

HALIFAX

**Port Wallace
Public
Participation
Committee**

May 17, 2018

2. Added Items/Approval of Agenda

1. Call to Order
2. Approval of Agenda / Added Items
3. Approval of Meeting Notes
4. Public Participation Comments Received
5. Skype Procedures
6. Lake Charles Water Quality
7. Master Plan Review
 - Highway Commercial/ Industrial
 - Parkland
 - Active Transportation
9. Field Trip
10. Next Meetings
11. Public Comments
12. Adjournment

3. Approval of Meeting Notes

May 30, 2018 PPC Meeting Notes

4. Public Participation Comments Received

In reviewing in greater depth the March 21st report presented to Council on the “Port Wallace Master Infrastructure Study, Urban Service Area Expansion, and Plan Amendment Request (Case 21601)”, I note that the Transportation Study (Chapter 2 and associated appendices) assumes that the development will be built over a 30 year period, with increases in traffic flow in the area spread evenly over each of those 30 years. In reviewing the public presentation made by Port Wallace Holdings Limited (Clayton & CRESCO) on November 30, 2016, it is clearly indicated that they intend a 15 year development period with the majority of residences (80%) being constructed within the first 8 years.

Concern over impacts on property values

Inquiry re White Street

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5. Skype / Teleconference

Under Administrative Order 1 - a Member of an Advisory Committee may attend the meeting through the use of electronic conferencing for the purpose of meeting quorum.

Bluetooth Speaker

- Call In to Ben's Phone 902.292-4563

Skype for Business

- working on procedures using Skype.
- further details to follow via email. Please send me an email if you want to try and use this and we can run a test to make sure it will work.

6. Lake Charles Water Quality Concerns

7. Master Plan Review

Last Meeting

- Area divided in to two for consideration
 - Residential
 - Commercial/Industrial (Conrad Quarry)
- Residential
 - Mix of uses and intensities
 - Sensitive areas near existing residential.
 - Transition of intensity is appropriate
 - Density near collector road

7. Master Plan Review

Last Meeting

- Commercial
 - Commercial uses should be supportive of a complete community.
 - Mixed use is appropriate
 - Separation from low density
- Design
 - Good design is important.

8. Master Plan Review

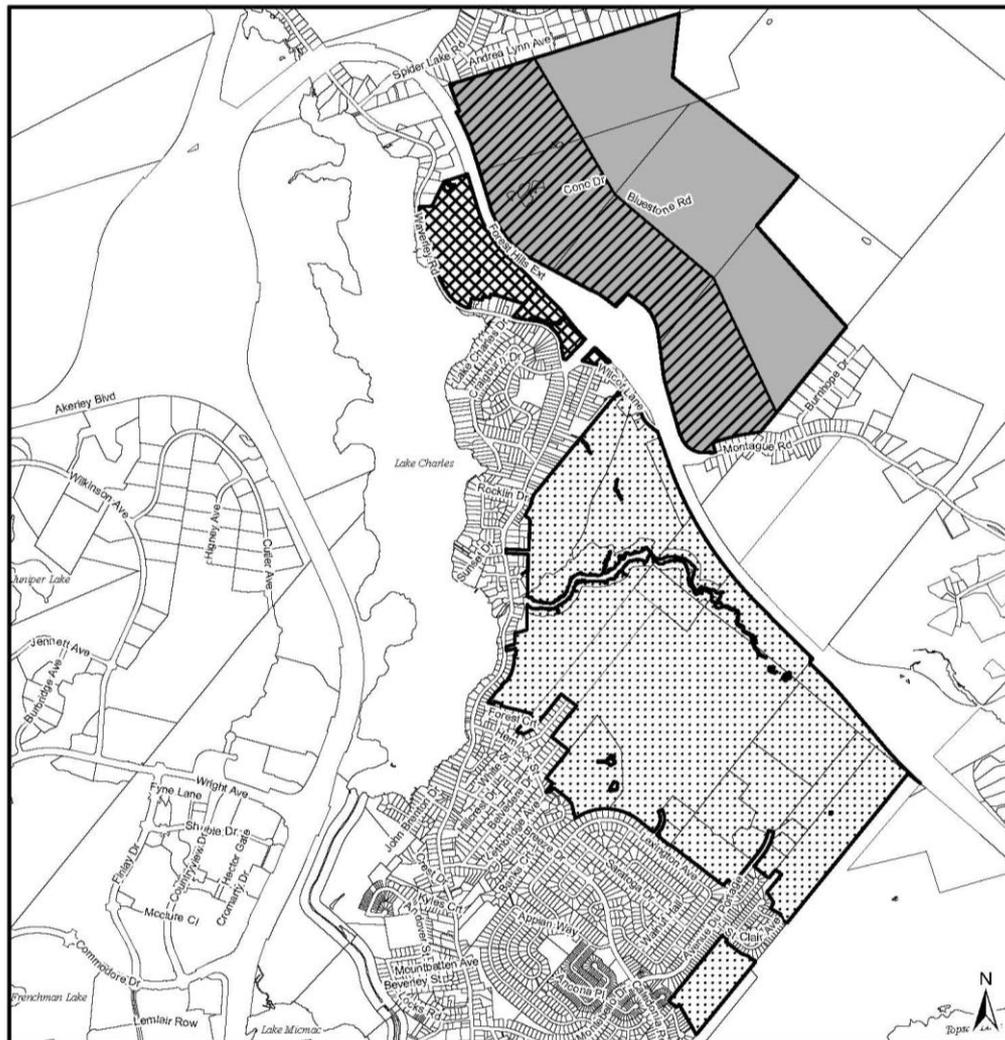
Highway Commercial / Industrial Land Uses

