



June 4, 2021

Carl Purvis, MCIP, LPP  
Planning Applications Program Manager  
Halifax Regional Municipality  
Planning & Development  
PO BOX 1749  
Halifax, NS B3J 3A5

**Attention: Substantive Development Agreement Amendment Application for the Clayton Park Shopping Centre, 278 Lacewood Drive, Halifax Nova Scotia (PID: 00345033)**

Dear Mr. Purvis:

On behalf of our client, Clayton Park Holdings Inc., WSP Canada Inc. (WSP) is applying for a substantive amendment to an existing Development Agreement (Document No. 29275) under Section 69(e) in the Halifax Mainland Land Use By-law (LUB) and Policy 3.12 in the Halifax Municipal Planning Strategy (MPS). The following letter outlines a summary of the applicable LUB Section and MPS Policies and outlines, where required, how the proposed amendments fulfill the requirements.

## SUPPORTING MATERIAL

To assist with this application, the following supporting materials are enclosed as attachments:

1. Completed Planning Application Form
2. Appendix A: Development Agreement No. 29275
3. Appendix B: Concept Site Plan and Site Layout Plan
4. Appendix C: Preliminary Servicing Plan
5. Appendix D: Preliminary Subdivision Plan
6. Appendix E: Traffic Impact Statement
7. Appendix F: Clayton Park Shopping Centre – Assessment of Parking (Completed by EXP Services Ltd.)
8. Appendix G: Proposed Schedule for DA of Permitted Uses
9. Appendix H: Proposed Schedule for DA for future lot requirements
10. Appendix I: Legal Description of Parcel

## SITE OVERVIEW AND CONTEXT

The subject site is located within the Halifax Plan Area, under the Halifax Mainland Land Use Bylaw. The property has frontage on Willett Street, Lacewood Drive, and Dunbrack Street. The site consists of PID 00345033

1 Spectacle Lake Drive  
Dartmouth, NS  
Canada B3B 1X7

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wsp.com

and has a total area of approximately 27,816.3 sq m. The site is designated ‘Commercial’ within the Halifax Municipal Planning Strategy and is zoned C-2 (General Business) under the Mainland Halifax Land Use Bylaw. This zone allows for a wide range of commercial uses subject to nuisance requirements, and general lot requirements such as lot coverage, setbacks, and parking. The development area portion of the site is on the corner of Lacewood Drive and Dunbrack Street.

**Figure 1: Subject Site**



Based on our discussions with HRM staff, our understanding of the site’s timeline of development is as follows:

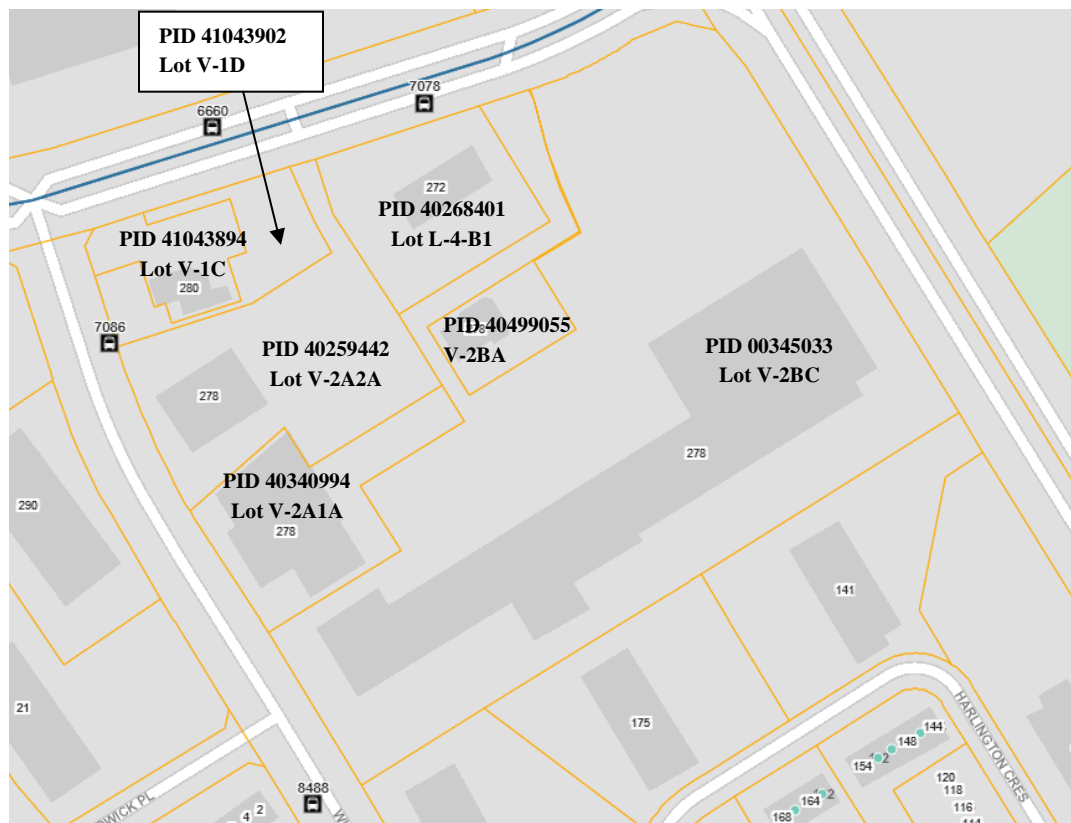
- 1980s - subdivision and permits issued for shopping mall and other standalone buildings.
- 1990s - adoption of Schedule L which applied new regulations placed on the area as per Section 69 of the Halifax Mainland LUB. All the lots greater than 15,000 sq.ft. and all the leaseholds greater than 5,000 sq.ft. have been non-conforming since Schedule L was adopted.
- 1996 – IGA’s addition to the mall necessitated a development agreement as it resulted in a GFA greater than 5,000 sq.ft. (new Schedule L regulations applied). The mall was brought into compliance with the Schedule L regulations at this time through the 1996 DA.

## BACKGROUND

Figure 2: Subject Site



Figure 3: Clayton Park Shopping Centre Lot and PID Numbers



## SUMMARY OF DEVELOPMENT PROPOSAL

As shown on the attached concept site plan (Appendix A), Clayton Park Holdings Inc. is seeking to develop a new 4,000 square foot, one-storey commercial building on the site at the corner of Lacewood Drive and Dunbrack Street. The current intention is that the tenant is a financial institution, however tenants do change over time, and a number of typical shopping centre uses could be considered such as the list of permitted uses that is contemplated in the land use by-law. The proposed development is not proposing to modify the larger site's interior drive aisle network, with access continuing to be served from Lacewood Drive and Willet Street. A number of reciprocal easement agreements are in place for the Clayton Park Shopping Centre to facilitate access and servicing via shared driveways from previous subdivisions (parking, access, servicing, etc). It is anticipated that the proposed lot will continue to operate in this manor.

Due to the reduction of parking spaces on the property this proposed development would create, a reduction in parking requirements is being requested on the larger site (PID 00345033) as part of this application. An assessment of parking was completed by EXP Services Ltd (Appendix F) for the parcel, and pro-rated for peak usage. Counts were conducted in January 2020, prior to the first presumptive cases of the novel coronavirus (COVID-19) in Nova Scotia, and associated closures and restrictions. The EXP assessment supports the requested ratio of 3.8 parking spaces per 1,000 sq. ft. of gross leasable space.

## PROPOSED AMENDMENTS AND RATIONALE

Clayton Park Holdings Inc. requests that a substantive development agreement amendment be considered on the site. An overview of the proposed substantive amendments requested as part of this application are as follows:

- Permit the subdivision of more than one (1) lot from existing Lot V-2BC, pending meeting minimum lot requirements;
- Permit more than one (1) building under the Development Agreement, to be contained on separate lots and pending meeting lot requirements;
- Permit a parking reduction for all lots regulated under the Development Agreement, existing Lot V-2BC (PID 0034503) and future subdivided lots, of 3.8 parking spaces per 1,000 sq. ft. of gross leasable space to take into account tenant changeovers with market demand;
- Include a schedule within the Development Agreement outlining the permitted land uses under the Development Agreement;
- Include a schedule within the Development Agreement outlining the lot requirements for future subdivisions from existing Lot V-2BC (i.e. frontage, min. area, setbacks, etc.); and
- Include the following as possible non-substantive amendment provisions to the Development Agreement:
  - Future and/or improvements to parking, drive aisles, etc. would be considered non-substantive and approvals handled through Halifax Regional Municipality's (HRM) Development Permit Process;
  - Revisions to the permitted land use schedule (as noted above) to add additional permitted land uses; and
  - Amendments and/or variances to the lot requirements schedule (as noted above).

## MPS AND LUB POLICY REVIEW

The proposed development and enabling substantive development agreement amendment conforms to the policy goals of the Halifax Municipal Planning Strategy and the Regional Municipal Planning Strategy. Consideration of this application is enabled by Implementation Policy 3.12 of the Halifax Municipal Planning Strategy.

HALIFAX MPS POLICY CLAUSE	RATIONALE FOR DEVELOPMENT PROPOSAL
<p><b>Section 3 Commercial Facilities: MPS Policy 3.1</b></p> <p><i>The City shall encourage a variety of commercial centres to serve the variety of community needs and shall seek to do so under Implementation Policy 3.7. Provision shall be made for neighbourhood shopping facilities, minor commercial centres, shopping centres and regional centres.</i></p>	<p>This clause encourages the proposed use, and directs applications to be considered under Implementation Policy 3.7. We feel the designation of a minor commercial centre is what is intended relative to language referring to Halifax Shopping Centre and Bayers Road Shopping Centre which are both within the plan area. Furthermore, the Clayton Park Shopping Centre is not referenced in the Regional Municipal Planning Strategy, suggesting the designation of a minor commercial centre would be appropriate for the site.</p>
<p><b>Section 3 Commercial Facilities: MPS Policy 3.1.2</b></p> <p><i>Minor commercial centres should service several neighbourhoods. They should locate along principal streets with adequate provision for pedestrian, transit, service and private automobile access. Parking provision should be allowed on surface lots servicing single businesses, as long as conditions preclude nuisance impact on adjacent residential areas. Access to any parking area from the principal street should be controlled. The City should define the geographic limits of minor commercial centres, and shall encourage contiguity of commercial or associated uses within those limits. Minor commercial centres should offer a wider range of services than neighbourhood shopping facilities including local office, restaurants, cinemas, health centres and multiservice centres. Notwithstanding any other policy in the Municipal Planning Strategy or Secondary Planning Strategies, billboards advertising off-site goods and services shall be prohibited in Minor Commercial areas. This policy shall serve as a guideline in rezoning decisions in accordance with Implementation Policies 3.1 and 3.2 as appropriate.</i></p>	<p>The subject site is located along principal streets (Lacewood Drive and Dunbrack Street). There is a delineated pedestrian network through the parking areas on the site as well as private automobile access servicing levels supported through the traffic impact statement prepared under Appendix E.</p> <p>Transit service is adequate to the site, with nearby bus stops on Willett Street providing access to the #2, #136, #137, and #138 buses. Service on Lacewood Drive is achieved by the #3, #4, #30A, #135, and #433.</p> <p>While not directly referenced in policy 3.1.2, the intent of the policy is to ensure a diversity of access options to the site. It is worth noting that a cyclist lane is also on Dunbrack Street, providing dedicated access for cyclists to the property.</p>

## HALIFAX MPS POLICY CLAUSE

## RATIONALE FOR DEVELOPMENT PROPOSAL

Implementation Section: MPS Policy 3.7	
<i>In considering applications pursuant to Implementation Policy 3.10, Council shall have regard for the guidelines set out below:</i>	
(i) <i>that entrances and exits be arranged in such a way so as to minimize the impact of additional traffic on any adjacent residential areas</i>	<p>No additional entrances or exits are being proposed, and existing shared accesses are primarily directed towards a commercial area portion of Lacewood Drive. For the proposed lot shown in Appendix A, an access easement will need to be granted (to be completed at the time of final subdivision application).</p> <p>A traffic impact statement was conducted by WSP and is included in our submission materials. The findings of the statement indicate that traffic would not be unreasonably impacted by this project. The statement is attached as Appendix E.</p>
(ii) <i>that the proposed use does not entail an unacceptable nuisance such as traffic, smoke, toxic, or noxious effluents and noise</i>	<p>Existing shopping centre uses are proposed to continue and have not generated unacceptable nuisance impacts to date.</p> <p>The proposed use of the additional building is intended to be a financial institution and is expected to have no discernable nuisance impacts such as, smoke, toxic, or noxious effluents or noise. The proposed development does not include a drive-through. A traffic impact statement is attached as Appendix E and supports that traffic would not be unreasonably impacted by this project.</p>
(iii) <i>that storage areas be enclosed or be visually screened from the abutting street by such means as planting materials or well-designed fences</i>	No new exterior waste storage areas being proposed - existing waste storage areas to the rear of the mall are proposed to be used to service this development, or an enclosed garbage room within the building.
(iv) <i>that service areas for trucks and other vehicles be located in areas other than the front yards;</i>	The development proposal is not proposing to have service areas for trucks or other vehicles in the front yard along Lacewood Drive.
(v) <i>that front yards of an appropriate size be provided, well landscaped and including provisions for tree planting</i>	The front yard of the existing property is landscaped and is proposed to be slightly increased in size as part of this development proposal. In the event that a landscaped area is damaged during the construction of the proposed commercial building (such as for servicing trenches), it will be reinstated.

