

Port Wallace Public Participation Committee
Meeting Notes: June 14, 2018, commencing at 6:30 p.m.
HEMDCC room, Alderney Gate

PRESENT:

Claudia Currie
Adam Flick
Valerie Gray
Catherine Lunn
Bertrand Losier
Robert MacPherson
Peter Connor

STAFF:

Andrew Bone, Planner III
Katherine Greene, Policy & Strategic Initiatives Program Manager
Paul Burgess, Program Manager, Infrastructure Policy & Standards
Genevieve Hachey, Planning Controller

REGRETS:

Councillor Tony Mancini, District 6

OTHERS:

Kevin Neatt, Clayton Developments Limited
Tom Swanson, P.Eng, Summit Rock Developments Limited
Brent Conrad, Conrad Brothers Ltd.
Kim Conrad, Conrad Brothers Ltd.
Scott MacCallum, P.Eng, Port Wallace Holdings

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1. CALL TO ORDER

Robert MacPherson called the meeting to order at 6:30 pm.

2. ADDED ITEMS / APPROVAL OF AGENDA

Peter Connor would like to speak about water quality.

Robert MacPherson suggested it be added at item 9, General committee discussion, Peter agreed.

Andrew Bone would like to add an item about remaining steps, Robert MacPherson suggested adding it after item 3.

3. APPROVAL OF MEETING NOTES OF MAY 31, 2018

Robert and Peter are abstaining as they were not at this meeting, all other members are in favor of approving minutes. Minutes Approved

4. PROCESS UPDATE

Andrew Bone reviewed with the committee what the remaining steps are, steps are included in the handout given to the committee.

Adam Flick asked what the October meeting would look like.

Andrew Bone replied that it would be a large-scale meeting, that it could be an open house and meeting, this could be discussed by the committee.

Peter Connor advised that they believe there should be additional field trips to the Port Wallace area, that they all be in one vehicle for the Bedford West field trip and that the developer be there to explain what they are looking at and answer any questions.

Andrew Bone believes the current schedule of one field trip is appropriate, however if the committee would like a more in-depth walkabout on the property this could be done at a different time. The plan is to take several vehicles and have only staff and committee members attend.

Claudia Currie would like there to be more walking around on the Port Wallace lands to see the watershed area.

Peter Connor put forward a recommendation that the committee look at further field trips, that they look at areas other than Barry's Run and that they go deeper into the site.

Seconded by Claudia Currie, all agreed.

Peter Connor would like the developer to attend this field trip and that they go in a bus if possible.

5. PUBLIC PARTICIPATION COMMENTS RECEIVED

Andrew advised that a comment from Doug Skinner, P. Eng was received. The committee will review this information and discuss this at a later time.

The committee asked is Doug Skinner was present, Doug was at the meeting and advised the committee that since receiving the report update only today that the information in his comment to the committee would have to be updated, this will be completed before the committee's next meeting.

Andrew Bone added that this information will be circulated to committee members as soon as it is received.

Bertrand Losier asked that Doug Skinner be allowed to speak at the next meeting, the committee members may have questions for him.

Claudia Currie made a motion to recommend that the committee meet on June 28th and that Doug Skinner be allowed to address the committee at that time.

All committee members are in favor to meet on June 28th and to add a ten minute slot on the agenda for Doug Skinner.

Peter Connor advised that they have difficulty in finding all the related documentation on the HRM website related to this committee and would like to have all the information send via pdf to his email.

Andrew Bone replied that due to size restrictions some of this information is best viewed on the website and that they are available to direct Peter to the proper location.

6. LAST MEETING REVIEW

Andrew Bone briefly reviewed the information discussed at the last meeting. Andrew reminded the committee that if anyone has process related questions or any questions related to the committee's work that they can be reached by phone or email.

7. TRAFFIC SAFETY AUDIT – WAVERLEY ROAD/HIGHWAY 107

Paul Burgess presented a power point outlining traffic safety data received (see power point information for more details). The data for Waverly Road was obtained from HRP and covers the time from January 1, 2016 to March 31, 2018. The data for the 107 was obtained from RCMP and covers the time from April 1, 2013 to March 31, 2018.

