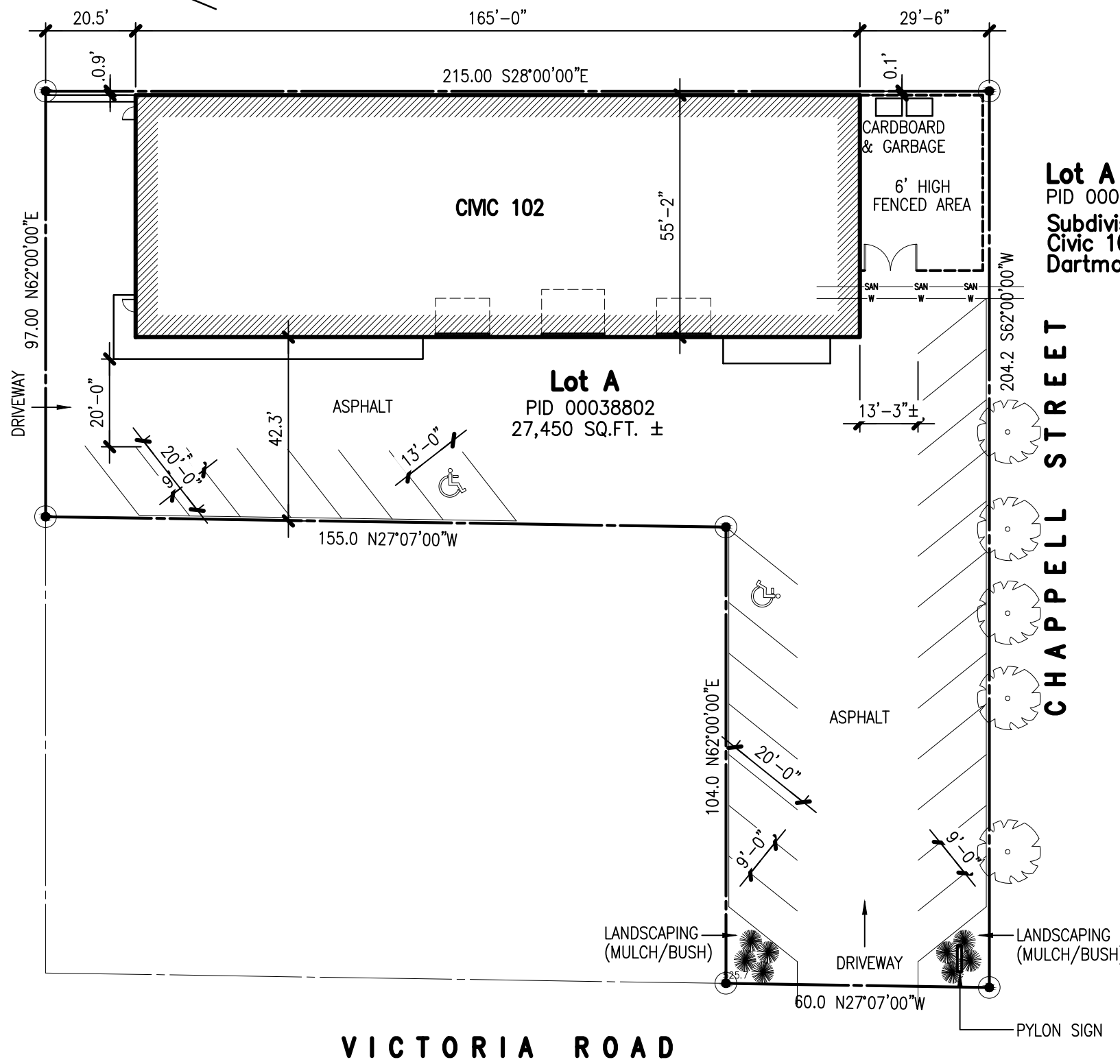
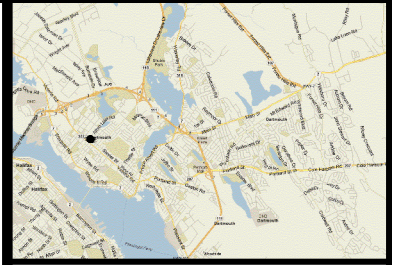


ALBRO LAKE ROAD



Lot A
 PID 00038802
 Subdivision lands of Canadian Petrofina limited
 Civic 102, Albro Lake Road
 Dartmouth, HRM, NS

Lot A
 PID 00038802
 27,450 SQ.FT. ±



key plan:

**102 ALBRO LAKE ROAD
 DARTMOUTH. NS**

project name:
**PROPOSED COMMERCIAL
 RETROFIT**

client:
CHAD KENNEDY

drawing name:
SITE PLAN

drawn by: CADtech

scale: AS NOTED

date: JANUARY 29, 2016

| | |
|-------------------------------|---------------------------|
| project no. 102 ALR | drawing no. SP1 |
|-------------------------------|---------------------------|

VICTORIA ROAD

CHAPPELL STREET

Municipal Planning Strategy Analysis

The Dartmouth Land Use Bylaw in section 18G points to Policy C-20:

18G *Notwithstanding any other provisions of this By-law, on those lands known as 240 Victoria Road and 102 Albro Lake Road as identified on Schedule “R”, any redevelopment may be considered only according to Policy C-20 of the Municipal Planning Strategy, except that renovations of the existing buildings, the replacement of the existing buildings with new ones of a similar size in the same general location, and changes of use may take place pursuant to the requirements of the C-1 Zone. (RC-Jan 20/98;M-Mar 19/98)*

The Dartmouth Municipal Planning Strategy states:

The properties located at 240 Victoria Road and 102 Albro Lake Road, bounded by Victoria Road, Albro Lake Road and Chappell Street, are potential sites for commercial redevelopment. These commercially designated and zoned properties abut a residential neighbourhood and are located at the intersection of two collector streets. Because of various concerns regarding the location of this site and the potential traffic impacts and effects on nearby properties, any large scale redevelopment shall be permitted only by the development agreement process.

