

**Port Wallace Master Infrastructure Study,
Urban Service Area Expansion &
Plan Amendment Request *(Case 21601)***

March 27, 2018

Report has two purposes today

Primary Purpose:

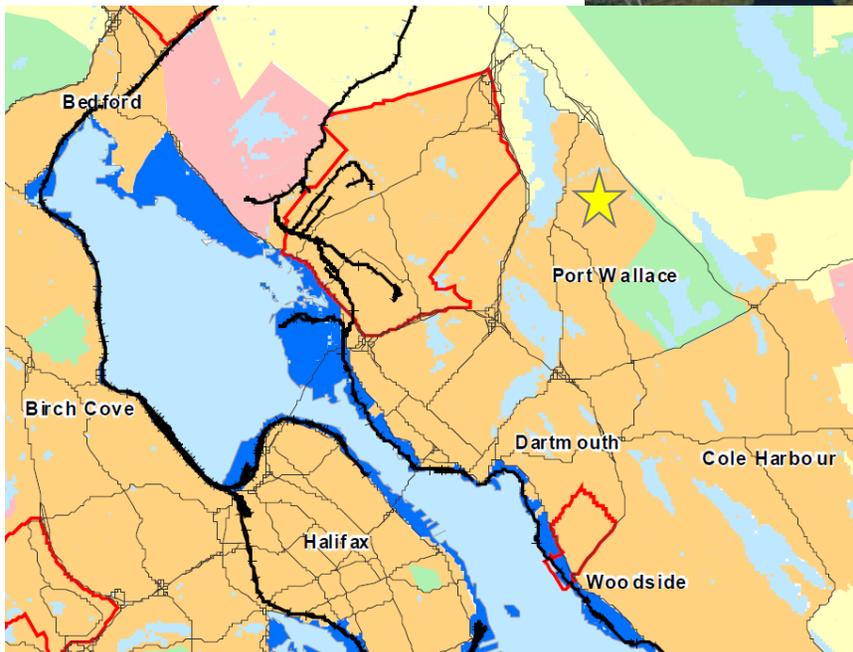
- Regional Council check-in on Port Wallace Urban Service Area Expansion Process and Master Infrastructure Study

Secondary Purpose:

- Consider request to amend the Regional Subdivision By-law and Dartmouth Secondary Municipal Planning Strategy for 40 single-family dwelling lots (Case 21601)

Site Context

One of three potential future growth areas, that could be serviced with municipal water and wastewater, within the life of the Regional Plan (2031), subject to secondary planning.



