

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

7:00 p.m.

Monday, January 28, 2010

Ross Road Elementary School, Cafeteria

STAFF IN

ATTENDANCE: Joseph Driscoll, Senior Planner, HRM Planning Services
Holly Kent, Planning Technician, HRM Planning Services
Jennifer Little, Planning Controller, HRM Planning Services
Rob Jahncke, Senior Parkland Planner, HRM

ALSO IN

ATTENDANCE: Councillor David Hendsbee, District 3
Kevin Brooks, Terrain Group
Adam Brown, Terrain Group
Mike and Marilyn Geldart
Jeff Kielbratowski, Kiel Developments

PUBLIC IN

ATTENDANCE: 89

The meeting commenced at approximately 7:05 p.m.

Application by Terrain Group and Kiel Developments, on behalf of Geldart Property Developments Ltd., to amend the Regional Plan (RMPS) by redesignating PID 00460733 from Urban Reserve to Rural Commuter (Regional Plan designations), 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 if the first two components of the application are approved.

1. Opening remarks/Introductions

Councillor Hendsbee welcomed everyone to the meeting and explained that he and staff are here to listen to the residents comments. The input from the meeting will be included in the staff report that will be submitted to Council prior to the public hearing. His role is to listen to the input and not express an opinion for or against the proposal at this point.

Mr. Joseph Driscoll 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.

Mr. Driscoll, then introduced the applicant and their consultants.

2. Overview of planning process

Mr. Driscoll explained that HRM has received an application that, if approved, would result in development of a subdivision comprised of single unit dwellings on a vacant property between Westmount Plains subdivision and Colridge Estates.

The purpose of the meeting is to identify that HRM has received an application, and to identify exactly what the applicant is requesting and to provide residents with information about the proposal and to listen to points of view and concerns. Tonight's meeting is only an information exchange, no decision will be made tonight. Following tonight's meeting, HRM will conduct a thorough review of the proposal including the consideration of potential impacts on natural features such as watercourses and wetlands as well as the design of the subdivision relative to features such as roads, lots and parks. In addition to the HRM staff review, the proposal will be considered by Halifax Watershed Advisory Board and the Regional Plan Advisory Committee which will provide Council with recommendations on the proposal. Prior to Council making a decision on the proposal, a public hearing will be held for further public consultation.

At this time, Councillor Hendsbee took count of how many residents received notification of this public information meeting via mail, newspaper ads or by email.

3. Overview of Proposal

Reviewing a slide of the subject property, Mr. Driscoll explained that the lands are located between the NSHFCC lands, Colridge Estates and Westmount Plains. It is undeveloped and is approximately 100 acres in size. This land is designated Urban Reserve by the RMPS and therefore has limited development potential in the short term.

Mr. Driscoll explained that the first part of the proposal seeks to take the land out of the Urban Reserve so that it may be developed in the short term. If taken out of the reserve as proposed, it would be designated Rural Commuter, the same designation applied to the surrounding subdivisions. He reviewed the 7 Urban Reserve Areas across HRM, explaining that the purpose of these areas is to ensure that there is a future supply of land that may be developed on municipal services in the long term and subject to comprehensive planning. Without this type of temporary holding zone lands that abut currently serviced areas would likely be developed without central services and it would be much more difficult to expand service boundaries in the future.

As part of the planning process, he explained that there is a two part evaluation. First, Regional Council must decide whether or not to redesignate the land from Urban Reserve to Rural Commuter and extend a Water Service Area; then, if these elements of the proposal are approved, Community Council would consider a development agreement for the residential subdivision. Consideration of the proposed development agreement would be based on the criteria of policies S-15 and S-16 which include criteria such as traffic/road capacity; water and sewer capacity/stormwater drainage/proposed land uses/dwelling types; preservation of open space and the protection of sensitive/ important features.

4. Presentation of Proposal: Terrain Group, Kiel Developments

Kevin Brooks, Terrain Group, explained that their initial review started with reviewing the background information that HRM had prepared for this site in 2004 during the original Regional Municipal Planning Strategy Greenfield Study. That study illustrated that these lands are not serviceable within the next 25-50 years and at which time, will be reviewed for possible urban style development and density. Since then, Terrain Group and Mr. and Mrs. Geldart decided to speak with

HRM about the development of this land and determined that Open Space Design was a possible opportunity. They have since been working with the Municipality to develop a proposed concept that meets the Municipal Policy requirements and attempts to preserve as much open space as possible and help to address some environmental and storm water concerns.

