone's backyard.

Ms. Biggs explained that this will end up in Cole Harbour and also in Salmon River.

Mr. Woodford agreed that once the treated water is absorbed into the ground it will move through the sand and eventually into surface water bodies.

Ms. Biggs expressed concern with Salmon River and explained that there are fish in there and that it is a protected river. The chemicals will affect the fish. She also expressed concern with the 60% green space being all wetlands and asked if they have walked through after a rainfall and explained that it is standing water.

Mr. Mike Kenny, Cole Harbour, expressed concern with the traffic on Ross Road and explained that it is a nightmare trying to exit onto Ross Road and on a foggy morning/night is very dangerous. He explained that it is crucial that traffic lights are put there. He added concern with this development adding 1.5 cars per home.

Mr. Rogers explained that there are two improvements proposed that will help when turning left from Ross Road on to Trunk 7. One was a right hand lane turning on Ross Road turning towards Porters Lake and the other one being the right hand turn channel that would be part of Trunk 7. Mr. Rogers explained that traffic coming towards Ross Road on Trunk 7 will be slightly diverted. When cars are turning right, it is hard to tell that they are turning right unless they have their signals on. Therefore a right hand turn lane on Ross Road will alleviate some of the hold up. At this time Mr. Rogers referred to the slide of the area to further explain.

Mr. Rogers explained that their traffic engineers looked at traffic flows to the year 2016 as an example. Without the development and without the traffic improvements, the queuing is in the range of 75-100 meters. With the improvement of a right turn lane, the queuing time is lessened substantially.

Mr. Woodford explained that their traffic engineer looked at both ends. HRM had reviewed their proposal very carefully and made numerous comments for further review. This intersection is currently not good and it is very difficult to make a left however; they are still in discussion with HRM to what the ultimate solution should be. He explained that Council Hendsbee has been working with HRM Engineering to lobby for lights at this intersection.

Some discussion was had on the traffic accidents statistics at this location.

Ms. Ashley Currie, Cole Harbour, explained that the traffic concern is making the left hand turn not the right.

Mr. Woodford explained that they fully understand the problems with turning left at that intersection.

Mr. John Fennen, Cole Harbour, explained that putting in a right hand lane is a waste of money. He explained that he attended the first public meeting for this application 01290; he explained the Councillor Hendsbee chaired this meeting and had only two people there to explain what they had in mind for the Geldart property. He explained that these two men had some drawing's for the future development of the Geldart property which brought forward a lot of questions and objections. Shortly after this meeting, residents of Westmount and Coleridge Estates got together to discuss a plan to represent the area. This plan was not in the works and the residents were very upset about the past development in their subdivision that was causing flooding problems. The residents here at tonight's meeting don't seem to mind a newer subdivision being put in if they could get the past flooding problem fixed and assurance that the new development won't make things worse. At the previous public meeting the general public was allowed to ask questions and comments, it seems that these public sessions are just to satisfy the requirements of the hearing; he explained that it always ends up that whatever HRM wanted was already in the works and the public meetings didn't have any weight. He doesn't want to see this again with Case 01290. Most people don't trust politicians. He explained that Mr. Don Currie and Mr. Bill Frank have had at least three meetings that had HRM representatives and the Terrain Group involved. He addressed concern with the runoff and explained that the residents can not get a fair market price for their homes if they decided to sell. He expressed concern with the flooding and that it is coming to the point where the insurance agencies won't pay any more for these damages. The elevation of the land makes it difficult to properly drain the runoff. He explained that Genivar had modified their plans on how to develop the property and the second plan will work, however there are still problems that will have to deal with. They have plans for over a 105 homes on City Water which will have central septic to serve all the homes. This type of system will probably work however, if it can go wrong, it will go wrong. He expressed concern with the City and its sewage treatment plant. He mentioned that the dirt road proposed which will be closed off to the public and only used for emergency access may cause further flooding to the Currie property. He expressed concern with damage to the Currie property from the last development and this development would cause more damage.

Mr. Fennen expressed concern with the additional traffic and the issues this development will cause. He expressed concern with Councillor Hendsbee pushing this application forward.

Councillor Hendsbee explained that the tax reform isn't an appropriate concern related to this meeting. He explained that the current taxation regime, why should you be paying for services based on value of homes only and he thinks that there is a new way on revaluating taxations and that is what he is trying to stress for.