Northeastern edge of Dartmouth
Approximately 645 Acres

32 parcels ³

Primary Purpose of today

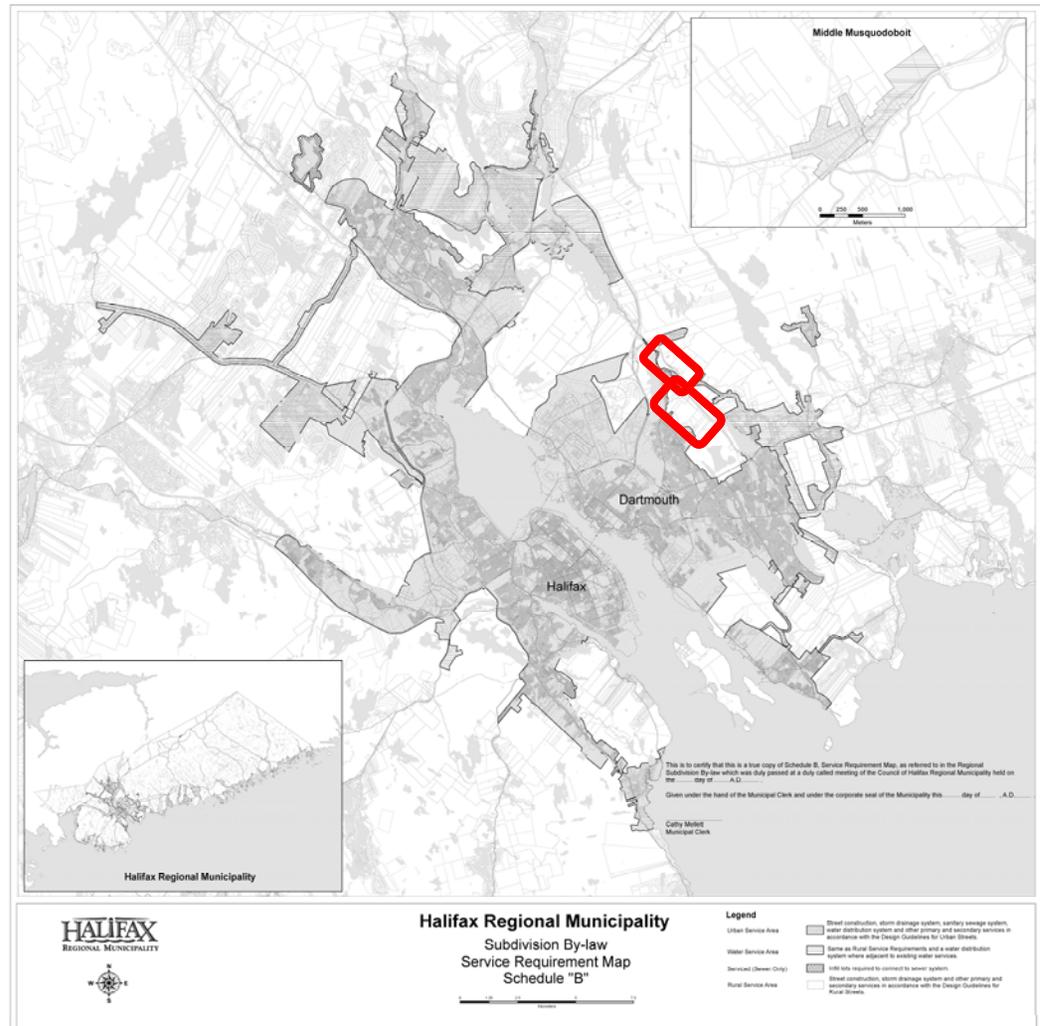
Check in with Regional Council:

- Review Findings of Master Infrastructure Study
- Review Preferred Conceptual Design
- Required under Capital Cost Contribution (CCC) Policy
- Direct staff to continue with more detailed work based on these findings

Important to note that this step does not bind Council to any charges, capital infrastructure investments or the preferred concept design.

Urban Service Boundary Expansion

- Majority of lands not currently serviced
- Urban Service Boundary Expansion is required
- Regional Plan Policy SU-4 is the guiding policy in consideration expansions
- Identifies items to be considered in expanding boundary



Urban Service Boundary Expansion

- Policy SU-4 items include:
 - Watershed Study Completion
 - Secondary Planning
 - *Applicable Regional Plan policies include E-9, E-5, E-16, E-17, E-23, S-9, S-12, S-30, T-3, T-9, T-16, CH-5, CH-9, CH-18, SU-4, SU-7, G-1, G-3, G-9, G11*
 - Financial considerations
 - *Ability to absorb growth-related costs*
 - *Regional Council and Halifax Water may also consider establishing capital cost contribution.*
 - *May be applied when the building of infrastructure may benefit the surrounding community, as well as the new community being designed*
 - *If establishing infrastructure charges, such as capital cost contributions , requires approval of appropriate bodies*
 - *Regional Council, Halifax Water Board, Nova Scotia Utility and Review Board*

Public engagement & feedback

The Port Wallace Public Participation Committee has met seven times and three public meetings have been held since the outset of the project

High level summary of public feedback to date:

- increased traffic along the Waverly Road is a prominent concern
- potential for increased contamination to Lake Charles is also a prominent concern
- overall scale and density of the development, the number of apartment buildings, and the lot sizes for single unit dwellings has been questioned
- support for business and services within the development that would reduce the amount of travel outside the development

Master Infrastructure Study

- Working in partnership with Halifax Water
- Study the capacity of existing infrastructure to determine if and how it can accommodate the proposed development
- Includes analyzing different infrastructure scenarios based on different conceptual designs/layout
- Study included analysis of infrastructure related to:
 - Transportation (HRM)
 - Water (Halifax Water)
 - Wastewater (Halifax Water)
 - Stormwater (Halifax Water)

Context

- The analysis incorporates an approach to traffic congestion that is consistent with the Integrated Mobility Plan.
- The Province of Nova Scotia has not endorsed the findings of this study relative to transportation upgrades.
- NSE is currently being consulted regarding the potential contamination around Barry's Run.
- All cost estimates are Class D in nature (+/- 45%)
- Assumed a total build out of approximately 3700 residential units, as well as some proposed commercial, industrial and institutional

Transportation

1. Limited development can take place without the need to upgrade infrastructure.
2. A new connection to Forest Hills Extension is not needed because it has limited benefit.
3. The widening of Forest Hills Extension will be needed without the Port Wallace development.
4. Braemar Drive/Waverley Road does not need to be widened.
5. A proposed crossing of Barry's Run is desirable but is subject to further analysis.

