

## Committee E-mail Exchanges After January 9, 2017 Meeting

**From:** FLICK, ADAM

**Sent:** January-12-17 10:06 AM

**To:** Morgan, Paul; Valerie Gray; Bert Losier; Claudia; Robert MacPherson; Catherine Lunn; Steve Sinnott

**Cc:** Mancini, Tony; Kevin Neatt; Tom Swanson; Sivak, Ben; 'Kim Conrad; Brent Conrad

**Subject:** RE: Port Wallace Public Participation Committee Meeting

Hi Paul and others,

I thought about bringing this up at the next meeting, but as that may be a little ways off I thought I would send out an e-mail. Something for members of the Committee, City and other interested parties to consider/discuss at the next meeting. A bit lengthy, I apologize.

My thoughts on a way to possibly impact the community in a more positive way, possibly through less traffic along Waverley Rd, reducing the residential component but increasing the units per acre (less people overall) resulting in better access to amenities, and possibly placing less of a requirement on the need for the overpass or temporary pumping station include:

- a. Place the higher density multi-unit buildings more central as one lady at the Nov 4<sup>th</sup> meeting suggested, closer to Barrys Run.
  - i. Benefit to community: Attractive options for retirees, taking advantage of views over the lake and Barrys run, more control over runoff vs peoples backyards, safer pathways along the water with more visibility from apartment units. The older population will benefit from being closer to walking paths as well. Examples: around Morris Lake, Portland Hills. This would also place many people who are less likely to be on the roads at peak time (High Density, Non Commuters) within the “middle area” – the area where people won’t likely want to back track to the highway and would more likely use the more dangerous area of Waverley Rd. Applewood to Breeze.
  - ii. Benefit to Developer: These higher density developments could be built in the early stages of development, in line with services. Higher prices for units as most would have views over water vs highway.
  
- b. Locate the commercial area closer to the highway and expand on it, making it easier for people to walk to a grocery store, drug store, etc. Something similar to Russel Lake West.
  - i. Benefit to community/city: No more need to drive Waverley every time to get groceries. Learning a grocery store isn’t likely in this development was a surprise. This may also provide for some employment opportunities in the area. As of right now everything requires a commute and will never if ever be easily accessible by bike. I believe this is what the rep from the ecology action centre was picturing, but I don’t think the scale of commercial as proposed will provide

much of a draw to keep traffic off Waverley. More commercial would mean less one way heavy traffic in both AM PM peaks as well.

- ii. Benefit to the developer/city: Right turn in and right turn out to hwy 107 (similar to Truro power centre) with no \$20m overpass. This will make the commercial area easily accessible to the significant traffic along Hwy 107 at PM rush hour. Traffic suggests a significant number of people who work in Burnside live in the Cole Harbour area and this would supplement any shortfall in local population to support these businesses, especially as Burnside grows. This area will be even more attractive once TIR builds the highway through, whenever that occurs.

The lower density residential can buffer existing neighborhoods, pushing medium density (likely commuters) north of Barrys Run closer to the highway interchange – also walking distance to commercial.

Every new community (Bedford West and South, Russell Lake West, Portland Hills) benefits from new amenities – gym, grocery store, retail/office space etc. As it is now, the entire area between Hwy 107, Main St, Waverley Rd and Caledonia Rd has no central shopping area and this isn't in the plan as best I can tell – only small commercial. Consider some sports facilities (not suggesting a BMO centre like BW has), but ball fields or a sports dome similar to Sackville may benefit this location near the highway, so close to the younger population in Cole Harbour.

I just thought I would put it out there as my comments the other night weren't particularly helpful – maybe these aren't either! I am just uneasy with the development as proposed – more people who have to drive everywhere. I'm happy to explain further at the next meeting.

