

**TO:** Council Advisory Committee  
**FROM:** Dan Troke, Chief Administrative Officer  
**DATE:** March 2023  
**SUBJECT:** Application for Land Use Bylaw Zoning Map Amendment (Rezoning) of PID 55247761



## BACKGROUND

The Town of Kentville has received an application from Brighter Community Planning & Consulting (“the applicant”) on behalf of the property owner Mitch Brison of Brison Developments Limited. The submitted application is to consider amending the Zoning Map of the Kentville Land Use Bylaw to rezone a vacant parcel of land identified as PID 55247761 (“the subject property”) to Single Unit Dwelling (R1), One and Two Unit Dwelling (R2), and High Density Residential (R4). The subject property is currently zoned Large Lot Residential (R5).

## SITE CONTEXT

The subject property, as identified on the context map to the right, is a 43.2 acre (174,824.2 sq m) parcel of land that is located southeast of Acadia Drive and north of the proposed Donald E Hiltz Connector Road. The property is currently vacant and includes a portion of the Mitchell Brook watercourse on the west side. The surrounding land uses include existing single unit dwellings, parkland, and bulk vacant lands designated for residential development.

An arterial road is proposed along the south boundary of the subject property, known as the Donald E Hiltz Connector Road. This arterial road will be a high volume street which will connect the Kentville Business Park to Prospect Avenue and eventually, Chester Avenue.

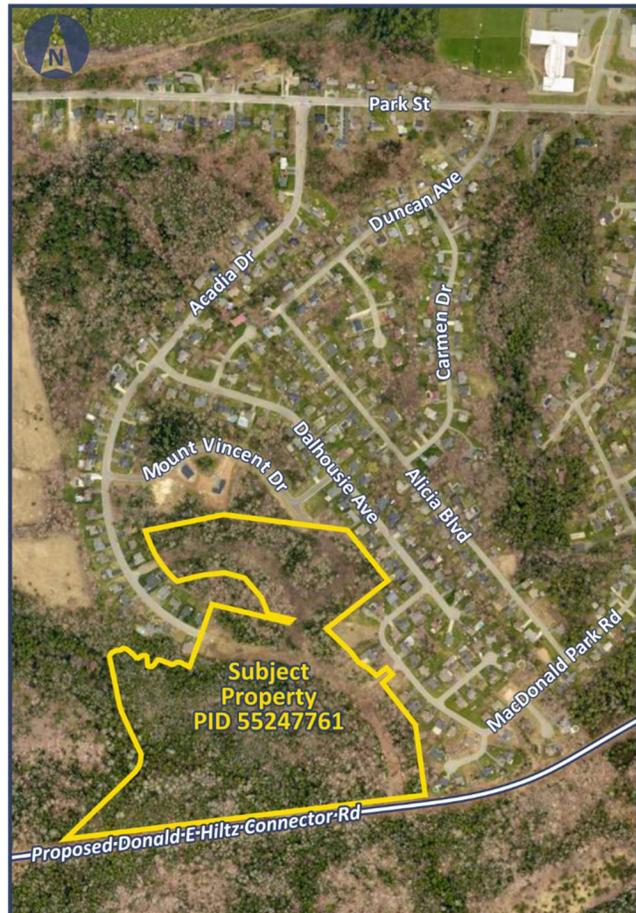


Figure 1 Context Map

## **DEVELOPMENT PROPOSAL**

The applicant is requesting to rezone the subject property from Large Lot Residential (R5) to a mix of Single Unit Dwelling (R1), One and Two Unit Dwelling (R2), and High Density Residential (R4). The requested zones will allow for residential development with a mixture of low, medium, and high-density buildings. The applicant has stated that the developer is committed to placing new single unit lots next to the existing single unit development to address any compatibility concerns that residents of the area may have.

The concept plan for the proposal shows a combination of R1 and R2 zoned lots along the extensions of Acadia Drive and Mount Vincent Drive. An unnamed street, lined with R2 zoned properties buffered by existing dedicated parkland is proposed to connect the two road extensions. A short, 400m cul-de-sac is proposed to intersect with Carleton Drive, providing access to more R2 zoned properties. South of the extension of Acadia Drive, the applicant is requesting R4 zoning for the remaining 18.8 acres (76,080.9 sq m) of vacant land that borders the proposed arterial road, the Donald E Hiltz Connector. Three multi-unit buildings are shown on the concept plan, with area left for possible future development. The applicant is proposing 32 - R1 lots (32 units total), 56 - R2 lots (112 units total), and R4 zoning to accommodate multi-unit apartment buildings.

Under the Subdivision Bylaw, the subdivider will be required to reserve and convey either an area of usable land or a sum of money, equal to 5% of the proposed development, exclusive of streets and any proposed walkways. In addition to the Subdivision Bylaw's parkland dedication requirements, the developer will be required to provide on-site amenity space for any buildings containing four or more dwelling units on the R4 zoned property.

## **DISCUSSION**

A Public Information Meeting was held on September 27<sup>th</sup>, 2022. Public comments have been received with concerns of traffic, water pressure, stormwater management, and lack of sidewalks and greenspaces.

On November 9<sup>th</sup>, 2022, staff from different departments came together to review and discuss the application and the potential impact on the community. On December 15<sup>th</sup>, 2022, staff delivered formal comments to the applicant requesting further information relating to the proposed development and rezoning application.

Between February 22<sup>nd</sup> and February 27<sup>th</sup>, 2023, the applicant submitted a revised concept plan for the rezoning as well as supplementary information regarding sanitary capacity and stormwater management.

## ***Municipal Planning Strategy Document Review***

The subject property is designated Residential on the Future Land Use Map as shown on that attachment, Map 1, which indicates Council's long term intention for the lands is to be residential in nature.

Chapter 5 - Residential, of the Municipal Planning Strategy outlines the objectives and goals for Kentville ensuring that development is occurring in a manner that meets the needs of all residents. One of the objectives outlined in the Strategy is to provide a variety of housing types to accommodate the various needs and desires of Town residents. The province is currently experiencing a housing shortage, which is currently impacting the existing housing market, increasing the price of an average single unit home beyond what the average household income can afford.