Policy C-20 *It shall be the intention of Council to consider the development of a gas bar and local commercial uses, on the two commercially-designated parcels of land known as 240 Victoria Road and 102 Albro Lake Road, and identified by PID numbers 00038802 and 00038810, only by development agreement. Notwithstanding that major redevelopment may take place only by development agreement, renovations to the existing buildings, the construction of replacement buildings of a similar size, and changes of use may occur subject to the requirements of the C-1 Zone. In considering the approval of such agreements, Council shall have regard to the following:*

| Policy Subsection | Comment |
|---|--|
| (a) the proposed uses for the site and their compatibility with nearby residential uses; | |
| (b) the provision of adequate visual screening and buffering of the parking areas, traffic circulations areas, and any gas sales area from nearby residential properties; | The parking area adjacent to Chappell Street will be buffered by a line of trees as shown on the site plan. Traffic circulations area will be principally in front of the service bay doors. This area is screened from view by the building, the trees to be planted along Chappell Street and the distance from Chappell Street, Victoria Road and Albro Lake Road. |

| Policy Subsection | Comment |
|---|--|
| (c) the location, design and adequacy of driveway access points, and that no commercial driveway access to Chappell Street shall be considered; | <p>The driveway access points on Victoria Road and Albro Lake Road are existing and will not be changed. The Traffic Impact Statement confirms that visibility is good on the approaches to the driveways.</p> <p>Commercial driveway access to Chappell Street is not being considered.</p> |
| (d) the adequacy of vehicular and pedestrian circulation on the site, and parking layout; | <p>The site plan shows the parking layout. Vehicles will access the site from either Victoria Road or Albro Lake Road and will be able to move easily to either a parking space or to the service bays. Pedestrians will access the site from Albro Lake Road, Victoria Road or Chappell Street. From Albro Lake Road, pedestrians will walk along the front face of the building to access the businesses. From Victoria Road, pedestrians will walk on the access aisle, or alternatively, on the Chappell Street sidewalk. From Chappell Street, pedestrians will walk from the Chappell Street sidewalk to the site and along the front face of the building to access the businesses.</p> <p>Persons with disabilities will be able to have access from the public sidewalk, the parking area and into the motor vehicle service customer service area.</p> <p>Parking spaces, both perpendicular and angled, have minimum 9' by 20' dimensions. There are two spaces for persons with disabilities.</p> <p>Bicycle parking, 2 spaces, will be provided inside the building, all Class A space.</p> |
| (e) the hours of operation of uses on the site; | <p>The motor vehicle service business will operate from 7am to 6pm, well within reasonable hours of operation.</p> |
| (f) measures to reduce the effects of noise, lighting and odours originating from the property on other nearby properties; | <p>All of the motor vehicle service operations will occur inside the building which will contain noises.</p> <p>Lighting will be limited to that to provide safety and security of the operation and people on the property.</p> <p>Odours from the motor vehicle service operations will be minimal and will mostly be contained within the building.</p> |

| Policy Subsection | Comment |
|--|--|
| (g) the size, height, orientation, location, and design of any proposed buildings, signs, structures, parking areas and driving aisles | <p>The building will remain in its current size, height, orientation and design.</p> <p>Fascia signs will be added to the Victoria Road side. One pylon sign will be added at the corner of Victoria Road and Chappell Street. These signs are appropriate for a commercial use.</p> <p>As noted above, the parking areas and driving aisles are shown on the site plan and meet required dimensions.</p> |
| (h) the provision of adequate landscaping for the site; | <p>As part of the proposed development, landscaping will be added at both sides of the Victoria Road driveway entrance and along Chappell Street to soften the appearance of the commercial use.</p> |
| (i) any and all other applicable matters as set out in Policy IP-1(c). | |
| In considering zoning amendments and contract zoning, Council shall have regard to the following: | |
| Policy IP-1(c) | |
| (1) that the proposal is in conformance with the policies and intent of the Municipal Development Plan | <p>Policy C-20 recognizes this site as property suitable for commercial use, subject to the requirements for compatibility, screening and buffering, access, parking, pedestrian access, hours of operation, lighting, noise and odours, and building size.</p> |
| (2) that the proposal is compatible and consistent with adjacent uses and the existing development form in the area in terms of the use, bulk, and scale of the proposal | <p>The site is a commercial property. It is adjacent to low density residential development to the east and south, across Chappell Street. The proposed use has all of its access separated from the low density use by the existing building. And, all motor vehicle service activity will be contained within the building. One outdoor storage area will be screened by a 6' tall fence from view of the adjacent property or Chappell Street.</p> <p>The bulk and scale of the building will not change as a result of the proposal.</p> |

| Policy Subsection | Comment |
|--|--|
| (3) provisions for buffering, landscaping, screening, and access control to reduce potential incompatibilities with adjacent land uses and traffic arteries | <p>The parking area adjacent to Chappell Street will be buffered by a line of trees as shown on the site plan. As part of the proposed development, landscaping will be added at both sides of the Victoria Road driveway entrance and along Chappell Street to soften the appearance of the commercial use.</p> <p>One outdoor storage area will be screened by a 6' tall fence from view of the adjacent property or Chappell Street.</p> <p>Traffic circulations area will be principally in front of the service bay doors. This area is screened from view by the building, the trees to be planted along Chappell Street and the distance from Chappell Street, Victoria Road and Albro Lake Road.</p> |
| 4) that the proposal is not premature or inappropriate by reason of: | |
| (i) the financial capability of the City is to absorb any costs relating to the development | The proposed development will not add costs to the Municipality. |
| (ii) the adequacy of sewer and water services and public utilities | The site is adequately served by municipal sewer and water services and public utilities. |
| (iii) the adequacy and proximity of schools, recreation and other public facilities | The proposed development will not impact schools, recreation and other public facilities. |
| (iv) the adequacy of transportation networks in adjacent to or leading to the development | As noted in the Traffic Impact Statement, motor vehicle trips generated from the site are not expected to have any noticeable impact to the operation of adjacent streets, intersections, or the street system near the site. |
| (v) existing or potential dangers for the contamination of water bodies or courses or the creation of erosion or sedimentation of such areas | The site is not near water bodies or courses. |
| (vi) preventing public access to the shorelines or the waterfront | The proposal will not prevent public access to shorelines or the waterfront. |
| (vii) the presence of natural, historical features, buildings or sites | There are no natural, historical features buildings or sites on the property. |
| (viii) create a scattered development pattern requiring extensions to truck facilities and public services while other such facilities remain under utilized | The proposal is in a designated commercial area and will not contribute to a scattered development pattern |
| (ix) the detrimental economic or social effect that it may have on other areas of the City. | There is no evidence that the proposal will have a detrimental effect on other areas of the municipality. |

