



**Public Meeting  
Case 24278**

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

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**Wednesday, December 14, 2022  
7:00 p.m.**

**Black Point and Area Community Centre (8579 St. Margarets Bay Road, Black Point)**

**STAFF IN**

**ATTENDANCE:** Byungjun Kang, HRM Planner II, HRM Development Services  
Thea Langille, HRM Principal Planner, HRM Development Services  
Jared Cavers, Technical Coordinator, HRM Regional Planning  
Michelle McNiven, Planning Coordinator, HRM Development Services  
Cara McFarlane, Planning Coordinator, HRM Development Services

**ALSO IN**

**ATTENDANCE:** Darren Shupe, Applicant, Brighter Community Planning & Consulting  
Marius Ardelean, Developer and Designer  
Logan King, Civil Engineer  
Councillor Pam Lovelace, District 13

**PUBLIC IN**

**ATTENDANCE:** Approximately 75

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The meeting commenced at 7:05 p.m.

**1. Call to order / Acknowledgements / Introductions / Purpose of Meeting – Byungjun Kang**

Case 24278 - Application by Brighter Community Planning and Consulting to enter into a development agreement to allow a 34-unit townhouse and multi-unit development at 390 Conrads Road (PID 40023905) in Queensland.

**B. Kang** acknowledged and apologized for scheduling the meeting on the same evening that there is a school Holiday concert being held in the area.

**B. Kang** is the Planner and Project Lead guiding this application through the planning process and acknowledged that the meeting took place in the traditional and ancestral territory of the Mi'kmaq people, and that we are all treaty people and that we are in the decade for people of African Descent. Staff members, the applicants/developer for this application and Councillor Lovelace were introduced.

**2. Presentation – Byungjun Kang**

**B. Kang** gave a brief presentation of the proposal for 390 Conrads Road, Queensland, outlining the status of the application, site context of the subject land, the Applicant's request for a development agreement, the land designation [Residential (RES)] and enabling Planning Policies (MU-4 and IM-5) within the Planning Districts 1 and 3 Municipal Planning Strategy (MPS) and the current zoning [R-2 (Two Unit Dwelling) Zone] within the Planning Districts 1 and 3 Land Use By-law (LUB).

### **Presentation – Darren Shupe, Brighter Community Planning and Consulting**

**D. Shupe** presented details and a short video outlining Brighter Community Planning and Consulting's proposal for development agreement on the subject property and how they would like to integrate it within the existing community. Renderings, elevations, parking, garden area, septic treatment area and the stormwater pond were shown.

### **Presentation – Marius Ardelean, Developer and Designer of the Site**

**M. Ardelean** presented details about the proposed architecture and design of the development.

## **3. Questions and Comments**

**Brian Priest, 406 Conrads Road** is concerned about quality of life, that the proposal looks very crowded, water and sewer and airbnbs. The water septic on the property is a big concern as it is adjacent to the marshlands and bogs. In the early 70's, that site would not pass a perk test. Are there any plans to fix damage done or contamination to wells on adjacent properties? **Logan King, Civil Engineer** – Their team performed a geotechnical investigation and found that there was some silky material and shallow bedrock; therefore, the proposed septic system is quite shallow and sits above the bedrock. An environmental sub-consultant will do a detailed field delineation on watercourse and wetlands. There are no Provincially published watercourses and wetlands on the property. Most of the north-eastern corner is a wetland and 98% will be untouched. There was also a small wetland near the site of the 4-unit buildings. A wetland alteration application is being submitted with Department of Environment (DOE). **B. Priest** – The water flow in the heavy rain runs a lot of sand and silt down the hill to that area. How long will construction be? **L. King** – The street design would include a ditch system to address the water flow.

**Jim Breeze, 188 Conrads Road** – They do not support the proposal for many reasons: the physical attributes of Conrads Road (relatively narrow, curvy and not built to current standards resulting in a safety concern for pedestrian and cyclists), the access point to the site (most dangerous section and sloped), the conflict of the existing R-2 Zoning by-law (in 1978, this area was rezoned to R-2 and the Planning Department stated that land use should be restrictive in this area) and the fact that there are no similar uses on the properties that about the proposal. The road no longer has lines after it was chipsealed. Increase in traffic is undesirable. The Developer's consultant suggests that the traffic volumes and speed are expected to be low (30 to 40 km/hr). May to September volumes increase a lot due to a thoroughfare between Hubbards and Queensland Beaches. J. Breeze referred to the Planning District 1 and 3 MPS map explaining that changes can be made based on certain criteria. The Developer is suggesting the change to MU-1 so it can proceed with the development.

