

**Port Wallace Public Participation Committee**  
**Meeting Notes: February 5, 2018, commencing at 7 p.m.**  
**Helen Creighton Room, Alderney Gate Library**

**PRESENT:** Ms. Catherine Lunn, Co Chair  
Mr. Bertrand Losier  
Mr. Robert MachPerson  
Ms. Claudia Currie  
Mr. Peter Connor  
Mr. Adam Flick  
Councillor Tony Mancini, District 6  
Councillor Steve Streach, District 1

**STAFF:** Mr. Andrew Bone, Planner III  
Mr. Paul Burgess, Program Manager, Infrastructure Policy & Standards  
Ms. Katherine Green, Policy & Strategic Initiatives Program Manager  
Mr. Ben Sivak, Principal Planner, Regional &  
Ms. Genevieve Hachey, Planning Controller

**REGRETS:** Mr. Steven Sinnott  
Ms. Valerie Gray

**OTHERS:** Mr. Kevin Neatt, Clayton Developments Limited  
Mr. Tom Swanson, P.Eng, Summit Rock Developments Limited  
Mr. Brent Conrad, Conrad Brothers Ltd.

**TABLE OF CONTENTS**

1. CALL TO ORDER ..... 3

2. APPROVAL OF MEETING NOTES OF FEBRUARY 27, 2017..... 3

3. ADDED ITEMS / APPROVAL OF AGENDA ..... 3

4. INTRODUCTION OF NEW PLANNER (Ben Slvak, Principal Planner and Andrew Bone, Planner III, Planning & Development, HRM)..... 3

5. AN UPDATE ON THE INFRASTRURE STUDY (presentation by Paul Burgess, Manager of Policy & Standards, Planning & Development, HRM)..... 3

6. NEXT STEPS (Andrew Bone) ..... 7

7. CIRCULATION OF CONTACT LIST ..... 8

8. ADDED ITEMS – NSE Update Pyretic Slate ..... 8

9. NEXT MEETINGS (April 2018) ..... 8

10. ADJOURNMENT..... 8

**1. CALL TO ORDER**

*Ms. Catherine Lunn, Co-Chair called the meeting to order at 7:06pm.*

**2. APPROVAL OF MEETING NOTES OF FEBRUARY 27, 2017**

*Moved by Bertrand Losier, seconded by Robert MacPherson to approve the meeting notes as presented. Motion Put and Passed.*

**3. ADDED ITEMS / APPROVAL OF AGENDA**

*Andrew Bone has added an update on Pyrectic Slate dumping*

**4. INTRODUCTION OF NEW PLANNER**

*Ben Sivak, Principal Planner with Regional and Community Planning team introduced Andrew Bone, Senior Planner who will be lead contact for this group. Andrew Bone introduced himself and spoke of his background in Planning.*

**5. AN UPDATE ON THE INFRASTRURE STUDY** (presentation by Paul Burgess, Manager of Policy & Standards, Planning & Development, HRM)

*Mr. Burgess presented a power point of showing the summary of the Infrastructure Study*

Port Wallace Master Plan Area – Baseline Study Transportation Analysis (overview)	
Existing Access Points/ Proposed access points	<ul style="list-style-type: none"> <li>Existing, Waverley Road, Main Street via Avenue du Portage and Caledonia, Forest Hills Extension via Montague Road</li> <li>Proposed, Waverley Road, Montague Road</li> <li>A new connection to Forest Hills Extension and a crossing of Barry’s Run was also included in the analysis</li> </ul>
Development Assumptions	<ul style="list-style-type: none"> <li>3744 Residential units</li> <li>184 Acres of light industrial</li> <li>150 000 square feet of commercial</li> <li>Buildout: 15-30 years</li> </ul>
Baseline Traffic Conditions	<ul style="list-style-type: none"> <li>Background Traffic Growth:</li> <li>2017-2031: 1% per year</li> <li>2031-2047: 0.75% per year</li> <li>Forest Hills Extension (Montague to Burnside) at or near capacity during rush hour)</li> </ul>
Trip Generation and Mode Choice	<ul style="list-style-type: none"> <li>Waverley Road between Montebello and Montague – 8000 vehicles per day, 500vph</li> <li>Waverley Road between Montebello and Highway 111 – 23 500 VPD, 1700 VPH</li> <li>Main between Caledonia and Highway 111 – 33 600 VPD, 2900 VPH</li> </ul>