As housing prices for new development are heavily influenced by construction costs, including water and sewer infrastructure, streets, and environmental design considerations, it is imperative that the Town considers and encourages alternative residential development forms apart from the standard Single Unit Dwelling. As of the 2021 Canadian Census, Kentville has a housing stock that consists roughly of 58% single unit dwellings, 27% apartment buildings, 7% semi-detached, 6% duplex and 2% row houses.<sup>1</sup>

A presentation by Chrystal Fuller and Gary Morse to Council Advisory Committee (CAC) in December of 2022 outlined the importance of different residential building forms that fall between single unit dwellings and large apartment complexes, calling it "the missing middle", explaining how having adequate variety of housing stock can help balance the demands in the housing market. The R2 and R4 zoning that is being requested in this application will provide an opportunity for a greater variety of housing types to help meet the needs of our current and future residents.

Policy IM-8 and IM-9 provide the criteria that must be evaluated for all rezoning requests. A detailed analysis of these policies is included with this report in Schedule B, Evaluative Criteria for Rezonings.

In Summary:

- The proposal is appropriate for the area and is in keeping with the surrounding development;
- makes efficient use of existing infrastructure and road networks; and
- is anticipated to have a positive impact on the housing supply within Kentville.

In addition to Policy IM-8 and IM-9, other policies of particular importance to this application are:

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<sup>1</sup> Source: Statistics Canada. (2021) *Table 98-10-0240-01 Structural type of dwelling by tenure: Canada, provinces and territories, census divisions and census subdivisions.*

**Policy RS-22** *It shall be the intention of Council* to encourage and promote the provision of affordable housing units, in accordance with the Land Use By-law, within residential areas of the Town by:

- a) Encouraging a mix of housing types and densities;
- b) Permitting ancillary dwelling units in single family dwellings;
- c) Permitting a secondary residential structure (Garden Suite) on a lot; and
- d) Reduce parking requirements.

**COMMENT**

This application will allow for the creation of a greater variety of housing types to help meet the needs of our residents.

**Policy RS-23** *It shall be the intention of Council* to ensure that new residential areas:

- a) Provide for the efficient use of land;
- b) Provide for the efficient and economic extension of existing water, storm sewer and sanitary sewer systems and other utilities;
- c) Provides for the efficient and safe movement of pedestrians and cyclists; and
- d) Provides for parks and other community uses in safe and central locations.

**COMMENT**

By considering alternative build forms such as two unit dwellings and multi-unit buildings, the proposed development will be considered an efficient use of land and existing infrastructure. Parkland dedication will be negotiated at the subdivision stage and staff are committed to ensuring there is adequate greenspace in a safe and central location.

**Policy T-8** *It shall be the intention of Council* that a Traffic Impact Study (TIS) may be required as part of a rezoning application or prior to tentative subdivision approval where the nature, or location of the development warrants such a study. A TIS will generally be required if the development is expected to generate 100 or more two-way trips at the site entrance(s) during peak hours. A TIS may be required for other factors or fewer than 100 two way-trips at the site entrance(s) during peak hours if warranted.

**Policy T-9** *It shall be the intention of Council* that the traffic impact study shall be prepared by a qualified engineer registered with the Association of Professional Engineers of Nova Scotia.

**COMMENT**

A Traffic Impact Study (TIS) was requested as part of the rezoning application and the applicant engaged GAALCO Traffic Engineering to complete the study. The study found that the proposed development of the R1 and R2 zoned properties and the construction of two apartment buildings will not require any further infrastructure improvements, other than a 15-metre left turning lane on Park Street at the Acadia Drive intersection. It should be noted that the current traffic counts at this intersection warrant installing the turning lane regardless of the proposed development moving forward.

It is recommended that the construction of any additional apartment buildings is delayed until after the construction of the proposed Donald E Hiltz Connector Road.

It is also recommended that the 'new' section of Acadia Drive include the construction of a sidewalk to provide a connection for the entire area to the proposed Connector Road.

A full Executive Summary of the Traffic Impact Study findings can be found within Schedule D of this report.

### ***Other Studies***

In addition to the Traffic Impact Study (TIS), staff requested that the applicant demonstrate that there is capacity within the existing sanitary sewer system on Acadia Drive to handle the increased load from the proposed units. The applicant engaged DesignPoint Engineering & Surveying Ltd. to complete a Sewer Capacity Study to support the rezoning application. The study found that the existing sanitary sewer system has capacity to accommodate 210 multi-unit dwellings and 144 detached homes before upgrades, at the cost of the developer, are required.

A summary of the Downstream Sanitary Analysis can be found within Schedule F of this report.

### ***Statements of Provincial Interest***

The Province of Nova Scotia has six Statements of Provincial Interest which outline the province's vision for protecting Nova Scotia's land and water resources, as well as addressing issues related to the growth of our communities. The Statements are intended to help provincial government departments and municipalities make land use decisions that have province-wide implications and support the principles of sustainable development. Municipalities must take the statements into account when creating or reviewing land use planning policies and regulations.

### **Housing**

*Goal: To provide housing opportunities to meet the needs of all Nova Scotians*

This Statement declares that "Adequate shelter is a fundamental requirement for all Nova Scotians" and furthermore that "A wide range of housing types is necessary to meet the needs of Nova Scotians". The Statement also notes that "Depending upon the community and the housing supply and need, the measures that should be considered in planning documents include: enabling higher densities, smaller lot sizes and reduced yard requirements that encourage a range of housing types." By Council considering this rezoning application for R1, R2 and R4 development, higher densities of residential development will be able to be permitted which will enable a greater range of housing types.

### **Infrastructure**

*Goal: To make efficient use of municipal water supply and municipal wastewater disposal systems*

This Statement outlines that "Unplanned and uncoordinated development increases the demand for costly conventional infrastructure". It states that planning documents must consider

“encouraging maximum use of existing infrastructure by enabling infill development on vacant land and higher density development” and advises “directing community growth that will require the extension of infrastructure to areas where servicing costs will be minimized”. This development proposal intends to make use of existing infrastructure that has been invested in and extended over the past 35 years, making efficient use of our existing services and allowing expansion where deemed reasonable.