The water service boundaries for this area end at Glendale Drive and Old Miller Road. They have requested that this water service boundary be extended to the subject property to loop the water system between these two points allowing for a more reliable water service to both of those subdivisions. He explained that there is a road connection provided to both of the subdivisions providing for better emergency access. Reviewing a slide of the area he pointed to the area where the proposed sewage treatment system was located, explaining that the sewer for this proposal is collected from each unit and sent to an onsite sewage system that provides secondary treatment. The system treats that sewage and then discharges the sewage into a technology known as a recirculating sand filter and then into the ground for further treatment. There is a proposed 105 units on the site with 2 acres of land set aside for park. He explained that the requirements under the current policy is that approximately 5% of land is required to be set aside for park. Currently there is only 2% set aside and they are looking at making up the difference by paying the Municipality so that the money can be allocated towards trail systems in the area. He reviewed the location of the three storm water detention ponds and explained that these storm water detention ponds have been designed to address the stormwater drainage on the site.

Adam Brown, Terrain Group, explained that this area has a lot of flooding problems. There have been studies conducted and there have been some improvements. He explained that they will not be adding to the problem, the detention ponds will be designed for a 1 in 100 year storm event. If there is light rain over a few days, there will be no issues however, in the event of heavier rains there are more risks of flooding problems but the ponds will hold water back and then release it slowly until it empties.

5. Questions/Comment

Mr. Bill Frank, commented regarding Mr. Brooks presentation and asked clarification regarding Terrain Group using the 2004 Plan as the starting point.

Mr. Brooks explained that urban reserve policies were partly based on the 2004 Greenfield Study.

Mr. Frank questioned Mr. Brooks comments regarding the 25 - 50 year window under the urban reserve plan and how that timeline was not feasible for them or the applicant. He asked for clarification as to whether it wasn't feasible or whether it wasn't profitable. In 2004, the Municipality developed a plan with some objective in mind.

Mr. Brooks explained that the properties were studied, and this piece of land was the least feasible for servicing.

Mr. Driscoll explained that the Greenfield Study that Mr. Brooks was referring to was one of the pieces of information considered when the Regional Plan was formulated. He explained that it looked at seven areas and provided estimations of the overall costs required to service each area. This includes such as things like sewer and water, treatment plants, highways etc.

Mr. Frank explained that the proposal includes 105 homes and noted that, within Mr. Brooks presentation, he had explained that HRM requires a 5% parkland designation. He asked clarification why the developer is only proposing 2% parkland designation and to pay the rest in cash?

Mr. Driscoll explained that within a subdivision application, there is a requirement for a specific contribution of park land. Typically it is 10%, however in the open space approach it is reduced to 5% because 60% of the land has to be left as common open space that can not be developed. In this situation, the actual park land contribution can be reduced to 5%. In all cases, the 5% can be in the form of either land, money or equivalent value. If it is taken in money, the money is placed in a parkland reserve and is used to upgrade existing park facilities (playgrounds, ball diamonds etc.,).

Mr. Frank asked if it is the Municipality that ends up determining what that balance is and where the money goes?

Mr. Driscoll explained that if it is taken as money, Council decides how/where the money is spent through the budget process.

Mr. Frank expressed concerns with the holding ponds and asked if they will reflect the Harbour solution clean up project? He expressed concerns with the ponds filling up, not draining and overflowing. He explained that he is unsure that holding ponds will be a good solution.

Mr. Driscoll explained that the developer will be required to submit engineering plans including subdivision grading plans. These are also reviewed by Department of Environment. One of their requirements is that the flow does not increase beyond what the pre-development flows are and there is also a requirement that prohibits any additional discharge of storm water flow onto any neighboring properties.

Mr. Gary Cherwonick explained that the proposed plan to extend of Old Miller Road will affect the existing natural trail that extends to Main Street. He read a statement from the Regional Plan regarding preservation of the natural features that foster traditional Rural Community character and expressed concern with replacing the wood lined trail with a paved road. This will not improve the quality of the area.

