

Port Wallace Public Participation Committee
Meeting Notes: June 28, 2018, commencing at 6:30 p.m.
HEMDCC room, Alderney Gate

PRESENT:

Peter Connor
Catherine Lunn
Robert MacPherson

STAFF:

Andrew Bone, Planner III
Paul Burgess,
Genevieve Hachey, Planning Controller

REGRETS:

Adam Flick
Valerie Gray
Bertrand Losier

OTHERS:

Kevin Neatt, Clayton Developments Limited
Tom Swanson, P.Eng, Summit Rock Developments Limited
Brent Conrad, Conrad Brothers Ltd.
Kim Conrad, Conrad Brothers Ltd.

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1. CALL TO ORDER

Robert MacPherson called the meeting to order at 6:42 pm.

2. ADDED ITEMS / APPROVAL OF AGENDA

Andrew Bone received new information from Tom Swanson on behalf of the Conrads regarding the industrial lands, uses, phasing and a Land Use layout. They suggest that the committee receive it as information and that staff review it over the summer, staff would review it with the committee in the fall.

Peter Connor would like to speak about the field trip, they would like to add that to the parking lot.

Robert MacPherson would like to add time to discuss items after Doug Skinner's presentation.

Robert MacPherson put forward a motion to approve the agenda, Catherine Lunn seconded, Motion passed.

3. APPROVAL OF MEETING NOTES OF JUNE 14, 2018

Peter would like to add the proper term "road safety audit" where it talks about Paul Burgess' presentation.

Robert would like to have a correction made, under public comments in the last paragraph of the second to last page comments that are attributed to Brent Conrad were made by Kim Conrad.

Catherine Lunn put forward a motion to approve the minutes with those corrections, Peter Connor seconded the motion, all in favour.

4. PUBLIC PARTICIPATION COMMENTS RECEIVED

Andrew Bone has received updated comments by Doug Skinner which will be discussed in item 6.

5. LAST MEETING REVIEW

Andrew briefly reviewed items discussed at the last meeting and decisions that were made regarding accidents on the Waverly road, phasing on the Conrad, Unia and Whebby lands, the mapping exercise was started and the meeting was ended while the committee was still discussing Port Wallace Holdings concept.

6. PRESENTATION – DOUG SKINNER

Peter Connor believes the other committee members should be able to hear Doug Skinner's presentation.

Andrew Bone replied that the recording of this presentation can be sent to the other committee members, all agreed that this is acceptable.

Robert MacPherson wanted to clarify if this presentation is done in a professional capacity or as a citizen, Doug Skinner replied that "this is a citizen capacity, this is not my area of practice".

Peter Connor wanted to add that Doug Skinner may not be a Traffic Engineer however they cannot be considered a layperson.

Doug Skinner spoke about his "Critique of Proposals for Residential Development – Port Wallace", see attached presentation.

Robert MacPherson thanked Doug Skinner for the effort that was put into this presentation and asked if the committee had any questions for them.

Catherine Lunn added that the report is very thorough and they think they should seriously consider the data that was presented in the CBCL study, perhaps a new study should be done.

Peter Connor added that it seems that at 50% they will max out the existing highway infrastructure.

Doug Skinner corrected and said it would be 50% if the highway is twinned, they are maxed out now for what is there.

Peter Connor talked about the different predictions of the plan area population, would it not be good for the committee to know what these numbers would be?

Andrew Bone advised that they can prepare a summary of dwelling units, anticipated population from those units as well as the potential for commercial and what that would generate. There would be a presentation or table that would be discussed at a later date.

Peter Connor asked about the emphasis put on the Wilcot lane connection. Was Lynwood drive looked at?

Doug Skinner replied that if the size of the development was reduced that Wilcot lane would be a very useful way of getting people to the highway. They believe that it is wrong to have 3 access points off the Waverly road. Lynwood drive could be part of the Wilcot lane solution, they do not believe that the three-rotary system is a good one.

Peter Connor believes that a new traffic study is required in order to see all the variables.

Robert MacPherson suggested that they could put questions forward and ask that staff come back with responses, also Paul Burgess is here tonight and he may be able to address some of these issues.

Paul Burgess presented a brief response to many of the issues that arose in Doug Skinner's critique. September is not a good month for conducting a traffic study, numbers are usually higher in September. They are in the process of updating the CBCL study for submission to TIR and in that they will be looking at the suitability of the roundabouts. Larry Uteck has 4 roundabouts in a row, it is possible to do this.

Peter Connor would like to know when the updated study will be ready.

Catherine Lunn added that update will not add a new traffic count.

Paul Burgess replied that the additional information will be about the interchange itself, no additional traffic counts. As for the suitability of traffic circles on Montague Road, the timing of the widening of the 107 and a direct connection to the 107, we have had and will continue having discussions with TIR with respect to these issues.

Peter Connor wanted to know if the traffic study will include the Conrad lands.

Paul Burgess replied that the Conrad lands were considered in the traffic study and they will be specifically looking at the traffic coming in and out of the industrial area in the new study being submitted to TIR. Staff would like to see a right turn lane at Montebello as soon as possible.