## NEXT STEPS



## FINANCIAL IMPLICATIONS

The traffic impact study completed by GAALCO Traffic Engineering has recommended:

- the addition of a left turning lane from Park Street onto Acadia Drive; and
- the construction of a sidewalk on one side of Acadia Drive linking to the proposed Donald E Hiltz Connector Road for this next phase of development. (Sidewalk to be installed at the cost of the developer.)

Council should consider the financial implications of continuing the construction of sidewalks along Acadia Drive from this proposed phase to Park Street to ensure pedestrians have access to safe active transportation routes and to help with connectivity throughout the community along the minor collector road.

## ATTACHMENTS

Map 1	Generalized Future Land Use Map
Map 2	Zoning Map
Schedule A	Conceptual Design and Proposed Zoning Map
Schedule B	Evaluative Criteria for Rezoning's
Schedule C	Public Information Meeting Notes
Schedule D	Executive Summary of Traffic Impact Study
Schedule E	Stormwater Management Acknowledgement Letter
Schedule F	Downstream Sanitary Capacity Analysis

## RECOMMENDATION OPTIONS

Staff recommend that Council:

- give First Reading to the proposed map amendment of the Land Use Bylaw as contained in Schedule A and schedule a Public Hearing; or

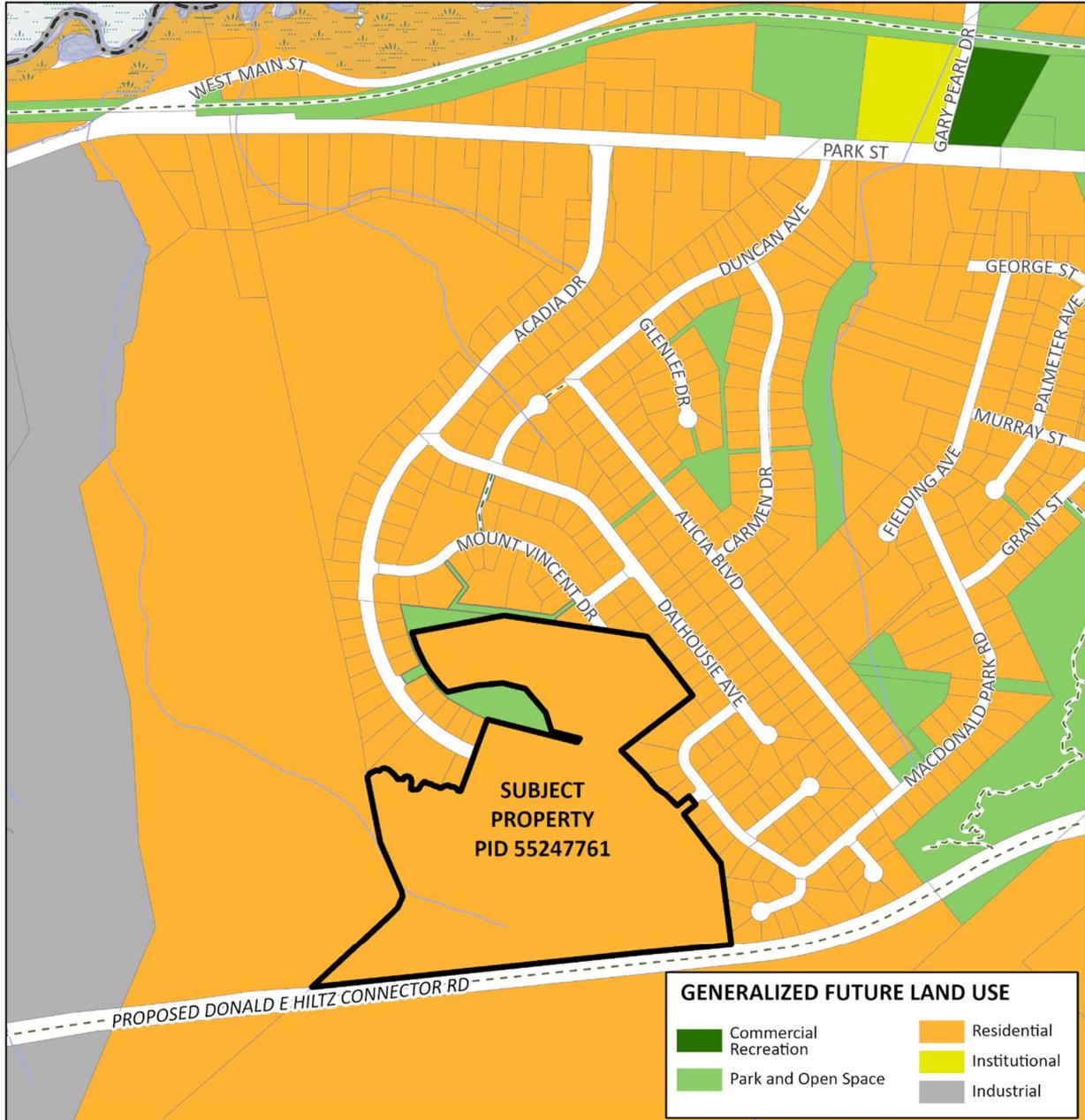
- provide alternative direction such as requesting further information on a specific topic;  
or
- refuse the proposed map amendment to the Land Use Bylaw.

Decisions of Council to either approve or refuse the proposed amendment are appealable to the Nova Scotia Utility & Review Board within 14 days.