- Conrad Brothers Quarry

Highway Commercial/ Industrial

Known Policy Direction:

- 242 acre portion considered for central water and sewer services
- Highway Commercial / Industrial land uses considered over entire 525 acre site
- Maintain protected water supply zoning



Attachment A - Port Wallace Area

-  Port Wallace Urban Growth Area (Regional Plan - 500 Acres)
-  Request for Secondary Planning (Conrad Lands - 53 Acres)
-  Conrad Quarry Lands - Request for Industrial Zoning (470 Acres)
-  Request for Municipal Services (242 Acres)

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The accuracy of any representation on this plan is not guaranteed.



Site Context



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Previously Recommended I-4 (Industrial Park) Zone

- Range of industrial and highway commercial uses, including warehousing, manufacturing, service stations, display courts;
- General retail and office only permitted as accessory uses;
- Screening and landscaping requirements; and
- C&D materials processing facilities and transfer stations are subject to detailed buffering and site plan controls.

Discussion Questions

- Appropriate range of permitted uses?
- Buffering to adjacent residential subdivisions?
- Landscaping requirements?
- Other considerations?

8. Master Plan Review

Parkland

As land is subdivided, HRM requires that a portion of it be provided to the Municipality as parkland or “cash-in-lieu” of parkland.

The purpose of this requirement is to ensure that there are sufficient parks to support new development.



8. Master Plan Review

Parkland

The Regional MPS (Policy E-6) requires a minimum of 10% park dedication for new subdivisions except that the dedication shall be reduced to 5% in existing residential subdivisions outside of Growth Management Areas, Classic Conservation Design Developments; and certain small scale subdivisions.

8. Master Plan Review

Parkland – Subdivision By-law (Clause 82)

Parkland may be in the form of:

- **Land**
 - 10 % of approved lots excluding proposed public streets or highways, private roads, walkways and the remainder of land owned by the subdivider;
- **Equivalent Value**
 - 10% of the estimated assessed market value of all newly created lots, excluding public streets or highways, private roads and walkways and the remainder of land owned by the subdivider.
- **Development of Site**
- **Combination of Land, Development and Equivalent Value**

8. Master Plan Review

Parkland

Four types of park:

neighbourhood park, community park, district park, or regional park.

Criteria	Neighbourhood Park (NP)	Community Park (CP)	District Park (DP)	Regional Park
Area	0.1 ha	0.1 ha urban pocket park to 6 ha sports facility	1 ha trail head to 10 ha multi purpose facility	varies from a single point of interest to a multi-purpose recreation, cultural heritage, or wilderness preservation area
Facilities	play structures, footpath & trails, play meadow, watercourse access, paved court, gazebo shelter, drinking fountain, outdoor spray	similar to NP plus sports fields, parking lots, watercourse access & engineered beach, washroom, etc.	similar to CP plus indoor/outdoor skating rink, change room, etc.	similar to DP plus indoor/outdoor sports complex, campground, etc.