Peter Connor asked if Lynwood drive was looked at as a possible connection route.

Paul Burgess replied that Lynwood drive is a local road and they do not like to divert large amounts of traffic onto a local road.

Robert MacPherson recommended that they continue talking past the 10 minutes allotted for this discussion, the other committee members agreed.

Robert MacPherson asked if it would be possible to have staff come back to the committee with information about Wilcot lane and Lynwood drive, they do not see the difference between Waverley road and Wilcot lane and Lynwood drive.

Paul Burgess said that they can come back to the committee with more information, they do not believe that using these roads, which would only by-pass about 300 meters of the Waverley road is the solution. Changing the collector roads in this development would have a lot of impacts on the development and he could not speak to those changes however they can have staff draw up ideas about using Wilcot lane and Lynwood drive and come back to the committee.

Robert MacPherson wanted to clarify that Waverley road is designated a collector road but may not have the characteristics of a collector road, and Wilcot lane and Lynwood drive are designated local roads but that does not mean they would not meet the criteria of a collector road.

Paul Burgess agreed that that statement was correct.

Robert MacPherson wanted to know what the rationale behind setting the physical street limits of the traffic study, what are the boundaries?

Paul Burgess replied that when they hired CBCL they sat down together and discussed the possibilities. They knew that Main and Forest Hills would be an entry point, Main and Caledonia, we looked at Waverley at Montebello as a starting point and then up at the Montague road interchange. Should be have gone back down to the 111? At the time we believed the pinch point was at Montebello and Waverley road, we were never aware of any traffic issues at the southern end of Braemar Drive or the signals and ramps of the 111.

Robert MacPherson asked if exit 13E has been looked at, they find that most of the congestion in the afternoon peak is at this exit and in the morning most of the congestion is at the turn after the Spider Lake overpass.

Paul Burgess replied that the widening of the 107 would be from Montague to Akerley Boulevard, that would include whatever changes need to be made to the 118/107 interchange.

Catherine Lunn would like to know when this might happen.

Paul Burgess replied it is unknown at this time when the 107 will be widened. It is not in their 5 years plan.

Peter Connor would like to know if some improvements could be done now.

Paul Burgess replied that if HRM went ahead and did some of the improvements that have been discussed the entire cost would be on HRM and the tax payers. They want to make these improvements with the developers in order to cost share.

Peter Connor wanted to know if the Waverley at Montebello improvements would be a Capital Cost Contribution feature, Paul Burgess replied that yes it would be.

Catherine Lunn asked if lights were going to be installed vs a roundabout coming off the Waverley road turning up Montague. They feel that signals would back traffic up. They feel that at this point the traffic counts are not representative or have taken in enough information, perhaps another study should be done, perhaps the month of September is a good month to collect some data – get some from best months, some from worst months.

Paul Burgess replied that they are discussing this with TIR. They have modelled both signals and a roundabout and feel that signals work best. The CBCL count was done by video, it is a very accurate count. Historically September is a month where you wouldn't do a study, a lot of drivers are figuring out their patterns, by October they have their patterns down. The months of May and October are generally recognized as the best months to collect the data.

Peter Connor asked if HRM have counters that they put across the road.

Paul Burgess explained that they have loops on the highways that they can connect counters to that count the traffic. HRM also has these counters and video equipment. Most of the counting for HRM is done by students in the summer.

Peter Connor asked if they could get summer students out there this summer?

The committee members would like there to be another traffic count.

Doug Skinner asked if they could make a comment, they don't object to the information that the traffic study provided, but the way that the information was interpreted and presented. There seem to be traffic numbers that were left out. Like the numbers that give the traffic volumes on the section of the 107 that is in question, those numbers are there.

Paul Burgess responded to Mr. Skinner and assured that the traffic volume estimates were not cherry-picked. He pointed out to the published TIR traffic volume counts and another count carried out by a consultant would suggest a 300 vehicle per hour difference. He noted that traffic volumes will vary by time of day, and time of year. He did acknowledge that when CBCL provided the estimates in the report, they applied a well-known factor to the daily volume estimates to obtain the peak hour volume estimates. He noted that this has since been corrected. The Council report assumes that by 2031, Highway 107 will be twinned. The Council report also states that if Highway 107 is not twinned, there will be a lot of congestion on Waverley Road.

Robert MacPherson asked if it within the committee's mandate to speak to provincial infrastructure. Can we have triggers into policy, things like at this percentage of additional traffic, this improvement must be implemented.

Andrew Bone replied that staff would be speaking with the province, at this point if there is a concern that it be stated by the committee and that the draft policy would try to respond to that. We will be trying to get a better understanding from the province on where the twinning of the 107 stands.

Paul Burgess added that a recommendation can state when projects should be started but it's ultimately up to Council to approve the capitol budget. They have the final say.

Andrew Bone added that in Bedford South there were restriction where you could build 2000 units before the interchange was built, once the interchange was built you could continue with the development.

Peter Connor believes they should be monitoring traffic volumes throughout the development phases.

Paul Burgess suggested that they could request that certain areas of Waverley Road get monitored regularly.