Mr. Driscoll explained that Old Miller Road includes a road reserve, owned by HRM, that extends to the subject property. Under the developer's proposal, the subdivision would connect to the existing Old Miller Road in Colridge Estates via that road reserve. If there is concern regarding removing an existing trail then staff would look at the issue and if it could be accommodated into this proposal.

Mr. Cherwonick explained that Old Miller Road would be the shortest route from the new development to Cole Harbour Road and adding 105 units to this street will increase the traffic in the existing subdivision. He expressed concern with the added traffic and large trucks traveling through his subdivision and noted that the roads should be widened and improved before increasing the traffic. He asked what the traffic management plan will be and indicated that this application will cause his quality of life and also his property value to decrease.

Mr. Chewonick expressed concern that approving this application may lead to more development approvals and asked if there were any further plans for developing other portions of the Urban

Reserve?

Mr. Driscoll explained that this is a site specific application from a private land owner and it will be up to Council whether it gets approved or not. Other Developer initiated applications are submitted by land owners and would have to follow this same process. The road reserve area at the end of Old Miller Road would be required in all subdivisions in order to access abutting lands and there is always an anticipation on HRM's behalf that the lands in and around will be linked eventually. This allows for more reliable water services, better emergency access and more efficient provision of municipal services such as snow & garbage removal.

Mr. Ron Wilcox agreed with Mr. Cherwonick and explained that he has been a resident of the area for 50 years. He questioned a slide and what the arrow was pointing at and asked if it was a road access or a proposed road access from Westmount Drive.

Mr. Brooks explained that the arrow on the plan signifies where there is an existing road that terminates at the subject property. However, they are not proposing access into the site from that point due to the water course and the large wet area.

Mr. Wilcox expressed concerns with the additional traffic and explained that the access is not suitable and there is a hill on Cole Harbour Road that is dangerous. He also expressed concerns with the drainage entering the small water course that runs under Ross Road.

Mr. Mike Murtha expressed concern with the traffic impact this will cause. He currently has a long waiting time exiting onto Cole Harbour Road and explained a previous accident. If there is a concern about emergency access, the two streets should not be connected and generate more traffic. This development will only generate more traffic concerns for this area. He also noted concern with the proposed subdivision damaging the value of their homes. Another exit is needed to Highway 7.

Mr. Driscoll clarified that HRM is not endorsing the subdivision as presented at this meeting. However, connections between subdivisions and neighbourhoods are generally desirable from a planning perspective for emergency access and operations services such as solid waste and snow removal etc. He explained that at this point there is no way to access the site directly from Highway 7. Overtime, as surrounding lands are developed, it might be possible. The only option for this application would be to require road reserves that can begin to form that connection.

Mr. Ivor Axford runs a pipe to drain his surrounding neighbours' properties. Any rain fall over 35mm results in his back yard flooding and 50mm of rain will interfere with his septic field. He expressed concern with developing another subdivision and the drainage from that being dumped into the brook. He explained that when there is over 30mm of rain, the brook backs up all of the drainage down Ross Road. He added that bedrock is at 9 feet, the bottom of his basement is 8 inches above the road and explained that HRM will not trench their street so that he can continue to drain his neighbours' properties. A rain fall over 25mm of rain backs up into the neighbours yards and once absorbed into the ground, it then ends up at properties 2, 4 and 6 Brookside Avenue.

Mr. Axford also expressed concerns with the capacity at the schools. He explained that education cost should be considered if there are an additional 50 children added to the Jr. High.

Mr. Driscoll explained that this information has been sent to the school board for review. This

review will address how many student are expected based on the average for a household and whether the schools in the area can accommodate them. If they are unable to accommodate, HRSB will advise of the alternatives and these will be communicated to Council.

Mr. Axford explained that he has done some review of drainage in this area from a more global perspective. The water for the new houses will have to be drained somewhere. He explained that there will be no way to stop the flooding any longer.

Ms. Donna Lassaline expressed concerns with flooding. When the Subdivision of Clarence Morash and then Westmount Plains were subdivided, some residents had major flooding. She expressed her concerns to the Municipality at the time but, felt she got no where. She asked if staff could confirm that there would be no more danger of flooding.