	<ul style="list-style-type: none"> <li>• Caledonia between Montebello and Main, 15300 VPD, 1000 VPH</li> </ul>
Trip Distribution	<ul style="list-style-type: none"> <li>• 7% going North</li> <li>• 58% going towards Burnside/Mackay Bridge</li> <li>• 5% going towards the Eastern Shore</li> <li>• 30% going towards Main street/Dartmouth/Eastern Passage</li> </ul>
Results	<ul style="list-style-type: none"> <li>• Limited Development (400 units) can take place without the need to upgrade the transportation infrastructure</li> <li>• A new connection to Forest Hills Extension is not needed</li> <li>• Forest Hills Extension will need to be widened with or without the Port Wallace development</li> </ul>
Forest Hills Extension Widening	<ul style="list-style-type: none"> <li>• Modelling indicates that the Forest Hills Extension will need to be widened to four-lanes to accommodate growth outside of the study area as it is at or near capacity from Montague Road to Burnside.</li> </ul>
Why Cross Barry's Run	<ul style="list-style-type: none"> <li>• Better transit routing</li> <li>• Improved AT connections</li> <li>• Better development integration</li> </ul>
What can be done with Main at Forest Hills Extension	<ul style="list-style-type: none"> <li>• Current intersection at or near capacity</li> <li>• Long term solution is the Cherrybrook Bypass</li> </ul>
Water System	<ul style="list-style-type: none"> <li>• Existing water system has sufficient capacity</li> </ul>
Sanitary Sewer	<ul style="list-style-type: none"> <li>• Upgrades needed day 1</li> <li>• A new forcemain is required through Shubie Park and under the Shubie Canal, cost sharing opportunity</li> </ul>
Storm Drainage	<ul style="list-style-type: none"> <li>• Stormwater system will be responsibility of developer</li> <li>• Further investigation of Barry's Run is needed to determine contamination risks.</li> </ul>

### Questions:

*Peter Connor: Pinch points seem to be at Main Ave and Montague Road, the solution appears to be the Cherry Brook bypass? Who would be paying for the Cherry Brook Bypass? There is a great deal of Truck traffic on Braemar Drive, is there anything we can do to limit the amount of large trucks on this road? I see large trucks here all the time, they use the area as a short cut.*

*Paul Burgess: The long-term solution would be the Cherry Brook bypass which could be 20 -25 years away, the short-term solution would be to widen the section of the 107 north of Montague Mines Road. The Cherry Brook bypass would be a provincial project, the Montague road interchange could potentially be cost shared between HRM and the developer. Without the twinning of the Forest Hills Parkway north of Montague Road, HRM has not found a significant enough change to the traffic to justify four lanes on the Waverley Road, nor is Waverley Road suited for widening.*

*This traffic study is done by CBCL.*

*The Integrated Mobility plan is aimed at managing congestion, not specifically eliminating it.*

*Brent Conrad: Waverley Road is currently closed to truck traffic; only local traffic is allowed. Policing would be the answer here.*

*Adam Flick wanted to know if the figure of 1% growth rate is that for this development specifically?*

*Paul Burgess: This is for outside of the development, there is growth outside of this development that would add to the traffic in this area.*

*Peter Connor wanted to know what type of modeling was done and if traffic counts were done.*

*Paul Burgess: There are two types of modelling, one is referred to as Micro Simulation Modeling (which is a computer-generated simulation looking at traffic) and the other is Macro Modeling which looks at travelling demand. You use the Macro to determine where people will be going and how many cars are going to be in an area and then you go into a Micro Simulation model. The primary focus of this analysis was to see how many cars would be generated during rush hour and where would they be going so we could find out what areas needed improvement. Comprehensive traffic counts were done in May.*

*Claudia Currie wanted to know that since HRM does traffic counts every two years are the metrics for the modelling updated with this new information?*

*Paul Burgess: Yes, the modelling takes into account the new counts and the margin of error.*

*Robert MacPherson wanted to say that he is supportive of this development plan and that Clayton has been doing a good job and are listening to their concerns. Waverley road is a collector road, there are only sidewalks on one side, from Montague going north it is congested with driveways and for these people the added congestion will cause a problem. What is the municipality thinking of doing to address these current issues? There seems to be not much discussion on what this will do to Waverley road and what it will look like in the future.*

*Paul Burgess: I believe there is only a 66-foot right-of-way along Waverley road, it is built like an old collector road; this makes it challenging to add more sidewalks. The idea is that if we can eliminate congestion on the 107 that traffic would be more likely to go north.*

*Peter Connor: Could we not put in a policy that monitors traffic conditions as growth occurs and require certain steps be taken once you hit certain milestones. Is it possible for us to write MPS Policies?*

*Andrew Bone: it is possible for this committee influence the writing of MPS Policies.*

*Bertrand Losier: The A to D area on the first map, this artery and the bridge are going to be important to alleviate traffic, is this all at the developers cost or is it HRM that will pay for this?*

*Paul Burgess: These details will all have to be worked out, one of the next steps is to get into detailed planning, phasing and cost sharing. We are looking to see if we can get this road in early to encourage transit. These discussions are still happening. We believe that in the 0 to 5 year term that most of the traffic would go North on Waverley road to the interchange with the 107.*

*Tom Swanson: I don't believe that there are any signs on Waverly road stating that it is restricted to local truck traffic.*

*Ben Sivak: We will look into this.*

*Adam Flick had a question regarding time frames for construction of this project. The 107 currently backs up to the interchange in the mornings, you'll see with the first 400 units going up in the first 0 to 5 years what that will do for traffic.*

*Kevin Neatt: For the Port Wallace Holdings Limited land we are looking for a 12 to 15 year time frame. For the Master Plan which includes other lands in the area it would be a much longer time frame.*