Thanks,

Adam

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**From:** Morgan, Paul

**Sent:** January-12-17 11:12 AM

**To:** FLICK, ADAM; Valerie Gray; Bert Losier; Claudia; Robert MacPherson; Catherine Lunn; Steve Sinnott

**Cc:** Mancini, Tony; Kevin Neatt; Tom Swanson; Sivak, Ben; 'Kim Conrad '; Brent Conrad; Streach, Steve

**Subject:** RE: Port Wallace Public Participation Committee Meeting

Thanks Adam: I have taken the liberty of forwarding your comments to our engineers that attended the meeting on Monday (Paul Burgess and Peter Duncan). If anyone wants to comment on Adam's opinions, feel free to do so. It might be useful to have an on-line conversation. Just two rules that I think we should follow. 1. Be respectful of others opinions and 2. Copy everyone on this mailing list.

My summary of your thoughts from the meeting should be sent out this afternoon.

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**From:** Brent Conrad  
**Sent:** January-12-17 12:05 PM  
**To:** FLICK, ADAM; Valerie Gray; Bert Losier; Claudia; Robert MacPherson; Catherine Lunn; Steve Sinnott  
**Cc:** Mancini, Tony; Kevin Neatt; Tom Swanson; Sivak, Ben; Kim Conrad; Streach, Steve  
**Subject:** RE: Port Wallace Public Participation Committee Meeting

Adam,

Well thought out ideas and it is good to see you are taking a fair and serious approach to finding a win/win for all.

Look forward to more ideas and constructive discussion.

Thanks

Brent Conrad

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**From:** Burgess, Paul  
**Sent:** January-12-17 11:20 AM  
**To:** Morgan, Paul  
**Cc:** Duncan, Peter  
**Subject:** RE: Port Wallace Public Participation Committee Meeting

Paul:

I heard this gentlemen's comments at the meeting. I believe he wanted to develop the commercial and high density commercial area near the Highway first. There are water and sanitary servicing implications to this. It is my understanding that we have to extend the services up from Waverley Road which means starting at the Breeze Drive end.

Is he talking about decreasing the total number of units? If he is, then there would be less traffic generated. If he is talking about reallocating units to high density (and attracting a different type of resident (retired)), then there would be less traffic generated.

The idea of a commercial centre where people can run their errands without leaving the community is a good one and will reduce traffic.. Unfortunately, commercial development is not always guaranteed. While it worked in Bedford South, it hasn't in Bedford West. The two major commercial areas planned for Bedford West remain undeveloped.

Paul Burgess

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**From:** Morgan, Paul  
**Sent:** January-12-17 12:53 PM  
**To:** Burgess, Paul  
**Cc:** Duncan, Peter  
**Subject:** RE: Port Wallace Public Participation Committee Meeting

Paul: With regard to Bedford West, I would say that it hasn't worked yet because it has not yet been constructed. However, there is a development agreement application in and there is little doubt that the commercial area will be developed. By the way, are you willing to share your comments with the recipients of Adam's comments.

I have attached the message that I sent to the recipients.

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**From:** FLICK, ADAM

**Sent:** January-12-17 1:35 PM

**To:** Morgan, Paul; Valerie Gray; Bert Losier; Claudia Currie; Robert MacPherson; Catherine Lunn; Steve Sinnott

**Cc:** Mancini, Tony; Kevin Neatt; Tom Swanson; Sivak, Ben; Kim Conrad; Brent Conrad; Streach, Steve

**Subject:** RE: Port Wallace Public Participation Committee Meeting

Thank you, Paul.

My thinking with this approach would be that the commercial would develop as services are extended up from Waverley Rd along Barrys Run. And I would agree with your comment on BW being only partially built out.

Adam

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**From:** Claudia Currie

**Sent:** January 13, 2017 7:57 AM

**To:** Morgan, Paul

**Subject:** Re: Port Wallace Public Participation Committee Meeting

Is this discussion confidential or can we discuss with outsiders?