Ms. Linda Zwicker, Cole Harbour, asked who had drawn the diagram shown on the side of the subdivision.

Mr. Woodford explained that employees of Genivar did, they vary from Planners, Surveyor's and Technicians that work together as a team to draw developments.

Ms. Zwicker expressed concerns with the traffic and the vehicles that can not currently get out of the road, this road can not handle any additional traffic. She also addressed concern with the schools being able to accommodate more children.

Mr. Woodford explained that HRM has standards for how many homes per single entrance but you can put up to and beyond 100 units on a single entrance with traffic not causing a problem with one entrance. They originally suggested two entrances at a previous meeting but, people were irate about an entrance to Coleridge Estates, so they removed it.

Ms. Zwicker explained that they are going to overload Ross Road. She addressed concerns with the children walking to school everyday on the Highway.

Mr. Woodford explained that when the people in his office design these projects, they try to make them as safe as they possibly can.

Ms. Jacqueline Chiasson, Cole Harbour, explained that there are 106 houses with really small lots and addressed concern with the noise factor that this will generate from the number of people in such a small space. This will impact her life and asks why these lots have to be so tiny. These do not fit into the neighbourhood and changes the feel of their neighbourhood and how they live. She expressed concern with neither HRM staff nor Genivar coming out to their neighborhood during a storm and suggested they come see how much water they have and how long it takes to dissipate. She also addressed concerns with the map on the website that shows the names of the residents and that she doesn't agree that people can go onto the website and see who belongs which house. She requested these be removed.

Mr. Woodford explained that the names and addresses have been taken from the Provincial Website.

Mr. Dickey explained that it is a matter of public record at the Provincial level.

Mr. Peter Bing, Cole Harbour, explained that he and his family are opposed to this proposed subdivision. He addressed concern with traffic and doesn't like hearing conversations about fixing up the Ross Road and Highway 7 intersection because he feels that the developers feel that if this traffic concern is fixed, then the residents will be ok with the subdivision. He explained that this is not the case and that the Highway #7 and Ross Road concerns are a completely separate issue from this proposed subdivision. He has concerns with the amount of traffic that will be travelling down Glendale and asked about the previous plan that had an entrance on Coleridge Estates that had been removed and explained that there are other ways to enter and exit the subdivision for example from the lands of the Nova Scotia Colored Children's Home, off Main Street. He asked if this was ever considered, and if it has been considered, why it isn't part of the proposal.

Mr. Woodford explained that the client that they are working for does not own that land however, they do have two road reserves owned by HRM that may be an option. These have been considered.

Mr. Bing explained that if they are developing a subdivision then maybe they should bring some capital into it, maybe even have to purchase lands. But, just having Glendale Drive and Ross Road will overload the area and will be unsafe. He addressed concerns with the safety of children and recommended Genivar look at an alternate entrance and exit out of the subdivision. He added that even though with these changes, it does not endorse his interest in having the subdivision there.

Ms. Janet Barkier, Cole Harbour, explains that she walks this area and past the school every morning and expressed concerns with the traffic with parents dropping their kids off. She explains that due to the heavy traffic, she travels to Lawrencetown Road. People coming out of Glendale often turn right to avoid Ross Road Main Street. This brings them through the area where people are dropping their kids off and on the bus route. This development will add more congestion on a two lane street that a lot of people are currently using to park on. She expressed concern with accidents that are going to happen.

Ms. Donna Lassaline, Cole Harbour, explained that she has been a resident in this area for 40 years. Prior to the development of Westmount, she had never experienced any flooding. If this development takes place, there will be new water brought in through the proposed water system. This is totally different than taking it out of the ground from the wells. Now you will be introducing new water in, there will be flooding in every ditch. She expressed concerns with everybody's backyards flooding and how this affects the septic tanks. Not good to have your septic tanks flooded. She sees standing water in people's backyards. The insurance companies will not cover flooding and asked if the developer would post a bond to pay for future flooding.

Mr. Dickey explained that if this application goes through the various steps and Council approves the development agreement, the principle has been stated that no net increases are allowed in stormwater flows. He added that a very detailed design has to be presented to HRM prior to any approval.