## HALIFAX MPS POLICY CLAUSE

## RATIONALE FOR DEVELOPMENT PROPOSAL

<p>(vi) <i>that drainage from large paved areas be required to be treated in cases where such drainage will result in unacceptable pollution of watercourses or water bodies</i></p>	<p>The larger site drainage strategy is not proposed to be altered except where necessary for the proposed commercial building. No net increase of stormwater runoff would occur because the site is previously developed, and the vegetated area on site is proposed to increase. No watercourses or water bodies are near to the site, aside from a naturalized stormwater management pond across the street on Dunbrack Street.</p> <p>Preliminary drainage elements are shown in the Preliminary Servicing Schematic (Appendix C) for the proposed commercial building. Detailed drainage plans will be required at the building permit stage.</p>
<p>(vii) <i>that appropriate measures be taken to prevent erosion or deposit of sediments away from the development site during construction and afterwards</i></p>	<p>Appropriate measures for erosion and sediment control will be considered during construction, in compliance with the <i>Nova Scotia Environment Erosion and Sediment Control Handbook for Construction Sites</i>.</p>
<p>(viii) <i>that the building envelope be located in such a manner as to provide a sufficient area for landscaped open space in both front and side yards</i></p>	<p>Existing landscape areas are proposed to be slightly increased as part of the proposed development. Refer to Appendix A Concept Site Plan for proposed landscaped areas around the proposed building. Planting requirements within this landscaped area will conform to zoning requirements under the Halifax Mainland Land Use Bylaw.</p>
<p>(ix) <i>that areas of significant natural, aesthetic and amenity value be protected as part of the site design in accordance with Policy Sets 7 and 8 of this Plan as appropriate</i></p>	<p>The site is currently a developed shopping mall and parking lot and does not have areas of significant natural and aesthetic value. Nearby amenity areas across Dunbrack Street are not proposed to be impacted from the proposed development.</p>
<p>(x) <i>that there be an appropriate setback or other separation of any building from abutting residential properties and that a portion of such setback be landscaped</i></p>	<p>No residential properties abut the proposed lot where the development is proposed. The existing mall property abuts residential properties on Harlington Crescent, and the existing landscaped setback of approximately 3m is proposed to be retained.</p>

## HALIFAX MPS POLICY CLAUSE

## RATIONALE FOR DEVELOPMENT PROPOSAL

<p>(xi) <i>that the applicant provide a statement of the environmental impacts of the proposed development on and off the site and identify the ways and means to mitigate any negative effects, particularly as they relate to such aforementioned matters as air and water pollution, erosion and sediment control, and protection of significant natural, aesthetic, and amenity value</i></p>	<p>The proposed building is not expected to generate any noticeable air pollutants. As mentioned previously in related clauses:</p> <ul style="list-style-type: none"> <li>• The site is currently a developed shopping mall and parking lot and does not have areas of significant natural and aesthetic value. Nearby amenity areas across Dunbrack Street are not proposed to be impacted from the proposed development</li> <li>• Appropriate measures for erosion and sediment control will be considered during construction, in compliance with the <i>Nova Scotia Environment Erosion and Sediment Control Handbook for Construction Sites</i>. Since the landscaped area is increasing, there is a reduction in off-site stormwater runoff.</li> </ul>
<p>(xii) <i>such other land use considerations as Council may from time to time deem necessary, based on guidance provided by the policies of this Plan.</i></p>	<p>Regional Municipal Planning Strategy Policy generally encourages “infill or redevelopment of large parking lots into traditional blocks with streetwalls and stepbacks.” The placement of the proposed building is street-facing and assists in developing a streetwall along this commercial portion of Lacewood Drive.</p>
<p><b>Implementation Section: MPS Policy 3.12</b></p> <p><i>For areas designated as “industrial” or “commercial” excluding areas designated for detailed planning pursuant to Section II, Policy 2.5.2, and for which intensive development may have significant environmental or land use impacts, HRM may amend its Zoning By-law to provide for developments under Section 249 of the Halifax Regional Municipality Charter.</i></p>	<p>The subject site is designated commercial and is not in a detailed area for planning pursuant to the Halifax Municipal Plan. Our understanding is that this is the enabling policy for the development agreement, and further enacted through Land Use Bylaw Section 69(e), shown below.</p> <p><b>LUB Section 69(e)</b></p> <p><i>Council may, after a public hearing and by resolution, approve any specific development requested which would not otherwise be permitted by this by-law, provided that no appeal shall be given inconsistent with Policies 3.7 and 4.6 of Part II, Section II, and Policy 3.12 of the Implementation Policies Section, all of the Municipal Planning Strategy.</i></p>



## CLOSING

Clayton Park Holdings Inc. has a long history of developing and managing the Clayton Park Shopping Centre. The community of Clayton Park has continued to grow and is expected to continue to grow through infill redevelopment opportunities. The proposed development reflects a path forward for commercial development opportunities on the property to grow alongside housing in the community.

The proposed substantive development agreement amendment is consistent with the intent of applicable municipal policies, and we look forward to discussing the proposed development with the community.

We appreciate your timely review to determine the fastest and most efficient path for this application, and respectfully request that you provide us with an estimated schedule for processing the substantive development agreement. Should you have any questions or comments at this time regarding this application, please do not hesitate to contact me.

Yours sincerely,



Jess Harper, MCIP, LPP  
Project Planner

Cc: Maggie Holm, Principal Planner, Urban Enabled Applications, Halifax Regional Municipality  
Dean MacDougall, Planner III, Urban Enabled Applications, Halifax Regional Municipality  
Jared Dalziel, Project Planner/Urban Designer, WSP Canada Inc.

WSP ref.: 211-01739-00

# APPENDIX A

DEVELOPMENT  
AGREEMENT NO. 29275



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029275

THIS AGREEMENT made this 12<sup>th</sup> day of *July*, 1996,  
BETWEEN:

**HARROWSTON DEVELOPMENTS CORPORATION**

a body corporate, with head office in  
the Province of Ontario,

- and -

**JMSC HOLDINGS INC.**

a body corporate, with head office in  
the Province of Ontario,  
(hereinafter called the "Owners")

- and -

**BOLANDS LIMITED**

a body corporate, in the County of  
Halifax, Province of Nova Scotia,  
(hereinafter called the "Developer")

**OF THE FIRST PART**

- and -

**HALIFAX REGIONAL MUNICIPALITY**

a municipal body corporate,  
(hereinafter called the "Municipality")

**OF THE SECOND PART**

WHEREAS the Developer wishes to obtain permission to construct an addition to the existing IGA store at Clayton Park Shopping Centre at 278 Lacewood Drive in the City, pursuant to Section 69 of the Mainland part of the Land Use Bylaw;

AND WHEREAS the registered owners of the lands described in Schedule A hereto (hereinafter called the "Lands") are Harrowston Developments Corporation and JMSC Holdings Inc.;

AND WHEREAS Bolands Limited (the Developer) is the Lessee of the lands;

AND WHEREAS the Council of the Halifax Regional Municipality, at its meeting on the 29th day of April, 1996, approved the said development agreement to permit construction of an addition to the existing IGA store subject to the registered owner of the lands described herein entering into this agreement;

I hereby certify that the within  
instrument was recorded in the  
Registry of Deeds Office at  
Halifax in the County of Halifax,  
N.S. at 11:17 o'clock A.M.,  
on the 22 day of *July* A.D.,  
19 *96* in Book No. *5916*  
at Pages *172-178*  
as Document # *29275*

Deputy Registrar of Deeds for the  
Registration District of Halifax Co.  
Province of Nova Scotia

NOW THEREFORE THIS AGREEMENT WITNESSETH THAT in consideration of the granting by the Municipality of the development agreement requested by the Developer, the Developer agrees as follows:

#### 1. USE

The Developer shall construct on the lands a building, which in the opinion of the Development Officer, is substantially in conformance with Plan(s) No. P200/20753, 20823, 20824 and 20825 filed in the Halifax Regional Municipality Planning and Development Services Department as Case No. 7314, and shall not develop or use the lands for any purpose other than a shopping centre.

#### 2. COMPLETION OF DEVELOPMENT

(a) The development shall be completed (completion is defined as fulfilling the terms of the entire agreement) within two (2) years from the date of final approval by Halifax Regional Council or any other bodies as necessary, whichever approval is later, including any applicable appeal periods.

(b) If the development has not been completed by the applicable time, this agreement will terminate unless specifically extended, upon request of the applicant, by resolution of Halifax Regional Council and all rights and obligations arising hereunder shall be at an end.

#### 3. OBSERVANCE OF THE LAW

Notwithstanding any other provision of this agreement, the Developer shall not undertake or carry out any development on the lands which does not comply with all Municipality laws, including, without restricting the generality of the foregoing, the Building Code Ordinance and the Fire Prevention Ordinance and no permit shall be issued for any such development.

#### 4. ISSUANCE OF PERMITS

The Municipality shall issue the necessary permits for the development upon the expiration of the twenty-one (21) day appeal period under Section 78 of the Planning Act, as the same may be amended from time to time, or upon the withdrawal or dismissal of any appeal which may be taken; provided, however, that the Municipality shall not issue any occupancy permit for the development unless and until the development specified in the plans referred to in No. 2 hereof has been completed substantially in accordance with the said plans and the requirements of this have been met.

#### 5. TIME

Time shall be of the essence of this agreement.

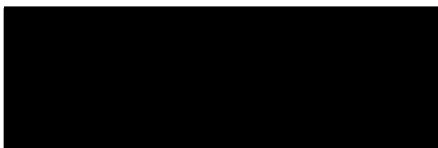
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**6. SUCCESSORS**

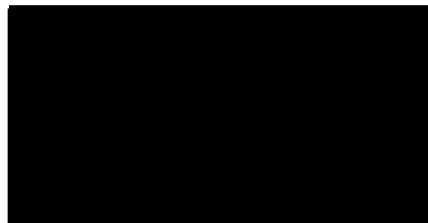
This agreement shall be binding upon the parties hereto and their successors and assigns.

IN WITNESS WHEREOF the parties hereto have hereunto set their hands and seals on the day and year first above written.

SIGNED, SEALED AND DELIVERED  
in the presence of



) HALIFAX DEVELOPMENTS  
) CORPORATION



) IMSC HOLDINGS INC.

) 

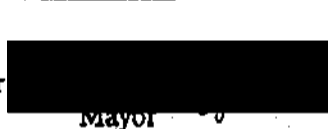
) Per \_\_\_\_\_

) BOLANDS LIMITED

) Per 

) Per \_\_\_\_\_

) HALIFAX REGIONAL  
) MUNICIPALITY

) Per 

Mayor

) Per   
Municipal Clerk

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PROVINCE OF ONTARIO  
MUNICIPALITY OF METROPOLITAN  
TORONTO, ONTARIO

ON THIS 3<sup>rd</sup> day of JULY, A.D., 1996, before me, the subscriber personally came and appeared, ~~TERRY LAM~~ <sup>CARLA ROSENDO</sup> a subscribing witness to the within and foregoing Indenture, who, having been by me duly sworn, made oath and said that HARROWSTON DEVELOPMENTS CORPORATION, one of the parties thereto, caused the same to be executed and its Corporate Seal to be thereunto affixed by the hands of its duly authorized officers in his presence.

[REDACTED]  
A Notary Public in and for the Province  
of Ontario

PROVINCE OF ONTARIO  
REGIONAL MUNICIPALITY OF YORK  
MARKHAM, ONTARIO

ON THIS 2<sup>ND</sup> day of JULY, A.D., 1996, before me, the subscriber personally came and appeared, <sup>CARLA ROSENDO</sup> a subscribing witness to the within and foregoing Indenture, who, having been by me duly sworn, made oath and said that JMISC HOLDINGS INC., one of the parties thereto, caused the same to be executed and its Corporate Seal to be thereunto affixed by the hands of its duly authorized officers in his presence.