# MAP 1

## Generalized Future Land Use Map

### PID 55247761 McDougall Heights Generalized Future Land Use Map



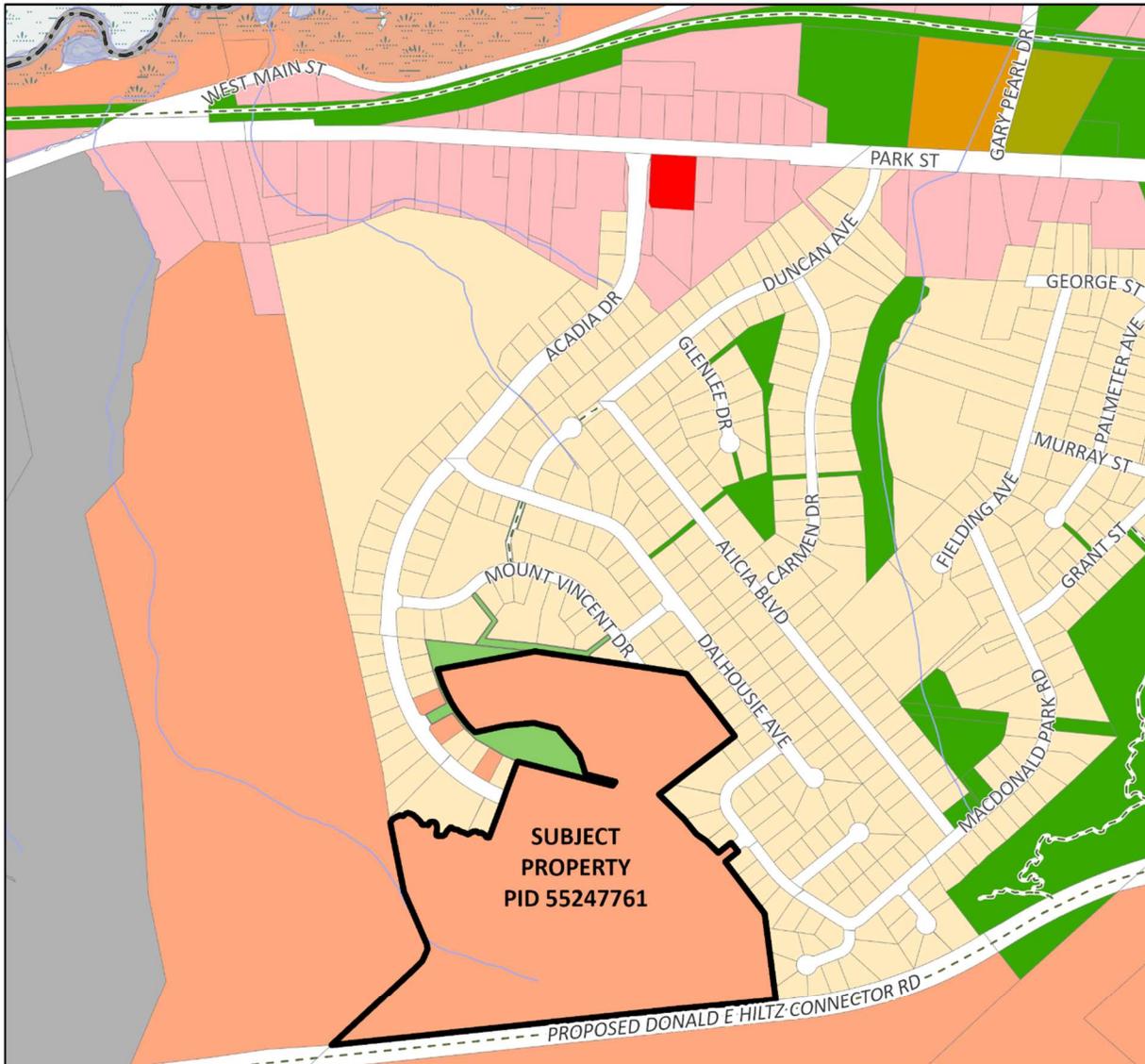
This map is a graphical representation of property boundaries which approximate the size, configuration and location of parcels. Any interpretation of this map must be confirmed with the Municipality in which the property is situated. To receive further clarification about the use of this Planning Document inquires may be made to the Town of Kentville's Planning and Development Department.

Property Source: Nova Scotia Property Records Database (NSPRD), Compliments of the Nova Scotia Geomatics Centre (NSGC), Service Nova Scotia and Municipal Relations, 160 Willow Street, Amherst, Nova Scotia, Canada

## MAP 2

### Zoning Map

# PID 55247761 McDougall Heights Current Zoning Map



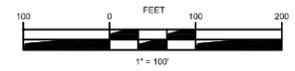
ZONING			
	Industrial (M1)		One and Two Unit Dwelling Residential (R2)
	Park and Open Space (P)		Medium Density Residential (R3)
	Institutional (I)		Single Unit Dwelling Residential (R1)
			Large Lot Residential (R5)

This map is a graphical representation of property boundaries which approximate the size, configuration and location of parcels. Any interpretation of this map must be confirmed with the Municipality in which the property is situated. To receive further clarification about the use of this Planning Document inquiries may be made to the Town of Kentville's Planning and Development Department.

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**PRELIMINARY**  
Feb. 22, 2023



NOTES:

LOT SUMMARY				
ZONE	UNIT TYPE	AREA	LOTS	UNITS
R1	SINGLE FAMILY	7.73 ACRES	32	32
R2	SEMI-DETACHED	12.91 ACRES	56	112
R4	MULTI-UNIT	18.78 ACRES	1	256
PARK	PARK LAND	2.58 ACRES	n/a	n/a
<b>TOTAL</b>		<b>42 ACRES</b>	<b>89</b>	<b>400</b>

PREPARED FOR 	PREPARED BY  engineering • surveying • solutions	PROJECT <b>ACADIA DRIVE CONCEPT PLAN</b> KENTVILLE, NOVA SCOTIA	Engineer G. WOODFORD Scale 1"=100' Project No. 22-151 Filename 22-151_C.dwg
			Drawn J. KEEPING Date FEB. 22, 2023 Drawing No. <b>C-01</b> 01 OF 01

## SCHEDULE B

### Evaluative Criteria for Rezoning's

**Policy IM-8** *It shall be the intention of Council* when considering a rezoning application or other Land Use By-law amendment application that includes a specific development proposal to have regard for the following matters:

POLICY	COMMENT
<i>(a) compatibility of the proposed land use with adjacent land uses;</i>	R1 lots are proposed to be located abutting existing residential development with a gradual transition to R2 along this new phase. R4 development will buffer the lower density and the proposed arterial road (Donald E Hiltz Connector Road).
<i>(b) compatibility of the development with adjacent properties in terms of height, scale, lot coverage, density, and bulk;</i>	The bulk and size of the proposed buildings are regulated by the Land Use Bylaw. The R4 buildings will require Site Plan Approval as they abut R1 and R2 properties.
<i>(c) that the proposed development resolves any potential compatibility issues with nearby land uses resulting from lighting, signage, outdoor display, outdoor storage, traffic, vehicle headlights, and noise through appropriate site design, landscaping, buffering and fencing;</i>	The apartment buildings will be regulated during site plan approval, where parking, landscaping, lighting, buffering and fencing will be addressed. The connection to the proposed Donald E Hiltz Connector Road will help mitigate traffic issues.
<i>(d) the adequacy of sewer services, water services, waste management services and storm water management services;</i>	Kentville Water Commission has adequate supply for the proposed development. Applicant has committed to designing a net zero stormwater management system. A downstream sanitary capacity analysis was completed and determined that the existing infrastructure on Acadia Drive has capacity to accommodate 210 multi-unit dwellings and 144 detached homes before upgrades to the system are required.
<i>(e) that the proposal contributes to an orderly and compact development pattern that makes efficient use of existing and new municipal infrastructure;</i>	The proposed development will create a significant number of new dwelling units with minimal new roads and infrastructure. The proposed density will create efficient land use patterns.
<i>(f) the adequacy and proximity of schools;</i>	No impact on school facilities is anticipated.
<i>(g) the adequacy and proximity of recreation and community facilities;</i>	Kentville has considerable recreational amenities. In addition, 5% parkland dedication will be required for all lots subdivided and multi-unit buildings with four or more units in the R4 zone require on-site amenity space.

<p><i>(h) the adequacy of the road network in, adjacent to, or leading to the development;</i></p>	<p>Acadia Drive, the main road leading to this development, is classified as a Minor Collector road (Map #2 of the MPS) and has been planned to be the main connector from Park St to the proposed Donald E Hiltz Connector Road.</p> <p>The TIS by GAALCO Traffic Engineering found that the proposed development of the R1 and R2 zoned properties and the construction of two apartment buildings will not require any further infrastructure improvements, other than a 15-metre left turning lane on Park Street at the Acadia Drive intersection, which is warranted by the existing traffic in 2022.</p> <p>It is recommended that the construction of any additional apartment buildings is delayed until after the construction of the Donald E Hiltz Connector Road.</p> <p>It is also recommended that the 'new' section of Acadia Drive include the construction of a sidewalk to provide a connection for the entire area to the proposed Connector Road.</p>
<p><i>(i) the potential for erosion or for the contamination or sedimentation of watercourses;</i></p>	<p>Stormwater will be managed on site through stormwater management.</p> <p>All construction will need to comply with the NS Erosion and Sedimentation Guidelines.</p>
<p><i>(j) environmental impacts such as air and water pollution and soil contamination;</i></p>	<p>None.</p>
<p><i>(k) previous uses of the site which may have caused soil or groundwater contamination;</i></p>	<p>Not aware of any such use.</p>
<p><i>(l) suitability of the site in terms of grades, soil and bedrock conditions, location of watercourses, marshes, swamps or bogs;</i></p>	<p>Site has some areas of steep grade along with flatter areas. Detailed site design will occur as part of site plan approval and address grade issues. There is a portion of the Mitchell Brook watercourse along the west side of the property.</p>
<p><i>(m) the ability of emergency services to respond to an emergency at the location of the proposed development;</i></p>	<p>The Town's Subdivision Bylaw sets out standards for maximum lengths of cul-de-sacs without emergency exits. Appropriate civic addressing of the subject property will ensure no delay of response of emergency services.</p>
<p><i>(n) that the proposal is in conformance with the intent of this strategy and with the requirements of all other Town By-laws and regulations;</i></p>	<p>Proposal complies with the intent of this strategy and complies with the relevant statements of provincial interest.</p>

<i>(o) development can be regulated in such a way as to meet or exceed the guidelines established in the Kentville Water Commission Source Water Protection Plan (SWPP)and</i>	The subject property is located within Wellfield Zone D and is a permitted use within the zone.
<i>(p) the financial ability of the Town to absorb any costs relating to the amendment.</i>	New roads will be transferred to the Town through the Subdivision Bylaw upon completion and acceptance by our Town Engineer.

**Policy IM-9** *It shall be the intention of Council*, therefore, to take into account the other potential development scenarios that may be permitted as a result of a proposed zone change when evaluating a rezoning application.

#### COMMENT

Although the conceptual plan submitted by the applicant outlines the developer's current intention for the property, Council should consider what other potential development scenarios could take place. Building forms could change from Multi-Unit Apartment buildings to Townhouses, Multi-Unit Apartment buildings could be increased in the number of units, and Single Unit Dwellings could each contain an Ancillary Dwelling Unit within their properties.

On the R4 lot, the Kentville Land Use Bylaw currently permits multi-unit dwellings and regulates the maximum number of units based on the area of the property parcel. The Bylaw reads:

Minimum Lot Area

Multi- Unit Dwelling (five or more units), 7000 ft<sup>2</sup> first five units + 1000 ft<sup>2</sup>/unit

Based on this math, and the size of the requested R4 property being 18.78 acres in total, the maximum number of units permitted on this lot would be 816 units.

$$18.78 \text{ acres} = 818\,056 \text{ ft}^2$$

$$818\,056 \text{ ft}^2 - 7\,000 \text{ ft}^2 = 811\,056 \text{ ft}^2 \text{ (first five units)}$$

$$811\,056 \text{ ft}^2 / 1\,000 \text{ ft}^2 = 811.06$$

$$811 + 5 = 816 \text{ units total}$$

With that total number of units in mind, the developer would also be required to provide on-site amenity space which could take form of a combination of balconies, gardens, landscaped open space, gyms, pools, etc. The on-site amenity space requirements outlined in the Bylaw is as followed:

Amenity Space Requirements

Bachelor and one bedroom 200 ft<sup>2</sup> per unit

Two bedroom 225 ft<sup>2</sup> per unit

Three or more bedrooms 255 ft<sup>2</sup> per unit

The provision of requiring this space on site with the added obligations of parking and building setbacks, could influence the overall feasible density of this site. Regardless of whatever build form this site is developed to be, it will be required to go through the Site Plan Approval process.