Water & Wastewater

- The existing water system has sufficient capacity to serve Port Wallace.
- There is no capacity in the wastewater system to accommodate the development.
- Limited development MAY be possible without the need to upgrade major infrastructure.
- A new utility corridor is required through Shubie Park, under the Shubenacadie Canal, and under Highway 118.

New and Expanded Infrastructure Costs

- Total Cost of ALL Service Systems \$31 -\$45 million
- HRM costs for Transportation Upgrades \$7 - \$10 million
- HW Costs for Water/Wastewater Upgrades \$ 4 – 6 million
- Developer Costs \$ 20 - 29 Million
- Does NOT include \$100 million of local infrastructure paid by developers
- Class D Estimates (+/- 45%)

HALIFAX

Staff Recommendation 1

Staff recommend that Regional Council:

1. Direct staff to:
 - a) prepare a capital cost contribution study for transportation-related costs;
 - b) proceed with preparing the Port Wallace Secondary Plan based on the preferred concept plan as set out in Attachment A of the staff report dated March 21, 2018; and
 - c) report back to Council with further information from Nova Scotia Environment regarding development activity in the vicinity of Barry's Run.

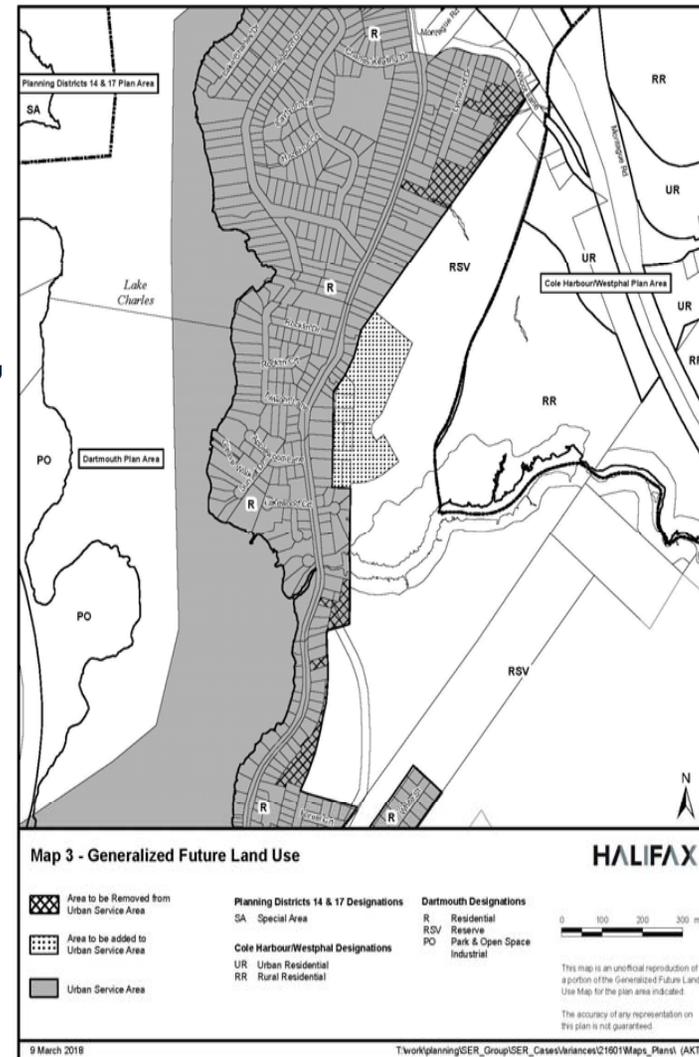
Secondary purpose of today

Plan Amendment Request Case 21601

Applicant: Clayton Developments on behalf of Port Wallace Land Holdings Ltd

Location: Approximately 10.4 acres, adjacent the northern bank of Barry's Run, Waverly Road, Port Wallace