Mr. Driscoll explained that he could not promise that there wouldn't be an increase to the flooding issue in the future but that the pre and post development flows from a newly developed property must balance, so that additional flooding will not occur as a result of the proposal. He indicated that at this stage it is a proposal which has not been endorsed or approved.

Ms. Lassaline asked who will be liable if there is an increase to the flooding on her property?

Mr. Brown explained that the proposed development flow will meet or be less than the pre-development flow.

Mr. Lassaline asked if Mr. Brown has ever walked the land to see how much water is there.

Mr. Brown explained that he has and agrees that it is wet.

Ms. Lassaline expressed concern with the sewage treatment plant. She requested that it be put in writing who will be liable for the damage of her property if this development creates more water and flooding.

Mr. Driscoll suggested that Ms. Lassaline contact him and he could further look into her concerns.

Mr. Nelson Slaunwhite expressed concern with flooding. He currently has a sub-pump in his basement, the water backs up to about 6 inches in his basement. He explained that the water table is very high. The holding ponds will drain to the brook and it will overflow.

Mr. Brooks explained that the holding ponds will capture the service run off which will be the same if the development wasn't there. The only potential increase would be from the treatment of sewage.

A gentleman explained that whenever trees are cut, it always results in more water flow. There is certain vegetation currently there that absorbs rain water, and these will be replaced with cement, therefore, the water levels will increase.

Mr. Brown agreed and explained that the volume of water will increase. However, the volume of water over time will be the same because it will be held back and released more slowly.

Ms. Cindy Murtha explained that a lot of people have been long term residents of this area and have

genuine concerns. She explained that it is her understanding that having a large septic creates a large amount of groundwater. She also referred to the MPS where it speaks to a development agreement specifying different types of future land use. She explained that approving this application may open the door for a lot of traffic inflow and a lot of other things to happen in this proposal.

Mr. Driscoll explained that the policy allows an applicant to propose, and the development agreement to specify, the permitted uses and dwelling types for the consideration of Council. In this case the Developer is only proposing single unit dwellings. That will be part of the development agreement that will go to Council, single unit dwellings will be the only land use permitted.

Ms. Murtha expressed concern with the green sludge in the ditches /drains on Lawler Crescent and Old Miller Road and expressed concern that this will increase. She also expressed concern with the wildlife that currently live in this area.

Mr. Moren Pelly explained that he works for Halifax Water. He explained that there are retention ponds in Eastern Passage that are horrible. After every rain event backhoes have to go there and clean out the outlets. There will be debris from trees and animals. He explained that he is very familiar with all the water problems in this area and that the proposal will not work. He asked who is going to staff it because Halifax Water is not going to be able to take it over right away. He explained that Halifax Water currently has to clean every inlet and outlet in the City. This is an ongoing issue and he wouldn't consider buying a house in Eastern Passage/Cow Bay because on October 8th, every home flooded and Halifax Water had to service this area because the ponds and ditches did not do what they were supposed to do. There is only one storm drain in this area and that one goes down Westmount Plains. He bought his property to be off the sanitary sewer system and is not interested in hearing a jet truck when there are issues with the treatment plant or sewer system. He expressed concern with there being a sewage treatment plant for 100 homes. He suggested that the developer cut back on the amount of houses proposed and then they could have individual septic systems like the rest of the area.

Mr. Brooks explained that larger lots on individual septic systems are not permitted by HRM under the policy in this area. He explained that it is called a hybrid development but is not permitted.

Mr. Pelly asked who will staff the plant?

Mr. Brooks explained that it falls under a private entity which is the condominium corporation. The plant, detention ponds and the maintenance of the land would be under the condominium cooperation.

Mr. Driscoll explained that there are two options for open space development. One of these options allows for on-site systems to be proposed. The other option that can be proposed is like this one, where the applicant requests to extend the water service area and can propose a private sewage treatment system to be approved by the Department of Environment.

Mr. Brooks explained that under the HRM development requirements, they have to set aside 60% of the land as non developed area. The remaining 40% of the land is where they are allowed to develop which results in smaller lots.

Mr. Pelly asked who continues to pay for the management of this system and what happens if the

firm goes bankrupt.

Mr. Brooks explained that it is a requirement of the Province that the condominium pay for it.