[REDACTED]  
A Notary Public in and for the Province  
of Ontario

SUSAN LYN MARTINDALE, Notary Public,  
Regional Municipality of York, limited to the  
attestation of instruments and the taking of  
affidavits, for Centrocop Management  
Services Limited, and its subsidiaries,  
associates and affiliates  
Expires April 9, 1998

PROVINCE OF NOVA SCOTIA  
COUNTY OF HALIFAX, NOVA SCOTIA

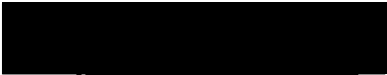
ON THIS 6 day of July, A.D. 1996, before me, the subscriber personally came and appeared MARLENA KAMV a subscribing witness to the within and foregoing Indenture, who, having been by me duly sworn, made oath and said that BOLANDS LIMITED, one of the parties thereto, caused the same to be executed and its Corporate Seal to be thereunto affixed by the hands of its duly authorized officers in his presence.

[REDACTED]  
A Barrister of the Supreme Court  
of Nova Scotia  
[REDACTED]

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PROVINCE OF NOVA SCOTIA  
COUNTY OF HALIFAX, NOVA SCOTIA

ON THIS *12<sup>th</sup>* day of *July*, A.D., 1996, before me, the subscriber personally came and appeared *Paul Stett* a subscribing witness to the within and the foregoing Indenture, who, having been by me duly sworn, made oath and said that the Halifax Regional Municipality, one of the parties thereto, caused the same to be executed and its Corporate Seal to be thereunto affixed by the hands of Walter Fitzgerald, its Mayor, and Vi Carmichael, its Municipal Clerk, its duly authorized officers in his presence.

  
A Barrister of the Supreme Court  
of Nova Scotia

MARY ELLEN DONOVAN  
A Barrister of the Supreme Court  
of Nova Scotia

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## LEGAL DESCRIPTION

SCHEDULE A

ALL that parcel of land situate on the southerly side of Lacewood Drive, in the City of Halifax, Province of Nova Scotia, designated as Lot L-4-B2 on a Plan of Survey of Subdivision of Lands of VILLA PROPERTIES LIMITED, prepared by Wallace-MacDonald Surveys Limited, signed by A. E. Wallace, N.S.L.S., dated the 4th day of April, 1978, revised on May 3, 1978, approved by the City of Halifax on the 29th day of June, and recorded at the Office of the Registrar of Deeds at Halifax, said Lot L-4-B2 containing an area of 10.088 acres, more or less, and being more particularly described as follows:

COMMENCING at a standard iron post placed on the southwesterly limit of Dunbrack Street, as shown on said plan, and being distant 518.98 feet measured on a course South  $12^{\circ} 22' 00''$  West, from Nova Scotia Control Monument 5194;

THENCE North  $32^{\circ} 23' 45''$  West, along the southwesterly limit of Dunbrack Street, 455.75 feet to a point;

THENCE North  $39^{\circ} 33' 25''$  West, continuing along the southwesterly limit of Dunbrack Street, 53.01 feet to a point;

THENCE North  $78^{\circ} 30' 45''$  West, along the southerly limit of Lacewood Drive, 46.22 feet to a point;

THENCE South  $65^{\circ} 43' 15''$  West, continuing along the southerly limit of Lacewood Drive, 53.47 feet to a point being the beginning of a curve having a radius of 432.5 feet;

THENCE along said curve to the right, an arc distance of 123.92 feet, chord equivalent being 123.50 feet, measured on a course South  $63^{\circ} 34' 40''$  West, to the end of said curve;

THENCE South  $71^{\circ} 47' 10''$  West, continuing along the southerly limit of Lacewood Drive, 64.46 feet to a standard iron post placed at the northeast corner of Lot L-4-B1, as shown on said plan;

THENCE South  $32^{\circ} 23' 45''$  East, along the northeasterly limit of said Lot L-4-B1, a distance of 151.58 feet to a standard iron post placed at the most easterly corner thereof;

THENCE South  $57^{\circ} 36' 15''$  West, along the southeasterly limit of said Lot L-4-B1, a distance of 200.0 feet to a standard iron post placed at the most southerly corner thereof;

THENCE North  $32^{\circ} 23' 45''$  West, along the southwesterly limit of Lot L-4-B1, a distance of 135.64 feet to a standard iron post placed at an angle therein;

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THENCE North  $18^{\circ} 12' 50''$  West, continuing along the southwesterly limit of Lot L-4-B1, a distance of 64.45 feet to a standard iron post placed on the southerly limit of Lacewood Drive, aforesaid;

THENCE South  $71^{\circ} 47' 10''$  West, along the southerly limit of Lacewood Drive, 265.0 feet to a point;

THENCE South  $26^{\circ} 47' 10''$  West, a distance of 21.21 feet to the northeasterly limit of Willett Street, as shown on said plan;

THENCE South  $18^{\circ} 12' 50''$  East, along the northeasterly limit of Willett Street, 125.0 feet to a point, being the beginning of a curve having a radius of 750.0 feet;

THENCE along said curve to the left, an arc distance of 185.64 feet to the end of said curve;

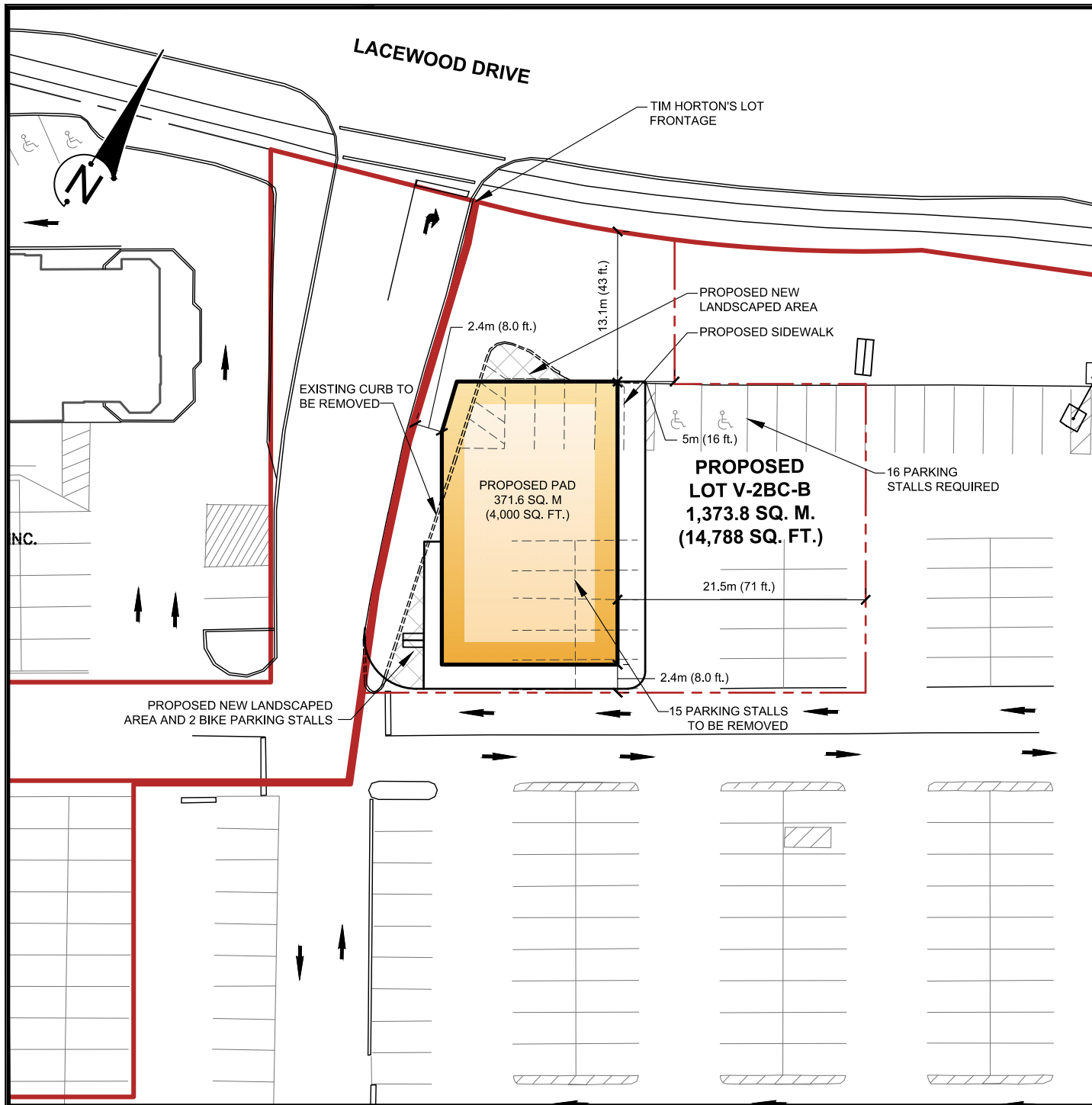
THENCE South  $32^{\circ} 23' 45''$  East, continuing along the northeasterly limit of said Willett Street, 372.25 feet to the most westerly corner of Lot Y-2, as shown on said plan;

THENCE North  $57^{\circ} 36' 15''$  East, along the northwesterly limit of said Lot Y-2, and along the northwesterly limit of Lots Y-1 and W-2, as shown on said plan, a distance in all of 791.01 feet to the point of commencement.

# APPENDIX B

## CONCEPT SITE PLAN AND SITE LAYOUT PLAN





## LEGEND

- Site Boundary
- Adjacent Property Boundary
- Proposed Subdivision Boundary for Future Parcel

## EXISTING SITE SUMMARY:

- Existing Total Lot Area: 6.87 acres (PID 00345033)
- Existing Zone: C2 (General Business) Zone; Regulated by an existing Development Agreement

## PROPOSED SITE SUMMARY:

- Proposed Parcel Area: 1,373.8 m<sup>2</sup> (14,788 sq. ft.)
- Existing Zone: C2 (General Business) Zone

## LOT COVERAGE:

- Proposed Parcel: 27.0%

## NOTES:

- Parking: 4 spaces per 1,000 sq. ft. of Gross Floor Area. Requirement = 16 spaces.
- Bicycle Parking: 1 space per 300 sq. m of Gross Floor Area, Min. 2 Class B spaces. Requirement: 2 Class B Spaces.
- Site subject to HRM Halifax Mainland Plan Area applicable by-laws.

## SOURCES:

- Plan based on WSP Preliminary Plan of Survey of LOT V-2BC-A and LOT V-2BC-B being a Subdivision of LOT V-2BC. Dated February 22, 2021
- Plan based on Scoler Lee Borenstein & Associates Clayton Park Shopping Centre, SK-40, dated July 11, 2019 and SK-72, dated March 05, 2021.

Designer/Planner: JHARPER

Reviewer: JDALZIEL

VERSION

**100B**

## CONCEPT SITE PLAN 278 LACEWOOD DRIVE

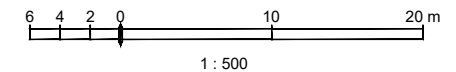
HALIFAX, NS

CLAYTON PARK HOLDINGS INC.

