



P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No 13.1.1.
North West Community Council
June 20, 2022

TO: Chair and Members of North West Community Council

SUBMITTED BY: - Original Signed -

Kelly Denty, Executive Director of Planning and Development

DATE: May 12, 2022

SUBJECT: **Case 22820: Amendments to Development Agreement, Hanwell Drive (Sunset Ridge subdivision), Middle Sackville**

SUPPLEMENTARY REPORT

ORIGIN

- Application by WM Fares Architects, on behalf of the property owner Sunset Plaza Inc.;
- On November 8, 2021, North West Community Council refused the proposed amending development agreement to permit a multiple-unit dwelling with ground floor commercial space at Hanwell Drive, Middle Sackville (PID 41292822);
- Sunset Plaza Inc. filed an appeal of Council's decision to refuse the amending development agreement to the Nova Scotia Utility and Review Board, dated November 22, 2021;
- On March 14, 2022, the Nova Scotia Utility and Review Board held a Hearing to consider the appeal of Council's decision; and
- On May 4, 2022, the Nova Scotia Utility and Review Board directed that North West Community Council approve the amending development agreement for the lands at Hanwell Drive, Middle Sackville.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter (HRM Charter), Part VIII, Planning & Development

RECOMMENDATION

It is recommended that North West Community Council:

1. Approve the proposed amending development agreement, which shall be substantially of the same form as set out in Attachment A of this report.

BACKGROUND / DISCUSSION

On November 8, 2021, North West Community Council held a virtual public hearing to consider an application to amend the existing development agreement for the Sunset Ridge subdivision for a property at the corner of Hanwell Drive and Swindon Drive, Middle Sackville. The proposed amendment would change the permitted land use to allow either the previously approved commercial building or a 4-storey residential building with ground-floor commercial space. Policies UR-10 and IM-13 of the Sackville Municipal Planning Strategy (MPS) enable comprehensive residential developments containing a mix of residential and some community facilities and commercial uses through the development agreement process.

North West Community Council refused to approve the amending development agreement, expressing concerns with the change of the proposal from a commercial development to a substantially residential development from a complete community perspective. North West Community Council discussed the impact that a large residential project on the subject property would have on the local school system. North West Community Council agreed with the recommendation of the North West Planning Advisory Committee to refuse the application based on concerns related to traffic, incompatibility with the existing neighborhood and the original intent of the neighborhood.

Proposal Details

The applicant has proposed to amend the agreement for the commercial site at the corner of Swindon Drive and Hanwell Drive to allow for a 52-unit, 4-storey apartment building with approximately 2,760 square feet of ground floor commercial space, 62 parking spaces (52 underground, 10 surface-level), landscaped areas, approximately 14,000 sq. ft. of amenity space for residents, and one driveway located on Hanwell Drive.

For more information, please see the staff report (Attachment A) which was tabled at North West Community Council on October 4, 2021.

Appeal, UARB Decision and Order

Through their process, the Board must not interfere with the decision of Council unless it determines Council's decision does not reasonably carry out the intent of the Municipal Planning Strategy (MPS). If the appellant can show, on the balance of probabilities that Council's decision does not reasonably carry out the intent of the MPS, the Board must reverse Council's decision to refuse the amending development agreement. If, however, the appellant fails to meet this standard of proof, the Board must defer to the decision of Council.

The refusal of the amending agreement was subsequently appealed by the applicant to the Nova Scotia Utility and Review Board (the Board). Pursuant to section 22(1) of the *Utility and Review Board Act*, and section 262 of the *HRM Charter*, the Board has exclusive jurisdiction to hear appeals from decisions of Council relating to approval or denial of development agreements and any subsequent amendments to them.

The Board heard the appeal on March 14 and 15, 2022 (2022 NSUARB 74 – M10353). In this instance, the Board found Council's refusal did not reasonably carry out the intent of the MPS and ordered that the amending development agreement be approved by Council (Attachment B). Details of the Board's decision can be found in Attachment C of this supplementary report. Accordingly, North West Community Council has been directed to approve the amending development agreement by the Order of the Board.

FINANCIAL IMPLICATIONS

There are no financial implications. The HRM cost associated with processing this planning application can be accommodated with the approved 2022-2023 operating budget for C310 Urban and Rural Planning Applications.

RISK CONSIDERATION

There are no significant risks associated with the recommendations contained within this report. This report is as a result of the Order of the Nova Scotia Utility and Review Board. Information concerning risks and other implications of adopting the proposed amending development agreement are contained within the Discussion section of the previous report provided to North West Community Council as contained in Attachment A.

COMMUNITY ENGAGEMENT

The community engagement process relative to the original application was consistent with the intent of the HRM Community Engagement Strategy. The level of community engagement was consultation, achieved through providing information and seeking comments through the HRM website, signage posted on the subject site, 123 letters mailed to property owners within the notification area in May of 2020, a virtual meeting of the North West PAC held on December 2, 2020 and a virtual public hearing held on November 8, 2021. No further engagement has been performed subsequent to the Board Order. An action order provided by the Board is not appealable to the Board.

ENVIRONMENTAL IMPLICATIONS

No environmental implications are identified.

ALTERNATIVES

None. The Board has ordered that the Council approve the amending development agreement as prescribed by their Order and as such there are no alternatives in this case.

ATTACHMENTS

Attachment A: Staff Report and Amending Development Agreement
Attachment B: Nova Scotia Utility and Review Board Order of May 4, 2022
Attachment C: Nova Scotia Utility and Review Board Decision of May 4, 2022

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Paul Sampson, Planner II, Current Planning, 902.717.8125

Attachment A

HALIFAX

P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 10.1.1
North West Community Council
October 4, 2021
November 8, 2021

TO: Chair and Members of North West Community Council

SUBMITTED BY: - Original Signed -

Kelly Denty, Executive Director of Planning and Development

DATE: September 21, 2021

SUBJECT: **Case 22820: Amendments to Development Agreement, Hanwell Drive
(Sunset Ridge subdivision), Middle Sackville**

ORIGIN

Application by WM Fares Architects, on behalf of Sunset Plaza Inc.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter (HRM Charter), Part VIII, Planning & Development.

RECOMMENDATION

It is recommended that North West Community Council:

1. Give notice of motion to consider the proposed amending development agreement, as set out in Attachment A, to permit a multiple-unit dwelling with ground floor commercial space at Hanwell Drive, Middle Sackville (PID 41292822), and schedule a public hearing;
2. Approve the proposed amending development agreement, which shall be substantially of the same form as set out in Attachment A; and
3. Require the amending development agreement be signed by the property owner within 240 days, or any extension thereof granted by Council on request of the property owner, from the date of final approval by Council and any other bodies as necessary, including applicable appeal periods, whichever is later; otherwise this approval will be void and obligations arising hereunder shall be at an end.

BACKGROUND

WM Fares Architects have applied, on behalf of Sunset Plaza Inc., to amend the existing development agreement for the Sunset Ridge subdivision for a property at the corner of Hanwell Drive and Swindon Drive, Middle Sackville, to change the permitted land use to allow either the previously approved commercial building or a 4-storey residential building with ground-floor commercial space.

Subject Site	Hanwell Drive, Middle Sackville (PID 41292822)
Location	Site backs onto Margeson Dr. right-of-way, at the southwest end of Hanwell Drive, Middle Sackville
Regional Plan Designation	Urban Settlement and Rural Commuter
Community Plan Designation (Map 1)	Rural Residential (RR), Sackville Municipal Planning Strategy (MPS)
Zoning (Map 2)	Comprehensive Development District (CDD) Zone, Sackville Land Use By-law (LUB)
Size of Site	5,625 square metres (60,547 square feet) +/-
Street Frontage	68.8m (226 ft.) on Hanwell Drive and 46.5m (153 ft.) on Swindon Drive
Current Land Use(s)	Vacant land
Surrounding Use(s)	Low-density residential uses and 2 apartment buildings to the north and east, vacant land to the south.

Existing Development Agreement

In July of 2008, the North West Community Council approved a development agreement (Attachment B) for the Sunset Ridge subdivision located between Sackville Drive and Highway 101 in Middle Sackville. The agreement allowed for the following:

- 128 single-unit dwellings;
- 108 semi-detached dwelling units;
- 55 townhouse units;
- 2 multi-unit buildings with a maximum of 128 dwelling units; and
- A commercial site with specified allowable uses such as retail, restaurants (except drive-through), offices and service/ personal service uses.

On March 7, 2011, the North West Community Council approved an amending development agreement which allowed side yard setbacks of 8 feet for semi-detached dwellings in the Sunset Ridge development. This amendment did not affect the subject site on Hanwell Drive.

Proposal Details

The applicant now proposes to amend the agreement for the commercial site at the corner of Swindon Drive and Hanwell Drive to allow for a multiple-unit dwelling with ground floor commercial space (Schedules J through N of Attachment A). Details of the proposal are as follows:

- 52-unit, 4-storey residential apartment building;
- Approximately 2,760 square feet of ground-floor commercial space. Permitted commercial uses remain the same as permitted in the existing agreement as generally outlined above and contained in Attachment B;
- Underground parking for tenants and surface parking generally for visitors and commercial use(s) totalling 62 spaces;
- Landscaped areas and approximately 14,000 sq. ft. of amenity space for residents;
- Driveway will be located off Hanwell Drive in the middle of the site, just northeast of the existing bus stop; and

- A 3-year timeframe to allow for commencement of construction and 5 years to complete the construction.

Enabling Policy and LUB Context

The subject property is designated Rural Residential under the Sackville Municipal Planning Strategy (MPS) and is zoned CDD (Comprehensive Development District) under the Sackville Land Use By-law (LUB). The CDD Zone enables the development agreement process for comprehensively planned developments which may include a mix of residential, community facility and local commercial uses.

The current proposal is being considered pursuant to Policy UR-10 which in this case allows for a mix of residential and commercial uses through the development agreement process (Attachment C).

COMMUNITY ENGAGEMENT

The level of community engagement was consultation and was achieved through providing information and seeking comments through the HRM website, signage posted on the site, and letters mailed to 123 property owners and tenants within the notification area in May of 2020. The HRM website had 255 unique views, and public comments received (44 emails and 2 phone calls) include the following topics:

- Concerns regarding traffic, speeding and pedestrian safety;
- No additional apartments wanted, not in favour of changing agreement, would rather commercial development as per existing agreement;
- The appearance of the proposed building should be improved as well as site landscaping, provisions for privacy, sound dampening;
- The main floor level (of the apartment building) should be split up into commercial spaces;
- Negative affect on the resale value of homes, more crime (vandalism & thefts);
- Concern with adding further density to the community;
- Concerns regarding construction noise and debris; and
- The apartment building would ruin the views of the sunset to the west for some houses.

Following the public consultation, the application was revised as follows:

- the ground-floor commercial space was added;
- the number of residential units was reduced by 2 units;
- two driveways were removed from Swindon Drive and one driveway was proposed off Hanwell Drive instead; and
- a landscape plan was included and the site plan and building elevations were revised to improve the exterior building appearance.

A public hearing must be held by North West Community Council before it can consider approval of the proposed amending development agreement. Should Community Council decide to proceed with a public hearing on this application, in addition to the published newspaper advertisements, property owners within the notification area shown on Map 2 will be notified of the hearing by regular mail.

North West Planning Advisory Committee

On December 2, 2020, the North West Planning Advisory Committee (PAC) recommended that the application be rejected. The following recommendation to North West Community Council was approved:

THAT the North West Planning Advisory Committee has reviewed the application for Case 22820 and recommends rejection of the application due to traffic concerns, incompatibility with the existing neighborhood, the development goes against the original intent of the neighborhood and it is not a complete community. The Committee further suggests that

should the applicant choose to make modifications to the application, that it considers proposing the entirety of the first floor of the apartment building as commercial space.

A report from the PAC to Community Council will be provided under separate cover.

DISCUSSION

Staff has reviewed the proposal relative to all relevant policies and advise that it is reasonably consistent with the intent of the Sackville MPS. Attachment C provides an evaluation of the proposed development agreement in relation to the relevant MPS policies.

Proposed Development Agreement

Attachment A contains the proposed amending development agreement for the subject site and the conditions under which the development may occur, including conformance with a proposed site plan and building elevations. The proposed amending development agreement addresses the following matters:

- the building is limited to 4 storeys in height and 52 residential units;
- a minimum of 2,500 square feet of commercial space is required, and permitted commercial uses are limited to those in the existing agreement [retail, restaurants (except drive-through), offices and service/ personal service uses];
- the location of the building on the site, which includes setbacks that exceed those required by the LUB from existing residential dwellings abutting the site (from Hanwell Drive and the northeast property line). The exterior design of the building and site will be subject to new schedules in the agreement;
- landscaped amenity areas for residents surrounding the building and new trees and other plantings which will require a detailed plan by a landscape architect prior to a construction permit;
- revised site access and parking, most of which will be underground; and
- the timing of commencement and completion of the development.

The proposed amending development agreement (Attachment A) will permit the proposed building, subject to the controls identified above. Of the matters addressed by the proposed amending agreement to satisfy the MPS criteria (Attachment C), the following have been identified for detailed discussion.

Land Use Compatibility

The proposed amendments to the existing development agreement involve a change from having only commercial uses on the site to a 4-storey multi-unit residential building with some ground-floor commercial space. This poses minimal compatibility concerns or land use impacts with adjacent residential development, when compared to the commercial uses permitted by the existing agreement, which include restaurants, retail stores and offices.

The property is adjacent to low-density residential development to the east on Hanwell Drive. The apartment building is proposed to be sited so that there will be large setbacks from the property line coincidental with Hanwell Drive, of at least 33 feet at the intersection with Swindon Drive, and increasing from there. A similar setback of at least 30 feet is required from the side property line to the northeast. In addition, new trees will be planted in the setback areas to provide some visual screening between the property lines and the building and parking area. The building height would be approximately one storey higher than the 35 foot height limit for a commercial building or other residential buildings in the subdivision. Therefore, the change from a commercial building to an apartment building is not anticipated to have adverse land use impacts.

The removal of much of the commercial space from the development could impact the walkability and convenience aspect provided by the commercial uses in the existing agreement. However, a reduced amount of commercial space proposed on the ground floor would negate this somewhat. The MPS policies support either commercial or residential development in this location, or a combination of the two.

Traffic and Driveways

A Traffic Impact Statement (TIS) from January of 2020 proposed two driveways off Swindon Drive. Based on the review of this first statement, an updated TIS from October 2020 was submitted, which proposed one driveway off Hanwell Drive. This amended proposal satisfied HRM Development Engineering where siting distances are adequate and took into account the termination of Hanwell Drive at Swindon Drive. There will be a minimal number of new trips generated as compared to the uses allowed in the existing agreement. Therefore, no significant impact on the road network is expected. The updated TIS has been reviewed by HRM Traffic and Development Engineering, was found to be acceptable and no concerns were raised. The TIS meets HRM's standard requirements and analytical capacity calculations were not required.

There have been some traffic concerns raised by residents through the public consultation process, such as excessive speeds. However, these concerns relate to the overall subdivision and are not caused or affected by the proposed change to the site. These issues could potentially be partly alleviated in the future by traffic calming measures. Beaconsfield Way, between Darlington and Sackville Drive, is on the list of ranked streets for traffic calming. Hanwell Drive and Darlington Drive are currently in the data collection phase and could be added to the list in the future.

Density and Servicing

The proposed change from commercial to mixed-use is not expected to increase overall sewage flows but will increase the residential population of the subdivision. This density is typical for suburban areas of HRM and is in keeping with developments located in other portions of Sackville.

The developer is responsible for all costs related to servicing the site. The proposal has been reviewed by Halifax Water and no concerns have been raised, however detailed servicing requirements will be reviewed and confirmed at the permitting stage.

Conclusion

Staff have reviewed the proposal in terms of all relevant policy criteria and advise that the proposal is reasonably consistent with the intent of the Sackville MPS. The proposed amending development agreement and schedules provide site design requirements which address any impacts on adjacent residential uses and address any technical or environmental concerns. Therefore, staff recommend that the North West Community Council approve the proposed amending development agreement.

FINANCIAL IMPLICATIONS

There are no budget implications. The applicant will be responsible for all costs, expenses, liabilities and obligations imposed under or incurred in order to satisfy the terms of this proposed development agreement. The administration of the proposed development agreement can be carried out within the approved 2021-2022 budget and with existing resources.

RISK CONSIDERATION

There are no significant risks associated with the recommendations contained within this report. This application may be considered under existing MPS policies. Community Council has the discretion to make decisions that are consistent with the MPS, and such decisions may be appealed to the N.S. Utility and Review Board. Information concerning risks and other implications of adopting the proposed development agreement are contained within the Discussion section of this report.

ENVIRONMENTAL IMPLICATIONS

No environmental implications are identified.

ALTERNATIVES

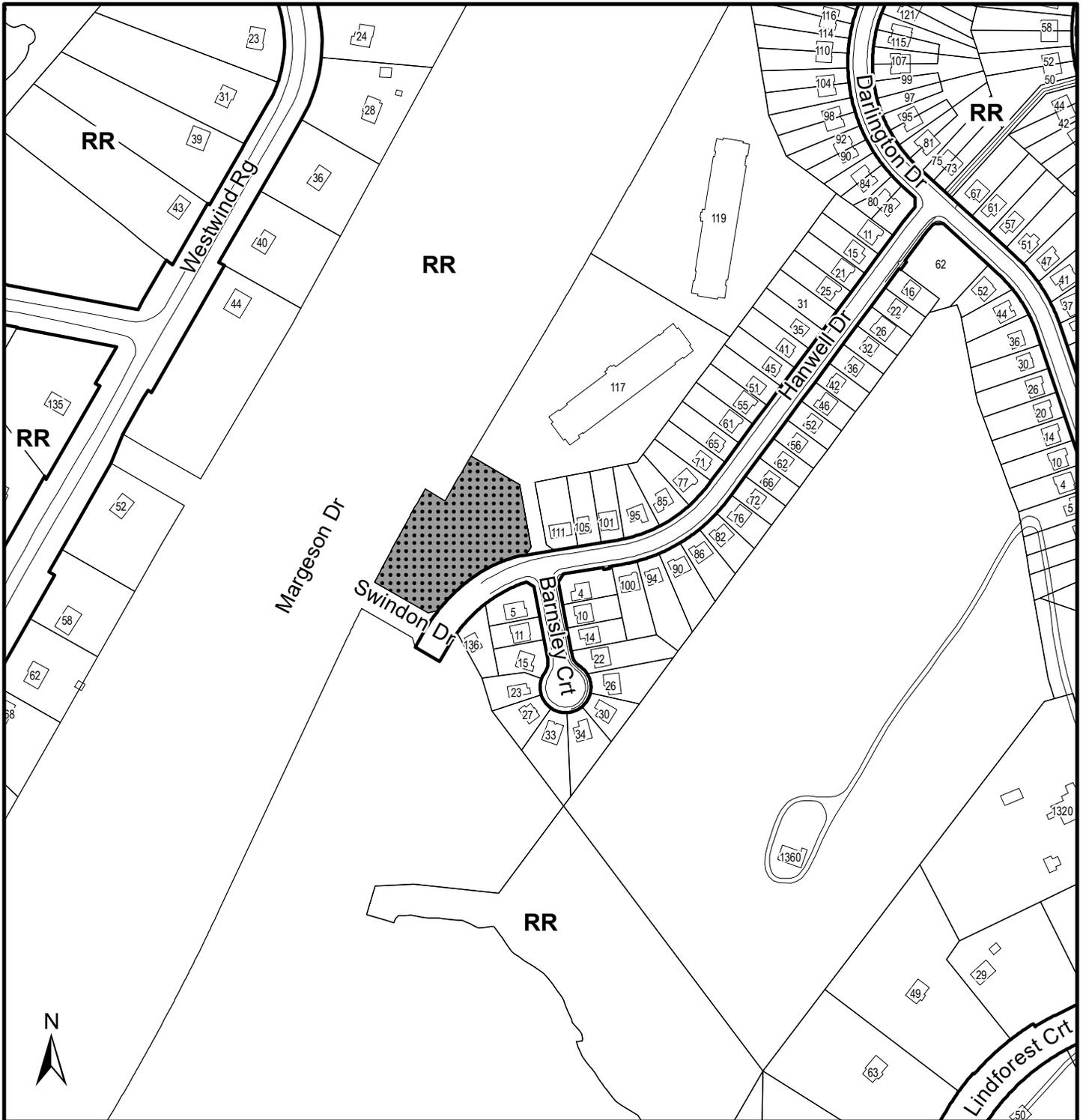
1. North West Community Council may choose to approve the proposed amending development agreement subject to modifications. Such modifications may require further negotiation with the applicant and may require a supplementary report or another public hearing. A decision of Council to approve this development agreement is appealable to the N.S. Utility & Review Board as per Section 262 of the *HRM Charter*.
2. North West Community Council may choose to refuse the proposed amending development agreement, and in doing so, must provide reasons why the proposed agreement does not reasonably carry out the intent of the MPS. A decision of Council to refuse the proposed development agreement is appealable to the N.S. Utility & Review Board as per Section 262 of the *HRM Charter*.