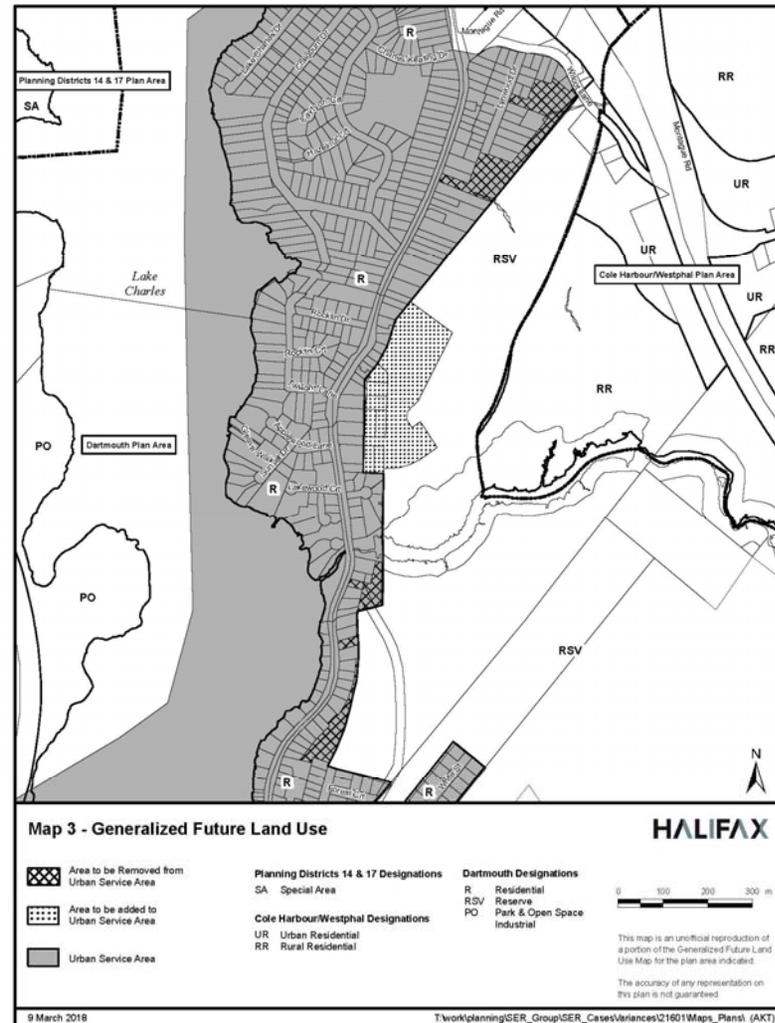
Proposal: To amend the urban service area boundary to allow 40 single-unit dwelling lots



Planning Policy

Municipal Planning Strategy

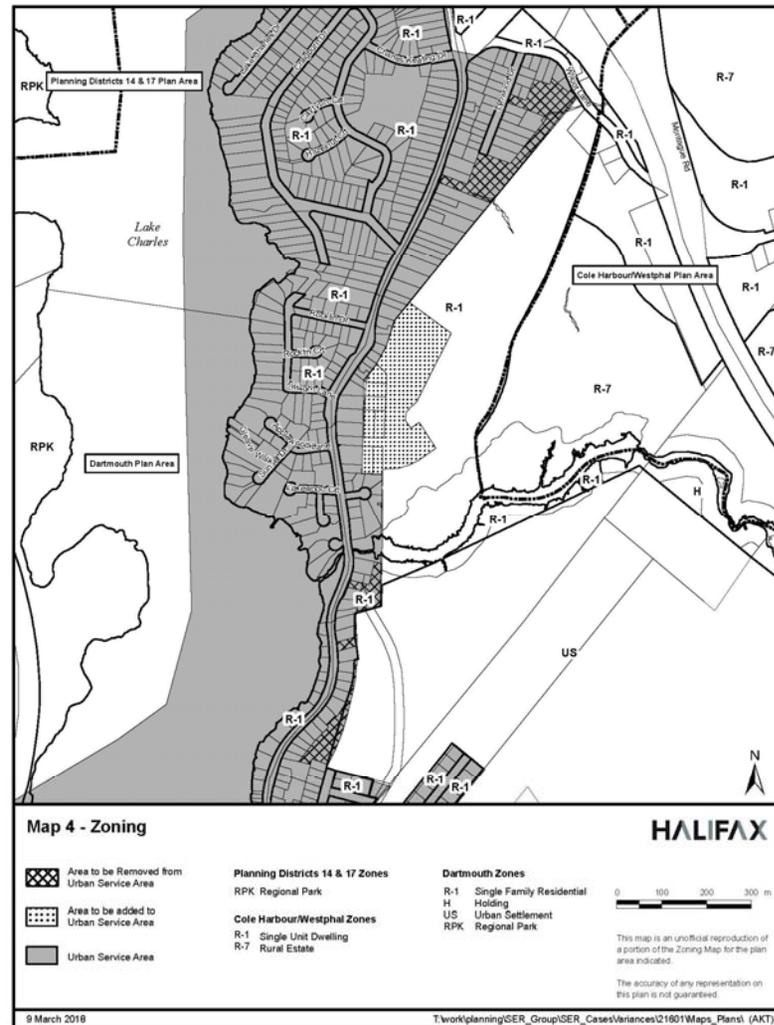
- Located within Dartmouth Plan Area
- Designated Reserve
- Outside of Urban Service Area Boundary
- Falls inside Port Wallace Study Area