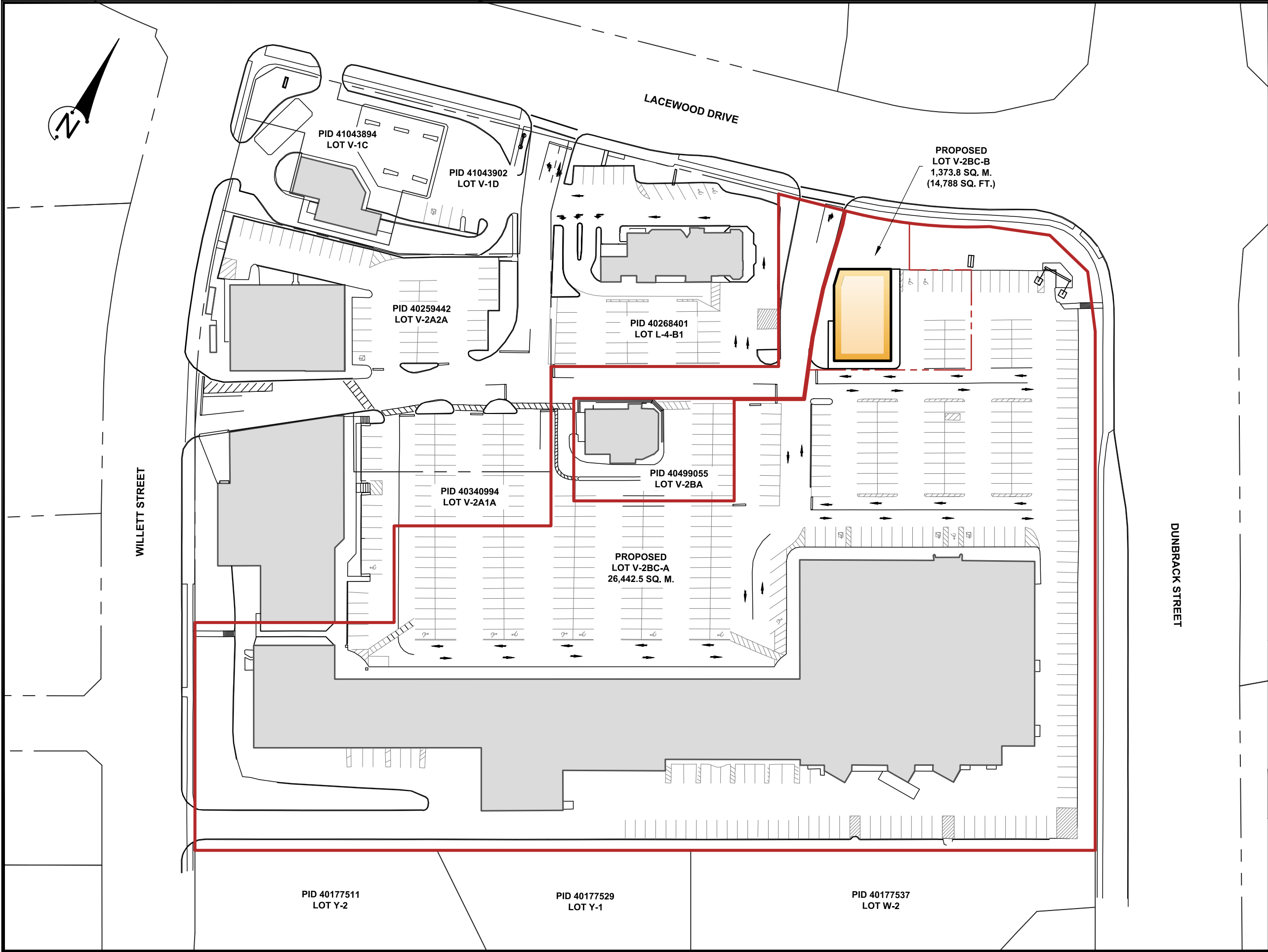
MAY 17, 2021

211-01739-100B

## SCALE



1 SPECTACLE LAKE DRIVE, DARTMOUTH, NS, CANADA B3B 1X7  
PHONE: 902 835-9955 WSP.COM



**LEGEND**

- Site Boundary
- Adjacent Property Boundary
- Preliminary Subdivision Boundary for Future Parcel

**EXISTING SITE SUMMARY:**

- Existing Total Lot Area: 6.87 acres (PID 00345033)
- Existing Zone: C2 (General Business) Zone; Regulated by an existing Development Agreement

**NOTES:**

- Site subject to HRM Halifax Mainland Plan Area applicable by-laws.

**SOURCES:**

- Plan based on WSP Preliminary Plan of Survey of LOT V-2BC-A and LOT V-2BC-B being a Subdivision of LOT V-2BC. Dated February 22, 2021
- Plan based on Scoler Lee Borenstein & Associates Clayton Park Shopping Centre, SK-40, dated July 11, 2019 and SK-72, dated March 05, 2021.

Designer/Planner: JHARPER	<b>VERSION</b>
Reviewer: JDALZIEL	<b>101B</b>

**SITE LAYOUT**  
**278 LACEWOOD DRIVE**  
**HALIFAX, NS**

**CLAYTON PARK HOLDINGS INC.**  
MAY 17, 2021  
211-01739-101B

**SCALE**  
15 10 5 0 25 m  
1 : 1,000

1 SPECTACLE LAKE DRIVE, DARTMOUTH, NS, CANADA B3B 1X7  
PHONE: 902 835-9955 WSP.COM

# APPENDIX C

## PRELIMINARY SERVICING PLAN

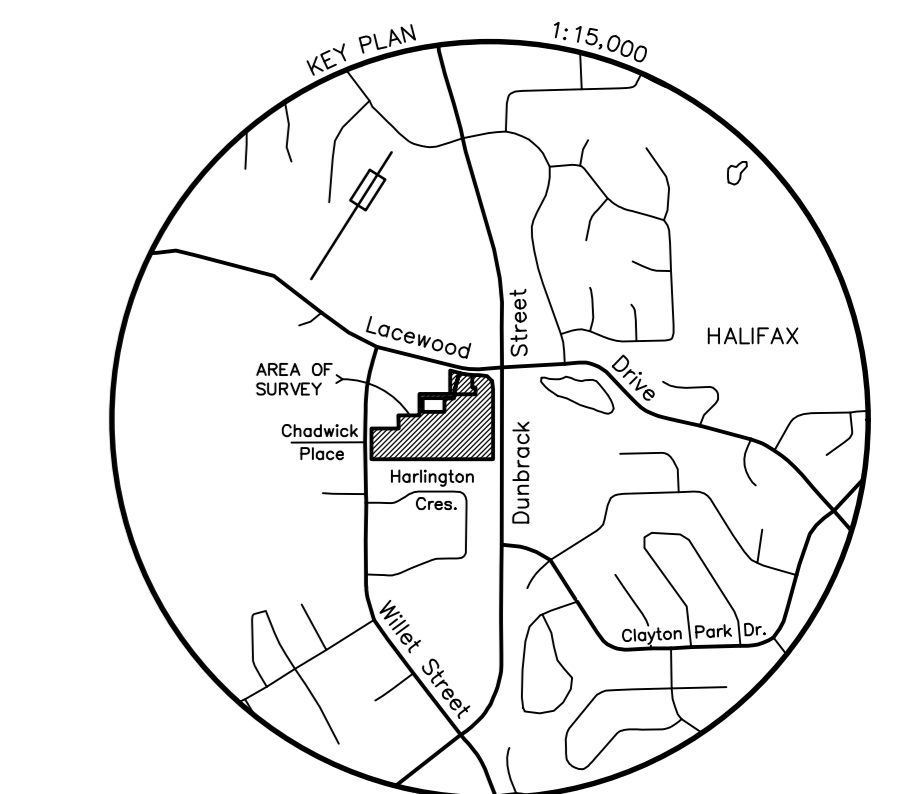
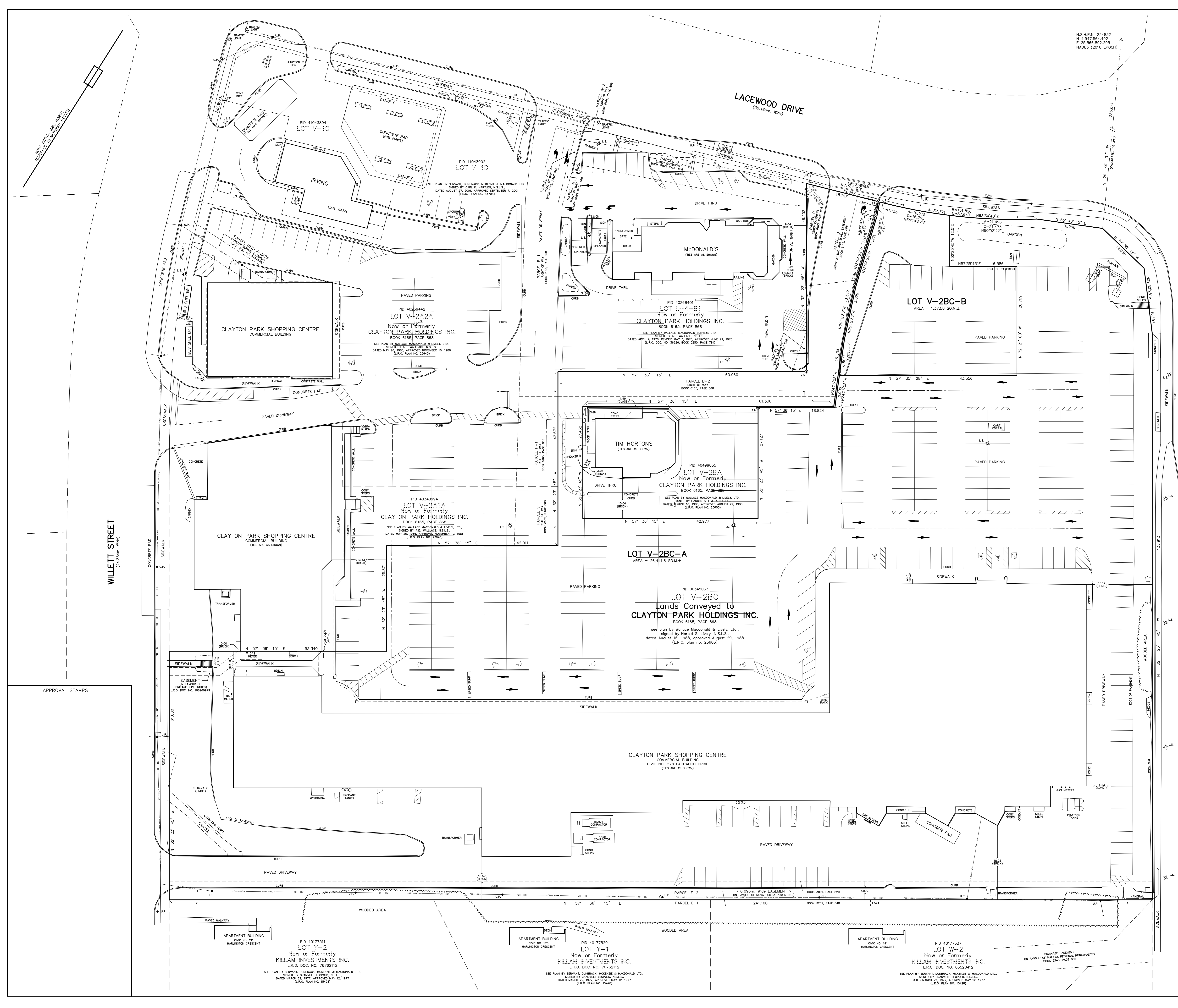




# APPENDIX D

## PRELIMINARY SUBDIVISION PLAN





- LEGEND:**
- PLACED SURVEY MARKER
  - FOUND SURVEY MARKER
  - IRON TUBE
  - IRON BARK
  - PARKER-KALON MASONRY NAIL
  - ROCK POST
  - NOVA SCOTIA HIGH PRECISION NETWORK MONUMENT
  - NOVA SCOTIA ACTIVE CONTROL STATION
  - PLACED
  - FOUND
  - WITNESS
  - RADIUS : ARC : CHORD
  - POINT OF CURVATURE
  - CALCULATED : MEASURED : SET
  - PLAN OF PREVIOUS SURVEY : DEED
  - LANDS DEALT WITH BY THIS PLAN
  - LAND REGISTRATION OFFICE
  - PROPERTY IDENTIFICATION NUMBER
  - SQUARE METRES
  - LIGHT STANDARD
  - UTILITY POLE
  - GUY WIRE
  - OVERHEAD WIRES

GNSS BLOCK	
GNSS SURVEY TYPE	NRTK
NRTK SOURCE	CANNET

DATUM BLOCK	
HORIZONTAL DATUM:	NAD83 (CSRS)
EPOCH:	2010.0
VERTICAL DATUM:	CGVD2013
OFFSET TO CGVD28:	H_CGVD2013 = H_CGVD28 + 0.630
PROJECTION:	3° MTM, ZONE 5

CONTROL MONUMENTS					
TYPE	POINT NO.	NORTHING	EASTING	ELEVATION	C.S.F. (COMBINED SCALE FACTOR)
N.S.H.P.N.	224832	4,947,564.492	25,566,892.295	89.980	0.999944
N.S.A.C.S.	250037	4,936,075.149	25,561,004.811	74.268	0.999937

**NOTES:**

BEARINGS ARE GRID DERIVED FROM GNSS OBSERVATION REFERENCED TO THE NOVA SCOTIA COORDINATE SURVEY SYSTEM (N.S.H.P.N. 224832) AND ARE REFERRED TO MERIDIAN 64° 30' W, ZONE 5, NAD83 (2010 EPOCH).

THIS SURVEY IS REFERENCED TO NOVA SCOTIA HIGH PRECISION NETWORK MONUMENT NO. 224832

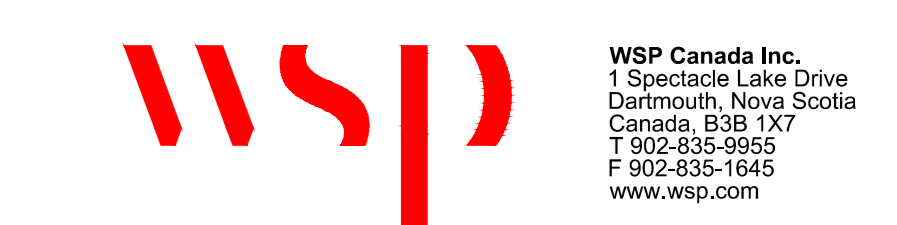
N 4,947,564.492 (m) NAD83 (2010 EPOCH)  
E 25,566,892.295 (m) NAD83 (2010 EPOCH)  
EL 89.980 (m) GEODETIC (CGVD2013)

LOT DESIGNATORS V-2BC-A AND V-2BC-B ORIGINATE WITH THIS PLAN.