| Policy Subsection | Comment |
|--|---|
| (5) that the proposal is not an obnoxious use | The proposal is not an obnoxious use. The business will operate at normal business hours, and all activity will be inside the building. |
| (6) that controls by way of agreements or other legal devices are placed on proposed developments to ensure compliance with approved plans and coordination between adjacent or near by land uses and public facilities. Such controls may relate to, but are not limited to, the following: | |
| (i) type of use, density, and phasing | The development agreement will control the proposed use. Density and phasing will not apply to this proposal. |
| (ii) emissions including air, water, noise | The motor vehicle service activities will occur inside the existing building, containing emissions. The use will meet all requirements for discharge into municipal sewer systems. |
| (iii) traffic generation, access to and egress from the site, and parking | As noted in the Traffic Impact Statement, motor vehicle trips to and from the site are not expected to have any noticeable impact to the operation of adjacent streets, intersections, or the street system near the site. The Traffic Impact Statement confirms that visibility is good on the approaches to the driveways. Parking will be better defined on the site as shown on the site plan. The number of spaces will be adequate for the mix of uses on the site and will include defined spaces for persons with disabilities. |
| (iv) open storage and landscaping | Outside storage is contained and screened and will not be able to be seen from outside the storage area. Landscaping will be added on the Chappell Street frontage and on either side of the driveway access to Victoria Road to soften the appearance of the commercial use. |

| Policy Subsection | Comment |
|---|--|
| (v) provisions for pedestrian movement and safety | Pedestrians will have safe access to the site from Albro Lake Road, Victoria Road or Chappell Street. From Albro Lake Road, pedestrians will walk along the front face of the building to access the businesses. From Victoria Road, pedestrians will walk on the access aisle, or alternatively, on the Chappell Street sidewalk. From Chappell Street, pedestrians will walk from the Chappell Street sidewalk to the site and along the front face of the building to access the businesses. Persons with disabilities will be able to have access from the public sidewalk, the parking area and into the motor vehicle service customer service area. |
| (vi) management of open space, parks, walkways | There are no open space areas, parks or walkways on the property. |
| (vii) drainage both natural and sub-surface and soil-stability | The site will drain to the municipal storm sewer system. |
| (viii) performance bonds. | Performance bonds will not be used in this proposal. |
| (7) suitability of the proposed site in terms of steepness of slope, soil conditions, rock outcroppings, location of watercourses, marshes, swamps, bogs, areas subject to flooding, proximity to major highways, ramps, railroads, or other nuisance factors | The site Phase 1 environmental assessment included with the proposal states in its determination that: <i>As currently constituted, there are no significant environmental liabilities associated with the Subject Property or Building. No further Environmental Site Assessment is recommended.</i> |
| (8) that in addition to the public hearing requirements as set out in the Planning Act and City by-laws, all applications for amendments may be aired to the public via the “voluntary” public hearing process established by City Council for the purposes of information exchange between the applicant and residents. This voluntary meeting allows the residents to clearly understand the proposal previous to the formal public hearing before City Council | The planning approval process will include a Public Information Meeting or similar public engagement. |
| (9) that in addition to the foregoing, all zoning amendments are prepared in sufficient detail to provide: | |
| (i) Council with a clear indication of the nature of proposed development, and | The proposal application includes plans and documents to adequately describe the proposed development. |
| (ii) permit staff to assess and determine the impact such development would have on the land and the surrounding community | The proposal application includes plans and documents to adequately describe the proposed development. |

| Policy Subsection | Comment |
|---|-------------------------|
| (10) 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. | This is not applicable. |

Bill Campbell

Consultant

campbell1@eastlink.ca

902-456-8008

January 12, 2016

Planning Applications
Alderney Gate
PO Box 1749
Halifax, NS
B3J 3A5

As an officer of 3170793 Nova Scotia Limited, I hereby give consent to Chad Kennedy to apply for planning approval for the use of the property as a motor vehicle repair and service use, in addition to the three retail / service units.

Thank you.

Original Signed

Earle Hickey/3170793 Nova Scotia Limited

Date

Jan 13 2016



PHASE I ENVIRONMENTAL SITE ASSESSMENT

102 ALBRO LAKE ROAD (PID 00038802)

DARTMOUTH, HALIFAX REGIONAL MUNICIPALITY

NOVA SCOTIA

JANUARY 2016



PHASE I ENVIRONMENTAL SITE ASSESSMENT
102 ALBRO LAKE ROAD (PID 00038802)
DARTMOUTH, HALIFAX REGIONAL MUNICIPALITY
NOVA SCOTIA

| | |
|-----------------------------|---|
| Report prepared for: | Mr. C. Kennedy 102 Albro Lake Road Dartmouth, NS B3A 3X6 |
| Prepared by: | OCL Services Ltd. 41 Alben Lane Wellington, NS B2T 1A2 |

JANUARY 2016



5490-R
20 January 2016

Mr. C. Kennedy
102 Albro Lake Road
Dartmouth, NS
B3A 3X6

RE: 102 ALBRO LAKE ROAD (PID 00038802), DARTMOUTH, HALIFAX REGIONAL MUNICIPALITY, NOVA SCOTIA

To whom it may concern:

As reported herein, between 5 and 20 January 2016, **OCL Services Ltd.** undertook a Phase I Environmental Site Assessment of a Subject Property, consisting of one land parcel and one commercial building, located at the above-noted civic address. As a Phase I Assessment, the procedure consisted of a review of historical information and a site review. No active sampling or testing was undertaken. This complies with Canadian Standards Association standard CAN/CSA Z768-01.

The enclosed Report fully updates and replaces a Phase I Assessment of the Subject Property conducted by *OCL Services Ltd.* and dated 17 February 2013.

The Phase I Environmental Site Assessment is to be used in its entirety. Any references to survey measurements, laws and regulations or the proposed undertaking were made to assist in interpretation of data and are not to be used in and of themselves for any other purpose nor used as the basis of any other interpretations.

Please contact us if you require additional information or clarification.

Yours truly,

OCL SERVICES LTD.

Original Signed

S. MacKnight, Ph.D., EP(CEA)
President
Encl.

1. SUMMARY

The purpose of the study was to conduct a Phase I Environmental Site Assessment of a Subject Property consisting of a one land parcel and one commercial building located at civic address 102 Albro Lake Road, Dartmouth, Halifax Regional Municipality, Nova Scotia and more particularly identified as PID 00038802.

Located on the southeast side of Albro Lake Road, within District 6 (Harbourview-Burnside-Dartmouth East), the Subject Property has an area of +/-2,517 sq m (+/- 27,095 sq ft). The Subject Property has +/- 29.5 m (97 ft) frontage on the south side of Albro Lake Road and +/- 18.3 m (60 ft) frontage on the east side of Victoria Road. While the Subject Property has +/- 62.2 m (204.2 ft) frontage on the north side of Chappell Street, there is no vehicle access to or from that roadway.