Claudia Currie pointed out that some data goes back years and some data is a period of a few months, this data is not a representative sample. There have been fatalities and collisions with cyclists. The data presented here is weak. Claudia asked what is the estimate of cars that will be added after this project is completed.

Paul Burgess replied that the request was put through to HRP to receive data for 5 years, the data is in paper form and HRP was not able to go back 5 years. Paul agreed that the sample is limited. They advised that they do not have the exact number of vehicles added however altogether there are about 3730 residential units being added, there are formulas used to calculate traffic volumes, it's somewhere between 1500 and 2000 vehicles.

Valerie Gray asked if there were updates on the right turning lane from Waverley road going up Montebello for outbound traffic. Do we know what direction vehicles were going when a collision occurs? Is there anything this committee can do to speed up the right turn lane installation?

Paul Burgess replied that the right turn lane is part of the Master Plan, it was determined that there is enough room to put it in. The question now is how early do we install that right turning lane. The police reports contain the time of day and direction the vehicles were going. The CBCL study was a very high-level study, staff takes that report and adds more data, this detailed analysis would have recommendations for when certain aspects should go forward.

Andrew Bone replied that this could be put in the "parking lot" and discussed at a later time, there is a lot of work going on behind the scenes that may address this.

Valerie Gray would like this to be added to the "parking lot".

Peter Connor would like to know if it's possible to write policy requiring other technology to help with traffic? Things like rumble strips, speed indicators, crosswalk warning lights before you arrive at the crosswalk.

Paul Burgess replied that some of these things may be great ideas, a comprehensive road safety study of the Waverley road could be done as part of this process.

Adam Flick believes the public would like to prevent this becoming a bigger issue. It's a two-lane road, it would make sense that there are less accidents here. It is not enough to say "it could be worse, it could be St. Margaret's Bay Road", let's not make it worse.

There was a question from a member of the public to clarify a part of the presentation that described that on a 3km section there was .7 collisions per 100 000 vehicle/km.

Paul Burgess replied that they were simply trying to explain how they calculate vehicle/km in traffic studies.

Robert MacPherson suggested that the meeting be extended to 9:30 due to the busy agenda, all committee members agreed.

8. MASTER PLAN REVIEW

a) Port Wallace Holdings Presentation

Kevin Neatt presented maps of a concept plan of potential phasing for the Port Wallace area. Please see Phasing Plan June 7th, 2018

Kevin explained that some of the phasing is predicated upon sanitary system (where it is located and when it can be accessed), the housing market, road construction, transit opportunities and more. Barry's run is the low point of the land, from a sanitary perspective you would be able to start phase 1 at two ends by using a temporary pumping station on the Avenue du Portage Phase 1 until the phases can be connected. Phase 2 includes another section including portions of Avenue du Portage and would include some commercial, possibly a small grocer and it would connect to the end of Avenue du Portage in phase 3.

Bertrand Losier asked if the current water and waste water capacity can handle these first phases?

Scott MacCallum replied no, this is why the temporary pump station would be needed to accommodate phase 1 and 2. After this the permanent pumping station and a force main system would have to be installed.

Peter Connor asked if the force main was going to be in the travelled way or in the shoulder of the road?

Scott MacCallum replied that they cannot speak for the Halifax Water, but we have designed it such as it minimizes the impact to the public. This is subject to Halifax Water approval.

Peter Connor asked if this is an opportunity for some right-of-way improvements, bicycle lane, trails, walkways, things like this?

Scott MacCallum replied that there is limited space here, there may not be enough room for an asphalt trail.

Valerie Gray would like to know when the road between the two phase 1's sections would be accessible, in order to get transit there? By phase 2 you'd want buses in there.

Kevin Neatt explained that by the time phase 2 is constructed and people start moving in the road would be connected and transit could come in right away.