PRELIMINARY APPROVAL IS REQUESTED FOR LOTS V-2BC-A AND V-2BC-B.

**LOT V-2BC - OWNER:**

LOT V-2BC (PID 00345033)  
CONVEYED TO CLAYTON PARK HOLDINGS INC.  
2801 JOHN STREET, SUITE ONE  
MARKHAM, ONTARIO  
CANADA  
L3R 5K7



**PRELIMINARY PLAN**

Plan of Survey of  
LOT V-2BC-A and LOT V-2BC-B  
being a Subdivision of LOT V-2BC  
Lands Conveyed to  
CLAYTON PARK HOLDINGS INC.  
WILLETT STREET, LACEWOOD DRIVE and  
DUNBRACK STREET  
HALIFAX  
COUNTY OF HALIFAX  
PROVINCE OF NOVA SCOTIA

SCALE : 1/300 (METRIC)  
MARCH 26, 2021

# APPENDIX E

## TRAFFIC IMPACT STATEMENT



May 31, 2021

Ms. Victoria McCrum  
Planning & Research Analyst  
Clayton Park Holdings Inc.  
2851 John Street, Suite One  
Markham, Ontario L3R 5R7

[via email: [vmccrum@nadg.com](mailto:vmccrum@nadg.com)]

**RE: Traffic Impact Statement  
Clayton Park, Halifax, Nova Scotia**

Dear Ms. McCrum:

Plans are being prepared to construct a new building on a portion of the Clayton Park Shopping Centre parking lot, fronting Lacewood Drive, as shown in Figure 1. This is the Traffic Impact Statement for development of the proposed site and the proposed site plan is provided in Figure 2.

### SITE DESCRIPTION AND ACCESS

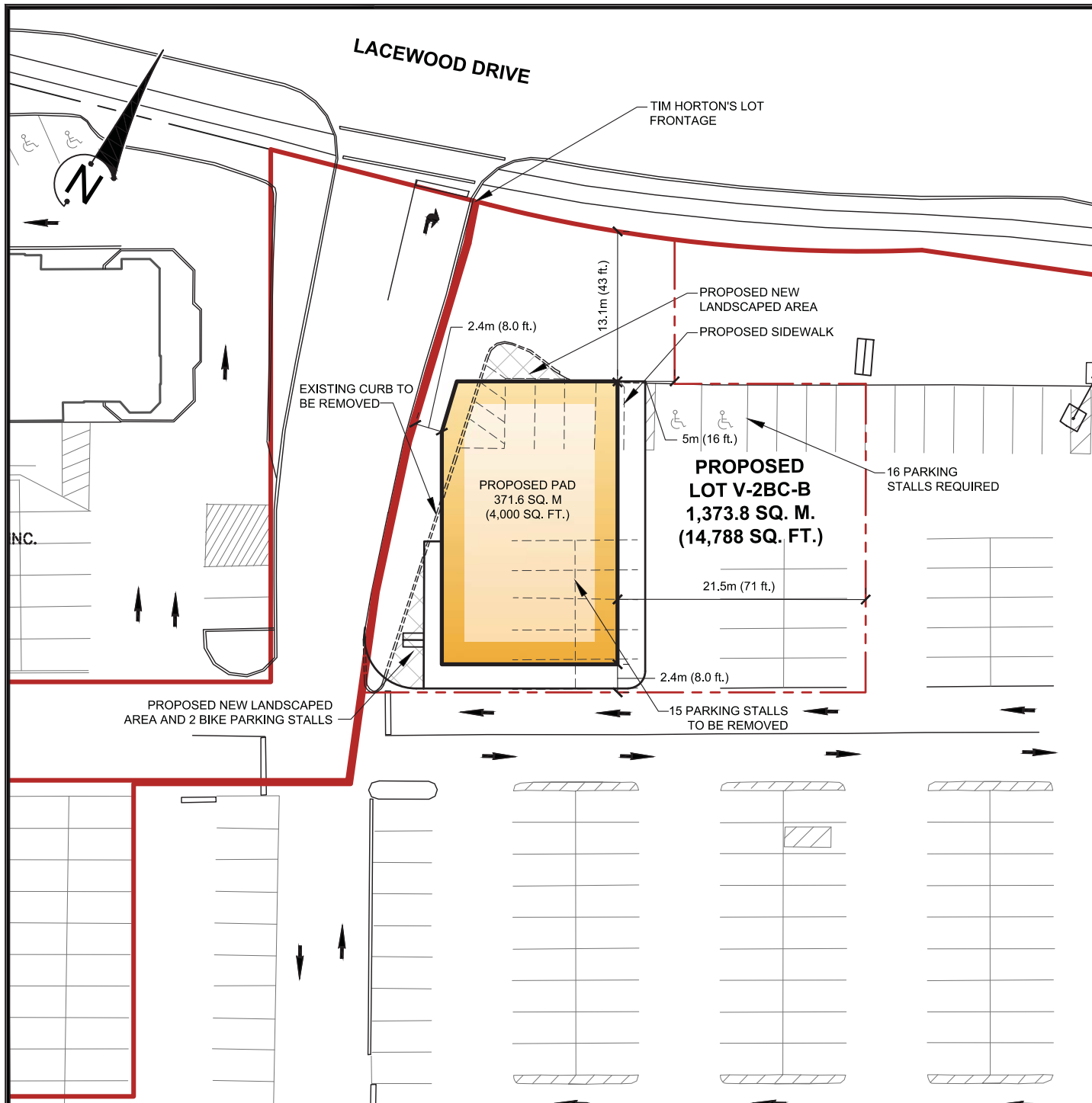
The existing site is currently occupied by a parking lot that supplies surface parking stalls for the Clayton Park Shopping Centre, shown in Photo 1. The proposed site is planned for a walk-in bank, which will remove approximately 15 parking spaces from the existing Clayton Park Shopping Centre parking lot. The proposed site can be accessed from all the existing driveways at the Clayton Park Shopping Centre.



**Figure 1 – Study Area**



**Photo 1 – Existing Site**



## LEGEND

- Site Boundary
- Adjacent Property Boundary
- Proposed Subdivision Boundary for Future Parcel

## EXISTING SITE SUMMARY:

- Existing Total Lot Area: 6.87 acres (PID 00345033)
- Existing Zone: C2 (General Business) Zone; Regulated by an existing Development Agreement

## PROPOSED SITE SUMMARY:

- Proposed Parcel Area: 1,373.8 m<sup>2</sup> (14,788 sq. ft.)
- Existing Zone: C2 (General Business) Zone

## LOT COVERAGE:

- Proposed Parcel: 27.0%

## NOTES:

- Parking: 4 spaces per 1,000 sq. ft. of Gross Floor Area. Requirement = 16 spaces.
- Bicycle Parking: 1 space per 300 sq. m of Gross Floor Area, Min. 2 Class B spaces. Requirement: 2 Class B Spaces.
- Site subject to HRM Halifax Mainland Plan Area applicable by-laws.

## SOURCES:

- Plan based on WSP Preliminary Plan of Survey of LOT V-2BC-A and LOT V-2BC-B being a Subdivision of LOT V-2BC. Dated February 22, 2021
- Plan based on Scoler Lee Borenstein & Associates Clayton Park Shopping Centre, SK-40, dated July 11, 2019 and SK-72, dated March 05, 2021.

Designer/Planner: JHARPER

Reviewer: JDALZIEL

VERSION

**100B**

## CONCEPT SITE PLAN 278 LACEWOOD DRIVE

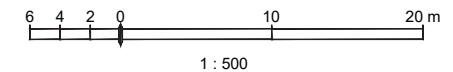
HALIFAX, NS

CLAYTON PARK HOLDINGS INC.

MAY 17, 2021

211-01739-100B

## SCALE



1 SPECTACLE LAKE DRIVE, DARTMOUTH, NS, CANADA B3B 1X7  
PHONE: 902 835-9955 WSP.COM

**Figure 2 - Site Plan**

## DESCRIPTIONS OF MAJOR ROADWAYS AND INTERSECTIONS

**Lacewood Drive** is a major collector road that runs east-west approximately 3.7 km between Chain Lake Drive and Titus Street. Fronting the proposed site, Lacewood Drive consists of two through lanes in each direction, separated by a median, and an alternating left turn lane. There is currently sidewalk and transit stops present on both sides of the street. It should be noted that Lacewood Transit Terminal is located approximately 700 m west of the proposed development and HRM Transit currently operates Routes 3, 4, 30A, 135 and 433 past the proposed site. In the Study Area, the posted speed limit is 50 km/h and parking is prohibited.

**Dunbrack Street** is an arterial road that runs north-south approximately 8.3 km between Kearney Lake Road and Old Sambro Road. In the Study Area, Dunbrack Street consists of two through lanes in each direction, separated by a median. There are currently on-street painted bike lanes, sidewalk and transit stops on both sides of the street. North of the site, HRM Transit currently operates Routes 30A, 30B, 153, 194, 196 and 433 past the proposed site. In the Study Area, the posted speed limit is 60 km/h and parking is prohibited.

**Willet Street** is a minor collector road that runs north-south approximately 2.0 km between Lacewood Drive and Melrose Avenue. In the Study Area, Willet Street consists of two through lanes in each direction and sidewalk on both sides. HRM Transit currently operates Routes 2, 136, 137 and 138 past the proposed site. The posted speed limit is 50 km/h.

**Lacewood Drive at Dunbrack Street** is a four-leg signalized intersection. All approaches consist of two through lanes, an exclusive left turn lane and a channelized right turn lane with yield control. The Dunbrack Street approaches include on-street painted bike lanes that continue through the intersection. All approaches include pedestrian crosswalks.

**Lacewood Drive at Willet Street** is a four-leg signalized intersection. The Lacewood Drive approaches consist of two through lanes and an exclusive left turn lane. The northern leg provides access to loading bays for adjacent commercial establishments (e.g. Sobeys Extra, Lawtons Drugs, UPS, etc.). The southern leg is supplemented with an exclusive left turn lane. All approaches include a pedestrian crosswalk.

## TRAFFIC VOLUME DATA

Turning movement counts were collected at the Lacewood Drive and Dunbrack Street intersection on Tuesday, August 15, 2017 by HRM. The turning movement counts have been tabulated in Table A-1 in the Appendix. Based on a 2% annual growth factor, the projected 2021 two-way volume on Lacewood Drive, fronting the Clayton Park Shopping Centre, is estimated to be 1,230 vehicles per hour (vph) during the morning peak hour and 2,005 vph during the evening peak hour.

## TRIP GENERATION

When using the published trip generation rates in the *Trip Generation Manual* (Institute of Transportation Engineers), the transportation engineer's objective should be to provide a realistic estimate of the number of trips that will be generated by the proposed development.

The proposed site is planned for a walk-in bank, however, WSP investigated an alternative retail land use scenario in order to provide flexibility in the design. WSP investigated the following land use scenarios:

1. Walk-In Bank (see Table 1)
2. Specialty Retail (see Table 2)

A retail land use is being considered as an alternative land use, however, a detailed breakdown of the desired retail space is unavailable. WSP reviewed the adjacent establishments in the Clayton Park Shopping Centre to determine the existing retail stores (i.e. pharmacy, pet supply store, dollar store) and then compared trip generation rates for retail land uses that are not currently present. Based on this review, it was determined that Specialty Retail would provide a more general estimate for the proposed site.

Trip generation estimates for a Walk-In Bank (Land Use 911) were prepared using published rates from *Trip Generation Manual, 10<sup>th</sup> Edition* (Institute of Transportation Engineers, Washington, 2017), and estimates for Specialty Retail were prepared using published rates from *Trip Generation Manual, 9<sup>th</sup> Edition* (Institute of Transportation Engineers, Washington, 2012). Specialty Retail is no longer listed as a potential land usage in the 10<sup>th</sup> Edition, instead more specific retail descriptions are provided (e.g. supermarket, apparel store, pet supply store, etc.).

Trips generated by a Walk-In Bank (Land Use 911) or Specialty Retail (Land Use 826) are estimated for the AM and PM peak hours of traffic by the leasable square footage available. The proposed site is planned to include 4,000 ft<sup>2</sup> of leasable commercial space.

It should be noted that reductions were applied to the trip generation estimates in order to account for pass-by and non-auto trips. No reduction was considered for cross-shopping (trips made between the proposed site and existing adjacent establishments) in order to provide a conservative estimate of the trips expected to be generated during peak hours.

Trip generation estimates were prepared for a Walk-In Bank and are summarized in Table 1. It was estimated that a Walk-In Bank would generate:

- **14 new** two-way trips (8 entering and 6 exiting) during the AM peak hour; and,
- **27 new** two-way trips (11 entering and 16 exiting) during the PM peak hour.

