

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.	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.
Connection to local neighbourhoods are a concern.	The primary goal with the transportation network for Port Wallace is to focus development and land uses with high traffic

	<p>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 committees review of proposed MPS policy and policy will be adjusted as necessary.</p>

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MEMORANDUM

TO: Andrew Bone, MCIP, LPP – Planner III

FROM: Paul Burgess, M.Eng., P.Eng, Program

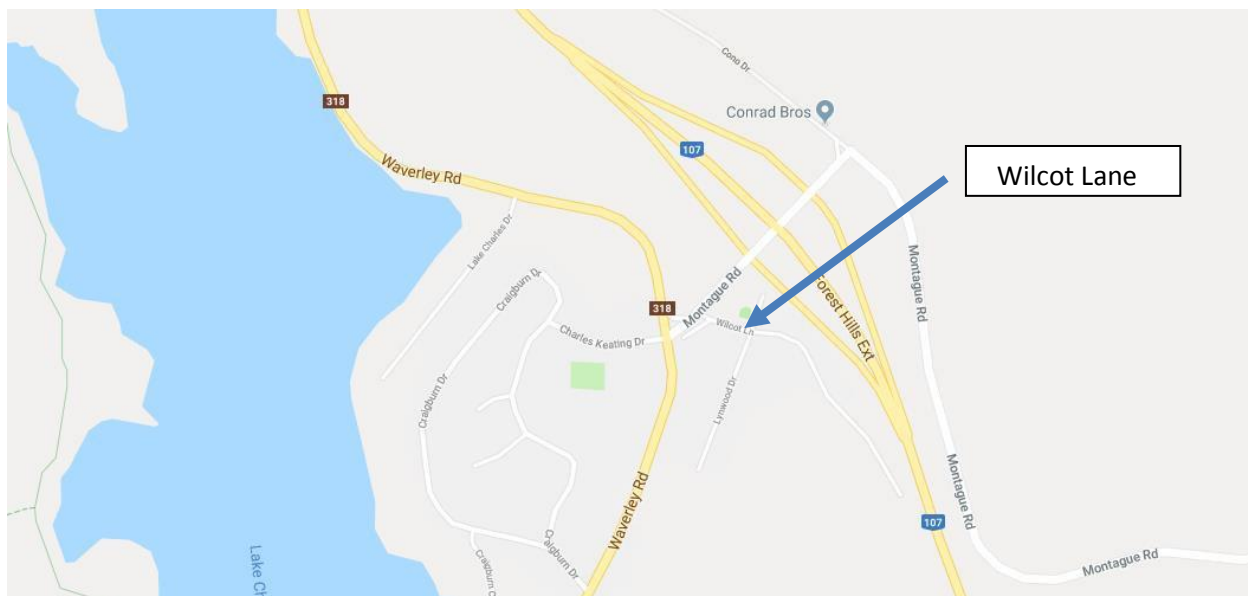


Manager DATE: September 5, 2018

SUBJECT: Port Wallace Master Plan – Wilcot Lane

In response to the Public Participation Committee's request, I have examined the feasibility of connecting the internal loop road to Wilcot Lane instead of connecting it to Waverley Road. The rationale for the request is that it would bypass a section of Waverley Road, which in the opinion of some members of the committee is not suitable to accommodate the additional traffic generated by the Port Wallace development.

When the Forest Hills Extension was constructed, Montague Road was severed, and the section remaining on the west side, was renamed Wilcot Lane.



The road is approximately 400 metres in length and has a rural cross section. Wilcot Lane is classified as a local road and has 16 single family homes.