*Tom Swanson: for some of the lands they aren't looking at starting for another 30 years, for the Conrad lands in particular.*

*Paul Burgess: We are finding that some of the older areas here may have household numbers that are diminishing. When we are talking about adding 3700 units, you will have to take into account that some of the older subdivisions may be generating less traffic. When we talked about the 4200 vehicles trips per hour you are also including schools in the area and commercial traffic, not these trips end up on the Waverley road or the interchange, some of these trips are internal trip. CBCL would have included all of this in their analysis.*

*Brent Conrad: Most of the land that is marked as industrial already has operating businesses there, the traffic from these lands will not increase, the traffic is already there. There will not be speedy development in this area. If anyone would want a tour of these areas, we would be happy to do that.*

*Peter Connor would like to suggest that they do tour the whole plan area together.*

*Catherine Lunn would also like this.*

*Claudia Currie is concerned that during phase 1 to 7 that there will be a fair amount of trucking on the Waverley road. It was overwhelming for people who lived here during the time that they were removing pyretic slate.*

*Peter Connor added that in HRM you must submit a construction management plan as part of the building process.*

*Andrew Bone will look into this.*

*Tony Mancini had a question about you mitigate the construction of the bridge on Barry's run, how do you not damage this beautiful area. This is a growth area, one of the biggest concerns is the traffic impact, what can we do with this project and as a municipality to encourage transit? Is there a way to implement a transit plan now?*

*Paul Burgess stated that during the design and construction phase that there are many things that can be done to mitigate and control any damage that would occur. One of the big things to help transit here would be to complete the loop. We've seen in other areas of HRM where the transit loop was put in in phases and when people moved in Metro Transit didn't offer the transit service, by the time transit arrives to the area the residents have already had to buy vehicles. Perhaps adding transit routes early on, knowing that money will not be made on these routes at the beginning perhaps that would encourage people. This is on Halifax Transit's radar.*

*Peter Connor wanted to know if the committee has the ability to put in policy that the transit route has to be complete in the early stages rather than repeating what happened in Bedford West?*

*Tom Swanson (recording of conversation not audible)*

*Kevin Neatt: We are also actively trying to get transit in this area, it was shown that many of the people in this area work in Burnside. Transit would need to have a better transit route into the northern part of Burnside. We are looking at different possibilities, perhaps a transit pass for every household. There will be a traffic management plan and limit the access during construction.*

*Peter Connor would like to know if there is a possibility of creating a temporary exit off of the Forest Hills Extension for construction vehicles to go directly to the site. Peter also had questions about the sewer system, would there have to be pumping stations? What would happen with overflows.*

*Paul Burgess: yes, there would have to be pumping stations. There are strict rules and regulations around these pumping stations, overflows, rain, climate change, all of these things are looked at. There will be upgrades to the pumping station in this area.*

*Bertrand Losier would like to know if these stations need to always be by a creek?*

*Tom Swanson advised that they need to be at the lowest point on the land.*

## **6. Next Steps (Andrew Bone)**

*The infrastructure report will go to council and it will come to the committee for information at the same time.*

*We are thinking of having two meetings in April for initial discussing and feedback for land use topics including the type of development, location of development within the Master plan area, discussion of parks and trails, transportation and general policy talks.*

*We have two potential dates in April, the 11<sup>th</sup> and 12<sup>th</sup>.*

*Catherine Lunn asked the group if there was a preference?*

*No one objected, the tentative dates for the meetings will be the 11<sup>th</sup> and 12<sup>th</sup> of April.*

*Paul's group will be working on the costing of some of the proposals in the Infrastructure Study and I expect that we would have a Draft Policy Package based on Staff and the PPC Committee input to bring back to this committee in September. We will then prepare to present this package to the public through a Public Information Meeting, we would meet again after this public meeting for your official comment on a draft master plan policy and we will be seeking a recommendation from the committee.*

*The Draft Policy Package, based on Staff and PPC Committee input, should be ready to bring back to this committee sometime in September. This will be presented to the public. We would meet again after that for the committee's official comment on a draft Master Plan Policy and will be seeking a recommendation from the committee.*

*Claudia Currie asked if we could make plans to tour the site.*

*Kevin Neatt indicated that they would be willing to rent a small bus to be able to visit the site and some other sites that show examples of neighborhoods.*

*Andrew Bone indicated that he would work on setting this up.*

*Peter Connor spoke about the importance of finding a name for this new development.*

**7. CIRCULATION OF CONTACT LIST**

*Andrew circulated the updated contact list*

**8. ADDED ITEMS – NSE Update Pyretic Slate**

*Andrew Bone spoke about the report from NSE regarding the pyretic slate. The slate has been removed and follow up testing has been forwarded to NSE and they are reviewing the data.*

**9. NEXT MEETINGS (April 2018)**

*Andrew Bone will send out more information before the next meetings on the 11<sup>th</sup> and 12<sup>th</sup> of April.*

**10. ADJOURNMENT**

*Catherine Lunn adjourned the meeting at 9:02 pm.*