Peter Connor asked if the level of service is substandard or is possible that people's perception skewed.

Andrew Bone acknowledged that the committee has concerns about the traffic analysis, the phasing and having possible triggers for road upgrades and will bring those concerns to staff.

Robert MacPherson asked if with the Bedford project the work had to stop when they reached the 2000 unit threshold.

Kevin Neatt answered that development was not stalled as the timing was known and agreed upon, everyone worked together to accomplish the work as to not stall development.

7. MAPPING EXERCISE – REVIEWING CONCEPTS

Andrew Bone suggested that with the time left in today's meeting that staff would get the best information if the committee continued the mapping exercise.

Peter Connor asked if there was a schedule for when they should receive information. When will they be able to discuss all the items in the parking lot.

Andrew Bone replied that there isn't a set schedule, they hope to have all the information necessary in order to complete policy writing however it is unknown when certain information will be presented to them, like the information on Barry's Run from NSE. They would be able to discuss certain things that are in the parking lot at the next meeting.

Andrew Bone ran through the concerns that were identified on the maps at the previous meeting.

The committee continued writing down suggestions and comments on the maps.

Peter Connor suggested it be important for pedestrians to be able to cross over to the Conrad lands. Will people be able to walk through roundabouts? Could there be pedestrian bridges like the one at Dartmouth Crossing?

Andrew Bone added that the goal would be to have proper external and internal connections to the Active Transportation grid, potentially a connection to Shubie Park trails. There are sidewalks with roundabouts.

Robert MacPherson believes that the school component on the maps is great however it is the province who decides when and where the school will go. What happens if the province decides there will be no school, or that they want the school where you have commercial instead of where you've put it on this map? If the province decides that they want the school where the high density area is it possible that the high density area get moved to where the original school site was set aside.

Kevin Neatt replied that yes, the province decides if the school goes in, what they do it set aside land for a school and give the province x amount of time to decide if they want to put one in there. They are seeing a

trend of private schools going in, there may be a 50/50 chance that it would be a private school. Failing that there could be other institutional uses or medium density residential or an R1 area.

Andrew Bone added that the province is usually given a 5-7 year timeline. The high density area would not be moved just anywhere if that were to happen, the land use would have to be compatible with the surrounding area.

Kevin Neatt added that the province doesn't have to adhere to zoning and they can come to the developers and say we are looking for a school site that is this big and it may be within an area where they had not planned on having a school. The playground and sports field would be built regardless, it is not a bait and switch for density.

Robert MacPherson would like to know if storm water management involves ponds or are the wetlands utilized. There is the potential ability for using wetlands for storm water management, is this open as an option? Could policy enable or prohibit this?

Kevin Neatt replied that it would be great if the wetlands were utilized, they are working with DOE to make that happen, they will be using a series of low impact development, this includes looking at the conveyance system – bio swales, rain gardens and other forms of pre treatment before it hits the pipes as well as end of pipe treatment. They feel that it would make a lot of sense to use the wetlands as part of the storm water management plan.

Andrew Bone added that there is policy stating that any water going into a wetland must be treated first, it does not state that it cannot go there.

Peter Connor commented on the commercial area of the concept plan, they would like to make sure that what goes there is pedestrian friendly like what you see at the village shops at Dartmouth Crossing.

Kevin Neatt added that they try to put concepts out there and have policy that enables this type of construction however Clayton Developments does not build this. They try to find customers that want to build this type of construction and encourage them to do so but ultimately it is not up to them. The concept design includes a square and pedestrian friendly design, something like you see at Bishops Landing.

Andrew Bone explained that much of the draft policy will take all of the things we've talked about to help guide development.

Peter Connor would like to see walking areas down near the water, there could be boardwalks down by Barry's Run.

8. GENERAL COMMITTEE DISCUSSION

This has been deferred due to lack of time.

9. PUBLIC COMMENTS

Tom Swanson talked about the difference between the Waverley road being a collector road and Wilcot lane and Lynnwood being local streets is that people who live on the Waverley road know it is a collector road. People on Wilcot lane and Lynnwood drive thought when they bought their properties that those streets would remain small neighborhood streets.

Kim Conrad added that if the Wilcot lane and Lynnwood drive are turned into thoroughfares you will create more diversions on side streets, people will be zooming through a neighborhood.

Brent Conrad spoke about the environmental information on Barry's Run and how it may be with the Department of Mines and Energy.

Andrew Bone replied that several departments are being engaged in this process, NSE, Mines and Energy, possibly Fisheries and Oceans, Natural Resources Canada.

Kevin Neatt would like to thank the committee members for coming out on the tour on Saturday and would like to extend the offer to any committee members who were not able to attend at that date to come out any evening for a person tour.

10. FIELD TRIP – CONRAD QUARRYFEST – SEPT. 8, 2018

The committee members and Brent and Kim Conrad decided that they could have a private tour starting at 9am and have a tour with Tom Swanson the residential lands after that at approximately 10am.

11. NEXT MEETINGS

September 2018, possibly the 27th.

11. ADJOURNEMENT

Meeting adjourned at 9:24pm.