## TOWN OF KENTVILLE

### Public Information Meeting

### Meeting Notes: September 27, 2022

Town Hall, 354 Main Street, Kentville Nova Scotia

Town Hall was open to the public in limited capacity.

#### PRESENT

Staff in attendance included Director Bev Gentleman and Recording Secretary Jennifer West.

Also in attendance is consultant Crystal Fuller with brighter Communities Planning Consulting.

Director Gentleman provided an overview of the proposed application

#### OVERVIEW OF PROPOSAL

Crystal Fuller gives a presentation about this proposed rezoning.

#### PRESENTATION

##### PUBLIC COMMENTS

**Mike Peckford, 351 Prospect Ave.** Concerns about a transportation study and flow of traffic.

**Staff/Consultant** - Yes, there is a traffic plan completed 8-9 years ago.

**Will Eason, 58 Acadia Drive.** Concerns about existing speed limits and increased traffic at the end of Acadia with no throughfare. The development is a separate process from the development of the Donald E. Hiltz Connector. There are some assurances that increasing numbers of houses must have increasing road networks. Brison had ensured existing homeowners that future development would be single family homes and would be many years in the future.

**Jeff Pope, 32 Acadia Drive.** How will the construction traffic be accommodated over the next 10 years while this rolls out? The housing market has likely sped up the development of this area. Heavier vehicles will be present during home construction and road building.

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**Megan Sabeau, 78 Acadia Drive.** Concerns about the near-term future of the community. Concerns about low water pressure now and even lower water pressure in the future. Has the Town considered a buffer of building sizes so the area ramps up reasonably (gradation of density). Additional concerns about the need for public transit, they do not want buses. Concerns about Brison's already doing work on private land without consent.

**Staff/ Consultant** - The Town zones for buildings and not for tenureship. The subdivision bylaw outlines the expectations on a developer for upgrading infrastructure. The purpose is to have a mixture of singles and semis.

**Corine Hoebbers, 85 MacDonald Park Road.** What is the timeline for development of cleared land two years ago. Will cleared land result in flooding, if construction takes more time? There is a responsibility of the developer to manage their own stormwater with a stormwater management plan.

**Leslie Ribeiro, 39 Acadia Drive.** Does the traffic assessment take into consideration pedestrian activity to school? Who is responsible for flooding at the bottom of Acadia?

**Staff Consultant /** - The route is intended to have traffic calming, active transportation and sidewalks. Part of this process is to amend the subdivision bylaw to include sidewalks. The town is planning a second lift on Mount Vincent Drive soon.

**Danny Smith, 68 Acadia Drive.** Concerns about the developer breaking promises, and the inability of the Town to hold the developer to task.

**Jennifer Curry, 4 Acadia Drive.** Concerns about small children and large trucks along Acadia Drive. Road maintenance is a concern because some winter days kids are walking on ice on the road. What is the plan for adding more students to KCA which is already at capacity? This is beyond the developer, but it is an opportunity for conversation between the town and education centres.

**Staff Consultant /** - To require sidewalks, changes would need to be made to the subdivision bylaw to require sidewalks on ne applicable roads

**Jonathan Harlund, Acadia.** Brison's vision is great, but his vision did not occur. He already hasn't delivered, and residents have little faith that he will deliver.

**Nancy Acker, 44 Mount Vincent Drive.** Been a resident for over 20 years. Concerns about holding the developer accountable, especially around greenspace. Support for growth and greenspaces, but not for this developer. The upper part of this area is very wet all summer long, and very icy all winter. Water concerns are very significant. Unclear about who is responsible for stormwater management. Water infrastructure is not being installed or maintained. Governments do not build for future populations; they build for small increases in 5 year increments. Kentville has had an increasing population for several years. The community will inevitably include families.

*Public Information Meeting Minutes, September 27, 2022*

*Pending Approval*

*Page 2*

## DRAFT

**Xin Xin, 47 Acadia Drive.** Concerns about density, is the town ready for this kind of growth? Is the school ready for this kind of growth? This development should include a community centre, a park, facilities. Brison has not completed many of its commitments, there is little assurance about new commitments.

**Erin Carter, 48 Acadia Drive.** Concerns about the connector road. There are kids everywhere on Acadia Drive. Precedent in that community is that it is a family community- now the town is saying that the law is more important than precedent. Now that kids play on road, precedent has been set and therefore the road should be considered a local road and not a collector road. There is a huge demand for single family homes in that community Density is the major concern. Long term planning needs to be a high priority for the Town.

Concerns that mixed housing communities are not as family friendly as single-family home communities.

**Staff/Consultant-** It is important to have a variety of housing stock. Minor increases in density is good for walkability, transit and other aspects. Offering a variety of price points is important. Variety of housing is important- people want to be able to stay in their community and have options for larger or smaller homes through their lifetime. Mixed housing is important socially and environmentally. It is possible to have high quality duplexes with single family homes. R1 zones are being removed across the County- they are sometimes considered exclusionary.

**Sandra Snow, 330 Cornwallis Ave.** Has the developer considered rain gardens? Many water issues come from forcing stormwater into drains and pipes. Can we consider sustainability and alternatives? Don't put stormwater into the sewer system. Developers develop to municipal specifications. Rain gardens may not be allowed in the town.

**Danny Smith, Acadia Drive.** Was there thought given to another access road? This amount of density is too much for Acadia Drive. There is land for sale near by and the developer could buy this and make it a better access road. Access through the industrial park is not a solution, this area already has too much traffic.

**Staff/Consultant -** Mitch Brison doesn't own that stretch of land. This whole area is ready to be developed. If the adjacent property is developed it would require additional infrastructure.