ATTACHMENTS

Map 1:	Generalized Future Land Use
Map 2:	Zoning and Notification
Attachment A:	Proposed Amending Development Agreement
Attachment B:	Original Development Agreement
Attachment C:	Review of Relevant Policies of the Sackville Municipal Planning Strategy

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Paul Sampson, Planner II, 902.717.8125

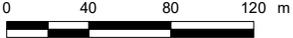


Map 1 - Generalized Future Land Use

Swindon Drive & Hanwell Dr,
Sackville

HALIFAX

 Area for a Substantive Amendment
to the existing Development
Agreement

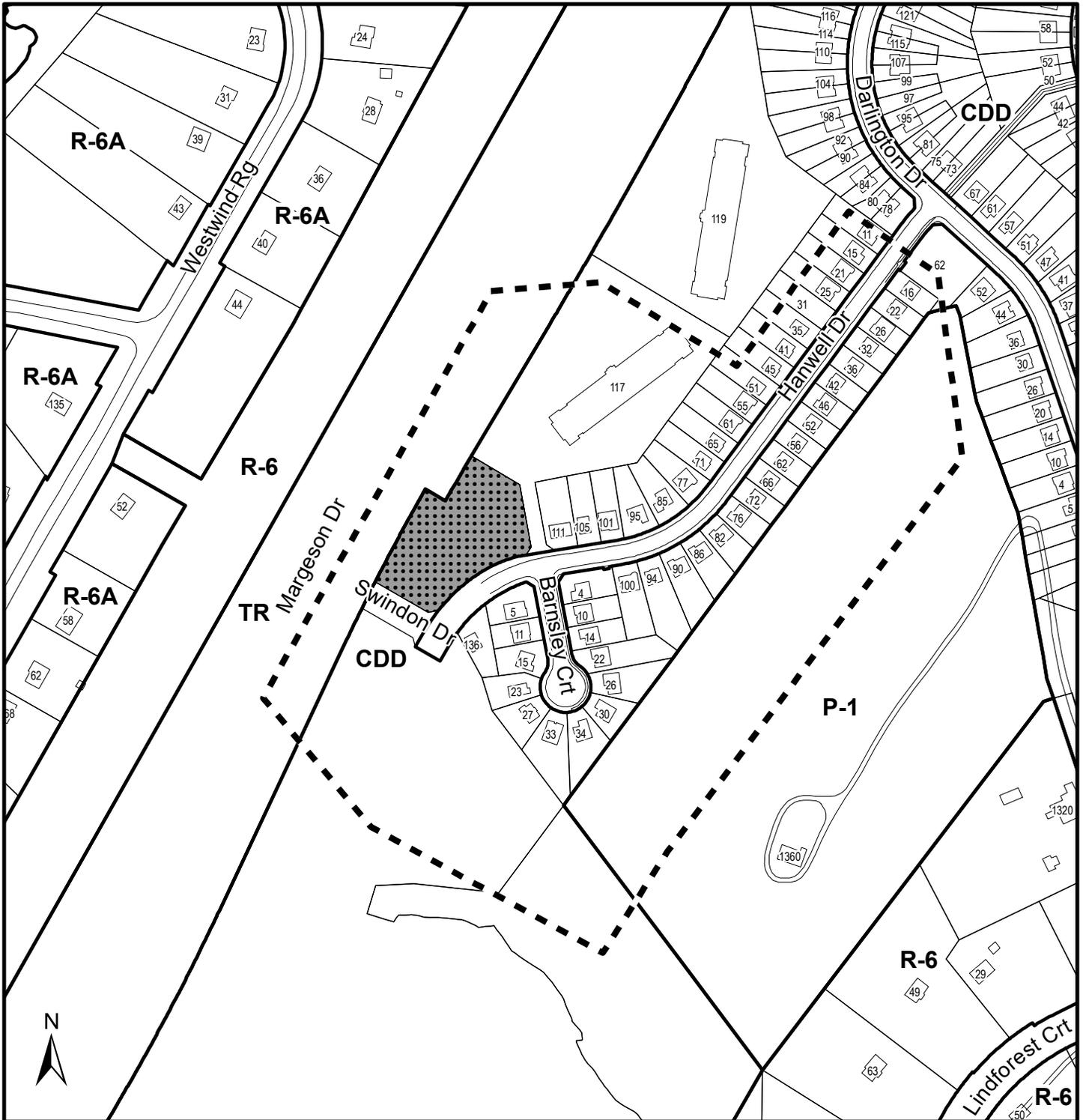


Designation
RR Rural Residential

This map is an unofficial reproduction of
a portion of the Generalized Future Land
Use Map for the plan area indicated.

The accuracy of any representation on
this plan is not guaranteed.

Sackville Land Use By-Law



Map 2 - Zoning and Notification

Swindon Drive & Hanwell Dr,
Sackville

HALIFAX

 Area for a Substantive Amendment to the existing Development Agreement

 Area of Notification

Zone

- R-6 Rural Residential
- R-6A Rural Residential Single Unit Dwelling
- P-1 Open Space
- CDD Comprehensive Development District
- TR Transportation Reserve



This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

Sackville Land Use By-Law

Attachment A: Proposed Amending Development Agreement

THIS SECOND AMENDING DEVELOPMENT AGREEMENT made this day of ,
2021,

BETWEEN:

[Insert Name of Corporation/Business LTD.],
a body corporate, in the Province of Nova Scotia,
(hereinafter called the "Developer")

OF THE FIRST PART

- and -

HALIFAX REGIONAL MUNICIPALITY,
a municipal body corporate, in the Province of Nova Scotia,
(hereinafter called the "Municipality")

OF THE SECOND PART

WHEREAS the Developer is the registered owner of certain lands located at the intersection of Swindon Drive and Hanwell Drive, Middle Sackville [PID# 41292822], and which said lands are more particularly described in Schedule A hereto (hereinafter called the "Lands");

AND WHEREAS on July 10, 2008 North West Community Council approved an application to enter into a Development Agreement for the development and subdivision of lands known as Sunset Ridge subdivision between Highway 101 and Sackville Drive, Middle Sackville, said development agreement being registered at the Land Registry in Halifax as Document 91735762 (Case 01027) on September 29, 2008 (hereinafter called the "Original Agreement"), and which applies to the Lands;

AND WHEREAS on March 7, 2001 North West Community Council approved an application to amend the Original Agreement to permit side yard setbacks of 8 feet for semi-detached dwellings, the said amending agreement was registered at the Land Registry in Halifax as Document Number 98168983 (Case 016722) on April 19, 2011 (hereinafter called the "First Amending Agreement"), and which applies to the Lands;

AND WHEREAS the Original Agreement and the First Amending Agreement together comprise the Existing Agreement (hereinafter called the "Existing Agreement");

AND WHEREAS the Developer has requested amendments to the Existing Agreement to allow the commercial site to be developed with a multiple unit dwelling with ground floor commercial space, pursuant to the provisions of the *Halifax Regional Municipal Charter* and pursuant to Policies RR-3 and UR-10 of the Sackville Municipal Planning Strategy and Section 3.6(b) of the Sackville Land Use Bylaw;

AND WHEREAS the North West Community Council approved this request at a meeting held on **[INSERT DATE]**, referenced as Municipal Case 22820;

THEREFORE, in consideration of the benefits accrued to each party from the covenants herein contained, the Parties agree as follows:

1. Except where specifically varied by this Second Amending Development Agreement, all other conditions and provisions of the Existing Agreement, as amended, shall remain in effect.
2. The Developer agrees that the Lands shall be developed and used only in accordance with and subject to the terms and conditions of this Second Amending Agreement, and the Existing Agreement.
3. Section 3.2 of the Existing Agreement shall be amended by inserting the text shown below in bold immediately following "Schedule I: Architectural Design Criteria for Townhouses and Apartment Buildings" :

Schedule J	Commercial/ Residential Site Plan
Schedule K	Commercial/ Residential Landscape Plan
Schedule L	Commercial/ Residential Front Elevation
Schedule M	Commercial/ Residential Rear Elevation
Schedule N	Commercial/ Residential Side Elevations

4. The Existing Agreement shall be amended by inserting the following Schedules after Schedule I:

Schedule J	Commercial/ Residential Site Plan
Schedule K	Commercial/ Residential Landscape Plan
Schedule L	Commercial/ Residential Front Elevation
Schedule M	Commercial/ Residential Rear Elevation
Schedule N	Commercial/ Residential Side Elevations

5. Section 3.4 (e) of the Existing Agreement shall be amended by inserting the following text shown in bold, immediately before the period at the end of the sentence:

(e) a commercial development as prescribed by this Agreement, **or, notwithstanding Schedules B through H, a multiple unit dwelling with ground floor commercial space, pursuant to Section 3.5.5.1.**

6. The Existing Agreement shall be amended by adding new Section 3.5.5.1 immediately following Section 3.5.5, as shown in bold, as follows:

3.5.5.1 Notwithstanding Sections 3.4 (d), 3.5.4, 3.5.5 the commercial site shown on Schedules B through H may be replaced with a multiple unit dwelling with ground floor commercial space which conforms with Schedules J, K, L, M and N, and the following:

- (a) **The building location and parking shall be in conformance with Schedule J and the exterior design of the multiple unit dwelling with ground floor commercial space shall be in conformance with Schedules L, M and N;**
- (b) **Architectural design criteria shall be in conformance with the architectural design criteria for apartment buildings found in Schedule I, except for subsection a);**
- (c) **Landscaping and amenity areas shall conform with Schedule K and Section 3.8;**

- (d) The maximum building height shall be four (4) habitable stories above grade exclusive from any underground parking area;
- (e) The numbers of each dwelling unit type may vary by up to 20 percent of the amounts shown on Schedule J, provided the total number of dwelling units does not exceed 52;
- (f) The amount of amenity space may vary by up to 10 percent of the amount shown on Schedule J;
- (g) A minimum of 2,500 square feet of ground floor commercial space shall be provided. Any commercial uses shall conform with the provisions and requirements of the C-2 (Community Commercial) Zone of the Land Use By-law except that uses shall be restricted to the following: retail stores, food stores, service and personal service uses, offices, commercial schools, banks and financial institutions, restaurants and take-out restaurants but shall not include drive-in restaurants or recycling depots; and
- (h) Facial signs and projecting signs shall be permitted and shall comply with Section 2.70 and Part 5 of the Land Use By-law.

7. The first sentence of section 3.8 of the Existing Agreement shall be amended by deleting the text shown in ~~strikeout~~ and inserting the text shown in bold as follows:

Any municipal development permit submitted for a multi-unit development or commercial development pursuant to the provisions of Sections 3.5.4, ~~or 3.5.5~~, **or 3.5.5.1** of this Agreement shall include a landscaping plan, prepared by a Professional Landscape Architect in good standing, which illustrates the landscaping measures to be undertaken to all areas disturbed by construction.

8. The Existing Agreement shall be amended by inserting the following sections 8.3.3 and 8.3.4 immediately following 8.3.2 as follows:

8.3.3 In the event that the development of the multiple unit dwelling with ground floor commercial space has not commenced within three (3) years of the date of registration of this Second Amending Agreement at the Land Registry Office the Agreement shall have no further force or effect and henceforth the development of the Lands shall comply with the provisions of the Land-Use By-law. For the purposes of this section, commencement shall mean the installation of the footings and foundation of the building.

8.3.4 In the event that the development of the multiple unit dwelling with ground floor commercial space has not been completed within five (5) years of the date of registration of this Second Amending Agreement at the Land Registry Office the Lands shall conform with the provisions of the Land-Use By-law. For the purposes of this section, completion shall mean the issuance of an occupancy permit.

IN WITNESS WHEREAS the said parties to these presents have hereunto set their hands and affixed their seals the day and year first above written.

SIGNED, SEALED AND DELIVERED in the presence of:

(Insert Registered Owner Name)

Witness

SIGNED, DELIVERED AND ATTESTED to
by the proper signing officers of Halifax
Regional Municipality, duly authorized in that
behalf, in the presence of:

Witness

Witness

Per: _____

—

HALIFAX REGIONAL MUNICIPALITY

Per: _____

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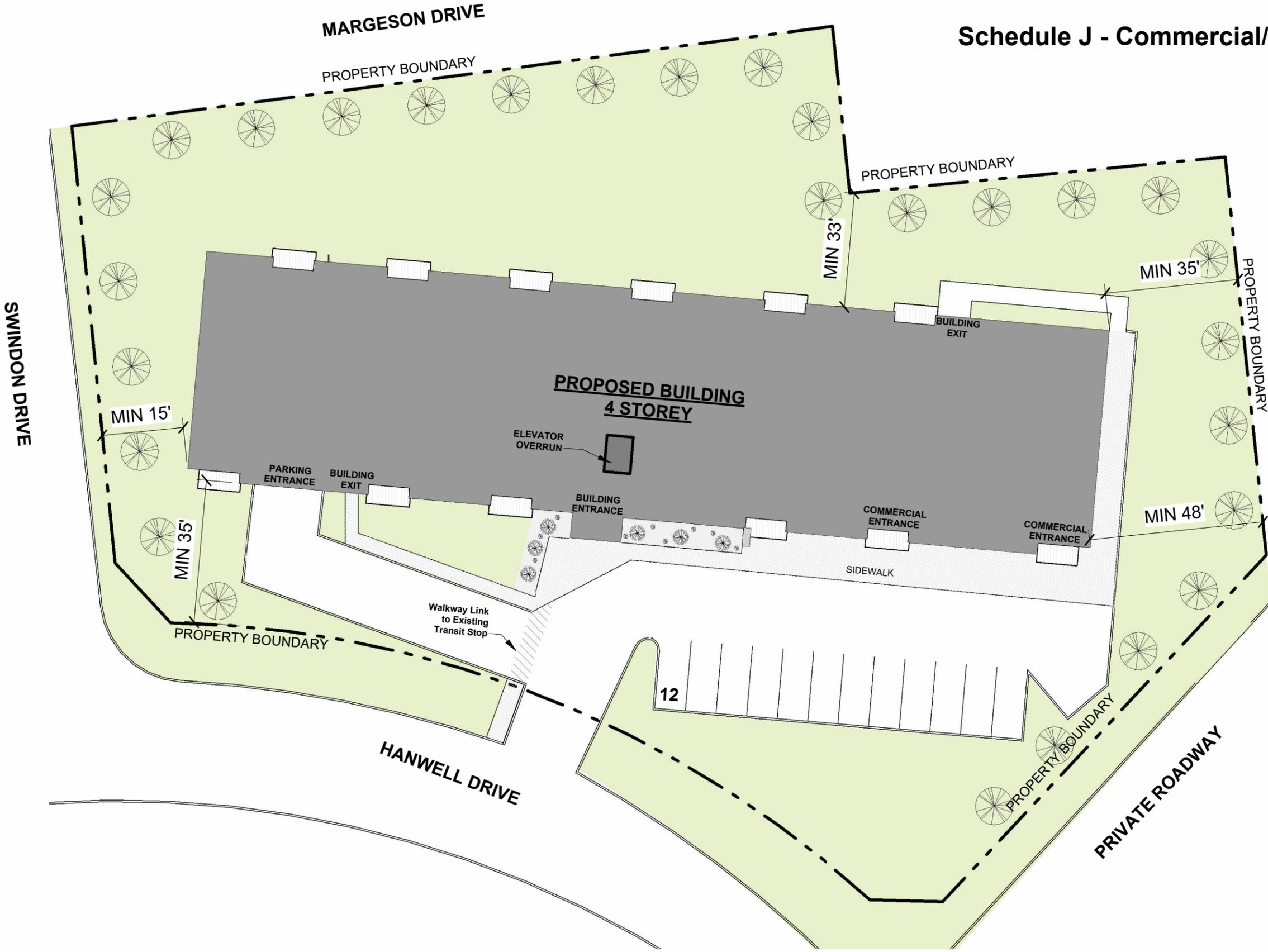
MAYOR

Per: _____

—

MUNICIPAL CLERK

Schedule J - Commercial/ Residential Site Plan



PROJECT DATA		
NUMBER OF UNITS PROVIDED		
1 BDR OR MORE	2 BDR OR MORE	TOTAL
13 (25%)	39 (75%)	52

SITE DATA	
PROPERTY AREA	60 653 SF
BUILDING AREA	17 124 SF
LOT COVERAGE	28%

AMENITY SPACE PROVIDED	
OUTDOOR	12 600 SF
AMENITY ROOMS	1 195 SF
TOTAL:	13 795 SF

PARKING SPACES PROVIDED	
EXTERIOR	12
INTERIOR	50
TOTAL:	62

NOTE: DETAILED LANDSCAPE PLAN TO BE PROVIDED AT BUILDING PERMIT STAGE

Schedule K - Commercial/ Residential Landscape Plan

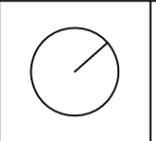


HANWELL DRIVE
HANWELL DRIVE, MIDDLE SACKVILLE NS

Consultant:
Gordon Ratcliffe
LANDscape ARCHITECTS
2055 Route 329
HUBBARDS, NOVA SCOTIA
CANADA, B0J 1T0
TEL: (902) 478 - 3683
FAX: (902) 857 - 1108
grla@eastlink.ca

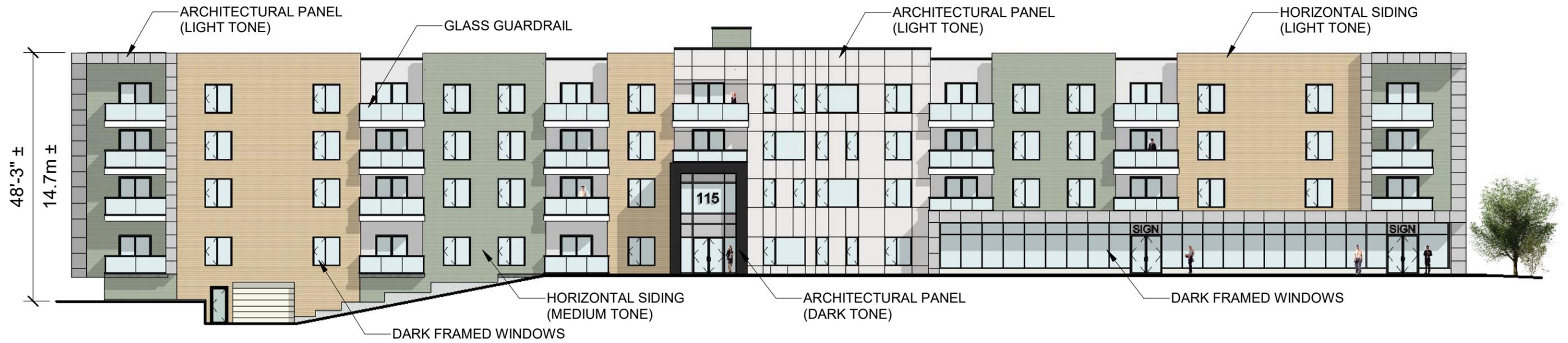
Drawing Title:
LANDSCAPE PLAN

Project No: 2017-11
Scale: AS NOTED
Date: MARCH 21, 2021



L-101

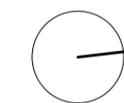
Schedule L - Commercial/ Residential Front Elevation



HANWELL DRIVE
HANWELL DRIVE, MIDDLE SACKVILLE NS

ELEVATION - FRONT

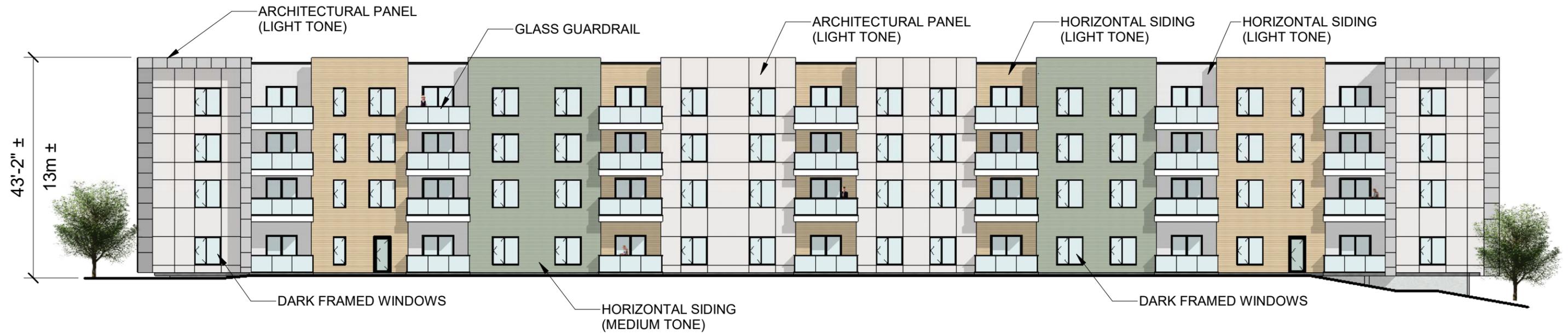
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Date: 10/8/2020
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WM FARES
ARCHITECTS

A301

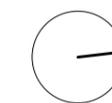
Schedule M - Commercial/ Residential Rear Elevation