Albro Lake Road was the northern boundary of the former Town of Dartmouth, with minimal residential development in the adjacent County of Halifax area (Tuft's Cove/Albro Lake) until after amalgamation of the county areas with the Town to create the City of Dartmouth in 1961. Amalgamation provided for the extension of municipal water and sewage services, facilitating construction of numerous multi-unit apartment buildings within the Albro Lake Road – Pinecrest Drive neighbourhood. *Capital Store* (supermarket) and *Valu-Fair Health and Beauty Store* purpose-built the existing Subject Building, circa 1966, on formerly undeveloped lands.

The Subject Building consists of a one-storey steel-frame structure on a concrete slab-on-grade floor, with brick/concrete block exterior and a flat roof. In the mid-1990's, the supermarket was closed and the building occupied by various commercial tenants. Circa 2009, the current owner renovated the Building, providing for a main level configured with five tenant spaces and a mezzanine level configured with a series of offices and accessed by an exterior staircase on the southeast (Chappell St.) side. The area not occupied by the Building is paved tenant and customer parking, accessed from both Albro Lake Road and Victoria Road.

The Subject Property is zoned "C-1" (Local Business). The immediate neighbor to the southwest is similarly zoned; neighbouring properties to the northwest and north are multi-unit apartment buildings; to the east and southeast are single and two-family residential. While the land parcel is relatively flat and at grade with Albro Lake Road and Chappell Street, it is marginally above the grade of Victoria Road. Surface and groundwater drainage are south and southwest down Albro Lake Road with ultimate discharge into Halifax Harbour, approximately 1 kilometer away.

The Subject Building heating system was formerly served by one +/-2,273 L, steel, underground fuel oil tank installed circa 1966, removed in 1990 and replaced by aboveground fuel tanks. A 2006 Phase II Assessment evaluated soil and groundwater conditions to confirm absence of contamination associated with the former underground tank. The concentrations of petroleum hydrocarbons in all groundwater and soil samples met the then current, Atlantic PIRI-RBCA Version 2 Tier I Risk Based Screening Level values for both residential and commercial property with no groundwater used for potable water, coarse soils and furnace fuel as the contaminant. Reported concentrations also meet the current 2013 Tier I Environmental Quality Standards for the Subject Property. The presence of the former underground fuel oil tank is considered a negligible environmental liability to the Subject Property.

The heating systems for the Subject Building are currently served by natural gas, installed circa 2009, with the utility entries on the northwest (Albro Lake Road) side of the Subject Building.

Equipment containing ozone-depleting substances included individual HVAC Units, walk-in coolers, refrigerators, coolers and freezers. Units are assumed to be charged with an approved refrigerant. Servicing of the units and/or removal of the units or refrigerant will require the services of a certified contractor. The presence of regulated ozone depleting substances is considered a negligible environmental liability to the Subject Property, as currently constituted.

The Building was totally re-furnished by the current owner circa 2009. Older finishes that may have contained regulated or hazardous substances were removed and properly disposed. Therefore asbestos-containing materials, lead-based paints and PCB-containing electrical equipment do not pose environmental liabilities. There is no evidence of urea-formaldehyde insulation (UFFI). There are limited quantities of commercial available cleaning materials; hazardous materials or wastes and which do not pose environmental liabilities. The restaurant has a chemical fire-suppression system and a special ventilation system for their grill/deep fat fryer. The suppression system does not pose an environmental liability.

Based on the 2006 Phase II Assessment, concentrations of trace metals and polycyclic aromatic hydrocarbons in soils meet the current Tier I Environmental Quality Standards for the Subject Property. Underlying bedrock is Meguma Group/Goldenville Formation, a non-acid producing bedrock, disposal of which is not regulated pursuant to the Sulphide Bearing Materials Disposal Regulations. There is a low environmental liability associated with the potential entry of radon.

Neighbouring properties use electricity, natural gas or furnace fuel as part of their heating systems. The immediately adjacent civic address 240 Victoria Road has been occupied by a retail gasoline service station since at least 1965 (currently as *Chad Kennedy's Petro-Canada*). This service station contains several underground fuel storage tanks. There is also a *Myers* double-wall waste oil tank and two +/-908 L aboveground furnace fuel tanks located on the southwest side of the building. As groundwater and surface drainage is to the south-southwest, this facility poses a low to medium environmental risk to the Subject Property based on proximity and the actual presence of liquid fuel oil systems. Underground fuel tanks serving the adjacent civic addresses 104-106 Albro Lake Road/127 Slayter Street were removed in the mid-1990's with no associated contamination. This apartment complex is currently served by natural gas and poses no environmental risk. Multi-unit apartment buildings to the northwest were also formerly served by underground fuel tanks. These have been removed, properties fully remediated and the building heating systems are now served by natural gas. These properties do not pose environmental risks to the Subject Property. Residential properties fronting on Chappell Street are served by interior and exterior standard fuel tanks. These pose low to negligible environmental risks to the Subject Property.

Determination: As currently constituted, there are no significant environmental liabilities associated with the Subject Property or Building. No further Environmental Site Assessment is recommended.

Neighbouring properties pose low to medium environmental risks, in particular the retail gasoline service station at the adjacent civic address 240 Victoria Road.



Ref. No. 161-01291

February 25, 2016

Mr. Evan Teasdale, P. Eng., Development Engineer Eastern
HRM Community Development - Alderney Gate
PO Box 1749
HALIFAX NS B3J 3A5

Sent via Email to teasdae@halifax.ca

RE: Traffic Impact Statement, Proposed Motor Vehicle Service Center, 102 Albro Lake Road, Dartmouth

Dear Mr. Teasdale:

Mr. Chad Kennedy is preparing plans to re-develop part of an existing building at 102 Albro Lake Road to develop a motor vehicle service center (Figure 1). While three existing businesses at the north end of the building will not be affected, approximately 5,500 SF at the south end of the building which is now used as warehouse space will be converted to provide a motor vehicle service center with eight work spaces. This is the Traffic Impact Statement (TIS) required to accompany the development application.

Description of Site and Site

Accesses - The north end and front of the building are shown in Photo 1. While approximately 5,500 SF of the interior space in the south part of the building will be reconfigured to accommodate the motor vehicle service center, the building footprint will not be affected. The existing three businesses at the north end of the building will also not be affected.