Peter Connor asked if the road could be finished during phase 1 instead?

Kevin Neatt replied that they can look at that possibility.

Scott MacCallum added that it may not be possible due to "Inflow and Infiltration" to the sanitary system being at capacity however they will look at the possibility. There could be a timing issue for Halifax Water as well. Kevin Neatt replied that all of these issues will be looked at to see if this road can be constructed earlier.

Claudia Currie asked when the bridge over Barry's Run would be built.

Kevin Neatt replied that this would happen in phase 4. In phase 5 the entire backbone road (extension of Avenue du Portage across Barry's Run back down to the Waverley Road) would be connected.

Andrew Bone added that their experience from Bedford West and Bedford South is that a phase can be developed, the product can be sold, but the dwelling units or commercial buildings may not be built for a number of years. In general terms, Port Wallace Holdings subdivides the property for development, they aren't necessarily the ones who do the building, so there can be some lag time til full buildout of an area.

Peter Connor asked if the "backbone" road could be built first.

Kevin Neatt replied that it was looked at but it is simply not possible to build that much road and infrastructure up front.

Peter Connor asked about all the areas on the map that don't have lots on them, what is located there. Is this part of the parkland vision?

Kevin Neatt replied that these spots are all not suitable for development and/or would be part of the parkland infrastructure.

Tom Swanson asked if after phase 4 and 5 are built will transit go through that area as well?

Kevin Neatt replied that at the beginning transit would likely connect the two phase 1 sections, after phase 4 and 5 are constructed the transit route would likely change to run the length of Avenue du Portage.

b) Whebby, Unia and Conrad

Tom Swanson spoke about the phases of the Conrad industrial lands and residential lands. See Montague Gold Mines map, phasing Plan, Version 102. They will not be going forward with developing the lands across the highway until that land is attached to the sewer system that will attach to the Dartmouth North trunk sewer.

Peter Connor added that the Conrad lands are waiting for the Port Wallace Holding lands to be developed in order for the service lines to be connected so they can then connect to the services. It seems as if they are benefiting from the work that the Port Wallace lands will bring.

Tom Swanson replied that HRM has developed Capital Cost Contributions that both Port Wallace Holdings and the Conrad's must make up front contributions to in order to have pumping stations built. The Conrad lands will not be developed until those stations are in place. If a client came along that wanted to buy a large piece of land they could in theory build phase 1, 2 and 3 at the same time that the pumping station is being built, but this is not likely. The day the pumping station is built and working is when the Conrad lands will start being developed.

Peter Connor replied that it would be nice if the people who move into the Port Wallace area would be able to work in the Port Wallace area, that's why it might be favorable to have Conrad lands developed earlier.

Tom Swanson replied that the pumping station would not be ready until 2020 and that the 1st phase might start in 2021 and the 2nd in 2022. The development would start after the trunk sewer and pumping stations are installed and would carry on for 15 to 20 years near the quarry and 10 or 12 years on the residential.

Brent Conrad added that there are other things to consider here, there are existing businesses here that cannot be moved until the zoning is changed, they do not want to lose these existing companies. There is still a lot of rock to quarry in phases 7, 8 and 9, they do not want to be doing blasting next to existing businesses. They are not trying to get the development built fast as that is not their main concern. The quarry and the existing businesses are their main concern at this time, this is why the phasing is happening a little slower.

Tom Swanson and the committee members discussed the maps he presented to them.

Tom Swanson spoke about the Unia lands as shown on map titled Unia Estates.

Valerie Gray asked what kind of buildings would be put up in the high-density area and will there be a storm water management plan for these lands.

Tom Swanson replied that they would be similar to the types of buildings going up on the Port Wallace Holdings lands and to what is seen in Bedford West, 6 to 8 stories. There is not yet a storm water management plan however policy will require that one is created.

Tom Swanson spoke about the Whebby's Race Track Lands – See Whebby's Race Track Lands sketch 3 map. These lands will not be developed for another 8 to 10 years.