HANWELL DRIVE
HANWELL DRIVE, MIDDLE SACKVILLE NS

ELEVATION - REAR

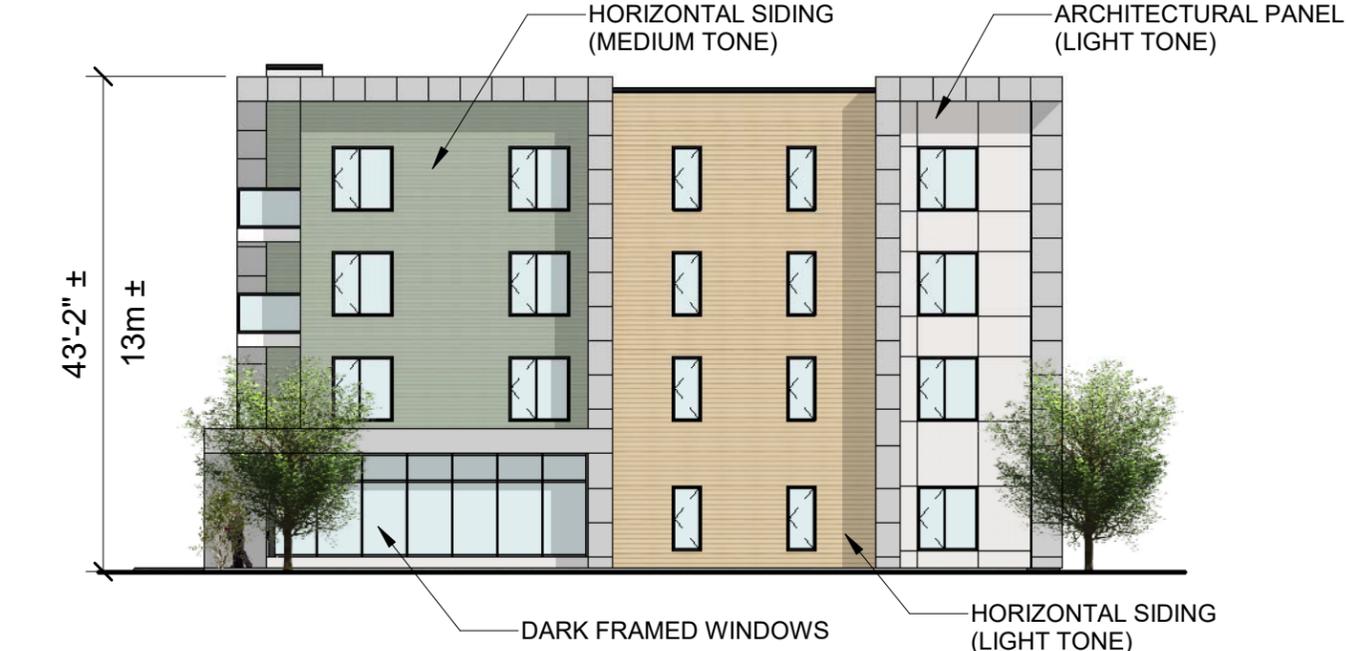
Project No: 2017-11
Scale: 1" = 20'-0"
Date: 10/8/2020
11:38:13 AM



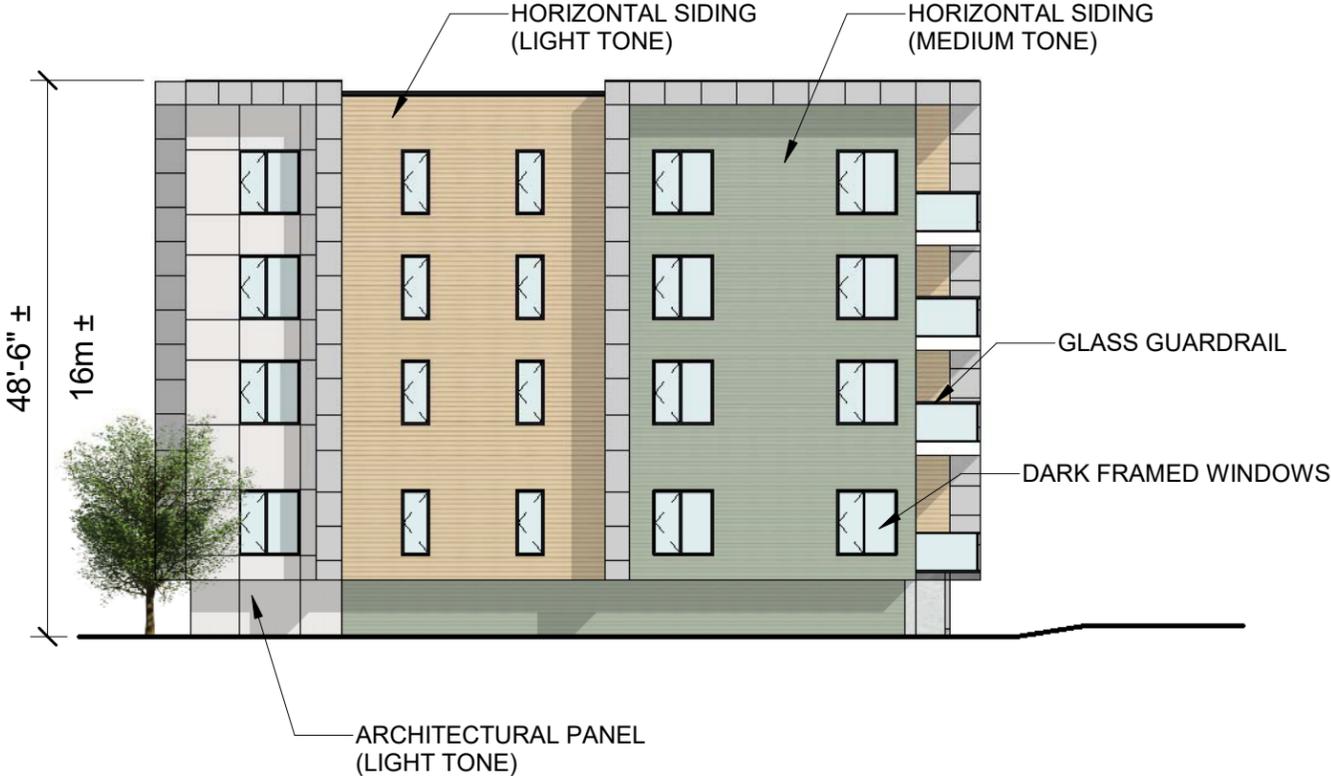
WM FARES
ARCHITECTS

A302

Schedule N - Commercial/ Residential Side Elevations



① NORTH
1/16" = 1'-0"



② SOUTH
1/16" = 1'-0"



THIS AGREEMENT made this **23** day of, 2008,

BETWEEN:

ARMCO CAPITAL INCORPORATED
(hereinafter called the "Developer")

OF THE FIRST PART

-and-

HALIFAX REGIONAL MUNICIPALITY,
a body corporate, in the County of
Halifax, Province of Nova Scotia
(hereinafter called the "Municipality")

OF THE SECOND PART

WHEREAS the Developer is the registered owner of certain lands located between Highway 101 and Sackville Drive in Middle Sackville, referenced by P.I.D. Nos. 40281479, 40152670, and 40875346, and which said lands are more particularly described in the Schedules "A" to this Agreement ("the Lands");

AND WHEREAS the Developer has requested that the Municipality enter into a development agreement to allow for subdivision and development of the Lands pursuant to the provisions of the Municipal Government Act, Halifax Regional Municipal Planning Strategy and the Municipal Planning Strategy and Land Use By-law for Sackville;

AND WHEREAS North West Community Council ("the Community Council") approved this Agreement at a meeting held on July 10, 2008;

THEREFORE in consideration of the benefits accrued to each party from the covenants herein contained, the Parties agree as follows:

APPROVED

Municipal Solicitor

PART 1: GENERAL REQUIREMENTS AND ADMINISTRATION

1.1 Applicability of Agreement

The Developer agrees that the Lands shall be developed and used only in accordance with and subject to the terms and conditions of this Agreement.

1.2 Applicability of Land Use By-law and Subdivision By-law

Except as otherwise provided for herein, the development and use of the Lands shall comply with the requirements of the Sackville Land Use By-law ("the Land Use By-law") and the Regional Subdivision By-law for Halifax Regional Municipality ("the Subdivision By-law"), as may be amended from time to time.

1.3 Applicability of Other By-laws, Statutes and Regulations

Further to Section 1.2, nothing in this Agreement shall exempt or be taken to exempt the Developer, lot owner or any other person from complying with the requirements of any by-law of the Municipality applicable to the Lands (other than the Land Use By-law to the extent varied by this Agreement), or any statute or regulation of the Provincial/Federal Government and the Developer or Owner agrees to observe and comply with all such laws, by-laws and regulations in connection with the development and use of the Lands.

The Developer shall be responsible for securing all applicable approvals associated with the on-site and off-site servicing systems required to accommodate the development, including but not limited to sanitary sewer system, water supply system, stormwater sewer and drainage system, and utilities. Such approvals shall be obtained in accordance with all applicable by-laws, standards, policies, and regulations of HRM and other approval agencies. All costs associated with the supply and installation of all servicing systems and utilities shall be the responsibility of the Developer. All design drawings and information shall be certified by a Professional Engineer.

1.4 Conflict

Where the provisions of this Agreement conflict with those of any by-law of the Municipality applicable to the Lands (other than the Land Use By-law to the extent varied by this Agreement) or any provincial or federal statute or regulation, the higher or more stringent requirements shall prevail.

Where the written text of this Agreement conflicts with information provided in the Schedules attached to this Agreement, the written text of this Agreement shall prevail.

1.5 Costs, Expenses, Liabilities and Obligations

The Developer shall be responsible for all costs, expenses, liabilities and obligations imposed under or incurred in order to satisfy the terms of this Agreement and all federal, provincial and municipal regulations, by-laws or codes applicable to any lands.

1.6 Provisions Severable

The provisions of this Agreement are severable from one another and the invalidity or unenforceability of one provision shall not affect the validity or enforceability of any other provision.

PART 2: DEFINITIONS AND AGREEMENT

2.1 All words unless otherwise specifically defined herein shall be as defined in the applicable Land Use By-law and Subdivision By-law.

2.2 In this Agreement, unless the context otherwise requires:

- (a) "Community Planning Strategy" means the Municipal Planning Strategy for Sackville, as amended from time to time.
- (b) "Regional Planning Strategy" means the Regional Municipal Planning Strategy of the Municipality.

PART 3 USE OF LANDS AND DEVELOPMENT PROVISIONS

3.1 SUBDIVISION

3.1.1 Any subdivision application shall substantially conform with the permitted development, lot layout and minimum lot frontage and area design standards presented on Schedule B.

3.1.2 Unless otherwise acceptable to the Development Officer, subdivision applications shall be submitted in accordance with the Phasing Plan presented as Schedule C and the Development Officer shall grant subdivision approvals for the phase for which approval is sought subject to all applicable terms and conditions of this Agreement.

3.1.3 The Parties acknowledge that, prior to entering into this Agreement, the Municipality granted final subdivision design approval under the provisions of the former County of Halifax Subdivision By-law, referenced by the Municipality as file 19980686-19-F, for lots with frontage on Sackville Drive which are located within a tree retention area shown on Schedule E. In consideration of the benefits accrued by this Agreement, the Developer agrees that, upon registration of this Agreement, the said subdivision approval is null and void and shall not be registered at the Registry of Deeds and, in the event that the said subdivision plan is registered at the Registry of Deeds prior to the registration of this

Agreement, this Agreement shall be null and void and no municipal approvals shall be granted pursuant to its provisions.

3.2 SCHEDULES

The Developer shall develop the lands in a manner, which, unless otherwise provided for by this Agreement, are, in the opinion of the Development Officer, in conformance with the Schedules attached to this Agreement.

The Schedules are:

Schedule A:	Legal Description of the Lands
Schedule B:	Concept Plan
Schedule C:	Phasing Plan
Schedule D:	Streets, Sidewalks and Walkway Plan
Schedule E:	Tree Retention Plan
Schedule F:	Water System Plan
Schedule G:	Storm Water Plan
Schedule H:	Sanitary Sewer Plan
Schedule I:	Architectural Design Criteria for Townhouses and Apartment Buildings

3.3 REQUIREMENTS PRIOR TO APPROVAL

3.3.1 No subdivision approvals shall be granted unless:

- (a) if required, a parkland dedication agreement has been entered into in accordance with the requirements of Section 3.6.1 of this Agreement; and
- (b) notification has been received from the Engineer that a left hand turning lane has been constructed in accordance with the requirements of Section 4.3.2 of this Agreement.

3.3.2 No municipal development permit shall be granted unless:

- (a) a lot grading plan has been prepared in accordance with the requirements of Section 3.5.9 of this Agreement and the plan has been approved by the Engineer; and
- (b) a landscaping plan has been prepared by a Professional Landscape Architect in accordance with the requirements of Section 3.8 of this Agreement.

- 3.3.3 No building permit shall be granted unless the Developer has completed the Municipality's MICI (Multi-unit/Industrial/Commercial/Institutional/Commercial) process for any multi-unit or commercial development.
- 3.3.4 Notwithstanding any other provision of this Agreement, the Developer shall not occupy or use the Lands for any of the uses permitted by this Agreement unless an Occupancy Permit has been issued by the Municipality. No Occupancy Permit shall be issued by the Municipality unless and until the Developer has complied with all applicable provisions of this Agreement and the Land Use By-law (except to the extent that the provisions of the Land Use By-law are varied by this Agreement) and with the terms and conditions of all permits, licenses, and approvals required to be obtained by the Developer pursuant to this Agreement.
- 3.3.5 No Occupancy Permit shall be granted for any multi-unit development or any commercial development unless a certification has been received from a Professional Landscape Architect in accordance with Section 3.8 of this Agreement.
- 3.3.6 Prior to the acceptance of any streets and municipal services within any phase of subdivision, the Developer shall provide the Development Officer with certification from a Professional Engineer that the Developer has complied with the required Erosion and Sedimentation Control Plan as required by Part 5 of this Agreement.

3.4 GENERAL DESCRIPTION OF LAND USE

The use of the Lands permitted by this Agreement are the following:

- (a) 128 single unit dwellings;
- (b) 108 semi-detached dwelling units;
- (c) 55 townhouse units;
- (d) 2 multi -unit buildings containing a maximum of 128 dwelling units; and
- (e) a commercial development as prescribed by this Agreement.

3.5 DETAILED PROVISIONS FOR LAND USE

- 3.5.1 Any single unit dwelling development shown on Schedule B shall conform with the R-1 (Single Unit Dwelling) Zone provisions and requirements of the Land Use By-law except that:
- (a) the lot frontage requirements may be reduced to the minimum presented on Schedule B;
 - (b) the minimum side yard may be reduced to four (4) feet on one side provided that a minimum separation distance of twelve (12) feet is maintained between buildings; and
 - (c) a minimum of two (2) parking spaces shall be provided.

- 3.5.2 Any semi-detached development shown on Schedule B shall conform with the provisions and requirements of the R-2 (Two Unit Dwelling) Zone of the Land Use By-law except that a minimum of two (2) parking spaces shall be provided.
- 3.5.3 Any townhouse development shown on Schedule B shall conform with:
- (a) the provisions and requirements of the R-5 (Townhouse) Zone of the Land Use By-law except that the minimum side yard may be reduced to eight (8) feet and the requirements of Section 11.3(b) shall not apply and a minimum of two (2) parking spaces shall be provided; and
 - (b) the architectural design criteria for townhouses in Schedule I.
- 3.5.4 Any multi-unit development shown on Schedule B shall:
- (a) have a maximum building height of four (4) habitable stories above grade exclusive from any underground parking area;
 - (b) have a minimum of fifty percent (50%) of the required parking spaces located under the building or buildings;
 - (c) have a walkway that extends from all public entrances of each building to a public sidewalk in front of the building;
 - (d) conform with the architectural design criteria in Schedule I; and
 - (e) otherwise conform with the provisions and requirements of the R-4 (Multiple Unit Dwelling) Zone of the Land Use By-law except that the minimum required lot frontage shall not apply.
- 3.5.5 Any commercial development shown on Schedule B shall conform with the provisions and requirements of the C-2 (Community Commercial) Zone of the Land Use By-law except that uses shall be restricted to the following: retail stores; food stores; service and personal service uses; offices; commercial schools; banks and financial institutions; restaurants and take-out restaurants but shall not include drive-in restaurants; or re-cycling depots. A walkway shall extend from all public entrances of any building to a public sidewalk in front of the building.

3.5.6 Encroachments may be permitted in accordance with and subject to the following:

Structural Element	Location	Maximum Encroachment
sills, cornices, eaves, gutters, and chimneys	any yard	1.5 feet
window bays	front and rear yards	3 feet
decks	rear and side yards	4 feet provided that a minimum 4 foot side yard is maintained.
Open, roofed porches not exceeding 1 storey in height	front and rear yards	4 feet
steps and stairs	any yard	4 feet provided that a minimum 4 foot side yard is maintained

3.5.7 Any development of the Lands shall conform with the provisions and requirements of Parts 4 and 5 of the Land Use By-law.

3.5.8 The Municipality agrees that the variance provisions and procedures made under the Municipal Government Act shall apply to the development of the Lands permitted under this Agreement except that, where the Act references "land use by-law", the words "this Agreement" shall be substituted therefor.

3.5.9 Where any portion of a lot includes a non-disturbance area delineated pursuant to Section 3.7 of this Agreement, the non-disturbance area shall be shown on any lot grading plan submitted to the Municipality for approval in accordance with the Municipality's Lot Grading By-law and no development shall be permitted within the non-disturbance area.

3.6 PARKLAND

3.6.1 If required, prior to any subdivision approvals being granted, the Parties agree to enter into a park dedication agreement for the proposed parks illustrated on Schedule B and the agreement may contain terms for any site preparation or site development as agreed upon by the Development Officer.

3.6.2 The Developer shall submit a site preparation plan for the Neighborhood Park illustrated on Schedule B for approval by the Development Officer at the time subdivision approval is sought for Phase 3 and the site work shall be undertaken in accordance with this plan as a condition of acceptance by the Municipality.

3.7 TREE RETENTION

No trees shall be cut within the tree retention area illustrated on Schedule E except as provided for by this Agreement to allow for the installation of a municipal service system or to allow for the construction of a trail or parkland facility or as may otherwise be required for safety reasons or to prevent a hazard. The Developer agrees to show the tree retention areas as a non-disturbance area on any subdivision grading plan and any subdivision plan submitted for final approval with a note on the plan that no trees are to be cut within tree retention areas.

3.8 LANDSCAPING PLAN

Any municipal development permit submitted for a multi-unit development or commercial development pursuant to the provisions of Sections 3.5.4 or 3.5.5 of this Agreement shall include a landscaping plan, prepared by a Professional Landscape Architect in good standing, which illustrates the landscaping measures to be undertaken to all areas disturbed by construction. No Occupancy Permit shall be granted unless a Professional Landscape Architect certifies that the landscaping has been undertaken in accordance with the plan submitted for approval or a security has been provided, in form acceptable to the Development Officer, in the amount of one hundred and twenty percent (120%) of the estimated cost of completing the landscaping plan.

PART 4 STREETS AND MUNICIPAL SERVICES

4.1 General

All applicable construction shall satisfy the Design Guidelines unless otherwise provided for in this Agreement and shall receive written approval from the Engineer prior to undertaking the work. The Development Officer, in consultation with the Engineer, may give consideration to minor changes, provided the modifications serve to maintain or enhance the intent of this Agreement.

4.2 Off-Site Disturbance

Any disturbance to existing off-site infrastructure resulting from the development, including but not limited to, streets, sidewalks, curbs and gutters, street trees, landscaped areas and utilities, shall be the responsibility of the Developer, and shall be reinstated, removed, replaced or relocated by the Developer as directed by the Development Officer, in consultation with the Engineer.

4.3 Streets

4.3.1 Where any street is proposed to service townhouse developments and which said street is not proposed to be owned and maintained by the Municipality, no subdivision approvals shall be granted with lot frontage on the street and a note shall be placed on the subdivision plan that the Municipality does not own or maintain the street.

4.3.2 The Developer shall, at its own cost, construct a west bound left turning lane on Sackville Drive at the entrance to the street identified as Drive F on Schedule B. The turning lane shall conform with the Design Guidelines and the timing of construction shall be as directed by

the Engineer.

4.4 Water Distribution System

The water distribution system shall conform with the Halifax Regional Water Commission Design and Construction Specifications unless otherwise acceptable to the Water Commission.

4.5 Sanitary Sewer System and Storm Drainage System

The sanitary sewer system and the storm drainage system shall conform with the Design Guidelines, unless otherwise acceptable to the Engineer.

4.6 Solid Waste Facilities - Within Multi-Unit Buildings

The multi-unit buildings shall include a designated space for three stream (refuse, recycling and composting) source separation services. This designated space for source separation services shall be shown on the building plans and approved by the Development Officer and Building Inspector in consultation with Solid Waste Resources. This solid waste storage area shall be screened from public view by means of opaque fencing or masonry walls with suitable landscaping.

5.0 ENVIRONMENTAL PROTECTION MEASURES

5.1. The Developer agrees to have prepared by a Professional Engineer and submitted to the Municipality and the Department of the Environment (if applicable) a detailed Erosion and Sedimentation Control Plan for the development of the Lands. The plans shall comply with the Erosion and Sedimentation Control Handbook for Construction Sites as prepared and revised from time to time by the Nova Scotia Department of the Environment. Notwithstanding other Sections of this Agreement, no work is permitted on the Lands until the requirements of this clause have been met and implemented.

5.2 The Developer agrees to undertake all construction activities in accordance with the erosion and sedimentation control plan, unless otherwise directed by the Nova Scotia Department of the Environment and also agrees to assume sole responsibility for compliance with all environmental regulations of the Nova Scotia Department of the Environment. A security deposit in the amount of twenty thousand dollars (\$20,000.00) per phase shall be provided by the Developer in the form acceptable to the Municipality. In the event that two or more phases are under construction at the same time, an additional deposit of ten thousand dollars (\$10,000) shall be provided for each subsequent phase. The deposit shall be provided prior to the commencement of any clearing and grubbing, and may be transferred from phase to phase as development proceeds. The Municipality may use the deposit to remedy any and all environmental problems that may result from development of the Lands. The developer shall be responsible for all costs in this regard exceeding twenty thousand dollars (\$20,000.00). For any phase, the security deposit or the unused portion of the security deposit shall be returned to the Developer once any environmental problems that result from non-compliance with this Agreement are remedied or where no environmental problems have resulted, upon acceptance of the primary and secondary services by the Municipality;

- 5.3 If the Developer fails at any time during any site work or construction to fully conform to the approved plans as required under Section 5, the Municipality shall require that all site and construction works cease, except for works which may be approved by the Engineer to ensure compliance with the erosion and sedimentation control plan.