Trip generation estimates were prepared for Specialty Retail and are summarized in Table 2. It was estimated that Specialty Retail would generate:

- **2 new** two-way trips (1 entering and 1 exiting) during the AM peak hour; and,
- **4 new** two-way trips (2 entering and 2 exiting) during the PM peak hour.

**Table 1 – Trip Generation Estimates for Walk-In Bank**

Land Use <sup>1</sup>	Units <sup>2</sup>	Trip Generation Rates <sup>3</sup>				Trip Generation Estimates <sup>3</sup>			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Walk-In Bank <sup>4</sup> (Land Use 911)	4.0 KGLA	3.40	2.67	5.34	6.79	14	11	21	27
<b>20% Reduction for Non-Auto Trips<sup>5</sup></b>						3	2	4	5
<b>10% Reduction for Internal Trips<sup>6</sup></b>						1	1	2	2
<b>15% Reduction for Pass-By Trips<sup>7</sup></b>						2	2	4	4
<b>Primary Trip Estimate for the Walk-In Bank Alternative</b>						8	6	11	16
NOTES: 1. Land Use Code 911 is from Trip Generation, 10th Edition, (Institute of Transportation Engineers, Washington, 2017). 2. 'Gross Leasable Area x 1000 SF' for Walk-In Bank. 3. Rates are 'vehicles per hour per unit'; trips generated are 'vehicles per hour for peak hours'. 4. The Walk-In Bank (ITE Land Use 911) rate for 'Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 PM' has been used. There is no published rate for the AM peak hour of adjacent street traffic for this land use. To be conservative, AM trip generation estimates were prepared with respect to 50% of the PM rates with reversal of the directional split. 5. In 2011, approximately 20% of trips were made by transit or using active transportation in the Halifax Inner Suburban Area. The Halifax Integrated Mobility Plan has a 26% target for non-auto trips within the Inner Suburban Region by 2031 (Page 40, IMP, 2017). A more conservative reduction was considered at 20% for non-auto trips generated to account for all transit, bicycle and walking trips. 6. A 10% reduction has been considered to account for cross shopping between the establishments at the shopping centre. 7. Trip Generation Handbook, 3rd Edition, (Institute of Transportation Engineers, Washington, 2017) indicates the average pass-by trips for a Drive-In Bank (Land Use 912) is 29% during the AM peak and 35% during the PM peak. Since this site is not expected to include a drive-in lane, it was estimated that a Walk-In Bank would generate approximately half that pass-by trips that a Drive-In Bank would. Therefore, a conservative reduction of 15% was considered to account for pass-by trips on Lacewood Drive during AM and PM peak periods.									

**Table 2 – Trip Generation Estimates for Retail Alternative**

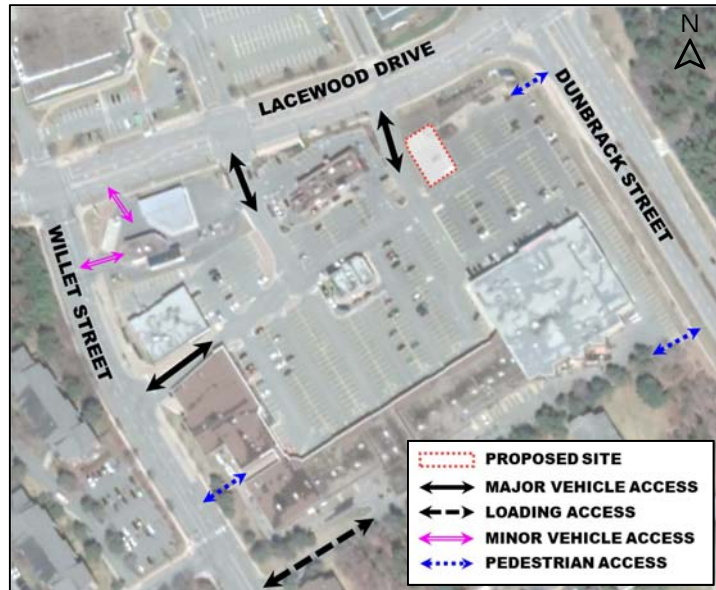
Land Use <sup>1</sup>	Units <sup>2</sup>	Trip Generation Rates <sup>3</sup>				Trip Generation Estimates <sup>3</sup>			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Specialty Retail <sup>4</sup> (Land Use 826) <sup>5</sup>	4.0 KGLA	0.76	0.60	1.19	1.52	3	2	5	6
<b>20% Reduction for Non-Auto Trips<sup>6</sup></b>						1	0	1	1
<b>10% Reduction for Internal Trips<sup>7</sup></b>						0	0	0	1
<b>30% Reduction for Pass-By Trips<sup>8</sup></b>						1	1	2	2
<b>Primary Trip Estimate for the Retail Alternative</b>						1	1	2	2
NOTES: 1. Land Use Code 826 is from Trip Generation, 9th Edition, (Institute of Transportation Engineers, Washington, 2012). 2. 'Gross Leasable Area x 1000 SF' for Specialty Retail. 3. Rates are 'vehicles per hour per unit'; trips generated are 'vehicles per hour for peak hours'. 4. The Specialty Retail (ITE Land Use 826) rate for 'Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 PM' has been used. Since there is no published rate for the AM peak hour of adjacent street traffic for this land use, and since AM peak hour trips to specialty retail are generally low, AM trip rates have been assumed to be 50% of the PM rate with reversal of the directional split. 5. Retail use associated with the site have yet to be identified, therefore, the commercial space was assumed to be Specialty Retail. 6. In 2011, approximately 20% of trips were made by transit or using active transportation in the Halifax Inner Suburban Area. The Halifax Integrated Mobility Plan has a 26% target for non-auto trips within the Inner Suburban Region by 2031 (Page 40, IMP, 2017). A more conservative reduction was considered at 20% for non-auto trips generated to account for all transit, bicycle and walking trips. 7. A 10% reduction has been considered to account for cross shopping between the establishments at the shopping centre. 8. Since pass-by data for Specialty Retail (Land Use 826) is not available in Trip Generation Handbook, 3rd Edition, (Institute of Transportation Engineers, Washington, 2017), pass-by data for a Variety Store was considered. The Trip Generation Handbook indicates the average pass-by trips for a Variety Store (Land Use 814) is 34%. Therefore, a conservative reduction of 30% was considered to account for pass-by trips on Lacewood Drive.									

## ACCESS REVIEW

The Clayton Park Shopping Centre has several existing access locations, as shown in Figure 3. Vehicles can access the site from Lacewood Drive or Willet Street and exclusive pedestrian accesses are provided on Dunbrack Street and Willet Street.

Lacewood Drive and Willet Street are generally consistent grades and straight at the site accesses, therefore, no sight distance concerns were identified at the driveways.

The minor driveways are not expected to attract any trips generated by the proposed site. It is anticipated that vehicle trips generated by the site will access the site from the major driveways and deliveries will be made via the loading driveway, as shown in Photos 2-5.



**Figure 3 – Site Access Locations at Clayton Park Shopping Centre**



**Photo 2 – Right-In/Right-Out/Left-In Driveway on Lacewood Drive**



**Photo 3 – Full Access Signalized Driveway on Lacewood Drive**



**Photo 4 – Full Access Stop Controlled Driveway on Willet Street**



**Photo 5 – Full Access Loading Driveway on Willet Street**

The site plan, as shown in Figure 2, indicates that a sidewalk will be provided around the perimeter of the building on the east and south sides and partially on the west side. In addition, two (2) bike parking stalls are proposed on the west side of the building.

## SUMMARY

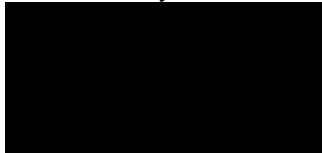
1. Plans are being prepared to construct a new building on a portion of the Clayton Park Shopping Centre parking lot. The proposed site is planned to include 4,000 ft<sup>2</sup> of Walk-In Bank. WSP also investigated Specialty Retail as an alternative land use scenario in order to provide flexibility in the design.
2. Vehicle traffic is expected to access the site via the existing driveways to the Clayton Park Shopping Centre on Lacewood Drive and Willet Street. Pedestrian traffic is expected to access the site via the existing sidewalk connections on Willet Street and Dunbrack Street.
3. It was estimated that the Walk-In Bank would generate:
  - 14 new two-way trips (8 entering and 6 exiting) during the AM peak hour; and,
  - 27 new two-way trips (11 entering and 16 exiting) during the PM peak hour.
4. It was estimated that the Specialty Retail alternative would generate:
  - 2 new two-way trips (1 entering and 1 exiting) during the AM peak hour; and,
  - 4 new two-way trips (2 entering and 2 exiting) during the PM peak hour.

## CONCLUSIONS

5. Site generated trips are expected to increase traffic volumes in the Study Area by 1% or less during peak hours.
6. The proposed site is expected to generate a negligible increase in trips at the existing driveways to the Clayton Park Shopping Centre. The proposed site is expected to have a negligible impact to the levels of performance on adjacent streets and intersections or to the regional street system.

If you have any questions or comments, please contact me by email at [courtney.mccarthy@wsp.com](mailto:courtney.mccarthy@wsp.com) or by telephone at 902-536-0982.

Sincerely,



Courtney McCarthy, P.Eng.  
Traffic & Transportation Engineer  
WSP Canada Inc.





## APPENDIX

<div>Table A-1</div> <div>Dunbrack Street @ Lacewood Drive</div> <div>Halifax, Nova Scotia</div> <div>Tuesday, August 15, 2017</div>				<div><div><div>Dunbrack Street</div><div>I H G</div><div>J K L</div></div><div><div>Lacewood Drive</div><div>A B C</div><div>Dunbrack Street</div></div><div><div>Lacewood Drive</div><div>F E D</div></div></div>														
				AM Peak Period Volume Data														
				Time		Dunbrack Street Northbound Approach			Lacewood Drive Westbound Approach			Dunbrack Street Southbound Approach			Lacewood Drive Eastbound Approach			Total Vehicles
						A	B	C	D	E	F	G	H	I	J	K	L	
07:00	07:15	6	35	14	6	32	14	68	52	21	11	105	17	381				
07:15	07:30	15	7	5	6	59	14	84	56	18	26	120	16	426				
07:30	07:45	8	43	15	10	57	15	105	90	31	22	154	18	568				
07:45	08:00	9	40	6	7	85	18	136	93	29	11	99	17	550				
08:00	08:15	16	53	9	10	71	28	104	72	36	28	120	22	569				
08:15	08:30	12	40	8	9	81	19	192	95	51	16	128	19	670				
08:30	08:45	10	40	11	3	76	21	97	86	62	20	125	14	565				
08:45	09:00	11	36	12	9	67	18	102	75	57	18	107	6	518				
AM Peak Hour		45	176	38	36	294	80	537	350	147	77	501	76	2357				
07:00	08:00	38	125	40	29	233	61	393	291	99	70	478	68	1925				
08:00	09:00	49	169	40	31	295	86	495	328	206	82	480	61	2322				
PM Peak Period Volume Data																		
Time		Dunbrack Street Northbound Approach			Lacewood Drive Westbound Approach			Dunbrack Street Southbound Approach			Lacewood Drive Eastbound Approach			Total Vehicles				
		A	B	C	D	E	F	G	H	I	J	K	L					
16:00	16:15	43	75	6	19	166	58	37	47	43	52	110	34	690				
16:15	16:30	52	90	12	10	174	53	28	73	62	41	118	34	747				
16:30	16:45	38	84	6	24	190	53	41	58	49	54	104	34	735				
16:45	17:00	39	82	9	16	203	60	37	49	44	57	108	38	742				
17:00	17:15	23	71	4	28	209	75	24	54	24	52	117	32	713				
17:15	17:30	34	105	3	27	169	79	54	79	57	50	107	24	788				
17:30	17:45	18	95	3	22	157	69	47	72	47	51	98	28	707				
17:45	18:00	27	87	5	19	154	52	39	64	33	45	105	26	656				
PM Peak Hour		134	342	22	95	771	267	156	240	174	213	436	128	2978				
16:00	17:00	172	331	33	69	733	224	143	227	198	204	440	140	2914				
17:00	18:00	102	358	15	96	689	275	164	269	161	198	427	110	2864				

\* Count *not* completed by WSP

# APPENDIX F

CLAYTON PARK SHOPPING  
CENTRE – ASSESSMENT  
OF PARKING (COMPLETED  
BY EXP SEVICES LTD.)



## Clayton Park Shopping Centre – Assessment of Parking

*Clayton Park Holdings Inc.*

**Type of Document:**

Final Report

**Project Number:**

FRE-00258232-A0

**Prepared By:**

Steve Wetmore, P.Eng.

Peter Lougheed, PhD., P.Eng.

**Reviewed By:**

Don Good, P.Eng.