**Andrew Balsor, 31 Acadia Drive.** Will taxes increase or be lowered?

**Staff/Consultant -** The more development in town could allow Council to consider lower taxes during budget deliberations. With a larger tax base there is opportunity for more infrastructure investment.

**Erin Maskens, 46 Acadia Drive.** We are new resident to Kentville. Concerns about growth, vision and perception of the character of the neighbourhood. Concerns about

*Public Information Meeting Minutes, September 27, 2022*

*Pending Approval*

*Page 3*

## *DRAFT*

the safety of the kids playing in the street. If sidewalks go in will that take away from private property? Did the town go to the developer in 2018 to rezone? .

**Staff/Consultant** – The road is a collector road as identified in the planning documents. Sidewalks would be place in the street ROW- which is approximately 10 feet past the street curb. (Many residents think that is their land, but is in fact part of the Street Right-of-Way)

The Town did approach vacant property owners in the area as part of the Municipal Plan Strategy review, and included rezoning lands to R-2 in some areas. This time, Brison has come to the Town to ask for rezoning

**Cate Savage, 11 Oakdene Terrace** . Looking at the Hiltz Connector, could there be more connectors? This is an arterial road, there won't be driveways off the DHC. If the adjacent road was developed, it would need a connector to the DHC. Would this feel like separate regions or communities? It would feel different where there are apartment buildings. Is it going to look and feel different? Concerns about the one way in and out. This development is only viable with the development of the Collector Road.

**Darryl McMiller**. Resident of an area of a proposed road. Concerns about narrow roads, steepness and fast traffic. Is the traffic study open and transparent? What is the status of funding for the DHC? Part of the traffic is going to take that road into consideration. If the traffic study shows that service levels will decrease, the developer will need to put forth infrastructure to make improvements, or the development will be reduced. Is it a conflict of interest for Brison to be conducting the traffic study? If the R2 R4 goes through, and the DHC doesn't happen, is that possible? What is the scope of the traffic study? This meeting is about listening to residents' concerns.

**Staff/Consultant**- Brison is responsible for the traffic study. This is expected to be done the end of October. It is a technical exercise, that will be given to the town for their review and may be part of the final report. It is not an engagement process; it is a technical process. The Traffic Study is conducted by a professional traffic engineer and is reviewed by the town engineer. A Traffic impact assessment is smaller, where a traffic study which is larger. There is a manual that is followed and used for this determination. This may be available to the public.

Will new sidewalks take away from private property? Acadia is very wide, wider than normal roads. The power boxes are also in the way.

Do the traffic impact study on a narrow road to reflect future sidewalks.

Is the cost to the Town factored into the town decision? If Council wants to include sidewalks as part of the capital budget, it would be included.

Brison is a developer and builder, he will have models to choose from.

## *DRAFT*

What about the turn lane at the bottom of Acadia? Who will put in stop signs at every street along Acadia? The traffic study will offer recommendations like this. The existing turning area from Park to Acadia has room to expand.

The presentation will be available on the website.

**David Acker, 44 Mount Vincent.** Concerns about the traffic study. Lack of green spaces. Every time there is a development or road change, there are major water issues and the Town is not helping or finding solutions. Every time there is a chance to resolve water issues, the changes are not sufficient. What is the process for addressing water issues? Where is the accountability? Before the development and during the construction. These are legitimate concerns. There is no accountability for the water issues that are there now. The town needs to hold developers to account.

**Gary Cleveland, 25 Drive.** Concerns about high speed traffic. Don't want this neighbourhood to be high density. It wasn't proposed this way.

**Blair Fraser, 10 Queen's Court.** The town ensured that this would not be developed for 15-20 years. Concerns about trust and accountability. If the connector goes to the number 12 highway, this area will become a town bypass. The access to Valley Waste will make the connector an industrial bypass. We want to keep this community as a single-family dwelling community. What are the environmental impacts on the streams, what is the impact on natural drainage? Families were out this year together working to clear the drains. This is an area that has less watercourse, wetland or gorge compared to other properties.

**Michelle Byers, Queen's Court.** Thanks to municipal staff and the consultant.

**Staff/Consultant** - Hope to have the traffic study by the end of October.

## **ADJOURNMENT**

**8:23 pm**

## SCHEDULE D

### ***Acadia Drive : Executive Summary***

*Acadia Drive* is *Brisson Developments Ltd's* planned residential development in Kentville and will be accessed by Acadia Drive, a collector street which intersects Park Street (Trunk 1) and will ultimately intersect the Donald E Hiltz connector, which will provide a second east / west access to the area. The proposed development is ultimately planned to include:

- 43 single family dwellings, planned for completion in five years;
- 84 R-2 dwellings, planned for completion in five years; and
- five apartment buildings with 320 apartments, planned for completion in ten years.

The proposed development will be part of a large existing residential development which is accessed by Acadia Drive and two other streets, Duncan Avenue and Palmeto Avenue, both of which intersect Park Street but which are not planned to intersect the Donald E Hiltz connector when it is constructed. Although only Acadia Drive is classified as a 'collector' street and has additional right of way width, it is the only one of the three that does not have a left turn lane on Park Street - although a 15 meter lane is warranted by the existing traffic in 2022. None of the three intersections warrant traffic control signals or right turn lanes.

Five development scenarios were considered, of which two are viable until the Donald E Hiltz connector is constructed:

- construction of only the R-1 and R-2 units; and
- construction of the R-1 and R-2 units and two apartment buildings of 64 units each.

Construction of more apartments is, of course, possible, but would require significant infrastructure improvements. A left turn lane at the Acadia Drive with Park Street intersection is warranted by present traffic conditions, and a lane remains warranted in any of the development scenarios.

Construction of the Donald E Hiltz connector will preclude further major infrastructure improvements for the proposed development.

There were a significant number of pedestrians, both adult and children, walking on the south leg of both the Duncan Avenue and Palmeto Avenue intersections; fewer on Acadia Drive. As there are no sidewalks, most pedestrians walked on the grassed shoulder of the street, although a few did walk on the pavement, as they doubtless have to do in winter.