PART 6: AMENDMENTS

6.1 Substantive Amendments

Amendments to any matters not identified under Section 6.2 shall be deemed substantive and may only be amended in accordance with the approval requirements of the Municipal Government Act.

6.2 Non-Substantive Amendments

The following items are considered by both parties to be non-substantive and may be amended by resolution of the Council.

- (a) amendments to the Concept Plan presented as Schedule B to this Agreement provided that the Community Council is satisfied that such amendments are minor and conform with the intent and all applicable policies of the Community Planning Strategy and Regional Planning Strategy;
- (b) amendments to the development standards adopted under Parts 3 and 4 of this Agreement provided that the Community Council is satisfied that such amendments are minor and conform with the intent and all applicable policies of the Community Planning Strategy and the Regional Planning Strategy;
- (c) The granting of an extension to the date of commencement of construction as identified in Section 8.3.1 of this Agreement; and
- (d) The length of time for the completion of the development as identified in Section 8.3.2 of this Agreement.

In considering the approval of a non-substantive amendment under Section 6.2, property owners within five hundred (500) feet of the site shall be informed by mail at least ten (10) days in advance of the proposed amendment being considered by Council.

ART 7 ENFORCEMENT AND RIGHTS AND REMEDIES ON DEFAULT

- 7.1 The Developer agrees that any officer appointed by the Municipality to enforce this Agreement shall be granted access onto the Lands during all reasonable hours without obtaining consent of the Developer.
- 7.2 If the Developer fails to observe or perform any covenant or condition of this Agreement after the Municipality has given the Developer thirty (30) days written notice of the failure or default, except that such notice is waived in matters concerning environmental protection and mitigation, then in each such case:
- (a) the Municipality shall be entitled to apply to any court of competent jurisdiction for injunctive relief including an order prohibiting the Developer from continuing such default and the Developer hereby submits to the jurisdiction of such Court and waives any defence based upon the allegation that damages would be an adequate remedy;
 - (b) in the event that trees or other vegetation are removed in contravention to the requirements of section 3.7 of this Agreement, the Municipality may direct that a site rehabilitation plan be prepared with measures including but not limited to, the replanting of trees or vegetation of a similar size, age, and appearance within the disturbed area. The property owner shall pay all expenses associated with preparing and undertaking the plan. The Municipality may enter onto the Property and perform any of the covenants contained in this Agreement whereupon all reasonable expenses whether arising out of the entry onto the lands or from the performance of the covenants may be recovered from the Developer by direct suit and such amount shall, until paid, form a charge upon the Property and be shown on any tax certificate issued under the *Assessment Act*;
 - (c) the Municipality may by resolution discharge this Agreement whereupon this Agreement shall have no further force or effect and henceforth the development of the Lands shall conform with the provisions of the Land Use By-law; and
 - (d) in addition to the above remedies the Municipality reserves the right to pursue any other remediation under the *Municipal Government Act* or Common Law in order to ensure compliance with this Agreement.

ART 8 REGISTRATION, EFFECT OF CONVEYANCES AND DISCHARGE

8.1 Registration

A copy of this Agreement and every amendment and/or discharge of this Agreement shall be recorded at the office of the Registry of Deeds at Halifax, Nova Scotia. The Developer shall incur all cost in recording such documents and shall provide all forms required by the Registry for the registration of this Agreement.

8.2 Subsequent Owners

- 8.2.1 This Agreement shall be binding upon the parties thereto, their heirs, successors, assigns, mortgagees, lessees and all subsequent owners, and shall run with the lands which is the subject of this Agreement until this Agreement is discharged by the Community Council.
- 8.2.2 Upon the transfer of title to any lot, the subsequent owner thereof shall observe and perform the terms and conditions of this Agreement to the extent applicable to the lot.

8.3 Commencement of Development

- 8.3.1 In the event that no subdivision applications have been submitted to the Municipality within two (2) years from the date of registration of this Agreement at the Registry of Deeds, as indicated herein, the Municipality may, by resolution of the Community Council, either discharge this Agreement, whereupon this Agreement shall have no further force or effect, or upon the written request of the Developer, grant an extension to the date of commencement of construction.
- 8.3.2 In the event that all subdivision approvals permitted by this Agreement have not been granted within ten (10) years from the date of registration of this Agreement at the Registry of Deeds, whichever time period is less, the Community Council may review this Agreement, in whole or in part, and may:
- (a) retain the Agreement in its present form;
 - (b) negotiate a new Agreement; or
 - (c) discharge this Agreement.

8.4 Completion of Development

- Upon the completion of the development or portions thereof, or after 5 years from the date of registration of this Agreement with the Registry of Deeds, whichever time period is less, the Community Council may review this Agreement, in whole or in part, and may:
- (a) retain the Agreement in its present form;
 - (b) negotiate a new Agreement; or
 - (c) discharge this Agreement on the condition that for those portions of the development that are deemed complete by Council, the Developer's rights hereunder are preserved and the Community Council shall apply appropriate zoning pursuant to the Municipal Planning Strategy and Land Use By-law for Sackville, as may be amended from time to time.

WITNESS that this Agreement, made in triplicate, was properly executed by the respective Parties on the 23 day of September, A.D., 2008.

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:

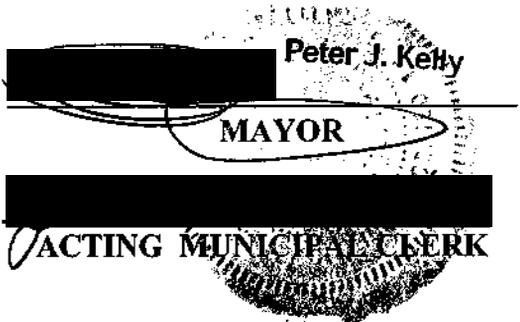
per: _____
per: _____

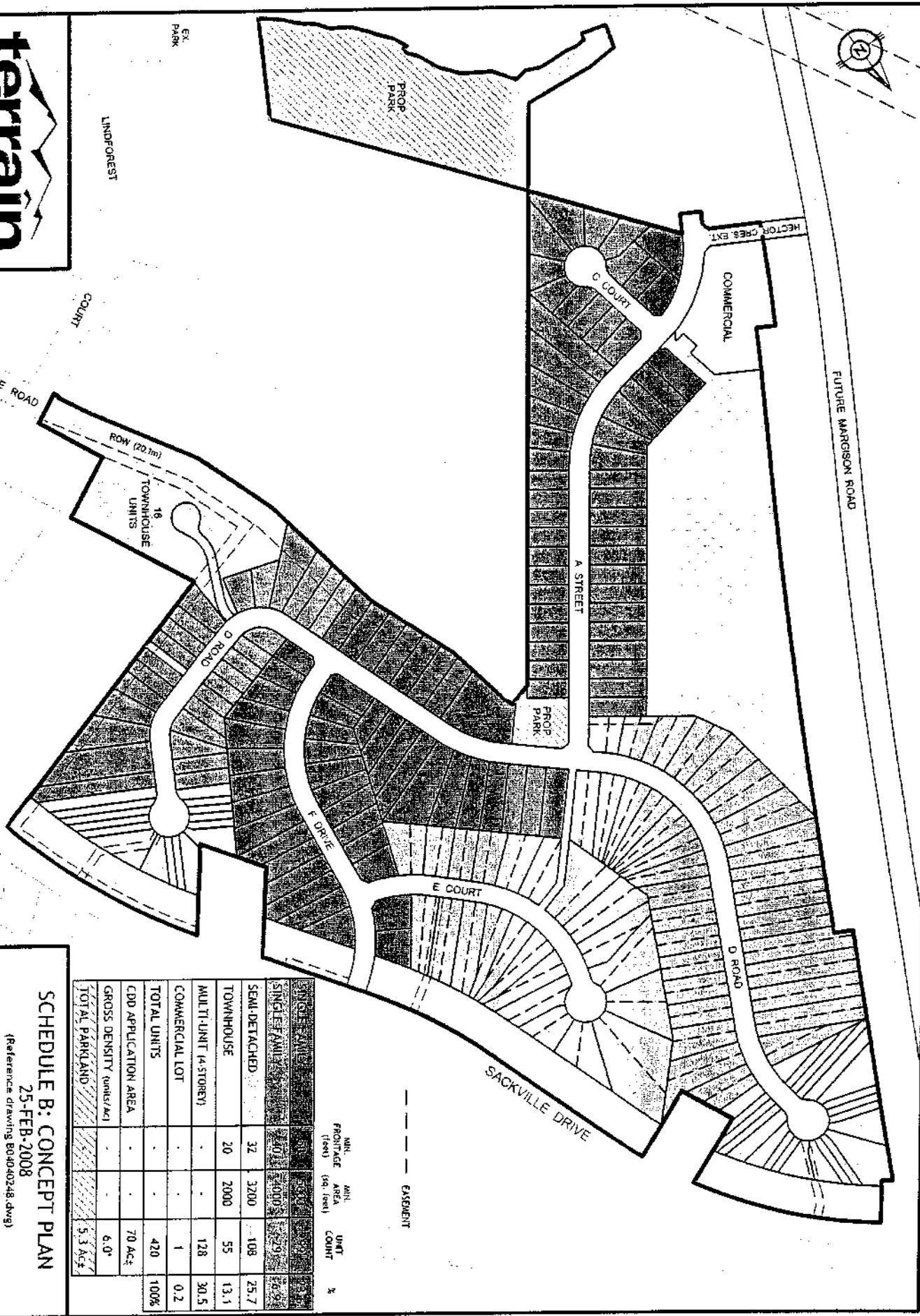
) ARMCO CAPITAL INC.
)
)
) per: _____
)
)
) per: _____

Sealed, Delivered and Attested
by the proper signing officers of
Halifax Regional Municipality
duly authorized on that behalf
in the presence of:

per: _____
per: _____

) HALIFAX REGIONAL MUNICIPALITY
)
)
)
)
) per: _____
)
)
) per: _____
)
)
) ACTING MUNICIPAL CLERK





	MIN. FRONTAGE AREA (sq. feet)	MIN. AREA (sq. feet)	UNIT COUNT	%
SINGLE FAMILY	2,000	4,000	29	6.9%
SEMI-DETACHED	32	3,200	108	25.7%
TOWNHOUSE	20	2,000	55	13.1%
MULTI-UNIT (4-STORY)	-	-	128	30.5%
COMMERCIAL LOT	-	-	1	0.2%
TOTAL UNITS	-	-	420	100%
CDD APPLICATION AREA	-	-	70 AC±	-
GROSS DENSITY (units/acre)	-	-	6.0*	-
TOTAL PARKLAND	-	-	5.3 AC±	-

EASEMENT

SCHEDULE B: CONCEPT PLAN

25-FEB-2008
(Reference drawing B04040248.dwg)

SUNSET RIDGE
RESIDENTIAL/COMMERCIAL DEVELOPMENT
HIGHWAY NO. 1, MIDDLE SACKVILLE, NOVA SCOTIA



ANAHID INVESTMENTS LTD.

*GROSS DENSITY OF CDD APPLICATION AREA ONLY.



FUTURE MARGISON ROAD

COMMERCIAL

PHASE 6

PHASE 7

PHASE 5

C COURT

PHASE 4

A STREET

PHASE 3

E COURT

PHASE 1

SACKVILLE DRIVE

PROP
PARK

EX
PARK

LINDFOREST

COURT

OLD SACKVILLE ROAD

ROW (20.1m)

D ROAD

PHASE 2

F DRIVE

PROP
PARK

terrain
THE SCIENCE OF PRACTICAL SOLUTIONS
ANAHID INVESTMENTS LTD.

--- PHASE BOUNDARY

SCHEDULE C: PHASING PLAN

25-FEB-2008
(Reference drawing B040-0248.dwg)

SUNSET RIDGE
RESIDENTIAL/COMMERCIAL DEVELOPMENT
HIGHWAY NO. 1, MIDDLE SACKVILLE, NOVA SCOTIA

TERRAIN REF. NO. B04040 K:\2004\B04040\DWG\CONCEPT\DA SCHEDULES.DWG SCHEDULE C 25-FEB-2008



FUTURE MARGISON ROAD

COMMERCIAL

HECTOR CREEK ROAD

C COURT

A STREET

PROP PARK

WALKWAY

SACKVILLE DRIVE

PROP PARK

EX PARK

LINDFOREST

COURT

WALKWAY TO WESTLEIGH CHURCH

PRIVATE DRIVEWAY

P ROAD

D DRIVE

E COURT

D ROAD

OLD SACKVILLE ROAD

ROW (20.1m)



ANAHID INVESTMENTS LTD.

1.5m SIDEWALKS/
1.8m WALKWAYS

**SCHEDULE D: STREETS, SIDEWALKS
AND WALKWAY PLAN**

25-FEB-2008 (Reference drawing 804040748.dwg)

SUNSET RIDGE

RESIDENTIAL/COMMERCIAL DEVELOPMENT
HIGHWAY NO. 1, MIDDLE SACKVILLE, NOVA SCOTIA

TERRAIN REF. NO. BR4010 K:\2004\804040\DWG\CONCEPT\DA SCHEDULES.DWG SCHEDULE 0 25-FEB-2008



FUTURE MARGISON ROAD

COMMERCIAL

HECTOR CRES. EXT.

C COURT

A STREET

PROP. PARK

E COURT

F DRIVE

D ROAD

SACKVILLE DRIVE

PROP. PARK

EX. PARK

LINDFOREST

COURT

ROW (20.1m)

OLD SACKVILLE ROAD



TREE RETENTION AREA

SCHEDULE E: TREE RETENTION PLAN

25-FEB-2008
(Reference drawing 8040402-16.dwg)

SUNSET RIDGE

RESIDENTIAL / COMMERCIAL DEVELOPMENT
HIGHWAY NO. 1, MIDDLE SACKVILLE, NOVA SCOTIA



ANAHD INVESTMENTS LTD.



FUTURE MARGISON ROAD

150' (45.7m) - 122' (37.1m) - 5' (1.5m)

COMMERCIAL

Booster Station

PROP. PARK

PROP. PARK

LINDFOREST

EX. PARK

OLD SACKVILLE ROAD

ROW (20.1m)

SACKVILLE DRIVE



ANAHID INVESTMENTS LTD.

EX. WATER (400mmØ)
 PROP. WATER

NOTES:
 1. Nominal hydraulic grade line = 520ft (158.5m).
 2. Layout subject to detailed design.

SCHEDULE F: WATER SYSTEM SCHEMATIC

25-FEB-2008
(Reference drawing 80404248.dwg)

SUNSET RIDGE

RESIDENTIAL/COMMERCIAL DEVELOPMENT
HIGHWAY NO. 1, MIDDLE SACKVILLE, NOVA SCOTIA



FUTURE MARGISON ROAD

Discharge to surface c/w dispersion apron

PROP. PARK

EX. PARK
LINDFOREST

COURT

OLD SACKVILLE ROAD

Discharge to existing ditch system

ROW (20.1m)

Connect to existing storm system

PROP. PARK

Connect to existing storm system

Existing 600mm Ø concrete culvert

Connect to existing 600mm Ø Concrete Box Culvert

Existing 750mm Ø Concrete Outfall

Existing 900mm Ø Concrete Outfall

Existing 600mm Ø Concrete Box Culvert

SACKVILLE DRIVE

EX. DRAINAGE ROUTE

EX. DITCH

EX. STORM

PROP. STORM

- NOTES:**
1. Storm system to connect to existing Sackville Drive system. Storm design to include measures to mitigate peak runoff to match design flows for Sackville Drive storm system.
 2. Storm system discharging to existing ditch system and surface to include mitigative measures to balance pre- and post-development flows.
 3. Measures to include oversized pipes and surface storage to mitigate flows.
 4. Layout subject to detailed design.

SCHEDULE G: STORMWATER SCHEMATIC

25-FEB-2008

(Reference drawing B04040248.dwg)

SUNSET RIDGE

RESIDENTIAL/COMMERCIAL DEVELOPMENT
HIGHWAY NO. 1, MIDDLE SACKVILLE, NOVA SCOTIA



ANAHID INVESTMENTS LTD.



FUTURE MARGISON ROAD

COMMERCIAL

PROP PARK

PROP PARK

EX. PARK

LINDFOREST

COURT

OLD SACKVILLE ROAD

ROW (20 m)

Private individual
sanitary pumps
required for
townhouses

Connect
to existing
sanitary
system

Connect to existing
sanitary system

Connect
to existing
sanitary
system

SACKVILLE DRIVE



ANAHD INVESTMENTS LTD.

SCHEDULE H: SANITARY SCHEMATIC

25-FEB-2008
(Reference drawing B0-404248.dwg)

SUNSET RIDGE

RESIDENTIAL/COMMERCIAL DEVELOPMENT
HIGHWAY NO. 1, MIDDLE SACKVILLE, NOVA SCOTIA

- EX. SANITARY (450mm ϕ)
 - SAN — NVS — PROP. SANITARY
- NOTE:
Layout subject to detailed design.

Schedule I: Architectural Design Criteria for Townhouses and Apartment Buildings

All townhouse developments shall conform with the following design criteria:

- (a) Architectural detailing including, but not limited to, lintels, pediments, pilasters, columns, porticos, overhangs, cornerboards, frieze, fascia boards, shall be incorporated.
- (b) Architectural treatment shall be continued around the side of the building.
- (c) Vinyl siding may be utilized to a maximum of seventy percent (70%) on front elevations. Vinyl siding may be permitted along the side and rear of the units.
- (d) Propane tanks and electrical transformers and all other exterior utility boxes shall be located and secured in accordance with the applicable approval agencies. These facilities shall be screened by means of opaque fencing, structural walls or suitable landscaping.
- (e) Any exposed lumber on the front facade of any townhouse shall be painted or stained.
- (f) Any exposed foundation in excess of 1 metre (0.30 feet) shall be architecturally detailed, veneered with stone or brick, painted, stucco, or an equivalent.

Apartment building developments shall conform with the following design criteria:

- (a) Architectural detailing including, but not limited to, lintels, pediments, pilasters, columns, porticos, overhangs, cornerboards, frieze, fascia boards, shall be incorporated.
- (b) Architectural treatment shall be continued around all sides.
- (c) Propane tanks and electrical transformers and all other exterior utility boxes shall be located and secured in accordance with the applicable approval agencies. These facilities shall be screened by means of opaque fencing, structural walls or suitable landscaping .
- (d) Electrical power, telephone, cable and similar utilities shall be brought by underground conduit to the building.
- (e) Any exposed foundation in excess of 0.61 metres (2 feet) in height and 1.86 square metres (20 square feet) in total area shall be architecturally detailed or veneered with stone or brick
- (f) Any exposed lumber on the exterior of any apartment building shall be painted or stained.

Attachment C: Review of Relevant Policies of the Sackville Municipal Planning Strategy

URBAN RESIDENTIAL DESIGNATION	
Policy	Staff Comment
<p>Policy RR-3 <i>Notwithstanding Policy RR-2, any portion of the Rural Residential Designation, in which municipal central services are available, it shall be the intention of Council to consider permitting two unit dwellings, townhouse dwellings, multiple unit dwellings, and comprehensive residential developments according to Policies UR-4, UR-5 or UR-6, UR-7 or UR-8, and UR-9, UR-10 and UR-11 respectively. It shall further be the intention of Council to consider mobile homes on individual lots and local commercial developments within the Rural Residential Designation according to Policies UR-26 and UR-18, respectively.</i></p>	<p>The application is to amend an existing development agreement pursuant to Policies UR-10 and IM-13. The existing development is a comprehensive residential development which includes a mix of single-unit and semi-detached dwellings, townhouses and multi-unit dwellings. The commercial site is proposed to be changed to multi-unit residential with ground-floor commercial space.</p>
<p>Policy UR-10 <i>With reference to Policy UR-9, and as provided for by the Planning Act, the development of any comprehensive development district shall only be considered by Council through a development agreement or agreements which shall specify the following:</i></p>	
<p>(a) the types of land uses to be included in the development;</p>	<p>The proposed amendments to the agreement involve a change from having only commercial uses on the site to a 4-storey multi-unit residential building with some ground-floor commercial space. This poses minimal compatibility concerns or land use impacts with adjacent residential development, when compared to the commercial uses permitted by the existing agreement, which include restaurants, retail stores and offices. However, the removal of much of the commercial space from the development could impact the walkability and convenience aspect provided by the commercial uses in the existing agreement, although the smaller commercial component on the ground floor would negate this somewhat. The MPS policies support either commercial or residential development in this case, or a combination of those. See clause d) below and Policy IM-13 c) i) and ii).</p>

<p><i>(b) the general phasing of the development relative to the distribution of specific housing types or other uses;</i></p>	<p>The commercial site is identified as Phase 4 of 7 phases in existing DA. The site remains vacant but roads and services are entirely in place. This is the last site to be developed.</p>
<p><i>(c) the distribution and function of proposed public lands and community facilities;</i></p>	<p>New public parkland was approved under the existing agreement and two parkland sites have been deeded to HRM, one at the intersection of Hanwell and Darlington Drive and one treed parcel which was added to an existing park parcel off Lindforest Court.</p>
<p><i>(d) any specific land use elements which characterize the development;</i></p>	<p>The apartment building is proposed to be sited so that there will be large setbacks from the Hanwell Drive right-of-way (at least 33 feet at the intersection with Swindon Drive, and increasing from there), with a similar setback of at least 30 feet from the side property line to the northeast. In addition, new trees will be planted in the setback areas to provide some visual screening between the property lines and the building and parking area.</p> <p>The building height would be approximately one storey higher than the 35 foot height limit for a commercial building or other residential buildings in the subdivision. Therefore, the change to an apartment building with commercial space will have minimal land use impacts when compared to the commercial uses permitted by the existing agreement, which include restaurants, retail stores and offices. The MPS policies support either commercial or residential development, or a combination of both, in this case.</p>
<p><i>(e) matters relating to the provision of central sewer and water services to the development;</i></p>	<p>Halifax Water’s municipal central services exist within the road rights-of-way. The developer is responsible for all costs related to servicing the site. The proposal has been reviewed by Halifax Water and no concerns have been raised. Detailed servicing requirements will be reviewed and confirmed at the permitting stage.</p>

<i>(f) provisions for the proper handling of stormwater and general drainage within and from the development;</i>	General clauses in the agreement related to servicing and stormwater, along with existing HRM regulations and guidelines, address this. Stormwater and drainage will be in accordance with Municipal Design Guidelines.
<i>(g) any other matter relating to the impact of the development upon surrounding uses or upon the general community, as contained in Policy IM-13; and</i>	None identified - Refer to IM-13 below.
<i>(h) furthermore, the elements of (a) through (g) and other matters related to the provision of central services and the proper handling of storm water and general drainage shall additionally be considered by Council according to the development agreement provisions of the Planning Act.</i>	This application involves amendments to the existing development agreement in relation to the type of land use for one site. The remaining elements and matters listed above are dealt with in both the agreement and through existing municipal guidelines and regulations.