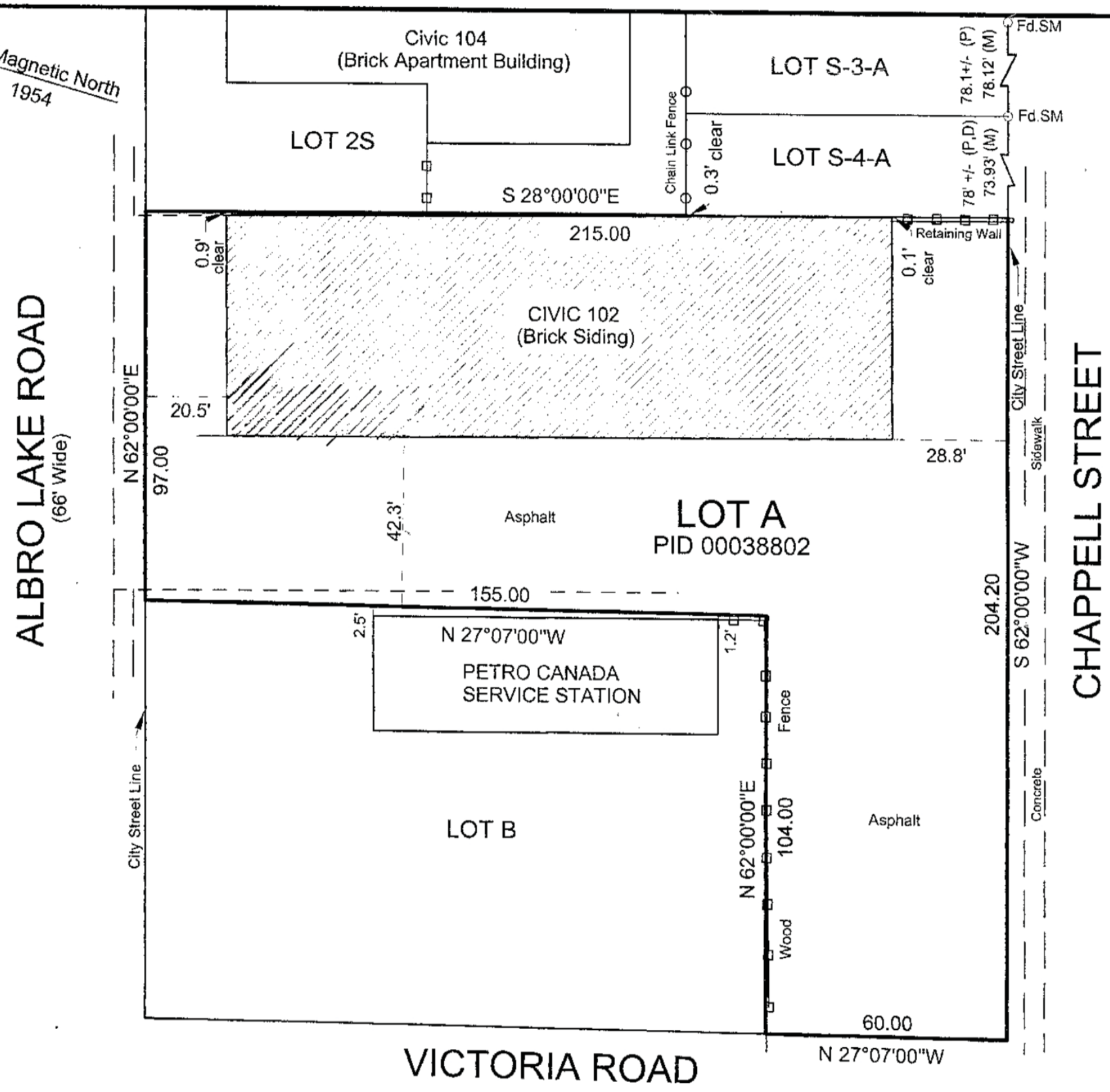


Photo 1 - The front of the building as seen from the Albro Lake Road driveway. The motor vehicle service centre will occupy the right (south) end of the building.

The building, which is located at 102 Albro Lake Road, is served by existing driveways on Albro Lake Road east of Victoria Road and on Victoria Road just north of Chappell Street intersection.

Visibility is good on approaches to both driveways as illustrated in Photos 2 to 5.

Victoria Road is a two-lane arterial street with one lane for each direction of travel adjacent to the site driveway, however, the street widens to provide left, through, and right turn lanes at the Albro Lake Road intersection north of the driveway. A turning movement count obtained by HRM at the Victoria Road / Albro Lake Road intersection during September 2012 indicated two-way volumes of 775 vehicles per hour (vph) during the AM peak hour and 690 vph during the PM peak hour on Victoria Road adjacent to the site driveway.



**Figure 1 - Motor Vehicle Service Center
102 Albro Lake Road (Lot A)**



Photo 2 - Looking south on Victoria Road towards Chappell Street intersection from an existing site driveway.



Photo 3 - Looking north on Victoria Road towards the Petro Canada driveway and Albro Lake Road from an existing site driveway.

Albro Lake Road has three travel lanes adjacent to the site driveway, including one eastbound lane, and through-right and left turn westbound lanes on the approach to the Victoria Road intersection. A turning movement count obtained by HRM at the Victoria Road / Albro Lake Drive intersection during September 2012 indicated two-way volumes of 125 vehicles per hour (vph) during the AM peak hour and 340 vph during the PM peak hour on Albro Lake Road adjacent to the site driveway.



Photo 4 - Looking west on Albro Lake Road towards Victoria Road intersection from an existing site driveway.



Photo 5 - Looking east on Albro Lake Road from an existing site driveway.

Description of Pedestrian Facilities - There are sidewalks on both sides of Victoria Road and Albro Lake Road. There are crosswalks with pedestrian heads on the four crossing points at the Victoria Road / Albro Lake Road signalized intersection. There is also a marked and signed crosswalk with actuated amber lights across Victoria Road at the north side of Chappell Street (Photo 3) just south of the site driveway.