Peter Connor asked if there is a planning reason for the Unia and Webby lands to be developed earlier?

Tom Swanson replied that the Unia lands would have to wait till phase 1, 2 and 3 of the Port Wallace Holdings lands were developed. It would be possible for those lands to be developed at that time and if a developer comes along who would like to do that it could happen; the current owners do not want to develop it themselves. The current phasing plans for these lands is what is likely to happen.

9. MAPPING EXERCISE

The committee members and developers did a mapping exercise where they wrote notes and drew on the maps to identify areas that they felt needed more discussion, there was a group discussion around the maps.

The committee members spoke about the following items:

- a possible connection at Wilcot lane. Scott MacCallum said that their engineers had looked at that site however the sight lines are not acceptable for this to be a connection site; Montague Road is an access controlled route through TIR and their requirements are not met for this location.
- the need for buffers or landscaping around the edges of the Whebby property;
- construction of haul roads or construction accesses off of Highway 107;
- concern over sight distances on the Waverley Road at secondary entrance (Phase 1);
- ensuring school planning activities take places with Halifax Regional Centre for Education and Conseil scolaire acadien provincial;
- need for a variety of housing options including in-law suites; and
- ensuring that any restaurants have the ability to have exterior patios..

10. GENERAL COMMITTEE DISCUSSION

Due to time restraints this will be moved to the next meeting.

11. PUBLIC COMMENTS

Glen Bowie asked what is written down for the minutes, it was hard to hear Mr. Swanson perhaps he could use a mic and perhaps the maps could be shown overhead so the members of the public can see what is happening? When will the meeting notes available to the public? The data shown for the traffic presentation said there were no cycling accidents however they have seen some, it makes is seem as if HRM is trying to hide something. They lived through the ikea project, they were told it was going to look super, it is not. The things we are told at these meetings sound great but we have to live with it afterwards. This project is almost like adding Truro to an existing infrastructure. I am not against this happening but let's do it right. We want to activate the community and make sure these maps are seen by the members of the community.

Andrew Bone responded that there are meeting notes, these are not verbatim. The notes are circulated to the committee members and at the next meeting they are voted on, at this time they can be posted. The traffic presentation relies on data that is reported during the times stated on the report.

A member of the public asked if the storm sewer runoff would run into lake Charles into existing infrastructure? There is a four-foot storm sewer grate next to us and on storm days you see a cloud of grey water flowing down, if there is more water this will get worse.

Scott MacCallum replied that the majority of it would come through Barry's Run, they would distribute the water through low impact development and not through detention ponds. They are trying to balance the hydraulic cycle. The Storm Water presentation talks about how this will be addressed. Everything will go through to lake Charles.

Andrew Bone added that the presentation on Storm Water is available online and addresses these questions.

Kim Conrad spoke about how it is easy to have misinformation about the plans for these developments. The Conrad's have been working with the department of Environment much more than what people realize, they do

studies and have been for years. When they do their development most people will not even see what is happening. We are happy to answer any questions that people have. We are a family run business, we like to do things right. We have an open house on September 8th and would welcome everyone to come. We tried to have the zoning changed to help us in our current business, we were not trying to pull anything as we were accused of.

Adam Flick replied that had the zoning of gone through it would be zoned for C&D today.

Brent Conrad replied that they do not want a C&D facility there.

Peter Connor spoke about wanting to define landscaping standards for everything so they don't end up with something like Ikea again.

12. FIELD TRIP

Andrew Bone will communicate with the committee regarding the field trip. There is a draft itinerary.

Peter Connor reiterated that they should have a bus.

Andrew replied that they would look into this and contact the committee members regarding it.

13. NEXT MEETINGS

June 28th meeting is required, Robert MacPherson suggested they continue the mapping exercise at this time.

Items in the "parking lot" could be addressed at this time, the presentation by Mr. Skinner should be at the beginning of the agenda.

14. ADJOURNEMENT

Meeting adjourned at 9:38 pm.