IMPLIMENTATION	
Policy	Staff Comment
<i>Policy IM-13</i> <i>In considering amendments to the land use by-law or development agreements, in addition to all other criteria as set out in various policies of this planning strategy, the Sackville Community Council shall have appropriate regard to the following matters:</i>	
<i>(a) that the proposal is in conformity with the intent of this planning strategy and with the requirements of all other municipal by laws and regulations;</i>	The proposed development is in conformance with the requirements of the planning strategy with further controls to be provided in the proposed development agreement to ensure the development meets the intent of applicable policies and other standards.
<i>(b) that the proposal is not premature or inappropriate by reason of:</i>	
<i>(i) the financial capability of the Municipality is to absorb any costs relating to the development;</i>	No municipal costs are anticipated. The developer will be responsible for costs related to the proposed development.
<i>(ii) the adequacy of sewer and water services and public utilities;</i>	Halifax Water has reviewed the application and has not raised any issues. As noted above, Halifax Water systems currently exist in the road rights-of-way. The developer is responsible for all costs related to servicing. All water, wastewater, and stormwater design will reference the latest version of the Halifax Water's Design and Construction Specifications and detailed servicing plans and analyses will be provided with the building permit application.

<i>(iii) the adequacy and proximity of schools, recreation and other public facilities;</i>	There are adequate community facilities in proximity to the site.
<i>(iv) the adequacy of road networks leading or adjacent to, or within the development; and</i>	A Traffic Impact Statement (TIS) from October 2020 was submitted, which was an update of an earlier TIS (January 2020) which proposed two driveways off Swindon Drive. The updated TIS (Oct. 2020) proposed one driveway off Hanwell Drive. The TIS has been reviewed by HRM Traffic and Development Engineering and found to be acceptable. See clause (c) (iii) below.
<i>(v) the potential for damage to or for destruction of designated historic buildings and sites.</i>	N/A.
<i>(c) that controls are placed on the proposed development so as to reduce conflict with any adjacent or nearby land uses by reason of:</i>	
<i>(i) type of use;</i>	The proposed apartment buildings have generous setbacks from the side property lines in common with low-density residential development and visual screening in these areas to ensure that the development is compatible with the surrounding uses. Refer to policy UR-10 a) and d) above.
<i>(ii) height, bulk and lot coverage of any proposed building;</i>	Complies. Existing clauses and schedules in the agreement limit the height of the apartment buildings to 4 storeys and limit the footprint (lot coverage) and bulk (Schedules C1, C2 and C3). Refer also to policies UR-10 a) & d) above.
<i>(iii) traffic generation, access to and egress from the site, and parking;</i>	The updated TIS (qualitative assessment - Oct. 2020) has been reviewed by HRM Traffic and Development Engineering, was found to be acceptable and meets HRM's standard requirements. Therefore, analytical capacity calculations were not required. The proposed building will be serviced by one driveway off Hanwell Drive. Siting distances are adequate (taking into account the termination of Hanwell Dr. at Swindon Dr.). There will be a minimal number of new trips generated. Therefore, no significant impact on the road network is expected and no concerns were raised by staff. Parking will mostly be provided underground for residents and some surface parking will be available mainly for the commercial space. Refer also to policy IM-13 (b)

	iv) above. Overall traffic concerns of the neighbourhood, such as excessive speeds, could potentially be partly alleviated in the future by traffic calming measures. Beaconsfield Way, between Darlington and Sackville Drive, is on the list of ranked streets for traffic calming. Hanwell Dr. and Darlington Dr. are currently in the data collection phase and could be added to the list in the future.
(iv) <i>open storage;</i>	This is addressed under general clauses in the agreement, including the screening of refuse containers, propane tanks and electrical transformers and the allowance for a temporary construction building for storage of materials.
(v) <i>signs; and</i>	Signs for the commercial uses are permitted and will comply with the Land Use By-law.
(vi) <i>any other relevant matter of planning concern.</i>	N/A
(d) <i>that the proposed site is suitable in terms of steepness of grades, soil and geological conditions, locations of watercourses, potable water supplies, marshes or bogs and susceptibility to flooding;</i>	The site has a relatively minor slope and there are no watercourses or wetlands. Final construction and site development will require compliance with standards as outlined in the proposed development agreement, applicable standards of the LUB, the Building By-law and other applicable codes. Erosion and sedimentation control and stormwater management will comply with the requirements of HRM and Halifax Water.
(e) <i>any other relevant matter of planning concern; and</i>	N/A
(f) <i>Within any designation, where a holding zone has been established pursuant to Infrastructure Charges - Policy IC-6", Subdivision Approval shall be subject to the provisions of the Subdivision By-law respecting the maximum number of lots created per year, except in accordance with the development agreement provisions of the MGA and the Infrastructure Charges Policies of this MPS.</i>	N/A

Attachment B

ORDER

M10353

NOVA SCOTIA UTILITY AND REVIEW BOARD

IN THE MATTER OF THE HALIFAX REGIONAL MUNICIPALITY CHARTER

- and -

IN THE MATTER OF AN APPEAL by **SUNSET PLAZA INC.** from a Decision of North West Community Council to refuse to amend a Development Agreement for Sunset Ridge subdivision for a property located at the corner of Hanwell Drive and Swindon Drive, Middle Sackville, Nova Scotia

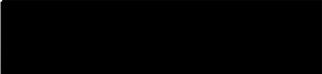
BEFORE:  Roberta J. Clarke, Q.C., Member

ORDER

The Board issued its decision on May 4, 2022.

The Board allows the appeal and orders Council to approve the amendment agreement which was before it, as set out in the Appeal Record.

DATED at Halifax, Nova Scotia, this 4th day of May, 2022.



Chief Clerk of the Board

Attachment C

DECISION

2022 NSUARB 74
M10353

NOVA SCOTIA UTILITY AND REVIEW BOARD

IN THE MATTER OF THE *HALIFAX REGIONAL MUNICIPALITY CHARTER*

-and-

IN THE MATTER OF AN APPEAL by **SUNSET PLAZA INC.** from a Decision of North West Community Council to refuse to amend a Development Agreement for Sunset Ridge subdivision for a property located at the corner of Hanwell Drive and Swindon Drive, Middle Sackville, Nova Scotia

BEFORE: Roberta J. Clarke, Q.C., Member

APPELLANT: **SUNSET PLAZA INC.**
Nancy G. Rubin, Q.C.

RESPONDENT: **HALIFAX REGIONAL MUNICIPALITY**
E. Roxanne MacLaurin, Counsel

INTERVENOR: **KEIR DABORN**
On his own behalf

HEARING DATE: **March 14 and 15, 2022**

FINAL SUBMISSIONS: **March 15, 2022**

DECISION DATE: **May 4, 2022**

DECISION: **Appeal is allowed.**

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1.0 INTRODUCTION

[1] Halifax Regional Municipality approved a development agreement with Armco Capital Incorporated for lands in Middle Sackville between Highway 101 and Sackville Drive, which became known as Sunset Ridge in 2008. The development agreement stated the permitted uses of the lands as 128 single unit dwellings, 108 semi-detached dwelling units, 55 townhouse units, two multi-unit buildings containing a maximum of 128 dwelling units, and a commercial building.

[2] The last remaining undeveloped parcel covered under the development agreement is bounded by Margeson Drive, Swindon Drive, and Hanwell Drive. Sunset Plaza Inc. now owns this parcel. The parcel was originally proposed to be developed as a commercial site. Sunset Plaza applied to HRM in March 2020, to amend the development agreement to allow the parcel to be developed as multi-unit residential. During the review of the amendment application, Sunset Plaza made certain changes in its plans to include three units of commercial development on the ground floor of the proposed building. In addition, the proposal includes 52 apartment units, 25% of which are one-bedroom, and the remainder are two-bedroom or two-bedroom plus den, with 50 parking spaces underground and 12 surface parking spaces.

[3] HRM staff recommended approval of the amending agreement, after reviewing the Municipal Planning Strategies applicable to the development. North West Community Council Planning Advisory Committee (PAC) recommended refusal based on “traffic concerns, incompatibility with the existing neighbourhood, the development goes against the original intent of the neighbourhood and it is not a complete community,” but said that if the applicant wanted to modify the application, it should consider that all the ground floor be commercial space.

[4] HRM received communications from members of the public living in the general area of the proposed development who were opposed to the change from commercial to multi-residential development. Several residents spoke at the public information session. North West Community Council (NWCC) refused the application after a public hearing on November 8, 2020, where Council heard from members of the public. The reason for the refusal identified in a letter to Sunset Plaza was NWCC's agreement with the PAC reasons. The refusal letter also noted "concerns with the substantive change of the proposal from a commercial development to a substantial residential development from a complete community perspective" and that Council had discussed the impact of "a large residential project on the subject property... on the local school system."

[5] Sunset Plaza appealed the decision of NWCC to the Nova Scotia Utility and Review Board under s. 265(1)(c) of the *Halifax Regional Municipality Charter*, S.N.S. 2008, c. 39 (*HRM Charter*).

[6] Keir Daborn, a resident of Hanwell Drive, applied for and was granted Intervenor status in the appeal. He supported Council's decision to refuse the amendment, as did his witnesses at the hearing, along with members of the public who provided letters of comment to the Board, and two public speakers.

[7] The Board's role is to decide whether Council's decision to refuse the amendment of the development agreement, in the words of s. 267(2) of the *HRM Charter* "does not reasonably carry out the intent of the municipal planning strategy."

[8] In this case, the Board finds that Council's decision does not reasonably carry out the intent of the municipal planning strategy (MPS) because NWCC refused the

application for the amending development agreement for reasons that are not supported by the nature of the proposal in the context of the MPS policies. As a result, the Board allows the appeal.

2.0 ISSUE

[9] The Board must decide whether NWCC's decision to refuse to approve the agreement, which would amend the 2008 development agreement to permit a multi-unit dwelling with some ground floor commercial space, reasonably carries out the intent of the relevant Municipal Planning Strategies.

[10] For the reasons which follow, the Board concludes that Council's decision fails to reasonably carry out the intent of the Sackville and the Regional MPS. The Board allows the appeal and orders the amending agreement as submitted to Council be approved.

3.0 BACKGROUND

3.1 Board Jurisdiction

[11] The Board notes that the *HRM Charter* establishes that the Municipality has the primary authority for planning (s. 208). Under s. 31 of the *HRM Charter*, a community council stands in the place of HRM Council where the MPS provides for development by agreement, and Part VIII - Planning and Development applies to decisions of the community council.

[12] An applicant may appeal the refusal of an amendment to a development agreement by a community council to the Board (s. 262(2)). The grounds for an appeal

of a community council's decision to refuse approval of an amendment of a development agreement are set out in s. 265(1)(c) of the *HRM Charter*:

265 (1) An aggrieved person or an applicant may only appeal

...

(c) the refusal of an amendment to a development agreement, on the grounds that the decision of the Council does not reasonably carry out the intent of the municipal planning strategy and the intent of the development agreement; [Emphasis added]

[13] The Board's remedial powers, and the restrictions on the exercise of these powers, are prescribed by s. 267 of the *HRM Charter* which provides:

267 (1) The Board may

(a) confirm the decision appealed from;

(b) allow the appeal by reversing the decision of the Council to amend the land-use by-law or to approve or amend a development agreement;

(c) allow the appeal and order the Council to amend the land-use by-law in the manner prescribed by the Board or order the Council to approve the development agreement, approve the development agreement with the changes required by the Board or amend the development agreement in the manner prescribed by the Board;

...

(2) The Board may not allow an appeal unless it determines that the decision of the Council or the development officer, as the case may be, does not reasonably carry out the intent of the municipal planning strategy or conflicts with the provisions of the land-use by-law or the subdivision by-law. [Emphasis added]

[14] Thus, the Board must not interfere with the decision of the community council unless the Board determines that the decision does not reasonably carry out the intent of the MPS. In appeals under the *HRM Charter*, the burden of proof is on the appellant. To be successful, the appellant must establish, on the balance of probabilities, that the decision of council does not reasonably carry out the intent of the MPS. If the appellant fails, then the Board must defer to the decision of council.

[15] Most planning decisions of the Board over many years have set out the history of the decisions of the Court of Appeal surrounding the standards by which the

Board should review a council's decision. The Board notes that these standards or principles are condensed and set out most succinctly in the decision of Fichaud, J.A., in *Archibald v. Nova Scotia (Utility and Review Board)*, 2010 NSCA 27, which is the most recent comprehensive statement by the Court of Appeal. The Board notes that the Court of Appeal endorsed these principles most recently in *Heritage Trust of Nova Scotia v. AMK Barrett Investments Inc.*, 2021 NSCA 42, which affirmed the Board's decision in *Re Heritage Trust of Nova Scotia*, 2020 NSUARB 73.

[16] In *Archibald*, Fichaud, J.A., said:

[24] The Board then (¶¶ 51-62) recounted the provisions of the MGA and passages from decisions of this court that state the principles to govern the Board's treatment of an appealed planning decision. I will summarize my view of the applicable principles:

(1) The Board usually is the first tribunal to hear sworn testimony with cross-examination respecting the proposal. The Board should undertake a thorough factual analysis to determine the nature of the proposal in the context of the MPS and any applicable land use by-law.

(2) The appellant to the Board bears the onus to prove the facts that establish, on a balance of probabilities, that the Council's decision does not reasonably carry out the intent of the MPS.

(3) The premise, stated in s. 190(b) of the MGA, for the formulation and application of planning policies is that the municipality be the primary steward of planning, through municipal planning strategies and land use by-laws.

(4) The Board's role is to decide an appeal from the Council's decision. So the Board should not just launch its own detached planning analysis that disregards the Council's view. Rather, the Board should address the Council's conclusion and reasons and ask whether the Council's decision does or does not reasonably carry out the intent of the MPS. Later (¶ 30) I will elaborate on the treatment of the Council's reasons.

(5) There may be more than one conclusion that reasonably carries out the intent of the MPS. If so, the consistency of the proposed development with the MPS does not automatically establish the converse proposition, that the Council's refusal is inconsistent with the MPS.

(6) The Board should not interpret the MPS formalistically, but pragmatically and purposively, to make the MPS work as a whole. From this vantage, the Board should gather the MPS' intent on the relevant issue, then determine whether the Council's decision reasonably carries out that intent.

(7) When planning perspectives in the MPS intersect, the elected and democratically accountable Council may be expected to make a value judgment. Accordingly, barring an error of fact or principle, the Board should defer

to the Council's compromises of conflicting intentions in the MPS and to the Council's choices on question begging terms such as "appropriate" development or "undue" impact. By this, I do not suggest that the Board should apply a different standard of review for such matters. The Board's statutory mandate remains to determine whether the Council's decision reasonably carries out the intent of the MPS. But the intent of the MPS may be that the Council, and nobody else, choose between conflicting policies that appear in the MPS. This deference to Council's difficult choices between conflicting policies is not a license for Council to make ad hoc decisions unguided by principle. As Justice Cromwell said, the "purpose of the MPS is not to confer authority on Council but to provide policy guidance on how Council's authority should be exercised" (*Lewis v. North West Community Council of HRM*, 2001 NSCA 98 (CanLII), ¶ 19). So, if the MPS' intent is ascertainable, there is no deep shade for Council to illuminate, and the Board is unconstrained in determining whether the Council's decision reasonably bears that intent.

(8) The intent of the MPS is ascertained primarily from the wording of the written strategy. The search for intent also may be assisted by the enabling legislation that defines the municipality's mandate in the formulation of planning strategy. For instance, ss. 219(1) and (3) of the MGA direct the municipality to adopt a land use by-law "to carry out the intent of the municipal planning strategy" at "the same time" as the municipality adopts the MPS. The reflexivity between the MPS and a concurrently adopted land use by-law means the contemporaneous land use by-law may assist the Board to deduce the intent of the MPS. A land use by-law enacted after the MPS may offer little to the interpretation of the MPS.

[25] These principles are extracted from the decisions of this court in: *Heritage Trust*, ¶ 77-79, 94-103, 164; *Lewis v. North West* ¶ 19-21; *Midtown Tavern*, ¶ 46-58, 81, 85; *Can-Euro Investments*, ¶ 26-28, 88-95; *Kynock v. Bennett* (1994), 1994 NSCA 114 (CanLII), 1994 CanLII 4008 (NS CA), 131 N.S.R. (2d) 334, ¶ 37-61; *Tsimiklis v. Halifax (Regional Municipality)*, 2003 NSCA 30 (CanLII) ¶ 24-27, 54-59, 63-64; 3012543 *Nova Scotia Limited v. Mahone Bay Heritage and Cultural Society*, 2000 NSCA 93 (CanLII), ¶ 9-10, 61-64, 66, 84, 86, 89, 91-97; *Bay Haven Beach Villas Inc. v. Halifax (Regional Municipality)*, 2004 NSCA 59 (CanLII), ¶ 26. [Emphasis added]

[17] Clearly, the Board is not permitted to substitute its own decision for that of council but must review the decision of council to determine if the decision can be said to reasonably carry out the intent of the MPS. In determining the intent of the MPS, the Board considers it should apply the principles of statutory interpretation which have been adopted by the Court of Appeal, as well as the provisions of s. 9(1) and s. 9(5) of the *Interpretation Act*, R.S.N.S. 1989, c. 235.

3.2 Witnesses

[18] Sunset Plaza called three witnesses: Cesar Saleh, a professional civil engineer, engaged by Sunset Plaza to make the application to Council; Jacob Ritchie,

the former Director of Operation Services with the Halifax Regional Centre for Education (and a professional engineer with a post-graduate degree in urban planning); and Paul Sampson, the HRM planner responsible for processing the application for the amendment to the 2008 development agreement. Notably, Counsel for the Appellant did not seek to have any of these witnesses qualified to give opinion evidence as experts.

[19] HRM called no witnesses.

[20] Mr. Daborn called David Pinsent and Alexander Millette, two residents of Hanwell Drive, as his witnesses. Following them, Mr. Daborn testified on his own behalf.

3.3 The Development

[21] The 2008 development agreement covered several parcels of land, bounded generally by Margeson Drive and Sackville Drive, to allow for subdivision and development. The agreement provided in Section 1.1 that the lands “shall be developed and used only in accordance with and subject to the terms and conditions” of the agreement. The Concept Plan (Schedule B to the agreement) identified the parcel at the intersection of what is now Swindon Drive and Hanwell Drive as “Commercial.” One of the permitted uses in the general description of the land use in Section 3.4 is “a commercial development.” All other uses are residential.

[22] Section 3.5.5 of the development agreement provides:

3.5.5 Any commercial development shown on Schedule B shall conform with the provisions and requirements of the C-2 (Community Commercial) Zone of the Land Use By-law except that uses shall be restricted to the following: retail stores; food stores; service and personal service uses; offices; commercial schools; banks and financial institutions; restaurants and take-out restaurants but shall not include drive-in restaurants; or re-cycling depots. A walkway shall extend from all public entrances of any building to a public sidewalk in front of the building.

[Exhibit S-2, p. 131]

[23] The development agreement contemplated that it might be amended by providing a process for substantive and non-substantive matters. There was common agreement in this appeal that the amendments sought by Sunset Plaza are substantive and therefore, according to s. 6.2 of the development agreement may only be made “in accordance with the approval requirements of the Municipal Government Act.”

[24] According to the Staff Report to the NWCC, an amending development agreement was approved by NWCC in 2011 regarding side yard setbacks, which did not affect the subject property.

[25] According to Mr. Saleh, initial inquiries were made to HRM about subdividing the subject property to allow for two or more commercial buildings. HRM responded positively, but Sunset Plaza was unable to successfully market that concept. Subsequently, Sunset Plaza engaged Mr. Saleh’s employer to make an application for an amending development agreement, initially to allow for multi-unit residential use. After HRM’s public consultation process, Sunset Plaza amended the application to allow for a 52-unit, four-storey residential apartment building with 2,760 ft.² of ground floor commercial space, a total of 62 parking spaces, landscaping, and amenity space, with a driveway off Hanwell Drive. The commercial uses would be the same as those permitted in the existing development agreement. Fifty parking spaces would be underground, with the remainder as surface parking. The setbacks of the proposed building would exceed the LUB requirements, and the exterior design of the building would be subject to new schedules.

3.4 Municipal Planning Strategies

[26] There are two municipal planning strategies which are relevant to this appeal: the Regional MPS and the Sackville MPS. The Board will outline the applicable sections below.

3.4.1 Regional MPS

[27] The Regional MPS (RMPS) was adopted in 2014 and is a successor to the 2006 Regional Plan. It recognizes secondary municipal planning strategies throughout various areas of HRM. Appendix B of the RMPS filed in this matter lists the Sackville MPS as one of such strategies which remains in effect. (See Exhibit S-9, p. 13, and p. 114.)