Mr. Joe Maloney, Cole Harbour, asked about the Municipal Planning Strategy stating that there is enough land to be developed for 20-25 years. Looks like there were 8 urban reserves there.

Mr. Dickey explained that there are 7.

Mr. Maloney explained that if there is enough land out there to be developed that we don't need 106 lots at this location.

Reviewing a slide of the area, referring to redlines marking the existing sewer boundaries, Mr. Dickey explained that the theory behind the 25 year urban reserves is that there are enough lands available in there and lots already approved for probably 25 years of need. One of the issues in the past with HRM growth has been haphazard developments of subdivisions. So it is now mostly about master planning, efficient development and long term for HRM to hold down what it has to spend. It was decided that for urban land, sewer and water there should be enough land here within the next 25 years. These areas represent logical extensions of the City as further down the road, this is where you bring more sewer and water and have more dense development. Outside these areas development is provided for through the type of Subdivision that the developer is proposing.

Mr. Maloney asked if these were specifically set aside.

Mr. Dickey explained that they were put on hold.

Mr. Maloney explained that this was supposed to be on hold for 20-25 years. In the last 5 years something has happened to go in and develop 106 lots in this urban reserve. This shouldn't be being looked at, at this time.

Mr. Dickey explained that every landowner has the right to apply.

Mr. Maloney asked how this happened to be brought forward.

Mr. Dickey explained that there was already one staff report on this brought forward to Regional Council. Staffs position was at this time they didn't see merit in removing these lands from the 25 year reserve. The initial staff recommendation to Regional Council was not accepted, and Council however decided to send it through the public process for consultation.

Mr. Maloney explained that staff should stick with the plan. It was well thought out and should not be changed at this time.

Councillor Hendsbee explained that back when the Regional Plan first came into effect in 2005/6, Mr. Geldart at that time request that his properties not be included within the Urban Reserve. Council allowed policy to be put in place for allowing consideration of the adjacent properties in these Urban Reserves to be developed under the Rural Commuter area rules. Staff also pointed out that one of the reserves is the extension to the Burnside Park, so not all the reserves are residential. A lot of it will be commercial and industrial growth. The plan was to try to utilize the sewage treatment plants that they have now. Where a centralized sewage service probably will not be brought to this area within the next 25-30 years, this is an opportunity for the developer to look at another option.

Mr. Nelson Slaunwhite, Cole Harbour, expressed concern with the brook carrying the water into his backyard. He currently has ducks swimming in his backyard and added that 106 additional homes are just going to add to this problem.

Mr. Woodford explained that they have designed this for minimal water runoff. Department of Environment and HRM require them to build storm detention ponds to reduce the flow that runs off the site is no different after the development and will not increase the amount of water leaving the site at once.

Ms. Danna Wambolt, Cole Harbour, address concern with the traffic and turning onto Ross Road and the poor visibility. She explained that they couldn't get Metro Transit Buses because it is not safe. Adding 106 homes is going to make this worse. She addressed concern with her name being posted on a public website.

Councillor Hendsbee explained that starting November 21, 2011, Transit will be coming down Ross Road and out the Cole Harbour Road. They are re-routing the Transit Service, and there will be about 4-6 runs a day.

Ms. Patricia Boutilier, Cole Harbour, explained that she has no current issues with flooding, however, it was suggested to her to have someone come into her home and make note of its current state just in case that if this development goes though and then develops issues. She asked what staff recommends for this.

Mr. Dickey explained that where there is blasting proposed, HRM bylaws can require pre-blast inspections to protect nearby properties. He advised it never hurts to have a qualified inspector look at your property to see if there are any problems with drainage, regardless of what is going in around you. He explained that HRM does not pay for these tests and suggested that she may look into hiring her own engineer to take a look at it.

Ms. Boutilier added concern with noise and how this development will affect this and also the additional flow of traffic.

Ms. Jane Symes, Cole Harbour, asked that in the original application, there were two accesses, one to Coleridge and one to Glendale however, the one from Coleridge is off the table because it met some opposition? She understands that in the original planning thought this proposal required two accesses but because it met with such opposition that it now off the table, she asked how is it acceptable now to have just one access.

Mr. Woodford explained that two entrances are preferable however, from the traffic load point of view, for 106 lots, it is not necessary to have two accesses for traffic volume.