**Gabrielle Bardall, 200 Conrads Branch Drive** and area residents sent a letter to HRM staff to address the beautiful access-to-nature trails and footpaths that are unique to the area. They are a critical pedestrian safety value for all the families that live in that part of town to access the Rec Centre (kids especially). Walking through a busy development to access a trail isn't a substitute for the safety of the existing system. An overlay displayed that about half of the trail would be eliminated by the proposal and there are "Prohibited" signs posted suggesting that the pedestrian traffic will no longer be welcomed there. 90% of trails in Nova Scotia do not seem to have nighttime lighting nor do they meet the other Crime Prevention Through Environment Design (CPTED) standard criteria that was outlined in a previous response from Councillor Lovelace. G. Bardall was concerned to learn that the R-2 exception would be based on the Rec Centre when the development would have detrimental impact on access and use of it. **B. Kang** – On November 25, 2022, HRM Staff and the applicant walked the entire trails and confirmed that Trail "A" goes along the development. Trail "B" is owned by a different person. There is an HRM Park Planner who will specifically work on this. **M. Ardelean** – Trails are very important and provide an opportunity for the community to connect to the Rec Centre and is still high on our priority list to maintain that and address the safety concerns even though the trail may not weave through the community.

**L. King** - There are two different stages during the Development Agreement process (conceptual and detailed designs). Nova Scotia Transportation and Public Works (NSTPW) was involved in the traffic study. An app was used to measure the road to obtain the safest access point to the property. NSTPW concluded that a 40 km/hr design would be appropriate and would meet the stopping distances in either direction. A full detailed design would be done at the approval stage. **One resident** mentioned that the test drive should be done in the wintertime. **B. Kang** acknowledged that traffic is an issue.

**T. Bieger, Baden Road** is concerned about traffic and the wintertime. It's not much of an assessment if you're looking at an access point that makes left turns on a narrow road. For much of the winter, that road is impassable as it is frequently covered in ice. There are also multiple power outages on that road due to downed trees in the area as it is a very exposed area.

**Katherine, Conrads Road** – Could you develop the north side with a different access? Addressing Marius, how many developments have you constructed? Any in the area? **M. Ardelean** – The north side of the site is mostly wetland; therefore, most of it will be left alone. Previous projects have been done in Ontario and US.

**John Maw, 4 Black Duck Walk** is concerned that vehicles won't be able to stop coming down the hill in or make it up the hill on a road in the winter. Snowplows do not frequent the area. Emergency vehicles and school buses will have an issue as well.

**Melanie and Matt McIvor, Hubbards Streetscape Project** – They have been working on a project for two years to create safe infrastructure for active transportation in Hubbards. Hubbards, although very small, is very vibrant and they have been working hard to move the project forward. Developments are happening but nothing is happening on the infrastructure side and eventually the room will not exist for improvements. Visitors to the site and airbnb rentals will increase activity and there will be nothing to protect the pedestrians and residents. The community needs safe active transportation. The proposal is concerning and will compound the problems.

**Iain Jack, Conrads Road** is concerned about the traffic and densification of the neighbourhood and community and suggested the proposal be smaller. The community needs more options for different arrangements, but options and densification (urban planning issue and not appropriate for a rural suburban community) are not the same. I. Jack is also concerned about the wells becoming dry. This many homes on that site will put a strain on the water.

**Susan Crooks, Conrads Road** has seen a lot of changes over the years. They are already losing property frontage from the road eroding. This proposal may cause our properties to become smaller due to widening of the road. There is not a good storm system in place (culverts, ditches). In the Spring, the area behind their property is extremely wet due to the change in flow of stormwater runoff. It does affect wells (different minerals). In the summer, the chipseal road will be torn up and potholes created from the construction traffic. When will the road be fixed, expanded? What about the beach road? Can emergency vehicles turn around on the beach road? If this site becomes mixed-use, it accesses a tertiary road which is not ideal.

**Rayna Preston, Sandy Lane** is concerned about the potential impact on the local schools and the current infrastructure there. What is the plan? **B. Kang** – Capacity and proximity of schools is one of Council's considerations. Halifax Regional Centre for Education (HRCE) will be contacted soon about the proposal.