Planning Regulations

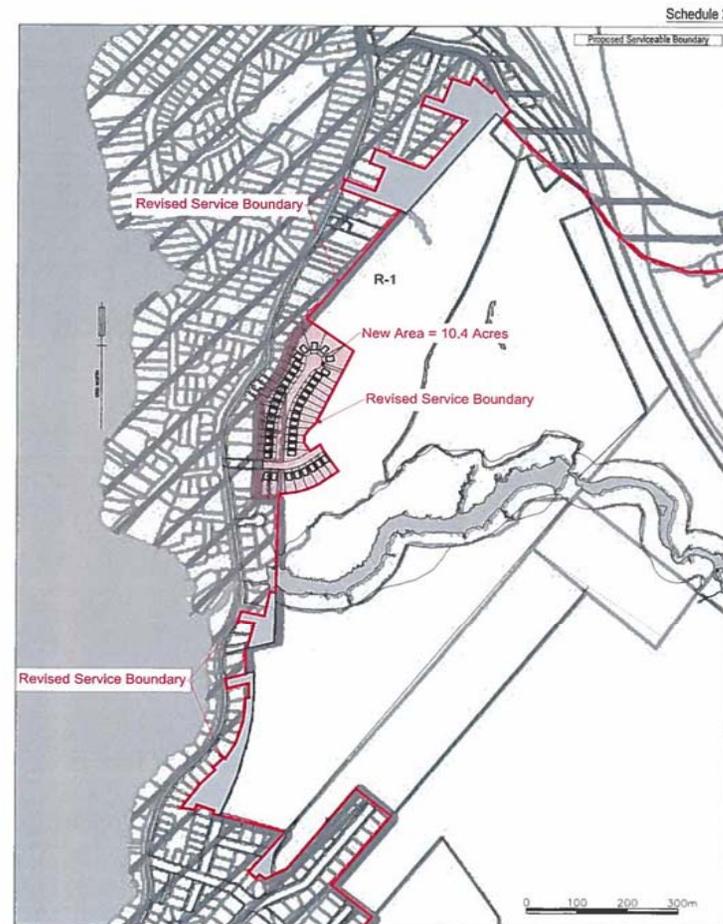
Land Use By-law

- R-1 (single family residential)
- Outside of Urban Service Boundary serviced lots are not permitted



Applicant's Rationale

- Change is minor in nature and there is no net increase in serviceable land
- Lands are zoned R-1 and no changes to zoning are requested
- Relatively small area is not integral to the secondary planning site
- Parkland would be dedicated as part of the development
- Overall process is taking longer than expected



Staff Recommendation

- Subject site is part of an active secondary planning and service boundary expansion process
 - Road and trail connections have not been agreed upon or set in draft policy
 - Proceeding with Plan Amendment request may be viewed as undermining the secondary planning process and public engagement to date
- Proposal is not a considered a minor adjustment to the service boundary by staff, although the ultimate determination is Council's
 - Policy created for incidental boundary adjustments
 - A subdivision involving multiple lots, building new infrastructure and streets is not considered minor

Staff Recommendation 2

2. Refuse to initiate the process to amend the Regional Subdivision By-law, Secondary Municipal Planning Strategy and the Land Use By-law for Dartmouth to enable the development of 40 single unit dwelling lots in Port Wallace, as shown on Map 3 of the staff report dated March 21, 2018, and continue to consider those lots as part of the Port Wallace Secondary Planning study area.