Trip Generation - Trip generation estimates for the proposed 5,500 SF motor vehicle service center have been prepared using published trip generation rates from *Trip Generation, 9th Edition*, as shown in Table 1. It is estimated that the proposed motor vehicle service center will generate 12 two-way vehicle trips (8 entering and 4 exiting) during the AM peak hour and 17 two-way vehicle trips (8 entering and 9 exiting) during the PM peak hour. Since the existing warehouse use of the space was determined to generate only one vehicle trip during each AM and PM peak hour, those trips have not been considered further in this letter.

| Land Use ¹ | Units ² | Trip Generation Rates ³ | | | | Trips Generated ³ | | | |
|---------------------------------------|--------------------|------------------------------------|------|---------|------|------------------------------|-----|---------|-----|
| | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | In | Out | In | Out | In | Out | In | Out |
| Automobile Care Center (Land Use 942) | 5,500 units | 1.49 | 0.76 | 1.49 | 1.62 | 8 | 4 | 8 | 9 |

NOTES: 1. Rates are for the indicated Land Use Codes, *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.
 2. KGLA is 'Gross Leasable Area x 1000 square feet'.
 3. Rates are 'vehicles per hour per unit'; trips generated are 'vehicles per hour for peak hours'.

Summary -

1. The proposed development includes conversion of approximately 5,500 SF at the south end of the building at 102 Albro Lake Road, which is now used as warehouse space, to provide a motor vehicle service center with eight work spaces.
2. The site will be served by existing driveways on Albro Lake Road and Victoria Road. Visibility is good on street approaches to both of the existing driveways.
3. Victoria Road two-way September 2012 volumes adjacent to the site driveway are approximately 775 vehicles per hour (vph) during the AM peak hour and 690 vph during the PM peak hour. Albro Lake Road two-way September 2012 volumes adjacent to the site driveway are approximately 125 vehicles per hour (vph) during the AM peak hour and 340 vph during the PM peak hour. While the traffic counts are 3 ½ years old, any traffic volume growth during that time is not expected to change the order of magnitude of volumes on the adjacent streets.
4. It is estimated that the proposed motor vehicle service center will generate 12 two-way vehicle trips (8 entering and 4 exiting) during the AM peak hour and 17 two-way vehicle trips (8 entering and 9 exiting) during the PM peak hour.

Conclusion -

5. Since peak hourly volumes are low on Albro Lake Road and moderate on Victoria Road, adjacent to the existing site driveways, and site generated trips are very low, peak hour trips generated by the motor vehicle service center are not expected to have any noticeable impact to the operation of adjacent streets, intersections, or the street system near the site.

If you have any questions or comments, please contact me by Email to ken.obrien@wspgroup.com or telephone 902-443-7747.

Sincerely,

Original Signed

Ken O'Brien, P. Eng.
Senior Traffic Engineer
WSP Canada Inc.



Planning Application

102 Albro Lake Road

Submitted for Chad Kennedy

April 10, 2016

Planning Application – 102 Albro Lake Road

This description is intended to be a supplement to the Planning Application form, included with this application package.

Planning Application Package

- Completed Planning Application form
- Application fee cheque – to supplement that submitted on February 29
- Location Certificate – previously submitted
- Traffic Impact Statement – previously submitted
- Site Plan – previously submitted
- Elevation Plan – previously submitted
- Floor Plan – previously submitted
- Phase 1 Environmental Site Assessment – previously submitted
- Municipal Planning Strategy Analysis - updated

Existing Site Information

Address: 102 Albro Lake Road

PID: 00038802

Lot Area: 27, 450 sq. ft.

Zoning:

- C-1 Zone
- Subject to Section 18G of the Dartmouth Land Use Bylaw which permits consideration of additional uses via the development agreement process

Generalized Future Land Use:

- Designation - Commercial
- Supporting Policy – Policy C-20

Frontage:

- Victoria Road – 60 ft.
- Chappell Street – 204.2 ft.
- Albro Lake Road – 97 ft.

Access

- Driveway from Victoria Road
- Driveway from Albro Lake Road

Sewer and Water Services – laterals to Chappell Street

Building

- Existing Building
 - Ground Floor – 9,103 sq. ft. (165 ft. x 55.17 ft.)
 - Second Floor – 1,448 sq. ft. (26.25 ft. x 55.17 ft.)
 - Total Floor Area – 10,551 sq. ft.
- Lot coverage – 33%
- Building Use
 - Three retail / service commercial units on the north end of the building, approximately 1,100 to 1,300 sq. ft. each
 - Warehouse space at southern end, approximately 5,500 sq. ft.
 - Upper floor office uses, approximately 1,500 sq. ft.

Area Land Use

- West – C-1 (Local Business) Zone - Motor vehicle service station
- East – R-4 (Multiple Family Residential High Density) Zone - Medium to high density residential uses
- North – R-1M (Single Family (Modified) Residential) Zone - Low to medium density residential uses
- South – R-2 (Two Family Residential) and R-4 (Multiple Family Residential High Density) Zones - Low and medium density residential uses

Environmental Conditions

The Phase 1 Environmental Site Assessment, submitted with the application, found that there are no significant environmental liabilities associated with the subject property or building and recommends no further Environmental Site Assessment.

Proposal

The Planning Application requests an amendment to the Dartmouth Municipal Planning Strategy to permit the use of a portion of the existing building at 102 Albro Lake Road for a motor vehicle service business. In addition, as currently included in Policy C-20 and reinforced by the underlying C-1 (Local Commercial) Zone on the property, uses permitted in the C-1 zone will continue to be permitted on the property. This means that over time, uses permitted in the C-1 zone will be permitted on the property, subject to the requirements of the C-1 Zone.

Plan Amendment

The planning application is the result of the success of a small business. Chad Kennedy has been operating a motor vehicle service use at 240 Victoria Road (Petro Canada station) for 15 years. Over that period Chad Kennedy has served the community, has grown the business, and needs additional space to accommodate it. The building at 102 Albro Lake Road presents an opportunity to expand the business to stay in the community where many clients live, and to do this in a manner respectful to the community. It's important to the business to relocate to a location close to its clients; the proposed location does this perfectly.

The expansion on the 102 Albro Lake Road site will be done within the existing building and not change the overall appearance of the site except for some minor alterations to the west face of the building and

signage. A positive impact for the neighbourhood will be that customer vehicle parking which has overflowed onto Chappell Street from time to time will now be able to be accommodated on the property. The Petro Canada site had 6 parking spaces; the proposed site has more than twice that number.

Although we don't know all the details of the planning application file which resulted in the current Commercial designation and policy C-20 on the site, we understand that at one point, there was a consideration to permit all C-2 uses on the site, which would permit a broad range of commercial uses. At that time, the motor vehicle service use existed at 240 Victoria Road. However, through the planning process, Council approved the current Policy and zoning.

We are not requesting a significant change to the existing policy and development control provisions. This application is requesting only the expansion and relocation of the small motor vehicle service business which, to our knowledge, has not had any complaints or ordinance violations, and which Chad Kennedy has operated on this commercially designated site for over 15 years.