Mr. Driscoll explained that the septic approval is through the Province and explained that if requested, he could find out more information regarding Mr. Pelly's concerns.

Ms. April Scudder explained that she is part of a fairly new trail group. This group is proposing to have a trail go throughout this area and asked how the developer intends to work with them.

Mr. Driscoll explained that there are Parkland Planners at HRM who are currently reviewing park and recreational aspects of the proposal.

Ms. Scudder explained that she would like to see the trail in the back of the houses.

Mr. Brooks explained that they can schedule a time to meet with the trails group.

Ms. Scudder referred to the map and asked if there was going to be a three-way stop sign and cross walks in place.

Mr. Brooks assumes that there will have to be a three way stop at all of the intersections. They haven't proceeded far enough along in the process to determine what will be in place.

Mr. Driscoll explained that this will be determined by the HRM Traffic Authority.

Ms. Scudder asked what the price range of the houses will be.

Mr. Brooks was not sure of the prices as of right now.

Mr. L. Peters expressed concern with flooding. Supplying piped water to the homes that will be developed will add to the existing water table. Removing the trees which absorb the water will cause this to be worse. He suggested that they put in a proper drainage system before there are anymore developments. Explaining how there will be 100 homes, he asked how big the treatment plant will be. He asked if the holding ponds will be fenced in and also expressed concerns with traffic.

Mr. Brooks explained that the holding ponds will be fenced in; the minimum regulation is 5ft high.

Ms. Belinda Parker explained that she has moved to this area for the safety of her children, she has concerns with traffic and suggested that the development extend towards Old Lawrencetown Road instead of directly to existing subdivisions.

Mr. Driscoll explained that the impacts on the lands and the existing subdivisions are considered. This includes a review of traffic and storm water issues. Within a development agreement there are issues that can be controlled such as land uses, setbacks, size of buildings etc., He explained that staff would consider the residents concerns and some may be addressed in the development agreement. He added that a covenant is a private contract between the developer and homeowner which the municipality has no involvement in.

Ms. Parker also added that it is very important to protect their property value.

Mr. Bob Anderson asked if it was their intention to take the water from the holding ponds and to drain it through the brook under Ross Road? He explained that it is already 3/4 full and that when there is a heavy rain it increases another 8 inches.

Ms. Lassaline explained that when they had flooding from the Westmount Plains development, the residents wanted to get together to clean the brook out but, were not permitted to do so because it was the jurisdiction of the Department of Fisheries. This brook is drained into the Salmon River, how is this going to impact the fish?

Mr. Driscoll explained that whenever there is potential impact on fish habitat, any storm water management plans are reviewed by the Department of Environment and the Federal Department of Fisheries.

Ms. Jacqueline Chiasson explained that she agrees with everyone's concerns and added concern with the size of the lots. The planned lots are very small and have larger houses on them. With this there will be fewer trees and it will change the look of the neighbourhood. She also expressed concern with parking on the streets.

Mr. Don Currie expressed concern with the lack of outcomes from previous public consultations and meetings held about drainage in the area. He explained that he had met with Councillor Hendsbee and Mr. Ian Guppy of Halifax Water. They had explained a proposal to him, but still nothing has been completed. Home owners on Glendale were supposed to have a hook into their basements that, when flooding exists, would drain water off into the Harbour. He explained that he does not have a problem with the development but, until the current water issues are resolved, they should not add to these concerns.

Mr. Samuel Cote expressed concerns with flooding and noted concern with the developers cutting corners and explained that he does not trust this development or the developers.

Mr. Brown explained that they are legally not able to drain or disturb the wetland boundaries. This is due to Provincial and Municipal regulations, which is why the development is avoiding these wetlands.

Mr. Wilcox expressed concern with water and roads.

Mr. Driscoll explained that the reason the wetlands and water courses have to be delineated and protected is that in most cases the wetlands are holding water back. In most cases where subdivisions are built on wetlands there are problems. The idea is to identify those areas that should be protected and left in a natural state to the greatest degree possible.

Ms. Jocelyn Conrad expressed concern with traffic issues and wanted it to be put on the record that it is a death trap in this area. The traffic turning left off of Ross Road is very dangerous.