**Councillor Pam Lovelace, District 13** thanked everyone for coming to the meeting. The application process was explained. The community's feedback is important and there will be further opportunity for feedback as this proposal moves forward. HRM is in an affordable and accessible housing crisis. C. Lovelace is very concerned about the fact that a private lane is being built and the accessibility for emergency vehicles to turn around in the loop. Why would a private lane be created? Why not improve the stormwater infrastructure as opposed to a stormwater pond (not

aesthetically pleasing or safe especially for children)? Why would visitor parking be at the end of the private lane unless it is to encourage people to walk the trail to the Rec Centre? The width of the road is a concern. Confirmation was received from the Developer that these units will be condos. C. Lovelace likes that the Developer is looking at wood siding and maintaining some of the natural trees to create a rustic feel. A playground or open space needs to be provided for densification like this for families that move into the area. Parkland dedication comes with a neighbourhood like this. Through the development agreement there is the opportunity to work with the Developer to improve infrastructure. This is a chance to have community involvement to improve and continue community use of trails and roads to create a safe place for kids to play. Moving forward we want to make sure that public safety initiative is implemented. As of April 1, 2023, Airbnbs will be required to register with a Provincial Registry and can only be established in the primary residents. With respect to the speed limit, 40 km/hr is recommended by NSTPW whether this proposal goes ahead or not. C. Lovelace encouraged the Developer to experience the road in the winter. C. Lovelace encouraged the residents to reach out to their local MLA to voice their concerns regarding the Provincial perspective of this development and roads. The Rec Centre has always been designated mixed use but is a park and there will never be a development there unless HRM decides to sell the land to a developer which will not happen and suggested that land will have to be rezoned. The Developer was thanked for addressing the housing crisis and being open to the community's feedback. **L. King** – An aerial fire truck can make a three-point turn at the end of the road. They are not pressed for space so the turn in the road could be made bigger. In regard to stormwater, it is required by DOE that new developments must yield the same pre- and post-water runoff rates from the property. Snow removal hasn't been looked at yet.

**Terry MacLean, Conrads Branch Drive** – The road is impassable in the winter and the hill is not realistic for a development.

**Ron Schofield, Black Point** – Was the proposed number of units changed due to the lack of groundwater? **L. King** – The units were reduced because of the Level 1 groundwater assessment. If the proposal is approved, a Level 2 groundwater assessment is required. **R. Schofield** – If the wells go dry, what will HRM do to compensate the residents? **C. Lovelace** – A hydrogeological study is required. **L. King** explained the groundwater recharge rate assessment. The Level 2 assessment will test the wells and water quality testing would also be done. This testing would include the entire site.

**Ron Parker, Conrads Road** asked when the property was purchased. **M. Ardelean** – The purchase is still pending. **R. Parker** is very concerned about well water. An access road in the middle of the hill should never happen. Plows and school buses won't be able to get up the hill. This area is the last to be looked at for infrastructure. The police don't patrol the area in the summertime. How long will this process take? **Thea Langille, HRM Principal Planner** explained the process and the opportunities for the public to express their comments and concerns. The length of the process depends somewhat on the Developer and how they would like to proceed after tonight. There are a range of tools used to decide what the best fit is for public engagement within a community.

**Fred Layton, Conrads Branch Road** – What is the size and capacity of the stormwater pond? Is there an overflow? **L. King** – At this stage, it is a preliminary design. Hydrogeological studies were done based on the size of the property. HRWC and HRM standards will be followed for the stormwater ponds, including overflow. We could look at always having water in the pond. It's not ideal but doable. A cistern for the pond would be HRM's decision. **C. Lovelace** wondered why they would follow HRWC's standards if the site is outside of their boundary. If the pond aides fire services, then the road and pond would be publicly accessible. What is the width of the driveway? **L. King** – The geography of the site is not conducive to a public road according to HRM standards and believes the width is nine metres.

**G. Bardall** – Is the data showing that young families are looking for two-bedroom condos? Will it be a solution for retirees? **One resident** asked about cost. **M. Ardelean** – Costs have been climbing and a price can't be provided at this time. The development is to provide a variety of living and

needs to the community and it is not funded by the Government for affordable housing.

There was a lengthy discussion around the topic of the housing crisis in HRM.

**4. Closing Comments**

B. **Kang** thanked everyone for their participation in the meeting and will make the presentation available on the website.

**5. Adjournment**

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