We have designed our proposal to conform to the set of criteria included in Policy C-20, adopted in 1998.

- (a) the proposed uses for the site and their compatibility with nearby residential uses;*
 - i. The use exists on the adjacent property at 240 Victoria Road and has not received complaints or ordinance violations. The service station has operated since 1979.
- (b) the provision of adequate visual screening and buffering of the parking areas, traffic circulations areas, and any gas sales area from nearby residential properties;*
 - i. The proposal includes additional screening and buffering of the parking and traffic circulation area
- (c) the location, design and adequacy of driveway access points, and that no commercial driveway access to Chappell Street shall be considered;*
 - i. No additional access points are required
- (d) the adequacy of vehicular and pedestrian circulation on the site, and parking layout;*
 - i. As noted above, the site offers over twice as much parking as the existing property
- (e) the hours of operation of uses on the site;*
 - i. The use will adhere to normal business operating hours
- (f) measures to reduce the effects of noise, lighting and odours originating from the property on other nearby properties;*
 - i. The use will be wholly contained within the existing building with no expansion to the building. Lighting will not be directed to nearby residential properties
- (g) the size, height, orientation, location, and design of any proposed buildings, signs, structures, parking areas and driving aisles;*
 - i. As noted above, the proposal will not expand the size of the existing building. The proposal includes fascia signs appropriate to the building size and location, and one pylon sign will be added at Victoria Road. Parking will be well designed and clearly marked.
- (h) the provision of adequate landscaping for the site;*
 - i. The proposal includes tree planting along Chappell Street to screen and soften the view from the residential area, and ground level landscaping at the Victoria Road entrance.

(i) *any and all other applicable matters as set out in Policy IP-1(c)*

- i. Compliance with provisions of Policy IP-1(c) are provided in the Municipal Planning Strategy analysis included as part of the application package.

Proposed Use

The application asks for consideration of the use of the ground floor at the southern end of the building for a motor vehicle service use. The use will include:

- Motor vehicle service area, with service bays;
- Retail show room and reception;
- Office;
- Washroom; and,
- Stock room.

The uses, inclusive of the building's electrical room, will occupy approximately 5,510 sq. ft. of floor area.

The motor vehicle service use will take place inside the building. A small, enclosed storage area screened by a 6 ft. high opaque fence is proposed for the south end of the building.

The west wall of the building will be modified to construct 3 service bay overhead entry doors, retail / reception show room entry door and glazing.

No changes will be made to the east elevation.

No changes are proposed to the commercial units at the north end of the building or the office uses on the upper floor.

Normal business hours of operation will be followed.

The motor vehicle service use will comply with all waste disposal regulations.

Signs

Fascia signs are proposed on the east elevation as generally shown on the elevation plans. A pylon sign is proposed at the corner of Victoria Road and Chappell Street as generally shown on the site plan.

Access

Pedestrians will access the site from Chappell Street and Albro Lake Road to the front face of the building, and from Victoria Road through the vehicle entrance aisle to an accessible entrance to the show room.

Vehicle access will be from existing driveways on Victoria Road and Albro Lake Road.

Site parking will be better defined and increased in number. Parking for persons with disabilities will be provided. Bicycle parking will be provided indoors.

Landscaping

The Victoria Road entrance will be softened by the introduction of ground level landscaping which will not obstruct visibility at this access point.

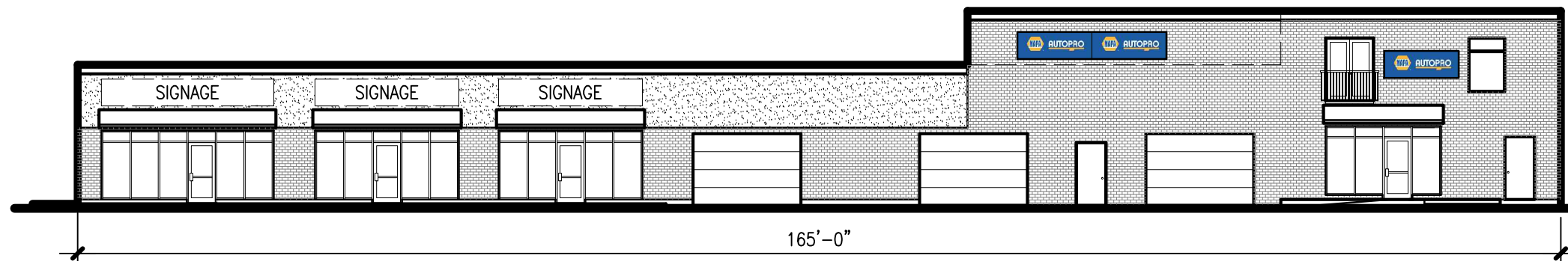
Existing street trees along Chappell Street will be retained and be supplemented to soften this edge of the site, similar to the trees planted further west on Chappell Street.