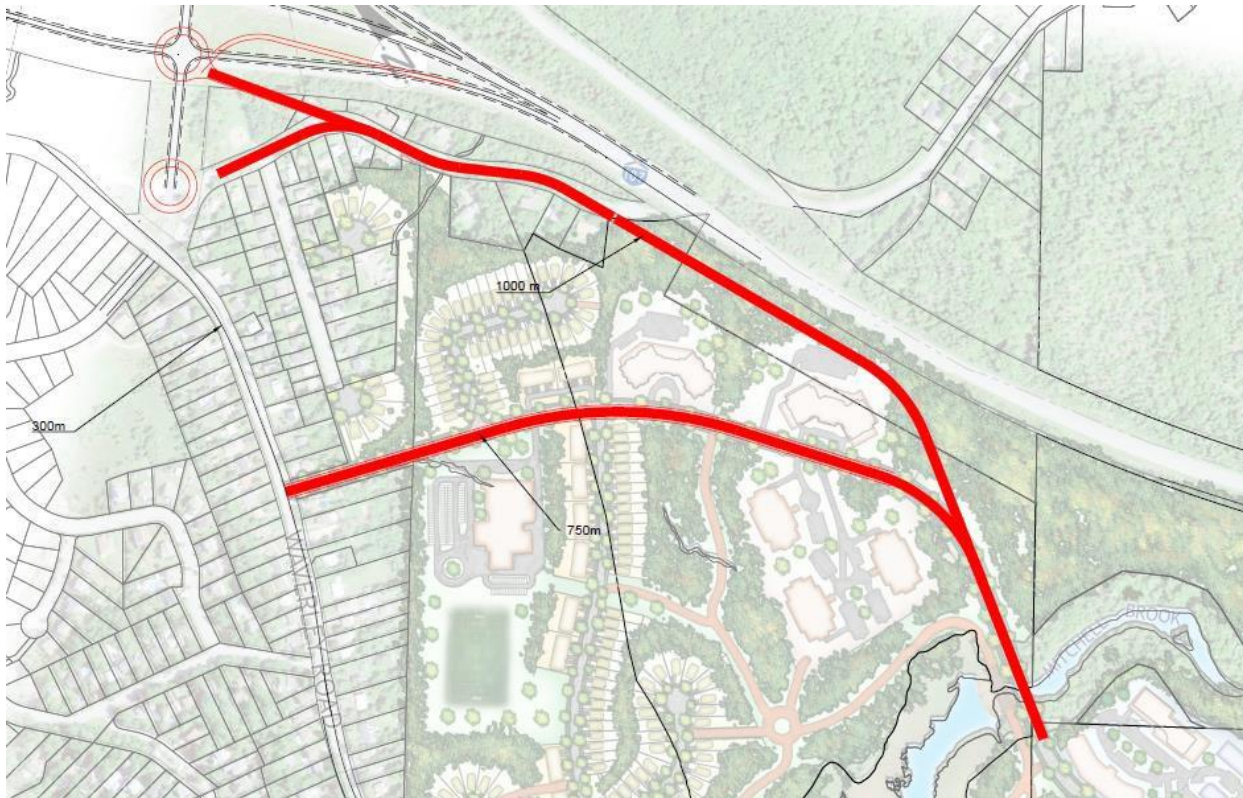
The 2009 Cost of Servicing Study showed the internal collector road connecting to Wilcot Lane, and to a roundabout at the intersection of Waverley Road and Montague Road. It should be noted that the 2009 study presented this as a concept that was subject to further analysis.



While it is not known whether current connection to the Waverley Road was considered in the 2009 study, a connection would have likely been provided as part of access to the adjacent lands. I believe it represents a better option because it avoids using a local road to carry traffic generated by the

Port Wallace development. Waverley Road is classified as a collector roadway and policy would dictate that the connection be made to a collector roadway. Access to Waverley Road can be controlled by traffic signal and separate left turn lanes.

I have shown three alignments in the figure below. Two of the alignments use Wilcot Lane to connect either to a roundabout at the interchange terminal, or a roundabout at the intersection of Waverley Road at Montague Road. The third alignment shows my interpretation of the current proposal.



If Wilcot Road was used, the resulting alignment would be 250 metres longer than the current proposal and would only by-pass 300 metres of Waverley Road. This section of Waverley Road has 24 single family homes as opposed to 16 family homes on Wilcot Lane

A preliminary analysis of the Montague Interchange indicates that it would be expensive to construct a roundabout at the southbound ramp terminals. A roundabout at the Waverley/Montague is also complicated because of the need to provide driveway access to adjacent homes. The infrastructure plan will likely recommend traffic signals at these two locations.

The Wilcot Lane alignments would require acquisition of right-of-way to accommodate the collector road cross section and AT infrastructure.

It is for the reasons described above that I recommend that Wilcot Lane not be considered part of the internal collector road for the Port Wallace development. Let me know if you require anything further.