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On Jan 13, 2017, at 8:18 AM, Morgan, Paul <[morganp@Halifax.CA](mailto:morganp@Halifax.CA)> wrote:

Hi Claudia: I can't see any reason why you couldn't discuss with outsiders.

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**From:** Claudia Currie

**Sent:** January-13-17 8:35 AM

**To:** Morgan, Paul

**Subject:** Re: Port Wallace Public Participation Committee Meeting

Ok thanks. The lake Charles residents association are requesting information on the development I was trying to give them a sense of where we are with regard to progress.

I thought forwarding Adams comments would accomplish that, but they seemed confidential to me.

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**From:** Bert Losier

**Sent:** January-12-17 4:55 PM

**To:** FLICK, ADAM

**Cc:** Morgan, Paul; Valerie Gray; Claudia Currie; Robert MacPherson; Catherine Lunn; Steve Sinnott; Mancini, Tony; Kevin Neatt; Tom Swanson; Sivak, Ben; Kim Conrad; Brent Conrad; Streach, Steve

**Subject:** Re: Port Wallace Public Participation Committee Meeting

Hi everyone, thanks Adam. Great suggestions.

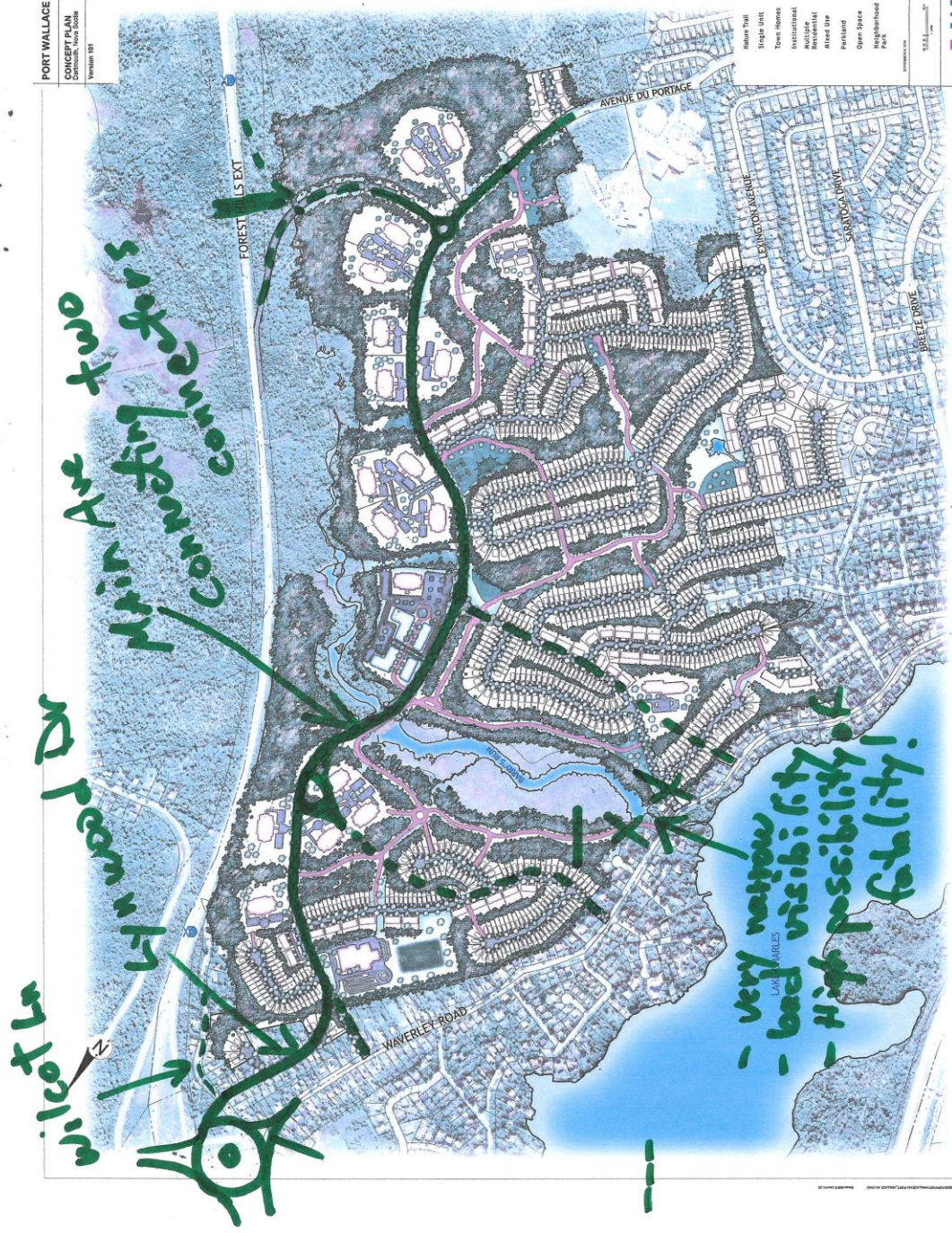
I sent Paul before Christmas comments and suggestions about the whole proposal from both parties. So hopefully most of you read it. I will only concentrate my comments on two areas. I believe they are in line with Adam and other member of the committee.