Bill Campbell

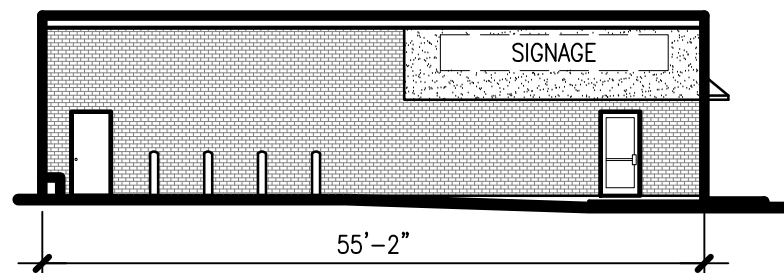
Consultant

campbell1@eastlink.ca

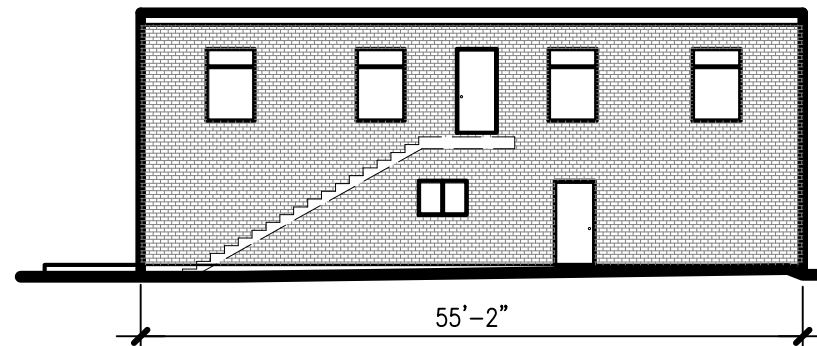
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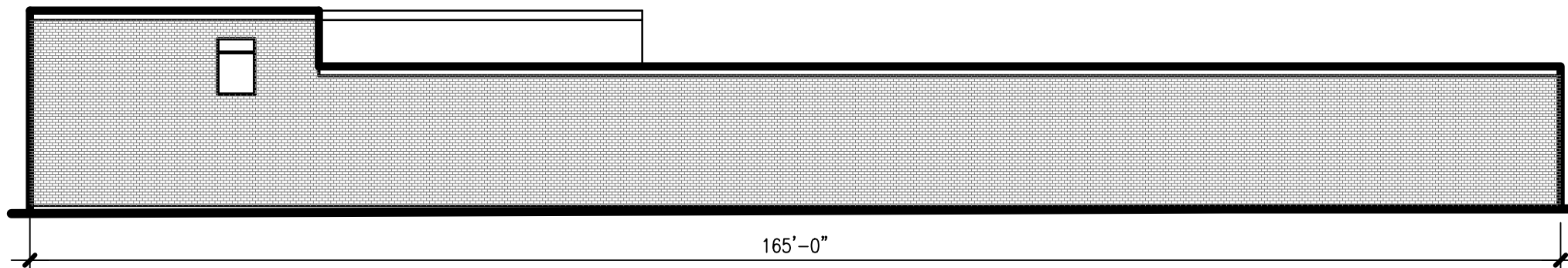

WEST ELEVATION
 SCALE: 1/16" = 1'-0"



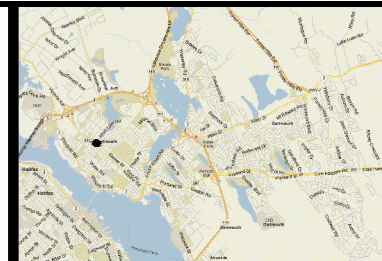

NORTH ELEVATION
 SCALE: 1/16" = 1'-0"




SOUTH ELEVATION
 SCALE: 1/16" = 1'-0"




EAST ELEVATION
 SCALE: 1/16" = 1'-0"



key plan:

**102 ALBRO
 LAKE ROAD
 DARTMOUTH. NS**

project name:
**PROPOSED COMMERCIAL
 RETROFIT**

client:
CHAD KENNEDY

drawing name:
ELEVATIONS

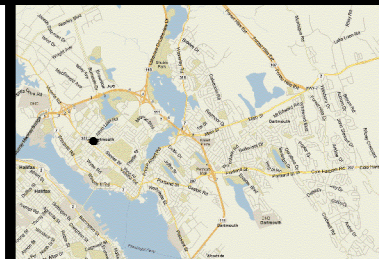
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scale: AS NOTED

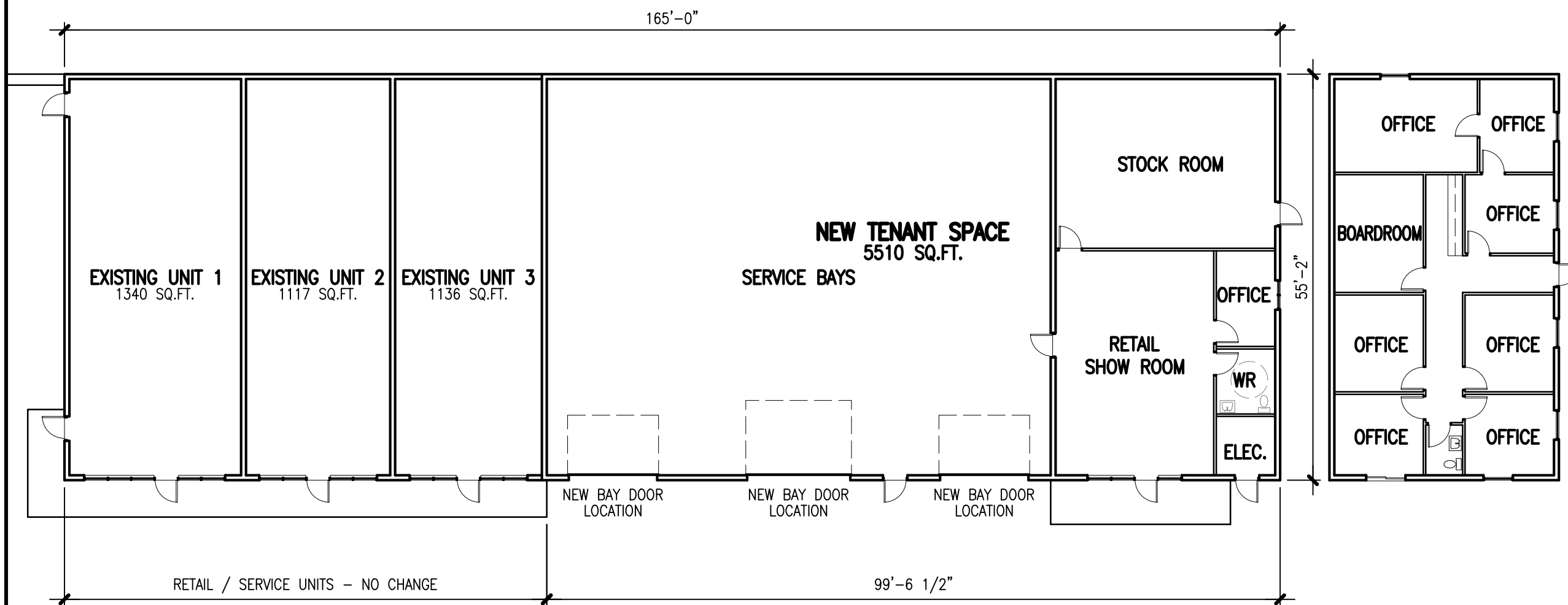
date: JANUARY 29, 2016

project no.
102 ALR

drawing no.
A1



key plan:



**FIRST FLOOR
PLAN LAYOUT**

SCALE: 1/16" = 1'-0"

**SECOND FLOOR
PLAN LAYOUT**

SCALE: 1/16" = 1'-0"

**102 ALBRO
LAKE ROAD
DARTMOUTH. NS**

project name:
**PROPOSED COMMERCIAL
RETROFIT**

client:
CHAD KENNEDY

drawing name:
FLOOR PLANS

drawn by: CADtech

scale: AS NOTED

date: JANUARY 29, 2016

project no.
102 ALR

drawing no.
A2