8. Master Plan Review

Parkland – Quality of Land Criteria

See Handout

- Land has to meet criteria for each type of park.
- Criteria varies by type of parkland.

Basic Criteria:

- Area, property dimensions, location, topography, hydrology, vegetation.

8. Master Plan Review - AT

- Halifax's Active Transportation program wants you to bicycle, walk and use other "human powered" ways to move across the municipality.
- [Making Connections: 2014-19 Halifax Active Transportation Priorities Plan](#) outlines goals.
- Encouraging active transportation promotes improved personal health and recreation, helps manage traffic congestion, reduces emissions and supports municipal objectives for creating healthy communities.

8. Master Plan Review - AT

The benefits of supporting AT are :

- **Increased Quality of Life**
- **Increase Mobility** – every trip shifted to AT modes represents fewer vehicles on the roads, which benefits all.
- **Increased Health.**
- **Economic** –AT can increased home values near AT facilities; improved productivity from commuting actively; reduced costs of commuting, and a healthier population.
- **Environment** – AT is a non-polluting way to travel.
- **Recreation** – AT infrastructure components (bike lanes, greenways, etc.) can do double duty as recreational amenities.

8. Master Plan Review - AT

The major (25 year) goals of the plan, which remain relevant today, were to:

- Establish a complete, integrated and readily accessible region-wide AT network serving urban, suburban and rural areas;
- Double the number of person-trips using AT modes by 2026; and,
- Make conditions for AT modes safer through the development of appropriate facilities in combination with promotion and safety education.

8. Master Plan Review - AT

Pedestrian Goals

- **Connected Pedestrian Network**
- **Double Pedestrian Mode Share by 2026 ;**

How do we do this?

- Urban sidewalks
- Design of infrastructure
- Integration of AT in subdivision design.
- Pedestrian friendly design:
- External connections

8. Master Plan Review - AT

What is pedestrian friendly?

- Functional Street Furniture
- Human-Scale Building Facade
- Landmarks
- Medium to High Densities
- Medium to Narrow Road Widths
- Mix of Land Uses
- Parks and Public Spaces
- Pedestrian Supportive Commercial Uses
- Pedestrian-Oriented Building Entries
- Pedestrian-Oriented Lighting
- Pedestrian-Oriented Signage
- Public Art
- Reducing Dead Space
- Safe Street Crossings
- Shade Trees
- Short Street Blocks
- Special Paving
- Street Connectivity
- Street Walls
- Traffic Calming
- Underground Utilities
- Water Features
- Wide and Continuous Sidewalks

8. Master Plan Review - AT

Require street-oriented commercial buildings and/ or direct, separated, pedestrian connection(s) from the right of way to the main entrance of all office, retail, and institutional buildings, whether there is an existing sidewalk in the right of way or not.

8. Master Plan Review - AT

Bicycle Goals

- **Connected Bicycle Network**
- **Double Bicycle Mode Share by 2026 ;**

How do we do this?

- Bicycle Lanes – enough R.O.W
- AT Greenway (multi use)
- Improved local connections
- Bicycle parking
- AT connections across Highway 107?

8. Master Plan Review

Riparian Buffers

Environmental setbacks around watercourses and wetlands contiguous with watercourse (minimum 20 metres). Sometime public, sometimes private. May include public trails. Detailed in environmental review (at a later time)

8. Master Plan Review

PORT WALLACE

CONCEPT PLAN
Dartmouth, Nova Scotia

Scenario 1

What does all of this look like?



- Nature Trail
- Single Unit
- Town Homes
- Institutional
- Multiple Residential
- Mixed Use
- Parkland
- Open Space
- Neighborhood Park



Master Plan Review



8. Master Plan Review

Do you have any questions regarding parks and active transportation?

Are there any AT or park features you would like to comment on?

9. Field Trip /Site Visit

- June 16, 2018
- Waiver

10. Next Meeting

- April 2018
- May 21, 2018.
 - June 14, 2018
 - June 28, 2018