EXP

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f: +1.506.459.3954

**Date Submitted:**

2021-05-18

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# 1 Introduction

## 1.1 Background

EXP was retained by Clayton Park Holdings Inc. to provide professional services related to assessing the existing parking conditions at the Clayton Park Shopping Centre, situated within the Clayton Park area of HRM. As part of this work, the team conducted an evaluation of the impacts of the planned addition of a new commercial building at the site, from a parking perspective.

The main public entrance/exit access points for the Clayton Park Shopping Centre are Lacewood Drive, on the north side of the property, and Willett Street, on the west side of the property. **Figure 1** depicts the overall Study Area, including the existing Clayton Park Shopping Centre and surrounding roadways.



Figure 1 – Study Area: Clayton Park Shopping Centre

## 1.2 Assessment Objectives

The objectives of this assessment included:

- Collecting parking utilization data during peak periods (a Tuesday afternoon, a Thursday afternoon, a Friday evening and a Saturday afternoon);
- Commenting on parking needs for the existing facility, comparing utilization data with HRM by-laws; and
- Commenting on parking needs for the planned commercial building, and the effects on the overall site.

## 1.3 Project Plan

The following is a summary of the major tasks involved with this parking study:

### 1. Parking utilization counts

The Study Team undertook site visits during peak periods of parking demand in January 2020 (Tuesday PM, Thursday PM, Friday PM, and Saturday PM), to quantify the utilization of the existing parking supply.

### 2. Collect relevant by-law information

HRM land use by-laws (specifically related to commercial and restaurant uses) were reviewed for information relating to minimum parking requirements.

### 3. Parking Analysis

The findings from the parking utilization surveys and HRM by-law requirements were compared to identify current and future parking needs and requirements at the Clayton Park Shopping Centre site.

## 2 Parking Conditions

The on-site assessment of existing parking conditions included site visits to gather parking utilization data. The tables included below summarize the raw count data collected in January 2020. According to latest site plan and information provided by Clayton Park Holdings there are currently **553 spaces** on the site.

### 2.1 Parking Utilization and Inventory

The following is a summary of current and projected parking conditions at the Clayton Park Shopping Centre property. **Table 1** presents the observed parking utilization for the parking areas located on the property.

**Table 1: Clayton Park Shopping Centre – Parking Lot Utilization January 2020**

Time	Total Spaces Utilized
3:45pm Thursday, January 23, 2020	288
5:30pm Friday, January 24, 2020	288
2:00pm Saturday, January 25, 2020	316
2:00pm Tuesday, January 28, 2020	288

Based on the raw count data presented in **Table 1**, parking throughout the Clayton Park Shopping Centre site has a consistent demand, and the total supply of parking (553 spaces) exceeds the observed demands. Recognizing the counts were not conducted in a peak month (June), an adjustment to the raw parking utilization data was calculated by scaling these parking counts to peak demand day (Saturdays) and peak demand month (June) based on factors from ITE “Trip Generation” Manual for Shopping Centres, then averaged. Using this approach, the adjusted parking utilization is **409 spaces**, which is also less than the total parking inventory.

**Table 2** provides a summary of parking needs for the Clayton Park Shopping Centre based on a comparison of the HRM Land Use by-law, and adjusted parking utilization. The results of this analysis indicate there are currently sufficient parking spaces to meet the requirement in the applicable HRM Land Use by-law (4spaces / 1,000sq.ft retail / service store space, and 8spaces / 1,000sq.ft restaurant space). Further, the adjusted parking utilization data indicate that current utilization is, on average, significantly less than the number of parking spaces currently available on the site. An area where the current demand is far less than the spaces available is in the location where a new commercial building is planned to be constructed. The proposed building will displace 15 existing parking spaces and will generate a need for 16 additional spaces. A proposed site plan is included in **Appendix 1**.

**Table 2: Clayton Park Shopping Centre – Parking Needs**

	HRM By-law Requirement	Current Parking Inventory	Impact of Future Building (displaced parking + generated demand)	Future Parking Inventory for Current Use	Current Adjusted Parking Utilization <sup>1</sup>
Number of Parking Spaces	542	553	-31	522	409

**Note:**

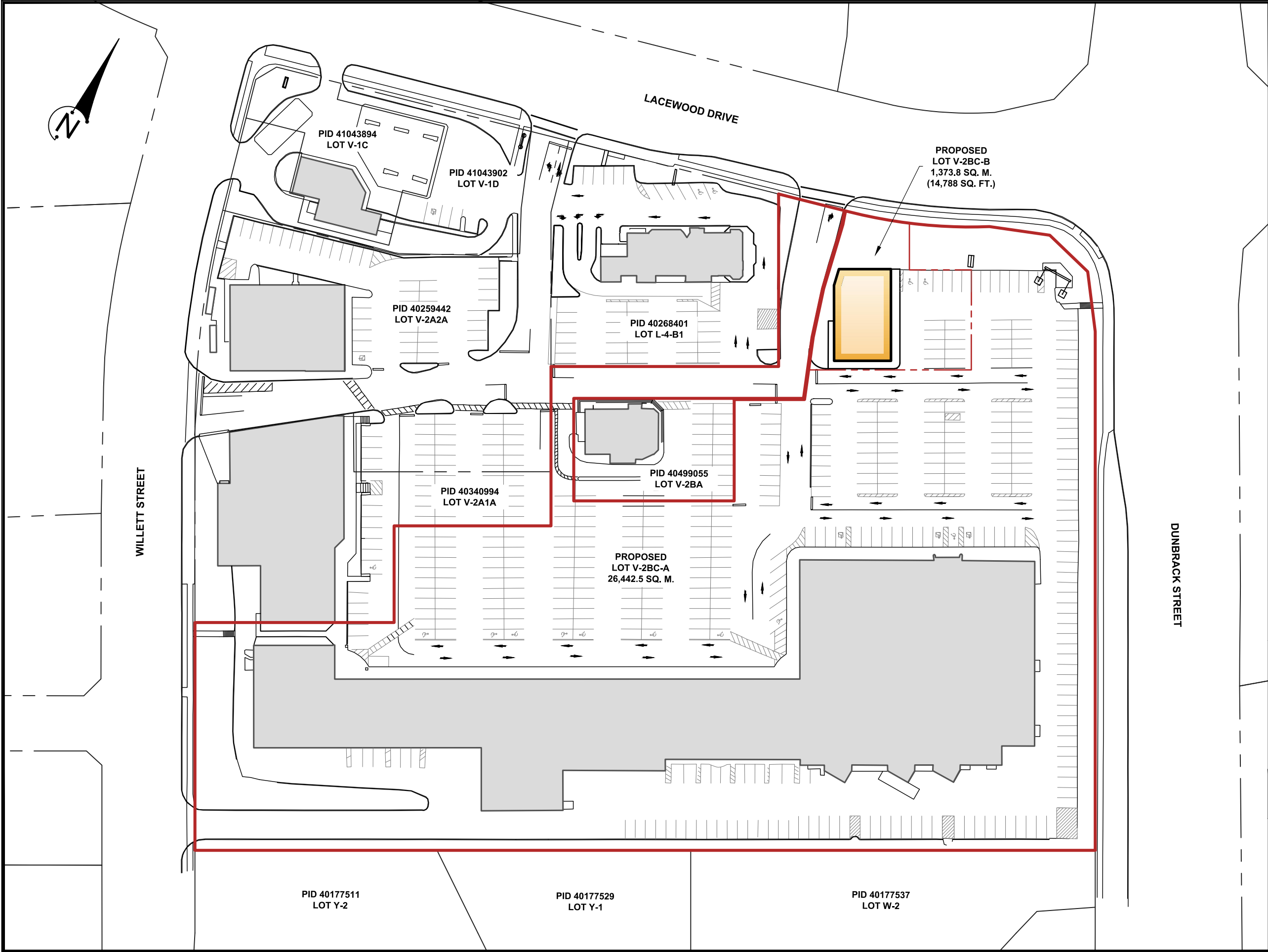
- Adjusted parking utilization was calculated from parking count data collected at the Clayton Park Shopping Centre, during peak hours on four separate days in January 2020. These parking counts were then scaled to peak demand day (Saturdays) and peak demand month (June) based on factors from ITE “Trip Generation” Manual for Shopping Centres, then averaged.

## 3 Conclusions

### Parking Conditions

- Total parking inventory on the site (based on site reviews and info provided by Clayton Park Holdings) is 553 spaces.
- The relevant HRM by-law suggests total parking requirement of 542 spaces based on the current use of the site.
- Adjusted parking utilization counts for the site suggest a minimum requirement of 409 spaces to satisfy current demands.
- Recognizing a mix of retail/service and restaurant uses on the site, the adjusted utilization data suggests a site specific parking demand ratio of 3.8spaces / 1,000 sq.ft for the overall site.
- Proposed changes to the site shown in **Appendix 1** include a new commercial building, and modifications to parking. Parking inventory decreases by 15 spaces and parking demand increases by 16 spaces (4 spaces per 1,000 sq.ft of additional retail/service store space).
- Constructing the proposed building and making modifications to parking, as shown on the future site plan in **Appendix 1** should not significantly impact demand for parking at the Clayton Park Shopping Centre, and based on utilization data it appears there will be sufficient supply of parking on the site to satisfy peak overall demands.

## Appendix 1 – Future Clayton Park Shopping Centre Site Plan



**LEGEND**

- Site Boundary
- Adjacent Property Boundary
- Preliminary Subdivision Boundary for Future Parcel

**EXISTING SITE SUMMARY:**

- Existing Total Lot Area: 6.87 acres (PID 00345033)
- Existing Zone: C2 (General Business) Zone; Regulated by an existing Development Agreement

**NOTES:**

- Site subject to HRM Halifax Mainland Plan Area applicable by-laws.

**SOURCES:**

- Plan based on WSP Preliminary Plan of Survey of LOT V-2BC-A and LOT V-2BC-B being a Subdivision of LOT V-2BC. Dated February 22, 2021
- Plan based on Scoler Lee Borenstein & Associates Clayton Park Shopping Centre, SK-40, dated July 11, 2019 and SK-72, dated March 05, 2021.

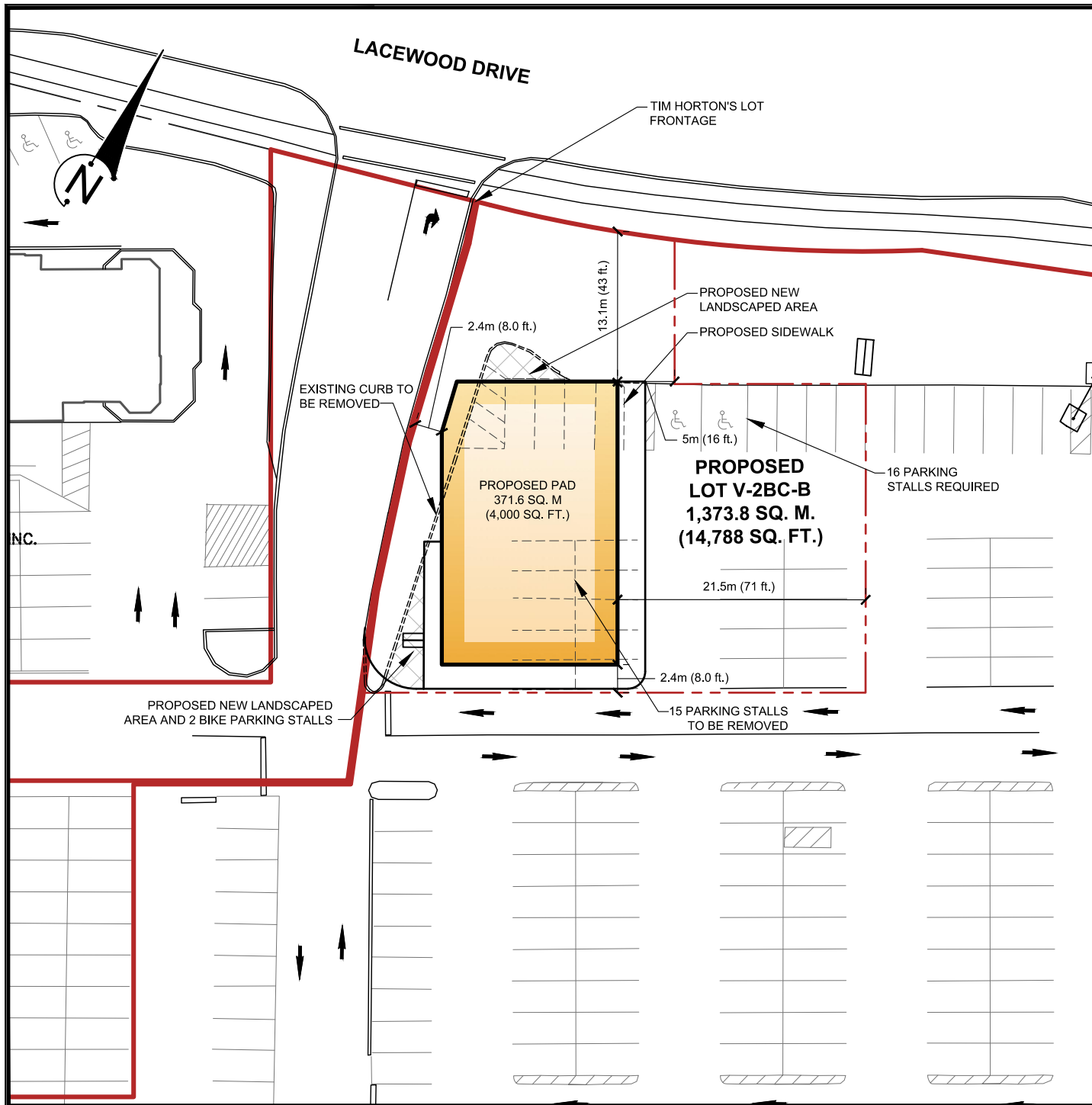
Designer/Planner: JHARPER	<b>VERSION</b>
Reviewer: JDALZIEL	<b>101B</b>