1. The narrow portion of Waverly Road at the Barry's Run Bridge is always a busy area especially when bicycle, car and truck meet at the bottom and in a curve. We agreed that the north trail should not connect with Waverly Road but should end midway of Barry's run. I believe the street from the subdivision near the south end of Barry's run and the Bridge is way to close. Waverly road is actually more irregular than the map shows. There are a curve at the bottom of the dip and then uprise (visibility issue) as well as a very narrow bridge. I suggest re-designing that area and have a subdivision street connecting Waverly more southerly (as indicated by dash green line).

2. I would like to see the area at the north end of the proposal and south end of the Conrad Lands to be re-analysed and hopefully re-designed. I strongly believe that having a main avenue on the east portion and roughly parallel to 107 is a great approach. This avenue will connect both connectors (assuming there is one built) without putting stress on Waverly Road. With wide street and wide separate sidewalk it would be a great connector from foot, cycling or car point of view. Now to ease off circulation stress on Waverly I really believe the Main Avenue should not connect to Waverly Road as indicated on the proposed plan, but rather continue along Lynwood Dr. and connect to a round about at the Montague Connector. I believe the Conrads need to assess this option because this round about will be connecting their development to the Claytons. I would like to hear the pro and con of this approach but for me the whole community (current and future) will be able to use the Main Avenue as common access to future commercial site.

Thanks

- Urban Trail
- Single Lane
- Town Homes
- Institutional
- Residential
- Mixed Use
- Parkland
- Open Space
- Neighbourhood Park



**From:** Morgan, Paul

**Sent:** Monday, January 16, 2017 9:43 AM

**To:** Bert Losier; FLICK, ADAM

**Cc:** Valerie Gray; Claudia Currie; Robert MacPherson; Catherine Lunn; Steve Sinnott; Mancini, Tony; Kevin Neatt; Tom Swanson; Sivak, Ben; Kim Conrad; Brent Conrad; Streach, Steve

**Subject:** RE: Port Wallace Public Participation Committee Meeting

Thanks Bert: I have forwarded your message to our engineers for consideration.

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**From:** FLICK, ADAM

**Sent:** January-16-17 9:57 AM

**To:** Morgan, Paul; Bert Losier

**Cc:** Valerie Gray; Claudia Currie; Robert MacPherson; Catherine Lunn; Steve Sinnott; Mancini, Tony; Kevin Neatt; Tom Swanson; Sivak, Ben; Kim Conrad; Brent Conrad; Streach, Steve

**Subject:** RE: Port Wallace Public Participation Committee Meeting

Hello,

I agree with Bert on both points as well. Wilcot Lane and the slightly more visible and safer access point to Waverley Rd.

Thanks,

Adam