Mr. Don Currie, Cole Harbour, explained that the Coleridge people got together and worked one direction. He has worked with this group for the past year to bring change to this application. He explained that the people of Coleridge are present at this meeting fighting on behalf of those from Ross Road as well. He asked what will be talking place with the Cole Harbour end of the Ross Road and what the proposed changes are.

Mr. Rogers explained that the Traffic Engineers did a projection of traffic on the main roads, and a right hand turn lane from Ross Road at each end would help traffic flow.

Mr. Currie asked how many thousand liters will come out of the sewage treatment plant per day.

Mr. Woodford explained that approximately 300 meters or 1/3 cubic meter per day per household, therefore, approximately 30, 000 liters per day.

Mr. Currie explained that with this many liters coming from the development and with the water table being so high from the Spring and Fall weather won't this add to the situation.

Mr. Woodford explained that 30,000 liters sounds like a big number however, there will be very little impact to the current water levels.

Mr. Currie said that the HRM specifications note that you can not add to the current runoff.

Mr. Woodford explained that it will be going into the ground and will not be running off.

Mr. Currie explained that there could be chemicals in this water which will get into the water table and added concerns regarding those residents who are on wells.

Mr. Woodford explained that it will be similar to the situation that exists now. He explained that it is not a chemical treatment that they are proposing, it is a sand filter.

Mr. Currie explained that there are two decision components in this whole process. The first one is that an application it put into the City. City Engineers will take the information, assess it and see if it meets what the regulations are, and then the City Planning Department will make a recommendation to Marine Drive, Valley and Canal Community Council who has the opportunity at that time to approve or not to approve the application. He explained who sits on this Committee and addressed concern that even though City Staff may recommend against this application, the Community Council still has the right to move ahead with the application. Then if approved by Community Council, the application moves forward to Regional Council for another approval process. He added concerns with this process.

Mr. Royce Walker, Cole Harbour, said an integrated holistic plan is missing from this process. He explained that he is hearing all the issues and concerns from the residents. However, if there were responsible leadership from HRM in how they plan on developing this as part of the City, then they would be sharing the podium with the proponent and indicating how they are going to help this development move forward in a suitable fashion that will satisfy everyone. This is missing from this process. He understands that it is the property owners right to apply for a development. However, he feels that the residents should also have the right to say not the right development at this time. He feels that it is very important for the Urban Reserve Designation to stay in place until HRM has the where withal to look at the whole parcel of land, come up with exits that appropriate for traffic, schools, and all of the situations that have been a concern during this meeting. He requested that Councillor Hendsbee listen to his constituents and put an end to this process as soon as he possible can.

Mr. Gordon King, Cole Harbour, explained that there is nothing about this application that he agrees with and added concern with the current volume of traffic. He explained that he is opposed to the application.

Mr. Leo Peters, Cole Harbour, explained that he has been a resident in the area for 50 years. He explained that based on the HRM charts, the average household uses about 200 gallons/day. He addressed concern with adding 106 extra houses to this amount a day to a system that is already maxed. He explained that this is going to increase the ground levels and addressed concern with this creating a big problem. The extra drainage going down through the system is eventually going to go down to the Harrisons Brook down to Ross Road. The brook is full now and will flood all of the people on Glendale and across the back of Ross Road. He explained that with this development, they will be cutting down a lot of the trees, and with the severe rainfall, and no vegetation to absorb extra water, the brook will flood. He encouraged the residents at this meeting to contact their councilors to address the concern regarding this development.

Councillor Hendsbee explained that HRM is looking at a Cole Harbour Open Space Planning exercise, which will look at the lands from this area over to the top of Lake Major talking about the passive recreation open lands and the development opportunities. He encouraged residents to take part of these processes and noted that it will become more public as the date gets closer.

Mr. Frank asked if he on behalf of the Residents against the Geldart Lands Development could take a copy of the sign up sheet to cross reference it with their current list of residents for mailouts regarding this case. He explained that the City can not give out this information without individual permission. He requested that anybody interested to see him and he would add it.

Closing Comments

Mr. Dickey thanked everyone for attending. He encouraged anyone with further questions or comments to contact him.

Adjournment

The meeting adjourned at approximately 9:05p.m.