[28] The initial application made by Mr. Saleh on behalf of Sunset Plaza referred to Policy SU-6 of the RMPS. The preamble to Policy SU-6 states:

Due to constraints in the Sackville wastewater collection system, there are properties in Middle Sackville which are within the Urban Service Area but cannot be developed until capacity becomes available. ...

[Exhibit S-9, p.94]

[29] Policy SU-6 refers to the parcels which make up the Sunset Ridge development and provides:

SU-6 HRM shall, through the Sackville Land Use By-law, establish a CDD (Comprehensive Development District) Zone over a portion of PID No. 41071069 and the whole of PID No's. 40281479, 40875346, 41093733, 40695504, 41089012 and 41089004 located in Middle Sackville. HRM shall consider the extension of municipal wastewater and water distribution services to these properties to allow for a residential subdivision by development agreement subject to the following criteria:

- (a) the types of land uses to be included in the development and that, where the development provides for a mix of housing types, it does not detract from the general residential character of the community;
- (b) that adequate and useable lands for community facilities are provided;
- (c) any specific land use elements which characterize the development;
- (d) the general phasing of the development relative to the distribution of specific housing types or other uses;

- (e) that the development is capable of utilizing existing municipal trunk sewer and water services without exceeding capacity of these systems;
- (f) for any lands outside the Urban Settlement Designation, as shown on Map 2 of this Plan, or outside the Urban Service Area of the Regional Subdivision By-law, the requirements of Policies S-1 and SU-4;
- (g) that, if required by Halifax Water, a sewage flow monitoring program is established for the development and that provisions are made for its phasing in relation to achieving sewage flow targets;
- (h) that the sewage flow monitoring program proposed by the developer for implementation under clause (g) addresses, in a form acceptable to Halifax Water, target sewage flows to be achieved in relation to development phasing and the method, duration, frequency and location of monitoring needed to verify that target sewage flows have been achieved;
- (i) provisions for the proper handling of stormwater and general drainage within and from the development; and
- (j) any applicable matter as set out in Policy G-14 [sic] of this Plan.

[Exhibit S-9, p.94]

[30] Ms. MacLaurin confirmed to the Board in her submissions that the reference to G-14 should in fact be G-15, the implementation policies under the RMPS. Policy G-15 provides:

G-15 In considering development agreement applications pursuant to the provisions of this Plan, in addition to all other criteria as set out in various policies of this Plan, HRM shall consider the following:

- (a) that the proposal is not premature or inappropriate by reason of:
 - (i) the financial capability of HRM to absorb any costs relating to the development;
 - (ii) the adequacy of municipal wastewater facilities, stormwater systems or water distribution systems;
 - (iii) the proximity of the proposed development to schools, recreation or other community facilities and the capability of these services to absorb any additional demands;
 - (iv) the adequacy of road networks leading to or within the development; and
 - (v) the potential for damage to or for destruction of designated historic buildings and sites;
- (b) that controls are placed on the proposed development so as to reduce conflict with any adjacent or nearby land uses by reason of:
 - (i) type of use;
 - (ii) height, bulk and lot coverage of any proposed building;
 - (iii) traffic generation, access to and egress from the site, and parking;
 - (iv) open storage; and
 - (v) signs;
- (c) that the proposed development is suitable in terms of the steepness of grades, soil and geological conditions, locations of watercourses, marshes or bogs and susceptibility to flooding; and
- (d) if applicable, the requirements of policies E-10, T-3, T-9, EC-14, CH-14 and CH-16.

[Exhibit S-9, pp.107-108]

[31] Mr. Sampson testified that the provisions of G-15 in the RMPS are similar to the provisions of the Sackville MPS Implementation Policy IM-13. The Board discusses this topic later in this decision.

[32] The map attached as Schedule A to the Sackville Land Use By-Law (LUB) shows the Sunset Ridge subdivision zoned as Comprehensive Development District (CDD). This is, therefore, consistent with the intent of RMPS Policy SU-6.

3.4.2 Sackville MPS

[33] As noted above, the Sackville MPS, adopted in 1994, is a secondary planning strategy which predates the RMPS filed in this matter. According to the Generalized Future Land Use Map of the Sackville MPS, Sunset Ridge, and thus the subject property, is designated Rural Residential.

[34] The Sackville MPS acknowledges that in some areas of the Rural Residential Designation there are areas which receive central municipal sewer and water services. As a result, Policy RR-3 provides:

RR-3 Notwithstanding Policy RR-2, any portion of the Rural Residential Designation, in which municipal central services are available, it shall be the intention of Council to consider permitting two unit dwellings, **townhouse dwellings**, multiple unit dwellings, **and comprehensive residential developments** according to Policies UR-4, UR-5 or UR-6, UR-7 or UR-8, and **UR-9, UR-10 and UR-11** respectively. It shall further be the intention of Council to consider mobile homes on individual lots and local commercial developments within the Rural Residential Designation according to Policies UR-26 and UR-18, respectively. [Emphasis in original]

[Exhibit S-3, Tab 1, p.66]

[35] The UR policies referred to in Policy RR-3 relate to lands which are under the Urban Residential designation. Specifically, of the policies listed in RR-3, the applicable policies for Sunset Ridge and the subject property are UR- 9 and UR-10:

UR-9 It shall be the intention of Council to establish a comprehensive development district within the land use by-law which permits any residential use and community

facility use, in association with such residential uses. A comprehensive development district shall specifically prohibit any industrial or general commercial development, except local commercial uses which are intended to service households within the district on a daily basis.

When considering an amendment to the schedules of the land use by-law to establish a comprehensive development district, Council shall have regard to the following:

- (a) that the development is within the Urban Residential Designation;
- (b) that the development includes a minimum land area of five acres to be so zoned and will not entail the substantive removal or replacement of existing single or two unit housing stock;
- (c) that, where the development provides for a mix of housing types, it does not detract from the general residential character of the community;
- (d) that adequate and useable lands for community facilities are provided;
- (e) that the development is capable of utilizing existing municipal sewer and water services; and
- (f) that the development is consistent with the general policies of this planning strategy and furthers its intent.

UR-10 With reference to Policy UR-9, and as provided for by the Planning Act, the development of any comprehensive development district shall only be considered by Council through a development agreement or agreements which shall specify the following:

- (a) the types of land uses to be included in the development;
- (b) the general phasing of the development relative to the distribution of specific housing types or other uses;
- (c) the distribution and function of proposed public lands and community facilities;
- (d) any specific land use elements which characterize the development;
- (e) matters relating to the provision of central sewer and water services to the development;
- (f) provisions for the proper handling of stormwater and general drainage within and from the development;
- (g) any other matter relating to the impact of the development upon surrounding uses or upon the general community, as contained in Policy IM-13; and
- (h) furthermore, the elements of (a) through (g) and other matters related to the provision of central services and the proper handling of storm water and general drainage shall additionally be considered by Council according to the development agreement provisions of the Planning Act.

[Exhibit S-3, Tab 1, pp.54-55]

[36] Policy UR-9 describes factors to be considered by Council in relation to the amendment of land use by-laws.

[37] Policy UR-10(g) requires a development agreement for a Comprehensive Development District to specify any matter relating to the impact of the development on “surrounding uses or upon the general community, as contained in Policy IM-13.”

[38] Policy IM-13 is one of the implementation policies in the Sackville MPS and sets out criteria to be considered for development agreements by the community council in addition to any other applicable policies:

- IM-13 In considering amendments to the land use by-law or development agreements, in addition to all other criteria as set out in various policies of this planning strategy, the Sackville Community Council shall have appropriate regard to the following matters:
- (a) that the proposal is in conformity with the intent of this planning strategy and with the requirements of all other municipal by-laws and regulations;
 - (b) that the proposal is not premature or inappropriate by reason of:
 - (i) the financial capability of the Municipality to absorb any costs relating to the development;
 - (ii) the adequacy of sewer and water services;
 - (iii) the adequacy or proximity of school, recreation and other community facilities;
 - (iv) the adequacy of road networks leading or adjacent to, or within the development; and
 - (v) the potential for damage to or for destruction of designated historic buildings and sites.
 - (c) that controls are placed on the proposed development so as to reduce conflict with any adjacent or nearby land uses by reason of:
 - (i) type of use;
 - (ii) height, bulk and lot coverage of any proposed building;
 - (iii) traffic generation, access to and egress from the site, and parking;
 - (iv) open storage;
 - (v) signs; and
 - (vi) any other relevant matter of planning concern.
 - (d) that the proposed site is suitable in terms of steepness of grades, soil and geological conditions, locations of watercourses, potable water supplies, marshes or bogs and susceptibility to flooding;
 - (e) any other relevant matter of planning concern; and
 - (f) **Within any designation, where a holding zone has been established pursuant to "Infrastructure Charges - Policy IC-6", Subdivision Approval shall be subject to the provisions of the Subdivision By-law respecting the maximum number of lots created per year, except in accordance with the development agreement provisions of the MGA and the "Infrastructure Charges" Policies of this MPS. [Emphasis in the original]**

[Exhibit S-3, Tab 1, pp.87-88]

3.4.3 Sackville Land Use By-Law

[39] The Sackville LUB is the instrument by which the MPS policies are carried out. Part 23 of the LUB addresses the uses permitted in, and the requirements for, the

CDD zone. Part 23 states:

PART 23: CDD (COMPREHENSIVE DEVELOPMENT DISTRICT)

23.1 CDD USES PERMITTED

No development permit shall be issued in any CDD (Comprehensive Development District) within a Residential Designation except for residential uses, or local commercial uses, community facilities and/or parks in association with residential uses, which comprise a comprehensive development of five (5) or more acres (2 or more hectares). Major commercial uses and any industrial uses are specifically prohibited within any Residential CDD.

...

23.3 CDD REQUIREMENTS

In any CDD (Comprehensive Development District) no development permit shall be issued except in conformity with the development agreement provisions of the Planning Act.

23.4 Notwithstanding sections 23.1 through 23.3, the lots shown on approved final plan of subdivision file no. 19980686-16-F of the Sunset Ridge Subdivision shall be developed subject to the permitted uses and requirements of the R-6 (Rural Residential) Zone. [Emphasis in the original]

[Exhibit S-3, Tab 1, p. 91]

[40] Section 23.4 of the LUB specifically refers to the Sunset Ridge subdivision, which includes the subject property, and applies the requirements of the R-6 (Rural Residential) Zone to developments there. Part 12 of the LUB addresses the R-6 zone. The relevant requirements of the zone are set out in Sections 12.2 and 12.3 of Part 12:

12.2 R-6 ZONE REQUIREMENTS: RESIDENTIAL AND RESOURCE USES

In any R-6 Zone, where uses are permitted as residential uses or Resource Uses, no development permit shall be issued except in conformity with the following:

Minimum Lot Area:	central services	6,000 square feet (558 m ²)
	on-site services	20,000 square feet (1858.1m ²)
Minimum Frontage:	central services	60 feet (18.3 m)
services		100 feet (30.5 m)
Minimum Front or Flankage Yard		20 feet (6.1 m)
Minimum Rear or Side Yard		8 feet (2.4 m)
Maximum Lot Coverage		35 per cent
Maximum Height of Main Building		35 feet (10.7 m)

12.3 OTHER REQUIREMENTS: BUSINESS USES

- (a) Any business shall be wholly contained within the dwelling which is the principal residence of the operator of the business.
- (b) No more than twenty-five (25) per cent of gross floor area shall be devoted to any business use, and in no case shall any business use occupy more than three hundred (300) square feet (27.9 m²).

- (c) No mechanical equipment shall be used except that which is reasonably consistent with the use of a dwelling and which does not create a nuisance by virtue of noise, vibration, glare, odour or dust which is obnoxious.
- (d) No open storage or outdoor display of materials, goods, supplies, or equipment related to the operation of the business use shall be permitted.
- (e) No more than (1) sign shall be permitted for any business and no such sign shall exceed two (2) square feet (0.2 m²) in area.
- (f) One (1) off-street parking space, other than that required for the dwelling, shall be provided for every one hundred and fifty (150) square feet (14 m²) of floor area devoted to any business.
- (g) No exterior alterations to the dwelling related to the business use shall be permitted except to meet fire safety, structural safety, or health regulations.
- (h) No retail operation shall be permitted except where retail is accessory to a business use which involves the production of goods or crafts or the provision of a service.

[Exhibit S-3, Tab 2, p. 61]

3.5 Site Visit

[41] The Board consulted with counsel for the parties and Mr. Daborn at the conclusion of the hearing. They all agreed that they need not accompany the Board on a site visit. The Board made that visit during the late weekday morning approximately one week after the hearing and approached Margeson Drive toward Middle Sackville from Highway 101. The top floors of one of the apartment buildings adjacent to the subject property was visible. Swindon Drive is a short distance from the roundabout. Swindon Drive is very short, leading to Hanwell Drive. The Board travelled along Hanwell, observing first the barriers at the termination of Hanwell, Barnsley Court, and the bus stop near the development site.

[42] The Board was able to observe the variety of housing forms along Hanwell, Barnsley, all of Darlington, and Beaconsfield, and travelled down Beaconsfield to Sackville Drive. The Board then travelled to the Sackville Heights Elementary School site and returned, via the Beaconsfield route, to the subject property. The Board also drove up the adjacent private roadway to view the two apartment buildings on Hanwell which appear to be at a higher elevation than the subject property and the houses on Hanwell.

At the time of the Board's visit, there was little vehicular, or pedestrian, traffic in the area. The Board noted the small park/play area near the intersection of Hanwell Drive and Darlington, at some distance from the subject property.

4.0 ANALYSIS AND FINDINGS

[43] To be successful in this appeal, the burden is on the appellant, Sunset Plaza, to show that the decision of NWCC does not reasonably carry out the intent of the MPS. Sunset Plaza must do so on the balance of probabilities, which means the appellant must show that it is more likely than not that NWCC's decision fails to reasonably carry out the intent of the MPS.

[44] The Board must be mindful, as *Archibald* states, that there may be more than one conclusion which is consistent with the intent of the MPS. Further, the Board must consider the MPS as a whole when reviewing Council's decision.

[45] While Mr. Daborn referred to provisions of the LUB during the hearing, the Board must also acknowledge that a development agreement is a contract which can legitimately exempt a developer from the application of certain provisions of an LUB. As the 2008 development agreement and the proposed amending agreement anticipate, only those LUB provisions, which are not varied, remain in full force and effect. Thus, where the proposed development does not comply with LUB provisions Mr. Daborn identified, the development agreement overrides the LUB.

4.1 Nature of Amendment

[46] As noted earlier in this decision, the amending agreement will change the proposed development of the subject property from commercial to multi-unit residential

with some ground floor commercial space and mostly underground parking. As a substantive matter, to be approved, this change must still be consistent with the policies of the MPS.

[47] The Board questioned Mr. Sampson about the difference in the wording of s. 265(1)(c) of the *HRM Charter*, allowing an appellant to appeal the refusal to amend a development agreement, which refers to the “intent of the development agreement” as well as the intent of the MPS, and the wording in s. 267(2), which restricts when the Board may allow an appeal, and makes no reference to the “intent of the development agreement.” The Board asked counsel to address this question in their submissions because it was clear from the comments expressed in letters of comment, and from speakers at the Council meeting, as well, perhaps, as Council members themselves, that some believed that the proposed development was inconsistent with the intent of the 2008 development agreement.

[48] Ms. MacLaurin, on behalf of HRM, referred to the Board’s decision in *Re Cresco Holdings*, 2021 NSUARB 34, where the Board said it must also consider the intent of the development agreement. She went on to distinguish that case from the present appeal because that development agreement specifically provided for an overall maximum density which could be transferred between lots. She submitted that ultimately the Board can only allow the appeal if Council’s decision does not reasonably carry out the intent of the MPS.

[49] Ms. Rubin urged the Board to focus on the power conferred on it by s. 267(2). She submitted that consistency or inconsistency with the intent of a development agreement is not grounds for the Board’s interference with a Council decision.

[50] While Mr. Daborn did not expressly address this issue in his oral submission, in his testimony and written materials (Exhibit S-8), he referred to keeping the original design for a commercial development.

[51] Section 241(3) of the *HRM Charter* provides that where Council establishes a Comprehensive Development District as occurred with the Sunset Ridge Subdivision, “no development may occur” in such a district “unless it is consistent with the development agreement.” However, the subsequent sections of the *HRM Charter* which address the requirements of development agreements clearly recognize that a development agreement may be amended, as set out in s. 245(2) to 245(7) in particular.

[52] The Board is persuaded, despite the apparent anomaly in the wording of the section granting the right to appeal, that its decision must be rooted in the intent of the MPS. The Board distinguishes the 2008 development agreement from the agreement in *Cresco Holdings*, as there is nothing which specifically addresses the kinds of changes which can or cannot be made unlike the *Cresco* agreement.

[53] If there is any intent to be derived from the 2008 development agreement, the Board considers it to be the intent of s. 6.2 which requires substantive amendments to be made in accordance with the applicable legislation and not any general intent that land uses must be restricted to those listed in s. 3.5.5. Therefore, the Board is only authorized to allow an appeal if Council’s decision does not reasonably carry out the intent of the MPS. The Board considers that there is no basis to refuse the application on the grounds that it does not comply with the original intent of the development agreement as that concept was apparently identified by the NWCC and various members of the public.

[54] Further, the consistency with the development agreement referenced in s. 241(3), in the view of the Board, does not mean that, in this instance, the kind of substantive agreement sought by the Appellant cannot be considered. It cannot be said that changing one of the general uses outlined in the development agreement is inconsistent where substantive changes are permitted, provided the intent of the MPS permits them.

4.2 Council Reasons

[55] In the refusal letter, Council set out its reasons:

North West Community Council expressed concerns with the substantive change of the proposal from a commercial development to a substantial residential development from a complete community perspective. North West Community Council discussed the impact that a large residential project on the subject property will have on the local school system, which is currently exceeding capacity with no concrete plans for the adjustments of school boundaries or a new school from the provincial government in the immediate future. North West Community Council agreed with the recommendation of the North West Planning Advisory Committee to refuse the application based on concerns related to traffic, incompatibility with the existing neighborhood and the original intent of the neighborhood.

[Exhibit S-2, p. 217]

[56] The letter stated that the NWCC agreed with the recommendation of the PAC, which stated:

The North West Planning Advisory Committee received information from staff regarding Case 22820 at their December 2, 2020 meeting. The following recommendation to North West Community Council was approved:

THAT the North West Planning Advisory Committee has reviewed the application for Case 22820 and recommends rejection of the application due to traffic concerns, incompatibility with the existing neighborhood, the development goes against the original intent of the neighborhood and it is not a complete community. The Committee further suggests that should the applicant choose to make modifications to the application, that it considers proposing the entirety of the first floor of the apartment building as commercial space.

This recommendation has been provided to HRM planning staff for review and consideration and will be addressed in their staff report to the North West Community Council.

[Exhibit S-2, p. 177]

[57] In *Archibald*, Fichaud, J.A., discussed the requirement for council to give reasons for the refusal to approve a development agreement (or an amendment to a development agreement) at paragraph 30, referring to provisions of the *MGA*, which are mirrored in s. 245(6) of the *HRM Charter*:

[30] These reasons are to appear in the notice setting out the right of appeal. So the *MGA* intends that the municipality's stated reasons be pivotal to the appeal. Section 230(6) invites the appellant to address the Municipality's stated reasons in his grounds of appeal and beckons the Board to address them in the Board's analysis. I do not suggest the Board is confined to those stated reasons. The ultimate question – whether the Council's decision reasonably carried out the intent of the MPS – may propel the Board to other issues. See *Lewis*, ¶ 9, 22; *United Gulf*, ¶ 15, 72-74; *Midtown Tavern*, ¶ 52-53, 79. But the focus on the municipality's written reasons prompts the Board to respect its appellate role that I discussed earlier. [Emphasis added]

[58] The Appellant filed in evidence a YouTube video of the NWCC meeting on November 8, 2021. The Board observed that several councillors expressed views opposing the application; however, the Board is not concerned with the views of individual councillors, as it considers that Council speaks with one voice by its vote. The Board discussed this issue recently in *Re Hatchet Lake Plaza Ltd.*, 2021 NSUAR 11 and elaborated on it in *Cresco Holdings* where, like the NWCC decision in this case, Council did not indicate which MPS policies were a concern. The PAC also did not identify MPS policies in this matter.

[59] In *Cresco Holdings*, after discussing the *Hatchet Lake Plaza* decision (where a video of the Council meeting was also in evidence), the Board said at paragraphs 59 - 63:

[59] The Board continues to be of the view that, as a general proposition, the comments of individual members of a council are of limited assistance in the task of applying the statutory test to the written reasons provided by a municipal council. Council meetings are not courtrooms, and while councils perform a type of adjudicative role when determining applications, they are not courts. As *Archibald* stresses, the written reasons are important in framing the issues before the Board so that it respects its appellate role. That said, council members do not sit as a panel to formulate written reasons. They may disagree with one another and may have different reasons for approving or rejecting a particular application. Therefore, as discussed in *Hatchet Lake*, the Board considers that a council

speaks with one voice and generally does not parse the comments of individual members of council.

[60] Despite the foregoing, some of the comments made during these deliberations, in the particular circumstances of this case, provide some insight into the concerns expressed in HRM's decision letter. They provide context for the ultimate reasons provided in the written decision under appeal. The overall impression left with the Board is that those opposed to the amendments were generally opposed to the type of development already authorized, by the MPS and the development agreement, in Sub Area 9. This was then reflected in the written reasons, which were primarily expressed as broad concerns which shed no light on how the proposed narrow amendments would provide cause for the concerns raised.