Mr. Richard Colwell expressed concerns with traffic issues. He explained that there should be some plans for Highway 207. If there is going to be an additional 200 vehicles to Highway 207, what kind of public transit will be offered to the public? This should have been addressed and discussed at this

public information meeting. Mr. Caldwell asked what the capacity of the treatment plant is? Will this plant be big enough for 100 homes or 500 homes?

Mr. Brooks explained that 106 homes is the maximum number of houses that could be built on this site. The treatment plant would be built to accommodate 106 homes plus 25%.

Mr. Colwell asked if the plans for the treatment plant will be available for the public?

Mr. Brooks explained that the details of this treatment plant will be completed during detailed design phase and specifications can be forwarded at that time if requested.

Mr. William (Bill) Frank asked who owns Old Lawrencetown Road.

Mr. Brooks explained that HRM owns Old Lawrencetown Road.

Mr. Frank explained that prior to this meeting he didn't read or hear anything in regards to a Condominium Corporation. He asked about the difference between stand alone property ownership (an R1 zoning) and the condominium corporation. He explained that the residents have expressed their concerns during this meeting and added that just because the proposal can be considered from a legal perspective shouldn't give them the right to develop.

Mr. Driscoll reminded the residents that this application is a proposal only and is still at the very early stages. This public information meeting is held, to hear the comments and concerns from the public.

Mr. Brooks explained that as Terrain Group moves forward in the proposal, they will do their best to address and incorporate the comments and concerns expressed during this meeting. He then explained that under the open space policy, they are required to have a sewage treatment system on that land. As a result, the lands must stand under one single ownership. The only way to do that in Nova Scotia is through a condominium corporation.

Mr. Frank asked if the land would be owned by the condominium corporation or by the property owner?

Mr. Brooks confirmed that the land would be owned by the condominium corporation and the lots are an exclusive use lot that the person buys for their use.

Mr. Driscoll explained that most of the public information that had been mailed out to residents has been sent out by HRM Planning Staff and explained that HRM has no control over tenancy or property ownership.

Mr. Mike Murtha questioned why, if this is a special, unique development, is it being connected to subdivisions that are more traditional? The current property owners have paid a lot of money to live in this area.

Mr. Brooks explained that following the approval of the Regional Municipality Planning Strategy, there are only two ways to develop in rural areas. This is one of them. The other option is called a Hybrid Open Space Sub-division and looks a lot more like the current subdivisions in this area. But,

because of the policy requirements, they are unable to do a hybrid design on these lands.

Mr. Driscoll explained that the two options are the hybrid and the classic design. In this case the proposed development requires an amendment to the Regional Municipal Strategy to go forward as it is. That same process could include the proposal of the other design.

Mr. Axford asked how the developer establishes the size of the lots. He explained that in his own experience, the minimum HRM would allow him was 20,000 square feet per lot. How can this developer have a minimum of 6000 square feet?

Mr. Driscoll explained that within the classic approach, the density is limited approximately to a maximum of 1 unit per acre. What the developer is proposing is to place the units on smaller lots and having the remainder of the property preserved as open space.

Ms. Janis Fisher questioned why the developer did not do a hybrid open space development.

Mr. Brooks replied that Policy IM-18 under Regional Municipal Planning Strategy states that if you want to extend a water service boundary you can propose to do so with a classic open space subdivision. They were trying not to have to do a number of amendments to the Regional Municipal Strategy. He explained that this was the first time that he was aware that they could possibly have done an additional amendment to do a hybrid.

A gentleman explained that if HRM owns Old Lawrencetown Road all the way to Highway #7 and connects with Broom Road, HRM should extend the road to release some of the traffic off of Ross Road and Cole Harbour Road.

Councillor Hendsbee thanked everyone for attending the meeting and explained that Council is currently reviewing rerouting Transit Services to go down Ross Road and out through Cole Harbour Road. It would go through Porters Lake, out through Highway #7, down Salmon River Drive, down Ross Road and through Cole Harbour into the Portland Hills Terminal. He also explained that final decisions regarding the traffic issues on Lake Major Road and Highway #7 are determined by the Traffic Authority. He suggested that any concerns be forwarded to HRM Customer Service Centre at 490-4000.

6. Closing comments

Mr. Driscoll thanked the residents for attending the meeting and for voicing their comments and concerns.

7. Adjournment

The meeting adjourned at approximately 9.08 p.m.