

Port Wallace

Committee Comments

Committee Comment	Policy Response
Concerned with the location of the collector road intersecting with Waverley Road. Would prefer to have road connect at Wilcot Lane or Lynewood Drive. RESOLVED	In general, it is a practice to avoid connecting a collector road to an existing local road. Doing so radically changes the neighbourhood and has a direct impact on the enjoyment of homes on a local street. When you connect to an arterial or collector road, it is not unreasonable for the property owners to expect higher traffic volumes and the width and construction standards of a collector/arterial road are designed to accommodate such traffic volumes. The proposal connects to Waverley Road through an undeveloped parcel of land sized as a road Right of way. A review of land registry records indicates this parcel was a proposed road (66 feet wide) in 1950. - See attached memo for more information
There needs to be upgrades (widening) to Highway 107 for traffic to be handled by this roadway.	We have requested additional information regarding Highway 107 traffic volumes. We expect to have updated information mid-October. Staff have engaged in discussion with NSTIR regarding the timing of upgrades (widening). NSTIR has indicated that upgrades are currently beyond their planning/budgeting timelines and are unable to identify when widening will happen. Staff will review the issue once the updated traffic counts are completed.
Concerned about traffic on the Braemar Drive section.	We have requested additional information regarding Braemar traffic volumes. We expect to have updated information mid-October. Staff will review the issue once the updated traffic counts are completed.
Water quality and quantity issues in surrounding lakes.	Draft MPS policy has been drafted which strive to addresses these concerns including direction regarding water monitoring, storm water management and public stewardship initiatives. Staff await the committees review of proposed MPS policy.
Existing water quality issues with Lake Charles where Brook from quarry or unknown source discharges.	Staff have engaged with Nova Scotia Environment (NSE), NS Transportation and Infrastructure Renewal, HRM's Environment Unit and Halifax Water to pull together relevant agencies who have jurisdiction on this issue. NSE is gathering additional scientific data and will be further analyzing this situation. Staff are of the opinion that while this matter is proximate to Port Wallace, it is separate from the Port Wallace project which deals with future development. Planning staff will continue to facilitate discussion and any appropriate action on this matter. Should any outcome directly impact the Port Wallace project, planning policy will be adjusted.

<p>Connection to local neighbourhoods are a concern.</p>	<p>The primary goal with the transportation network for Port Wallace is to focus development and land uses with high traffic generation around the proposed collector road which will provide direct and easy access in to and out of the proposed development. The layout of local roads are intended to discourage short cutting through the site. That being said, there will be increases of traffic on local streets, but because there are many local street connections and they are dispersed throughout the development, it is not anticipated that the final street network will add traffic to local streets which is beyond the capability of a local street to handle from a design perspective.</p>
<p>Concerns with the range of permitted industrial uses, lighting, landscaping and buffering to adjacent residential areas.</p>	<p>Draft MPS policies and related zones establish two industrial zones: 1) a commercial-industrial zone that is more appropriate next to residential areas, and 2) a general industrial zone that allows a greater range of industrial uses that must be located towards the middle of the Conrad quarry site. In addition, zone requirements include enhanced buffering, lighting and landscaping controls. Staff await the committees review of the proposed MPS policy and industrial zones.</p>
<p>Potential environmental contamination of Barry's Run</p>	<p>Planning is acutely aware of the issues relating to the former Montague Mines which is located upstream of the site. NSE is the regulator of potential contaminated sites and they have provided some initial advise to the Municipality. It is anticipated that a staff report will be reviewed by HRM Regional Council in the coming months. They are expected to provide some direction on this matter based on NSE's guidance. Staff will review this matter with the Committee subsequent to the direction of Regional Council. It is anticipated that the mine tailing issue will take some time to complete all reviews before policy conclusions can be reached.</p>
<p>Future connection to highway 107</p>	<p>An analysis of this matter has taken place in the Master Infrastructure Study. The findings indicated that a new interchange was not required and that the existing road network (with upgrades) was sufficient to handle the proposed traffic generated from Port Wallace. Options exist which could preserve a right of way (road reserve) which could be used as an interchange access if one was required in the future, but given that the Municipality is of the opinion that such interchange is not required the likelihood that it will be built in the future is limited, especially since the funding of such an interchange is not being proposed as part of a capital cost/infrastructure program and charge.</p>
<p>Transition to existing neighbourhoods</p>	<p>Draft MPS policy has been drafted which strive to addresses the issue through multiple measures, including the placement on zones, and restrictions on the form of housing located next to existing low density residential neighbourhoods. Staff await the</p>

	committees review of proposed MPS policy and policy will be adjusted as necessary.
Bridge Crossing of Highway 107 to connect to Montague Road	<p>The challenge with crossing Highway 107 at this location is the angle of crossing and the proximity to the Montague Road interchange. The proposed bridge would cross Highway 107 at an approximate 40-degree angle which would increase the span length. The on and off ramps to the Montague Road interchange would also need to be accommodated making the total span of roughly 60 metres.</p> <p>Grades are also a challenge. To cross over Highway 107 would require an approach grade that exceeds 12%. The maximum grade for a minor collector road is 8%.</p> <p>The cost of the bridge would be roughly \$5 - \$10 million. This does not include the re-grading and realignment of Montague Road would be another \$7 - \$10 million, making the total cost of the project \$12-\$20 million.</p> <p>Given the grades and the cost, the option of connecting the internal loop road to Montague Road to the other side of Highway 107 is not feasible. Further the analysis of the Waverley Road indicates capacity and the outlay of 12-20 million for the proposal cannot be justified. See attached memo for more information</p>
AT connection under Highway 107- Existing Tunnel	No information at this time.
Letter to Province re Safety of Highway 107	No information at this time