[61] What was before the Community Councils was not whether the approved development was consistent with the MPS. That was determined when the original development was approved.

...

[62] The issue before the Community Councils was the impact, if any, the proposed amendments related to the reallocation or transfer of density from commercial to residential would have when assessed against the relevant MPS policies. Staff's presentation appropriately focused on this issue. The Community Councils' deliberations appear to have gone considerably beyond the matter before it. While, as expressed in *Hatchet Lake*, this Board does not act as a court reviewing a council's process, the foregoing might explain why the Community Councils ended up making the decision they did. As Mr. Grant observed, it would have been somewhat difficult for Cresco to respond to the points raised in the denial letter without addressing some of the comments made during the Council deliberations.

[63] HRM provided no evidence, expert or otherwise, in support of the proposition that the two Community Councils' reasons were consistent with the intent of the MPS or the development agreement. HRM did not challenge or contradict the evidence introduced by Cresco to show that the decision was inconsistent with the intent of the MPS. As indicated by Mr. Grant, this was essentially an uncontested appeal. While the Board must still apply the statutory test in making a determination in this appeal, the fact-finding mission discussed in *Archibald* did not uncover facts or opinion evidence supporting the reasons provided in the denial letter or the rationales expressed during the deliberations which could be tied to relevant MPS policies.

[60] With these comments in mind, the Board will address below the concerns raised by Council, and of necessity, by the PAC, i.e., traffic, compatibility with the existing neighbourhood, that it is "not a complete community," and impact on the school system, as well as parking and water issues raised by Mr. Daborn and members of the public. The Board has already discussed, and dismissed, the issue of the original intent of the development agreement in this decision.

[61] Before addressing the concerns, the Board makes one other observation. In refusing the Sunset Plaza application, Council did not accept the recommendation of the HRM planning staff. The Board has said in its decisions on other planning appeals that while it is open to Council to reject staff recommendations, there must be "good planning reasons" to do so. Those reasons must be rooted in the MPS. (See for example, *Re Bona Investments*, 2009 NSUARB 58; *Re Griff Construction Limited*, 2011 NSUARB 51; *Re Armco Capital Inc.*, 2021 NSUARB 147.)

4.3 Letters of Comment and Public Speakers

[62] The Board received 24 letters of comment from individuals, most of whom identified as residents of streets near the proposed development. None of the writers supported the development, and all outlined their reasons for the lack of support, including concerns about:

- Pedestrian safety due to increased traffic and speeding
- Insufficient parking space
- Inconsistency with the original development agreement and the reasons for their original purchase in the subdivision
- Inconsistency with development guidelines or policies for multi-unit dwellings
- Density
- Potential increase in property damage and theft from vehicles
- Negative impact on property values
- Privacy
- Incompatibility with the surrounding neighbourhood
- Loss of potential commercial services such as banks and retail/small business
- School overcrowding from additional residential units
- Litter
- Loss of sunset views
- Impact on water services.

[63] Many of the writers stated that they supported commercial development at the site, as contemplated in the original development agreement. They said they purchased their properties understanding that would occur and were disappointed it has not yet happened.

[64] The Board also heard from two public speakers during the hearing. Both speakers referred to most of the same concerns identified by the letter writers. Both spoke of their experiences of living in the subdivision as it currently exists. Kevin Albert, who lives on the corner of the cul-de-sac opposite the proposed development, said that the two existing apartment buildings had brought changes to the neighbourhood. While he said he would like to see something developed at the vacant site, he does not want what is proposed. He concluded his remarks by saying:

I understand everybody wants to maximize their profits, but they came up with a master plan 10 years ago and -- and this was not the master plan. So why not stick to the master plan, come up with a commercial building, bring up a daycare, bring in little restaurants, bring up lawyer's office or something or a chiropractor's office or at least propose something that is decent and that suits the neighbourhood.

[Transcript, p. 182]

[65] Mr. Albert also mentioned the difficulty in accessing Margeson Drive at peak traffic hours, which he said would only increase with the addition of new residents.

[66] Holly Clarke, a resident of Hanwell Drive, is involved in several committees relating to the elementary school where children in the neighbourhood attend. She noted concerns about getting the children safely to the school, as well as the overcrowding which has necessitated portable classrooms. She described both the school and the community as overburdened. Like Mr. Albert and many of the letter writers, she supports 'business opportunities, with small business, local businesses' at the development site, suggesting there is a "really deep need" for them.

[67] The Board notes that many of those who wrote to the Board also wrote to, or spoke in opposition to the proposed development at, Council. The Board appreciates that these persons have taken the time and effort to make their views known and has no doubt about their sincerity.

4.4 Traffic

[68] One of the reasons identified by NWCC for refusing to approve the amendment of the development agreement was agreement with the PAC's "concerns related to traffic." Council did not identify particular traffic concerns; however, the Board notes that many communications to Council from residents, as well as letters of comment to the Board, the public speakers at the hearing, and the testimony of Mr. Daborn and his witnesses did identify traffic concerns. Those concerns included an expected increased volume of traffic from the residents of the proposed multi-unit building resulting in more vehicles on Hanwell Drive, as well as delays accessing Margeson Drive from Swindon; pedestrian safety, citing "near-misses" especially related to children crossing or playing near the streets; and speeding.

[69] The Sackville MPS Policy IM-13 includes two traffic-related matters for Council to consider: the first is IM-13(b)(iv) which says that the proposal is not "premature or inappropriate by reason of...the adequacy of road networks leading or adjacent to, or within the development..." and the second in IM-13(c)(iii) requires controls "...so as to reduce conflict with any adjacent or nearby land uses by reason of: "...traffic generation, access to and egress from the site, and parking...." These considerations are mirrored in Policy G-15(a)(iv) and (b)(iii) of the RMPS.

[70] To address these issues, Sunset Plaza engaged Harbourside Transportation Consultants. Harbourside prepared a Traffic Impact Statement (TIS) dated January 22, 2020, which was filed with the initial application to HRM. That application proposed entrance to the proposed building underground parking spaces and to the surface parking area via two driveways located off Swindon Drive. The report addressed sighting distance as well as site generated traffic.

[71] Harbourside concluded that:

- Sight distance could not be met due to the length of the roadway.
- The intersections are clearly visible from the driveway location areas.
- The multi-unit building would generate 19 vehicles in the morning peak (14 exiting the site) and 24 in the evening peak (15 entering the site).
- The majority of the site-generated traffic would travel on Margeson Drive.
- There would be a “negligible increase in traffic volumes” on Margeson.

[72] In the HRM planning team’s initial review, the HRM Engineering Department did not support the access from Swindon Drive, but otherwise had no concerns regarding traffic. In May 2020, Mr. Sampson communicated with HRM Engineering Staff and the provincial Department of Transportation and Infrastructure (TIR) to confirm that the Swindon Drive access was not permissible. This was communicated to Mr. Saleh, and revised plans were provided showing the access from one driveway off Hanwell Drive.

[73] A second TIS was prepared by Harbourside, dated October 22, 2020, taking the new driveway location into account. Harbourside’s conclusions did not change. Mr. Saleh testified he understood that the TIS was acceptable.

[74] The second HRM planning Team Review dated November 27, 2020, included a matrix which showed the MPS policy requirements and staff comments on

each. The staff comments referred to the relocation of the driveways off Swindon to Hanwell stating it "may be acceptable" and noting the revised TIS.

[75] In response to communication from HRM to individuals who had made comments on the application, Mr. Daborn wrote to Mr. Sampson, outlining his concerns about the proposed development, and challenging the TIS conclusions. On December 1, 2020, Mr. Sampson then sent an email to Sarah Rodger of the HRM Engineering department requesting her comments on the issues raised by Mr. Daborn:

Hi Sarah,

It looks to me that the first issue, about the SSD along Hanwell, is talking about where Hanwell comes to a dead end, past Swindon, so I think that is irrelevant. Agree?

Secondly, about the increase in traffic volume, as TIS only accounts for the proposed development, not the existing volume of traffic: This is typical of most TIS's that we receive, correct? Also, do you have any comment about the TIS not comparing the existing DA which allows commercial development to the new apartment building with ground-floor commercial?

Thirdly, the issue of left turns from Swindon onto Margeson, I would say, is a larger issue not necessarily relevant to this application? In other words, more about the lack of traffic signals at that location?

Finally, that there are no analytical capacity calculations and the TIS was based on a high-level qualitative assessment doesn't pose any concern?

Please let me know your thoughts. Thanks!

[Exhibit S-2, p.77]

[76] Ms. Rodger replied to Mr. Sampson by email on December 2, 2020, saying:

Hi Paul,

I've had a look at this and had traffic review it too.

We agree with you on the first point; the inadequate SSD on Hanwell is not actually relevant in this case. The SSD is not met because the road ends, not due to a lack of actual sight lines.

On the second point, the TIS has been prepared according to HRM's standard practices. With a minimal number of new trips generated (approximately 1 new vehicle every 3 minutes in peak hours, and fewer outside of these hours), there is not expected to be a significant impact on the network, therefore we do not require existing traffic counts. The total traffic volumes will fluctuate more than the number of new trips on a daily basis, so little would be gained by looking at the existing volumes in this case. Due to the scale of

development and number of trips generated, we also would only look for a qualitative assessment without analytical capacity calculations. This is the accepted practice by HRM.

We did check the published trip generation rates, and depending on the type of commercial use that was proposed before, the number of new trips may be more, but the new number of trips is still not a cause for concern to us. I will note that the TIS was prepared for 52 units in a mid-rise type building only, with no mention of ground floor commercial. We checked how the rates would change for the mixed use however and there was no cause for concern there.

To your third point, any existing traffic issues in the neighborhood are not caused by this development, and we haven't identified any upgrades for which this development may be a "tipping point", so these issues should not be used as a justification to reject this proposal. It is possible that there could be future intersection upgrades at Swindon and Margeson as the lands to the south are developed.

I also had traffic check to see if Hanwell was on the list for traffic calming, which seems to be another concern this resident is bringing forward. Again, this concern is regarding an existing issue and not one caused by the proposed development. Hanwell is on the list for a traffic calming assessment, which means we are awaiting data collection on that street. Our seasonal data collection program is expected to resume in 2021. After data is collected from Hanwell, if it meets the criteria for traffic calming it will be put into a ranked queue for design and construction.

Please let me know if you have any more questions on this!

[Exhibit S-2, p.76]

[77] As noted earlier in this decision, the PAC meeting held on December 7, 2020, recommended against approval of the amending agreement, noting unspecified 'traffic concerns.' A Staff Report, dated September 21, 2021, for NWCC noted "Concerns regarding traffic, speeding and pedestrian safety" as a topic from community engagement and included the statement of the PAC. The Staff Report addressed traffic and driveways, stating:

Traffic and Driveways

A Traffic Impact Statement (TIS) from January of 2020 proposed two driveways off Swindon Drive. Based on the review of this first statement, an updated TIS from October 2020 was submitted, which proposed one driveway off Hanwell Drive. This amended proposal satisfied HRM Development Engineering where siting distances are adequate and took into account the termination of Hanwell Drive at Swindon Drive. There will be a minimal number of new trips generated as compared to the uses allowed in the existing agreement. Therefore, no significant impact on the road network is expected. The updated TIS has been reviewed by HRM Traffic and Development Engineering, was found to be acceptable and no concerns were raised. The TIS meets HRM's standard requirements and analytical capacity calculations were not required.

There have been some traffic concerns raised by residents through the public consultation process, such as excessive speeds. However, these concerns relate to the overall subdivision and are not caused or affected by the proposed change to the site. These issues could potentially be partly alleviated in the future by traffic calming measures. Beaconsfield Way, between Darlington and Sackville Drive, is on the list of ranked streets for traffic calming. Hanwell Drive and Darlington Drive are currently in the data collection phase and could be added to the list in the future.

[Exhibit S-2, p.113]

[78] The Staff Report also included a matrix outlining the policies to be considered and the staff comments. The Staff report, a staff presentation, a presentation by Mr. Saleh, the PAC memo and letters from a number of residents were all before the NWCC at the November 8, 2021, meeting where Council refused the application. The Council minutes reflect that there were several public speakers who mentioned traffic concerns.

[79] Mr. Sampson testified that other than the driveway location, there were no concerns about the adequacy of the road networks. He agreed with the conclusions reached by Ms. Rodger, and said that if Engineering had any concerns, the department would have asked for a more detailed study. In response to Ms. Rubin, he said that he agreed with Ms. Rodger's statement that this development would not be a "tipping point" and that traffic issues "should not be used as a justification to reject this proposal." Mr. Sampson also said that he understood that Ms. Rodger had checked whether the commercial component of the proposed development would make any difference to the traffic generation and had determined it would not.

[80] As for speed, Mr. Sampson said this is a larger issue for the subdivision, and not caused by the proposed development whether commercial or residential, or a combination of the two.

[81] In response to a question from the Board regarding the references in the TIS to the impact on Margeson Drive and not on Hanwell, he said that this related to site-

generated traffic which is different from sight distancing. He relied on the views of Engineering and Traffic departments of HRM and described the TIS as typical of what HRM receives in such applications.

[82] Although Mr. Daborn did not cross-examine Mr. Sampson regarding traffic concerns, in his own evidence he noted a marked increase in both the volume and speed of vehicles on Hanwell since the two existing apartment buildings were constructed. Mr. Daborn stated that the volume of traffic would rise dramatically at peak times.

[83] In her closing submissions, Ms. Rubin said that "...traffic is a fairly broad concept." The Board agrees. The Board also agrees that Council's consideration of traffic must relate to the MPS policies, in this instance, the adequacy of road networks, and traffic generation. While the TIS was premised on a solely residential building, the evidence is that HRM staff checked whether the commercial component would change the impact of traffic generation and determined it would not materially change the conclusion.

[84] The change in access from Swindon to Hanwell was done in response to HRM and TIR requirements. Ms. Rubin submitted that the statement that the stopping sight distance is not met is due to the length of the roadway and "...not because of any shortfall in the configuration" and had been dismissed as not relevant by Ms. Rodger. Ms. Rubin also submitted that the concerns around speeding and pedestrian safety already exist in the neighbourhood, and are separate and apart from the proposed development.

[85] Like Ms. Rubin, Ms. MacLaurin noted that there is no traffic report or study which was contrary to the conclusions of Harbourside's TIS or the HRM engineers. However, Ms. MacLaurin suggested that the Board could consider the evidence before

Council and the evidence at the hearing and determine whether it outweighs the professional analysis and conclusions.

[86] What is before the Board, and indeed what was before both the PAC, and the NWCC, is professional opinion about the very issues about roads and traffic, and access to the site, which the MPS directs Council to have appropriate regard to in making its decision. The Board acknowledges that Council read and heard many anecdotal accounts of the volume and speed of traffic, as did the Board. However, the Board concludes that it must give due weight to the professionals' evidence. The anecdotal information does not, in the Board's view, outweigh the evidence of Harbourside and Ms. Rodger as contained in the Appeal Record, and confirmed in the hearing.

[87] The Board concludes that there is nothing in the policies relating to road networks, traffic generation, or site access which gives rise to the exercise of judgement on the part of Council. These are questions of fact, and the Board concludes that Council's decision to reject the amending development agreement based on "traffic concerns" does not reasonably carry out the intent of the Sackville MPS or the RMPS.

4.5 Parking

[88] The issue of parking arose in two discrete, but connected, ways in this proceeding. The first was in relation to the required parking spaces for the proposed building, and the second was concerned with on-street parking and the hazards it presents. Parking was not an issue expressly referred to by Council; however, it was raised by Mr. Daborn and his witnesses, as well as members of the public. Nevertheless, to consider Council's decision in light of all MPS policies, the Board will explore the parking issues.

[89] Sackville MPS Policy IM-13(c)(iii) and RMPS Policy G-15(b)(iii) both refer to controls on the proposed development to reduce conflict with adjacent or nearby land uses by reason of parking. The 2008 development agreement provided in Section 3.5.4 that for the multi-unit buildings shown on Schedule B (which does not include the proposed development) a minimum of 50% of the required parking spaces are to be underground. Under Section 3.5.5, any commercial development area on Schedule B was to comply with the requirements of the C-2 (Community Commercial) Zone of the LUB. No requirements for parking are set out in the C-2 Zone provisions of the LUB; however, Section 4.24(a) of the LUB sets out parking requirements for multi-unit dwellings of 1.5 spaces per dwelling unit, and for retail stores, service and personal service shops not exceeding 5,000 ft.², 3.3 spaces per 1,000 ft.² of gross floor area. Section 4.24(b) of the LUB contains provisions for parking spaces for the mobility disabled in addition to those basic requirements.

[90] Under s. 23.4 of the LUB, the subject property is zoned CDD, and falls under the requirements for the R-6 Zone which is covered in Section 12 of the LUB. Section 12.3(f) requires one off-street parking space for every 150 ft.² of floor area devoted to any business.

[91] The proposed development agreement amendment would allow a maximum of 52 residential units, and a minimum of 2,500 ft.² commercial space. The parking spaces to be provided included 50 interior spaces and 12 exterior spaces as shown on Schedule J.

[92] Mr. Daborn's evidence and that of his witnesses was that the number of parking spaces was insufficient for the number of units, and would lead to residents of the

building parking on the street. On-street parking will, in their view, result in increased difficulty navigating the street, accessing the street, snow removal, and emergency vehicle response.

[93] Mr. Saleh testified that a one-to-one ratio had been established for parking which he said is reasonable where there is access to public transit. He said there is a bus stop near the property. He further noted that the developer could choose to increase the parking if it wishes, as the amending agreement sets only a minimum.

[94] Mr. Daborn called Mr. Saleh's attention to the provisions of Section 4.24 of the LUB and suggested that more parking spaces were required for both the residential and commercial components of the proposed building based on those provisions. However, Mr. Saleh testified that having a development agreement did not require compliance with the LUB.

[95] Mr. Sampson testified that the HRM planning team felt that the parking provisions of the amending agreement were adequate for the development. He agreed that they prescribe a minimum, and the number of spaces could not be reduced. Mr. Sampson said that the 1.5 spaces referred to in the LUB is often excessive, noting that for many years, in suburban areas of HRM, one space per unit has worked well.

[96] Mr. Sampson also testified about on-street parking, saying:

...I mean, the streets are owned by HRM, not the residents, and the -- it's -- you know, on-street parking happens. And in this case, it could on occasion.

It may not necessarily exist all the time, but that's something staff looked at as well in terms of, you know, there's the ability to park, you know. And obviously, the parking rules have to be followed. If there's no parking on one side, for example, then those rules have to be followed. Same with overnight parking in the winter when there's a snowstorm. So all of these types of things get factored in.

The Applicant -- part of the onus is on the Applicant to manage that on a site like this. And obviously, if someone wants to rent a unit and requires two parking spaces, they're probably going to look elsewhere, so that's the -- kind of the simple, basic answer on -- you

know, in terms of the number of spaces. If someone needs two, they're likely not going to rent in this building, so.

[Transcript, pp.197-198]

[97] In response to Mr. Daborn, Mr. Sampson acknowledged that the matrix providing staff comments in the second team review stated in error that the parking will comply with the LUB except that 50% would be underground. Mr. Sampson clarified, however, that Sunset Plaza would not have to comply with the LUB parking requirements, but rather with the requirements in the proposed amendment.

[98] The Board observes that the current proposal has 50 underground parking spaces, for a 52-unit building. While this is less than the LUB requirement of 1.5 spaces per unit, it significantly exceeds the multi-unit dwelling requirement in the 2008 development agreement. There are 12 exterior parking spaces. Based on the proposed minimum of 2,500 ft.² of commercial space, the LUB provisions of the R-6 zone, which apply to the CDD zone, would require 1.5 spaces per 150 ft.², so this LUB requirement would not be met. The general requirements of section 4.24(a) would be met, however.

[99] In claiming the parking is inadequate, Mr. Daborn focused on the LUB requirements, and did not take into account the fact that the provisions of a development agreement or amendment can vary the LUB requirements. In this case, both Mr. Saleh and Mr. Sampson testified that the number of spaces is adequate, based on their experience. The Board finds their evidence persuasive.

[100] With respect to concerns about on-street parking, again the evidence was anecdotal and does not persuade the Board to reject Mr. Sampson's evidence. The Board agrees with Ms. Rubin's submission that the streets are HRM property and those who park on them must abide by the parking rules and restrictions in force.

[101] Parking related to the development is adequately controlled by the amending agreement provisions in the Board's view. The Board finds no evidentiary basis, and no policy basis, with respect to parking, which would lead it to conclude that Council's decision to reject the amendment reasonably carries out the intent of the MPS.

4.6 Water

[102] Like parking issues, concerns about water were not expressed by Council in its decision, but they were raised by Mr. Daborn and members of the public. Sunset Ridge is serviced by central water and sewer. However, Mr. Daborn testified that he and other residents have encountered significant water pressure and supply issues. His evidence included a copy of a letter from the Halifax Regional Water Commission prior to the construction of his home stating that a domestic booster pump is required for water service. Mr. Daborn said because of the frequency of running the pump, he is now on his second such pump. He said each house in the neighbourhood is required to have such a booster pump.

[103] Mr. Daborn included the 2018 and 2020 editions of Halifax Water's "Design Specification & Supplementary Standard Specification for Water, Wastewater & Stormwater Systems" (Design Specifications). By his calculations, using these specifications, the additional demand for the proposed 52 units is higher than Sunset Plaza's consultant had determined, and cannot be met through the existing services.

[104] Mr. Daborn also took exception to comparisons used by Mr. Saleh in communications with HRM, using a laundromat as a hypothetical commercial space as one of the possible businesses, because such a use would not be needed in the subdivision. Mr. Saleh said he had done that to provide an example of the capacity of

what a currently permitted use of the property might be, and agreed that other uses, such as offices or a bank, would change the comparison. He maintained that the drawings submitted with the application show that there is capacity for the proposed development.