**SITE LAYOUT**  
**278 LACEWOOD DRIVE**  
**HALIFAX, NS**

**CLAYTON PARK HOLDINGS INC.**  
MAY 17, 2021  
211-01739-101B

**SCALE**  
15 10 5 0 25 m  
1 : 1,000

1 SPECTACLE LAKE DRIVE, DARTMOUTH, NS, CANADA B3B 1X7  
PHONE: 902 835-9955 WSP.COM



## LEGEND

- Site Boundary
- Adjacent Property Boundary
- Proposed Subdivision Boundary for Future Parcel

## EXISTING SITE SUMMARY:

- Existing Total Lot Area: 6.87 acres (PID 00345033)
- Existing Zone: C2 (General Business) Zone; Regulated by an existing Development Agreement

## PROPOSED SITE SUMMARY:

- Proposed Parcel Area: 1,373.8 m<sup>2</sup> (14,788 sq. ft.)
- Existing Zone: C2 (General Business) Zone

## LOT COVERAGE:

- Proposed Parcel: 27.0%

## NOTES:

- Parking: 4 spaces per 1,000 sq. ft. of Gross Floor Area. Requirement = 16 spaces.
- Bicycle Parking: 1 space per 300 sq. m of Gross Floor Area, Min. 2 Class B spaces. Requirement: 2 Class B Spaces.
- Site subject to HRM Halifax Mainland Plan Area applicable by-laws.

## SOURCES:

- Plan based on WSP Preliminary Plan of Survey of LOT V-2BC-A and LOT V-2BC-B being a Subdivision of LOT V-2BC. Dated February 22, 2021
- Plan based on Scoler Lee Borenstein & Associates Clayton Park Shopping Centre, SK-40, dated July 11, 2019 and SK-72, dated March 05, 2021.

Designer/Planner: JHARPER

Reviewer: JDALZIEL

VERSION

**100B**

## CONCEPT SITE PLAN 278 LACEWOOD DRIVE

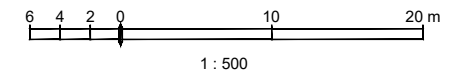
HALIFAX, NS

CLAYTON PARK HOLDINGS INC.

MAY 17, 2021

211-01739-100B

## SCALE



1 SPECTACLE LAKE DRIVE, DARTMOUTH, NS, CANADA B3B 1X7  
PHONE: 902 835-9955 WSP.COM

# APPENDIX G

## PROPOSED SCHEDULE FOR DA OF PERMITTED USES





## APPENDIX G: PROPOSED SCHEDULE FOR DA OF PERMITTED USES

### Existing Nonconforming Uses

Stores for the purpose of retail trade and rental excepting:

- (i) motor vehicle dealers;
- (ii) motor vehicle repair shops which such shops are not primarily engaged in providing service station facilities; and
- (iii) adult entertainment uses except where expressly permitted above.

Radio, television, and electrical appliance repair shops

Watch and jewellery repair shops

A store for the purpose of personal service including shoe repair shops, barber and beauty shops, dry cleaners, self- service laundries, funeral services, and excepting massage parlours, adult entertainment uses and amusement centres

Motion picture theatres

Service stations

Offices

Public Service or Utility uses

Bank and other financial institutions

Restaurants

Community facilities

Commercial recreation uses

Day care facility uses

Any commercial enterprise except when the operation of same would cause a nuisance or a hazard to the public, and except adult entertainment uses, junk yards and amusement centres;

Uses accessory to the foregoing uses, including no greater than three (3) Amusement Machines per main use of the building or structure.

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# APPENDIX H

## PROPOSED SCHEDULE FOR DA FOR FUTURE LOT REQUIREMENTS





## APPENDIX H: PROPOSED SCHEDULE FOR DA FOR FUTURE LOT REQUIREMENTS

### EXISTING CLAYTON PARK SHOPPING CENTRE REQUIREMENTS

Any lot abutting a residential zone shall be set main buildings back a minimum of 20 feet from a rear lot line and 12 feet from a side lot line where such lot line abuts a residential zone.

No development permit shall be issued except in conformity with the following requirements:

- Minimum Frontage 20 feet (6.1 m)
- Minimum Front or Flankage Yard 20 feet (6.1 m)
- Minimum Rear Yard 30 feet (9.1 m)
- Minimum Side Yard 8 feet (2.4 m), except 0m along a common wall.
- Maximum Height of Main Building 35 feet (10.7 m)

### NEW DEVELOPMENT AREA REQUIREMENTS

Industrial and/or commercial uses shall not exceed a gross floor area of 5,000 square feet;

Industrial and/or commercial uses shall not be permitted on sites in excess of 15,000 square feet of lot area;

No development permit shall be issued except in conformity with the following requirements:

- Minimum Frontage 20 feet (6.1 m)
- Minimum Front or Flankage Yard 20 feet (6.1 m)
- Minimum Rear Yard 8 feet (2.4 m),
- Minimum Side Yard 8 feet (2.4 m), except 0m along a common wall.
- Maximum Height of Main Building 35 feet (10.7 m)

# APPENDIX I

## LEGAL DESCRIPTION OF PARCEL





## APPENDIX H: LEGAL DESCRIPTION OF PARCEL

**PID: 00345033**

LOT V-2BC

ALL THAT parcel of land situate on the easterly side of Willett Street, the southerly side of Lacewood Drive and the westerly side of Dunbrack Street in the City of Halifax, Province of Nova Scotia, designated as Lot V-2BC on a "Plan of Survey of Lot V-2BA and Lot V-2BC being a Subdivision of Lot V-2B Lands of JMISC Holdings Inc. and First City Development Corp. Ltd.," prepared by Wallace Macdonald and Lively Ltd., signed by Harold S. Lively, N.S.L.S., dated the 16th day of August, 1988, approved by the City of Halifax on August 29, 1988, and recorded at the office of the Registrar of Deeds at Halifax as Plan 25603, Drawer 278, said Lot V-2BC having an area of 299,112 square feet, more or less, and being more particularly described as follows:

PREMISING that the line joining Nova Scotia Coordinate Monument 5194 to Nova Scotia Coordinate Monument 5195 has a grid bearing of North 57 degrees 16 minutes 11 seconds East and relating all bearings herein thereto;

COMMENCING at a survey marker placed on the easterly limit of Willett Street at the most southerly corner of Lot V-2A1A, as shown on said plan;

THENCE North 57 degrees 36 minutes 15 seconds East along the southerly limit of said Lot V-2A1A, a distance of 175.00 feet, to a survey marker;

THENCE North 32 degrees 23 minutes 45 seconds West along the northeasterly limit of said Lot V-2A1A, a distance of 84.88 feet, to a survey marker;

THENCE North 57 degrees 36 minutes 15 seconds East along a southerly limit of said Lot V-2A1A, a distance of 137.83 feet, to a survey marker;

THENCE North 32 degrees 23 minutes 45 seconds West along the northeasterly limit of said Lot V-2A1A and Lot V-2A2A, a distance in all of 140.0 feet, to an iron bar found at the most southerly corner of Lot L-4-B1, as shown on said plan;

THENCE North 57 degrees 36 minutes 15 seconds East along the southeasterly limit of said Lot L-4-B1, a distance of 200.0 feet, to a survey marker placed at the most easterly corner thereof;

THENCE North 32 degrees 23 minutes 45 seconds West along the northeasterly limit of said Lot L-4-B1, a distance of 151.58 feet, to a survey marker placed on the southerly limit of Lacewood Drive, as shown on said plan;

THENCE North 71 degrees 47 minutes 10 seconds East along the southerly limit of Lacewood Drive, 59.67 feet, to a survey marker placed at a northerly corner of Lot V-2BA, as shown on said plan;

THENCE South 21 degrees 21 minutes 37 seconds East, along a westerly limit of said Lot V-2BA, 12.11 feet, to a survey marker placed at an angle therein;

THENCE South 15 degrees 44 minutes 22 seconds East, continuing along a westerly limit of said Lot V-2BA, 58.95 feet, to a survey marker placed at an angle therein;

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THENCE South 20 degrees 12 minutes 35 seconds East, continuing along a westerly limit of said Lot V-2BA, 43.79 feet, to a survey marker placed at an angle therein;

THENCE South 24 degrees 26 minutes 55 seconds East, continuing along a westerly limit of said Lot V-2BA, 54.31 feet, to a corner of said Lot V-2BA;

THENCE South 57 degrees 36 minutes 15 seconds West, along the northwesterly limit of said Lot V-2BA, 201.89 feet to a survey marker placed at the most westerly corner of said Lot V-2BA;

THENCE South 32 degrees 23 minutes 45 seconds East, along the southwesterly limit of said Lot V-2BA, 90.00 feet, to a survey marker placed at the southerly corner of said Lot V-2BA;

THENCE North 57 degrees 36 minutes 15 seconds East, along the southeasterly limit of said Lot V-2BA, 141.00 feet, to a survey marker placed at an easterly corner of said Lot V-2BA;

THENCE North 32 degrees 23 minutes 45 seconds West, along a northeasterly limit of said Lot V-2BA, 89.0 feet, to a survey marker placed at a corner of said Lot V-2BA;

THENCE North 57 degrees 36 minutes 15 seconds East, along a southeasterly limit of said Lot V-2BA, 61.76 feet, to a survey marker placed at a corner of said Lot V-2BA;

THENCE North 24 degrees 26 minutes 55 seconds West, along an easterly limit of said Lot V-2BA, 55.14 feet, to a survey marker placed at an angle therein;

THENCE North 20 degrees 12 minutes 35 seconds West, continuing along an easterly limit of said Lot V-2BA, 43.72 feet, to a survey marker placed at an angle therein;

THENCE North 15 degrees 44 minutes 22 seconds West, continuing along an easterly limit of said Lot V-2BA, 58.96 feet, to a survey marker placed at an angle therein;

THENCE North 21 degrees 21 minutes 37 seconds West, continuing along an easterly limit of said Lot V-2BA, 12.11 feet, to a survey marker placed on the southerly limit of Lacewood Drive aforesaid;

THENCE North 71 degrees 47 minutes 10 seconds East, along the southerly limit of Lacewood Drive, 3.78 feet, to a survey marker found at the beginning of a curve, having a radius of 423.5 feet, as shown on said plan;

THENCE along said curve, to the left, an arc distance of 123.92 feet, chord equivalent being 123.50 feet, measured on a course North 63 degrees 34 minutes 40 seconds East, to a survey marker placed at the end of said curve;

THENCE North 65 degrees 43 minutes 15 seconds East continuing along the southerly limit of Lacewood Drive, 53.47 feet, to a survey marker placed at an angle therein;

THENCE South 78 degrees 30 minutes 45 seconds East, a distance of 46.22 feet, to a survey marker found on the southwesterly limit of Dunbrack Street, as shown on said plan;

THENCE South 39 degrees 33 minutes 25 seconds East, along the southwesterly limit of Dunbrack Street, 53.01 feet, to a survey marker found at an angle therein;

THENCE South 32 degrees 23 minutes 45 seconds East, continuing along the southwesterly limit of Dunbrack Street, 455.75 feet, to a survey marker found at the most northerly corner of Lot W-2, as shown on said plan;

THENCE South 57 degrees 36 minutes 15 seconds West, along the northwesterly limit of said Lot W-2 and continuing along the northwesterly limit of Lot Y-1 and Lot Y-2, a distance in all of 791.01 feet, to a survey marker placed on the easterly limit of Willett Street aforesaid;

THENCE North 32 degrees 23 minutes 45 seconds West, along the last mentioned limit 200.13 feet, to the point of commencement.