Based on this study it is evident that *Brisson Developments Ltd.'s* planned development of the R-1 and R-2 units and two apartment buildings will not require any further infrastructure improvements other than the eventual construction of a left turn lane as the project develops.

Construction of the remaining three apartment buildings should be delayed until after the Donald E Hiltz Connector is constructed.

The 'new' section of Acadia Drive being built to facilitate this development, and ultimately to provide a connection for the entire area to the Donald E. Hiltz Connector should be provided with sidewalks.

February 22, 2023

**Town of Kentville**

354 Main Street

Kentville, NS B4N 1K6

Attention: Kirsten Duncan, Planner

**RE: MacDougall Heights – Stormwater Management**

DP Project #: 22-151

MacDougall Heights, located off Acadia Drive in Kentville, NS, is a proposed residential development that is within the Town limits and will be fully serviced with sewer, water, and a piped storm drainage system. The total site is approximately 42 acres and there is a natural watercourse on the southwest corner and a storm drainage pipe on Acadia Drive. The proposed development includes single family homes, R2 homes, and multi-unit apartment buildings (see attached concept plan).

The Nova Scotia Provincial regulations require that when developing land with storm sewers, the post development storm drainage flows for both the 1 in 5 year storm and the 1 in 100 year storm must be balanced with the pre-development flows. This is because when land is changed from forest to urban surfaces such as roofs, lawns, roads, and driveways the stormwater flows increase dramatically due to the reduced infiltration and depression storage. To balance the pre and post development flows on site, storage is typically used in the form of stormwater detention ponds or underground storage such as oversized pipes.

For this project, we confirm that when the detail design is done, we will incorporate on site storage to balance the pre-and post development flows.

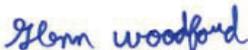
Our team of engineers and technicians at DesignPoint are very familiar with the Nova Scotia Department of Environment and Climate Change (NSECC) regulations for stormwater and we can confirm that this site can have the storm drainage system design with balancing of pre and post development flows using on site storage.

During the detail design we will prepare the storm drainage analysis to calculate pre and post development flows along with design of the stormwater storage facilities required.

If you have any questions or require additional information, please feel free to contact us.

Thank you,

**DesignPoint Engineering & Surveying Ltd.**



Glenn Woodford, P.Eng.

Senior Civil Engineer & Principal

GSW/alc

Enclosures:      Concept Plan

Date: February 22, 2023

**Town of Kentville**

354 Main Street,  
 Kentville, NS B4N 1K6

Attention: David Bell, P.Eng. – Director of Engineering & Public Works (dbell@kentville.ca)

Cc: Chrystal Fuller (chrystal@brighterplanning.ca)

Mitch Brison (mbrison@eastlink.ca)

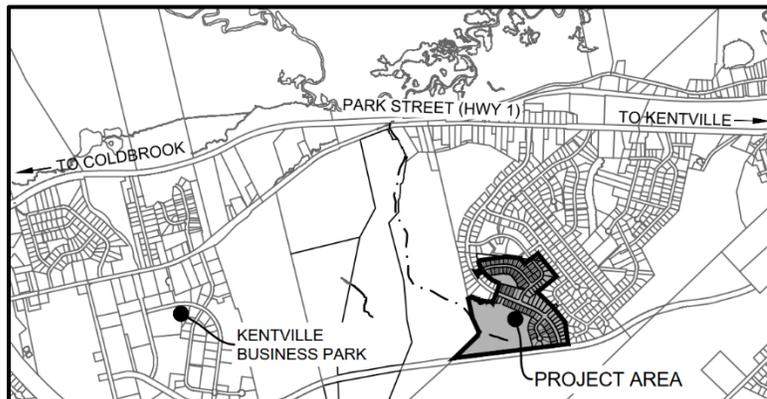
**RE: MacDougall Heights**

DesignPoint Project #: 22-151

## Introduction

To support the rezoning of PID: 55247761 located at the end of Acadia Drive in Kentville, Nova Scotia; DesignPoint Engineering & Surveying Limited has prepared the following report for the existing sanitary sewer's capacity downstream of the proposed development.

The proposed development involves the construction of 4 multi-unit buildings with a total of 256 units and 144 detached homes. The development is approximately 43 acres. The site is anticipated to drain by gravity to the existing sanitary sewer on Acadia Drive before connecting to the sanitary main on Park Street (Highway 1). The existing pipes within Acadia Drive are 200 mm in diameter before reaching Highway 1, as shown in the attached Downstream Wastewater Capacity Analysis.



## Wastewater Servicing

Using record drawings provided by the Town of Kentville and field measurements the downstream study area was identified and is shown on the attached drawing. The existing sanitary sewer has not been inspected by CCTV and this analysis assumes that the existing sewer pipes are in working condition. The attached table use the following criteria to evaluate the projected sewage flows from the proposed development:

The Town of Kentville Subdivision Bylaw (2002) have been referenced, unless otherwise specified:

- Sewage generation rate 340 L/day/cap;
- Infiltration and inflow allowance of 12 m<sup>3</sup>/day/ha (0.14 L/s/ha);
- Peaking based on Harmon Peaking Factor; and
- Total area for sewage calculation of 46.04 ha (113.8 acres);

Based on the calculations completed for this development using unit counts from the latest plan, the estimated percent full for the existing pipe system reviewed including the proposed development range from 13% to 102% as shown in the attached table. Upgrades to the existing wastewater system analyzed will be needed to convey the full flow from the proposed development. The upgrades to the existing system required are between manholes MH4- MH1 (Acadia Drive). These pipes however do not need to be upgraded at the beginning of the project. The existing pipe system has the capacity for an additional 16.6 L/s before reaching maximum capacity. The existing sanitary sewer system has capacity to accommodate 210 multi-unit dwellings and 144 detached homes before upgrades are required.

### Closing

We trust this information is satisfactory. Please feel free to contact us should you have any questions.

Thank you,

**DesignPoint Engineering & Surveying Ltd.**



Glenn Woodford, P.Eng.  
Senior Engineer

Enclosures (2): Wastewater System Review Table; Downstream Sanitary System Analysis (SA-01)