[105] Policy UR-10(e) of the Sackville MPS requires the development agreement for a CDD to specify matters relating to the provision of central sewer and water services in the development. Policy IM-13(b)(ii) requires Council to have regard to the proposal not being premature or inappropriate by reason of the adequacy of sewer and water services. The RMPS, which specifically addresses the Sunset Ridge subdivision in Policy SU-6(e), requires as one of the criteria of the development agreement that “the development is capable of utilizing existing municipal trunk sewer and water services without exceeding capacity of these systems.” RMPS Policy G-15(a)(ii) is similar to Sackville MPS Policy IM-13(b)(ii).

[106] Sunset Plaza included a report from Servant, Dunbrack, McKenzie & MacDonald Ltd. (SDMM), dated December 16, 2019, addressed to Halifax Water. The report referred to the sanitary lateral size proposed for a 51-unit dwelling at the subject property and stated there would be sufficient flow capacity. This was considered by HRM planning staff in its initial review of the application. The team review noted that “the detailed servicing plan will be reviewed by Halifax Water at the Building Permit stage” in response to Policy UR-10(e), and “Existing municipal services are adequate to service the proposal” with the same comment about Halifax Water review in response to Policy IM-13(b)(ii).

[107] Mr. Saleh testified that the SDMM drawings were preliminary and that more detailed drawings would be prepared for a more comprehensive review by Halifax Water

when the building permit application would be made. He acknowledged that, as part of the HRM planning team review, Halifax Water had made comments about the requirements at that stage.

[108] Mr. Daborn had expressed concerns about the sufficiency of the water pressure in written comments to HRM. As a result, Mr. Sampson communicated with Sanjoli Tagra, a development engineer with Halifax Water in November, 2020. Ms. Tagra advised there were no concerns and confirmed the requirement to comply with the 2020 edition of the Design Specifications. Ms. Tagra had already advised Mr. Sampson in October, 2020 that the change for ground floor commercial space did not pose concerns.

[109] Mr. Sampson testified that Halifax Water could have asked for a capacity analysis at any time and had indicated that such an analysis might be required at the permitting stage.

[110] The requirement for the water distribution system in the Sunset Ridge subdivision to comply with Halifax Water's Design Specifications was included in the 2008 development agreement. This was confirmed by Mr. Sampson who said that these requirements are typical in this sort of development agreement. Nothing in the proposed amendment changes those requirements. The Board observes, as Ms. Rubin submitted, that if the requirements cannot be met, the development cannot proceed.

[111] The Board finds that the anecdotal evidence of poor water pressure does not outweigh the fact that Halifax Water was satisfied with the capacity of the system and, as already required in the development agreement, will require complete compliance with the specifications when the building permit stage is reached. Accordingly, the Board

concludes that there is no policy basis on which Council's decision could be said to reasonably carry out the intent of the MPS regarding the adequacy of the water system.

4.7 Schools

[112] The refusal letter from NWCC said in part:

North West Community Council discussed the impact that a large residential project on the subject property will have on the local school system, which is currently exceeding capacity with no concrete plans for the adjustments of school boundaries or a new school from the provincial government in the immediate future.

[Exhibit S-2, p. 217]

[113] Current overcrowding in Sackville Heights Elementary School was a significant focus of the comments of the two public speakers, Mr. Albert and Ms. Clarke, as well as Mr. Pinsent and Mr. Millette, who testified on behalf of the intervenor. This was also true of some members of the public who either wrote to Council, spoke at the Council meeting, or sent letters of comment to the Board. The use of portable classrooms has caused concern. Busing and transportation problems were noted, as well as classroom size. The concerned parents believe that adding a multi-unit residential building will increase the student population materially and negatively impact the quality of education their children will receive.

[114] Mr. Daborn filed a Class Cap Report from the Halifax Regional Centre for Education (HRCE), dated October 12, 2021. The report shows the number of classes over defined provincial cap guidelines for all public schools in the province. The report shows that Sackville Heights Elementary School had 11 classes from Grades P-2, six of which were within the cap, and five of which exceeded it. In Grades 3-5, five of the eight classes were within the cap and three were not. For Sackville Heights Junior High School, Sackville High, and Millwood High School, which the Board understands are the schools which the elementary school feeds into, all classes were within the cap.

[115] The Class Cap Report also notes for the elementary school, except for Grade 1, which was two students over the cap, all other grades exceeded the cap by only one student. The reasons were attributed to "School Capacity" and the procedures for exceeding the hard caps were followed.

[116] While he acknowledged that the junior high and high schools were not over capacity according to his evidence, Mr. Daborn testified that initially it will be the elementary school which will be stressed due to the proposed development as the neighbourhood has younger children. Mr. Daborn said that the Sackville Heights Elementary School is "so far over capacity, it cannot take any more students." He does not have any students at that school and is not part of the group which is apparently raising issues about the class sizes there. Mr. Daborn was not aware of an additional teacher having joined the school, or the principal's message contained in the February 2020 newsletter, put to him in Ms. Rubin's cross-examination, which addressed what is being done to address the "growing student population."

[117] Jacob Ritchie, the former Director of Operation Services for HRCE, testified on behalf of the appellant. In his position, he was responsible for directing information technology, student transportation, custodial, maintenance, and capital construction. He testified that the provincial Department of Education and Early Childhood Development (EECD) has the ultimate responsibility for education. HRCE is the administrative body for one of seven geographic regions in the province to which that responsibility is delegated.

[118] Mr. Ritchie stated that the capital planning group of HRCE has a good relationship with HRM's planning and development group, and is regularly advised of

large development agreements in HRM. He identified a letter which he had written to Carl Purvis, Planning Applications Program Manager of HRM, on February 20, 2020, discussing consideration of school capacity and the communication of relevant information between HRM and HRCE. The letter stated:

...Projections are based on existing school populations, local births data, sub-division and development applications, private school and CSAP capture rates, as well as overall population trends through Halifax Regional Municipality.

Development Impact

When performing impact assessments we use the following housing yields, which may be adjusted from time to time to match local trends in development and housing (all yields are expressed in Children Aged 5-17 | Housing Unit).

- Single Family Housing is estimated at a yield of 0.58
- Town/ Row House Housing is estimated at a yield of 0.50
- Apartment Housing is estimated at a yield of 0.16

The Education Act mandates that every person over the age of five years and under the age of 21 years has the right to attend a public school serving the school region in which that person resides. While there may be operational challenges in some cases, the HRCE will work to ensure all students are provided with access.

With respect to applications that have a physical impact on any particular school site (e.g. neighbouring property, road construction, large scale Development Agreements around schools, road closures, etc.) please continue to reach out to the HRCE for comment and input. [Emphasis added]

[Exhibit S-6, p.1]

[119] Mr. Ritchie confirmed that HRCE must always accommodate students in its district because of the requirements of the *Education Act*. He described how HRCE plans for the number of students each year, and how it adapts space to accommodate them in various ways. When a new development is proposed, HRCE staff look at the number of units to determine how many children may live in the type of unit and thus how many will need to be accommodated in the schools. HRCE uses demographic data, from a company that operates nationally, to estimate the likely school population and considers how children age or progress through the school system.

[120] Based on the demographic data, Mr. Ritchie agreed that a 52-unit apartment building would have 8.3 children. He estimated that rounding to eight children, based on the 14 grades in the school system, this would result in four children in elementary school, two in middle or junior high school, and two in high school. He did not consider the proposed building to be a large development and would not have advised HRM that HRCE could not meet the capacity.

[121] In response to Mr. Daborn, Mr. Ritchie said he was aware that the Sackville Heights Elementary School was "filling up" and that portable classrooms had to be installed. In response to a question from the Board, Mr. Ritchie said that he was never asked about the proposed development while he was employed at HRCE.

[122] Mr. Sampson testified that, while HRM would discuss larger developments with HRCE, this did not happen with "individual building sites." He did not consider the proposed development to be a large site, but said "... if this had been an application for the entire Sunset Ridge subdivision, then that would be different." Mr. Sampson did not consider that there is any policy basis to refuse the amending agreement on the basis of inadequacy of schools. He did, however, acknowledge in response to Mr. Daborn that he had had no feedback of any kind from HRCE regarding the amending application, but he had not sought it.

[123] Sackville MPS Policy IM-13(b)(iii) requires the Council to have appropriate regard to "the adequacy or proximity of school, recreation and other community facilities." Policy G-15(a)(iii) of the RMPS refers to "the proximity of the proposed development to schools, recreation or other community facilities and the capability of these services to absorb any additional demands." Although Mr. Sampson had testified that Policies IM-

13 and G-15 were similar, he acknowledged in response to a question from the Board that the wording with respect to schools and other facilities is not exactly the same. The exchange continued:

Q. Do you think there's any significance in that? As a planner, would you think that that was significantly different?

A. I don't think it -- it's still factored into the recommendation in this case. If you're wondering about the specific wording, the -- you know, the -- we already had the process whereby HRCE would -- you know, would comment if they had concerns with our -- with our development proposals. And is this what you're referring to, is the school question?

Q. Yes. Yes.

A. Yes, yes. And the proposal itself, based on HRCE's own estimates, would only result in a few -- you know, eight or nine children, so those two things combined, you know, we didn't get any concerns from them. And in my 21 years as a planner, I've never received any concerns by HRCE or the former School Board with regards to one building proposal as opposed to a -- you know, a larger project involving hundreds of -- hundreds of units, so I've never had any kind of concern raised with one building as part of -- as the application.

[Transcript, pp. 238-239]

[124] Ms. Rubin's submissions on the issue of schools focused on the Sackville MPS Policy IM-13(b)(iii) provisions. She submitted that the evidence disclosed that the number of students, based on the HRCE projections, is small and would not cause HRCE a concern. Ms. Rubin pointed to Mr. Ritchie's letter to HRM confirming that HRCE "...will fulfill its mandated role to ensure all children have the right to attend public school in their region."

[125] Ms. MacLaurin said that Council is entitled to consider schools but agreed with Ms. Rubin's interpretation of the evidence from the Class Cap Report and the formula used by HRCE. She noted the evidence of Mr. Pinsent and Mr. Millette which indicated dissatisfaction with the way the province is carrying out its mandate to educate students. In reply to a question from the Board during her submissions, Ms. MacLaurin addressed the requirement of Policy IM-13(b)(iii) for Council to consider whether the development is

premature or inappropriate regarding the adequacy and proximity of schools. She suggested it is a question of whether the policy is speaking objectively or subjectively. Ms. MacLaurin indicated that RMPS Policy G-15(a)(iii) could provide guidance with the additional wording about the capacity to absorb additional demands. In her submission, this is more of an objective test.

[126] Because the wording of the two MPS policies regarding schools is different, the Board questioned the hierarchy between the two. Ms. MacLaurin confirmed that the RMPS identifies that where there is a conflict between the RMPS and, in this case, the Sackville MPS, the stricter of the two applies. She identified the RMPS as the stricter.

[127] The Board considers, that despite the difference in wording, there is no conflict between the provisions of the two policies which reference schools which would lead the Board to defer to Council's decision. The Board recognizes that many residents of the Sunset Ridge subdivision have concerns about the current situation at Sackville Heights Elementary School. These residents expressed their views clearly and, undoubtedly sincerely, in letters to Council, letters to the Board and in public presentations both at Council and before the Board. However, the Board agrees with Ms. MacLaurin that the proximity and adequacy of schools must be considered objectively.

[128] Proximity of schools is not an issue. The subdivision is already served by local schools. The Board is persuaded by the evidence of Mr. Ritchie and Mr. Sampson that, based on demographic data, the number of children who may live in the proposed building can be adequately accommodated in the existing schools. There was no objective evidence to the contrary before the Board. The Board concludes that Council's

reasons relating to schools, as stated in the refusal letter, do not reasonably carry out the intent of the MPS policies.

4.8 Compatibility

[129] NWCC's refusal letter said Council agreed with the recommendation of the PAC. One of the concerns identified by the PAC was "incompatibility with the existing neighbourhood." The existing neighbourhood is a result of the general land uses identified in the 2008 development agreement for the Sunset Ridge subdivision which consisted of a mix of housing types, including multi-unit dwellings and commercial space. Sackville MPS Policy IM-13(c)(ii) requires Council to have regard to the controls on the development "so as to reduce conflict with any adjacent or nearby land uses by reason of...height, bulk and lot coverage of any proposed building." The Board considers the imposition of controls is what furthers compatibility, by reducing conflict.

[130] The staff report presented to NWCC addressed the compatibility of land use and said that the proposed change from commercial to multi-unit residential and some ground floor commercial space "...poses minimal compatibility concerns or land use impacts with adjacent residential development, when compared to the commercial uses permitted by the existing agreement, which include restaurants, retail stores and offices." The report went on to discuss the siting of the building, setbacks, landscaping, and building height. Mr. Sampson testified that the term "compatibility" is not contained in the MPS, but that it relates to controls for matters like bulk, lot coverage, height and similar matters. He said that low-density residential use is the most proximate to the subject, noting that there are two apartment buildings slightly removed, separated by a private

roadway. Mr. Sampson testified that staff had concluded that any compatibility concerns were satisfied in the proposed amendment.

[131] Both Mr. Saleh and Mr. Sampson testified about the height, lot coverage, side yards, setbacks, architectural features, and landscaping. They both noted the differences in what is proposed, compared to the potential commercial development of the property. The evidence is that the building will be four storeys high, which is one story higher than the 30 ft. height limit for a commercial building, but the same number of storeys as the two nearby multi-unit buildings. The lot coverage is 28% of the area. Drawings provided in the application for potentially two lots for commercial use would see a total of 33% coverage with greater areas for parking. There is more green space around the proposed building with landscaping proposed along all sides except along Hanwell Drive where the driveway entrance is located, as well as landscaping around the front door. According to Mr. Saleh, there is no specific requirement for landscaping in the LUB provisions.

[132] Regarding compatibility, Mr. Saleh said that the proposed development amounts to a "better scenario" than the potential commercial development which was permitted under the 2008 development agreement or the existing by-laws. He said that what is proposed is double or triple what the LUB requirements would provide. Architectural design is intended to soften the appearance of the building with quality materials. Because of the large outdoor space, he said there would be a tree buffer almost bordering the entire property, consisting of a mix of deciduous and coniferous trees.

[133] The setback provisions of the LUB for R-6 Zone for residential buildings (where Sunset Ridge is directed under the CDD Zone) are 20 feet, with a minimum side or rear yard of eight feet. According to Schedule J of the amending agreement, the minimum setback is 15 feet at the corner of Hanwell and Swindon, and the side and rear yards range from 15 feet at Swindon, 33 feet at the rear boundary near Margeson Drive, 35 feet on the boundary adjacent to the private roadway at the rear, and 48 feet at the commercial space entrance to that roadway.

[134] Mr. Sampson testified that the building setbacks are typical for a suburban development. The building must conform to the drawings. He said that through the combination of the position of the building on the site and its proposed height, staff concluded there would be minimal land use impacts.

[135] Members of the public, including Mr. Albert who spoke at the hearing, were concerned about having a multi-storey multi-unit building near their homes, as they feared a loss of privacy, a loss of sunset views, and generally did not like areas with many large apartment buildings, such as the Larry Uteck area of HRM. Some, like Mr. Millette, moved from there to Sunset Ridge to escape that kind of development.

[136] In her submissions, Ms. Rubin said this proposal is not for a high-rise building but a four-storey building. The controls provided in the amending agreement with larger setbacks, on a relatively flat site, and less lot coverage by the building mean it will have minimal compatibility impacts. She submitted that the controls improve the development compared to the potential commercial development. She noted that there is a small commercial component but said that nothing in the MPS policies requires a particular percentage of commercial and residential space.

[137] Mr. Daborn made submissions based on his calculation of the population density of the proposed building, saying it is twice that of the two existing apartment buildings, and much greater than the existing single-family homes, “regardless of setbacks.” He concluded that the proposal does conflict with nearby land uses, and that any comparisons should be made to buildings in the area, rather than other areas of HRM.

[138] The 2008 development agreement allowed for a commercial development on the subject property. The Board notes Mr. Saleh’s evidence that the owner has been unable to attract a commercial development to the site. A commercial development with large paved parking areas might be considered incompatible with the surrounding land uses as they have developed. The Board observes that the property is the last piece of the subdivision to be developed. The 2008 agreement also allows for two multi-unit buildings in the subdivision, close to the commercial site, and also close to single-family homes. The Board is unable to make any judgement about Council’s consideration of compatibility in 2008. However, the Board is persuaded that the controls identified by Mr. Sampson and Mr. Saleh are designed to reduce conflict with adjacent or nearby land uses, as required under the MPS.

[139] These provisions of the MPS do not contain the kind of words which Fichaud, J.A., identified in *Archibald* which would lead the Board to defer to Council’s decision, such as “undue” or “appropriate.” The MPS directs that controls be placed on the development to reduce conflict; here there are controls set out in the amending agreement that will reduce conflict, and as a result, the Board concludes that Council’s decision does not reasonably carry out the intent of the MPS.

4.9 A Complete Community

[140] In its recommendation to NWCC, the PAC said, as one of its reasons for rejection of the application, "...the development goes against the original intent of the neighbourhood and it is not a complete community...." As noted earlier in this decision, NWCC stated its agreement with the PAC. Council's refusal letter also referred to "...the substantive change of the proposal from a commercial development to a substantial residential development from a complete community perspective."

[141] As Mr. Sampson testified, the term "complete community" is not contained in the MPS policies, and it is not included in the 2008 development agreement. The Board inferred from comments by Mr. Albert, one of the public speakers, and Mr. Pinsent, as well as some of the letters of comment, that they believe that there should be commercial development on the site to accommodate small businesses, professional offices, or cafes, for example. This suggests a desire for the general needs of the subdivision to be satisfied in close proximity; however, there is nothing in the MPS which could inform Council's decision to require a "complete community."

[142] The subject property is in the CDD zone. The Board observes that, while Sackville MPS Policy UR-10(a) provides that a development agreement in a CDD "shall specify...the types of land uses to be included in the development," there is nothing which restricts land uses, and nothing which prohibits a change in land uses. Further, the preamble to the MPS policies regarding CDDs states:

Comprehensive Development Districts

The Planning Act permits the establishment of comprehensive development districts in the Plan Area and the use of contractual development agreements. The use of these agreements will be advantageous to the community by providing for the comprehensive planning of individual developments. Such a comprehensive approach will permit consideration of a wide range of development conditions including topographic conditions, housing mix including innovative housing forms, the scheduling of development, road

layout, public land dedication, sidewalks, the location of school and other community facilities, provisions for storm drainage as well as the general effects of the development on the environment and adjacent land uses. Residential development, through comprehensive development districts, is in keeping with the intent of encouraging well-planned residential neighbourhoods. [Emphasis added]

[Exhibit S-3, pp.53-54]

[143] To the extent that the Board can consider the preamble to an MPS policy in understanding the policy (as confirmed by the Board in several decisions, e.g., *Hatchet Lake, supra*; *Re Kiann Management Limited*, 2020 NSUARB 42), the Board concludes that the focus of a CDD is on residential neighbourhoods. The Board finds further confirmation of this in Policy UR-9 which limits general commercial development in a CDD, except for local uses “intended to service households within the district on a daily basis.” Further support is found in both RMPS Policy SU-6 which specifically allows for “a residential subdivision” for Sunset Ridge, and refers to the general residential character of the community, and in Sackville MPS Policy RR-3, which identifies types of residential dwellings and only local commercial uses.

[144] The PAC recommendation suggested that the developer might consider making the entire ground floor of the development commercial space. Mr. Saleh explained that this recommendation was considered, and the application ultimately included some commercial space on the ground floor as a compromise.

[145] The Board will not speculate as to whether this compromise should satisfy the concerns expressed by Council about a “complete community,” but as there is nothing in the MPS which considers this as a factor, the Board concludes that the decision by Council on the basis that the development is not a “complete community” cannot be considered to reasonably carry out the intent of the MPS.

5.0 CONCLUSION

[146] Sunset Plaza asked HRM to approve an amendment to a 2008 development agreement to allow a multi-unit residential building with some ground floor commercial space on the remaining undeveloped land in the Sunset Ridge subdivision instead of a solely commercial development. NWCC refused the application, against the recommendation of HRM planning staff.

[147] Sunset Plaza appealed NWCC's decision to the Board. HRM did not call any evidence and generally agreed with the position of the Appellant. Keir Daborn, a resident of the area, intervened in the proceeding and asked that Council's decision be upheld.

[148] The Board observes that NWCC was aware of considerable public opposition to the proposed change sought by Sunset Plaza. This opposition was also reflected in letters of comments to the Board, by the public speakers at the hearing, and the witnesses for the Intervenor. However, the degree of public support for, or opposition to, a proposal is not a factor for Council consideration under the MPS.

[149] The Board is required to consider whether Council's decision reasonably carries out the intent of the relevant MPS. The Board has considered, not only the express reasons contained in Council's refusal letter, but also the provisions of the Sackville MPS and the RMPS as a whole.

[150] The Board observes Council should have "good planning reasons" to disregard the recommendations of the planning staff. Neither HRM Counsel nor Mr. Daborn provided any evidence of good planning reasons for the refusal. Based on its analysis of the facts of the proposal in the context of both MPS, the Board concludes that the Appellant has met the burden of proof, on a balance of probabilities, and has

persuaded the Board that Council's decision is not rooted in the MPS policies, and therefore cannot be said to reasonably carry out their intent. As a result, the Board allows the appeal and orders Council to approve the proposed amendment agreement which was before it, as set out in the Appeal Record.

[151] An Order will issue accordingly.

DATED at Halifax, Nova Scotia, this 4th day of May, 2022.


Roberta J. Clarke