



P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Information Item No. 2
Harbour East - Marine Drive Community Council
November 4, 2021

TO: Chair and Members of Harbour East - Marine Drive Community Council

SUBMITTED BY: *-Original Signed-*

Brad Anguish, P. Eng. Executive Director, Transportation & Public Works

-Original Signed-

Jacques Dubé, Chief Administrative Officer

DATE: October 19, 2021

SUBJECT: **Direct Trail Connection from Ferry Terminal Park to Kings Wharf**

INFORMATION REPORT

ORIGIN

February 6, 2020 Harbour East-Marine Drive Community Council meeting (Item 10.1.1)

MOVED by Councillor Austin, seconded by Councillor Hendsbee
THAT Harbour East-Marine Drive Community Council request a staff report regarding options for the construction of a direct trail connection from Ferry Terminal Park to King's Wharf.
MOTION PUT AND PASSED.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter

Section 7A provides:

7A The purposes of the Municipality are to

- (a) provide good government;
- (b) provide services, facilities and other things that, in the opinion of the Council, are necessary or desirable for all or part of the Municipality; and
- (c) develop and maintain safe and viable communities. 2019, c. 19, s. 11.

Section 70(1) provides:

70 (1) The Municipality may

- (a) beautify, improve and maintain property owned or leased by the Municipality;
- (b) pay grants to a body corporate for the purpose of promoting or beautifying a business district and for airport, wharf or waterfront development;

Section 79(a) (1) provides:

79A (1) Subject to subsections (2) to (4), the Municipality may only spend money for municipal purposes if

- (a) the expenditure is included in the Municipality's operating budget or capital budget or is otherwise authorized by the Municipality;
- (b) the expenditure is in respect of an emergency under the Emergency Management Act; or
- (c) the expenditure is legally required to be paid.

BACKGROUND

The construction of a complete and connected Dartmouth Harbourfront multi-use pathway (active transportation corridor) between the Woodside Ferry Terminal and Geary Street on the Dartmouth waterfront is identified in both the *Active Transportation (AT) Priorities Plan* and the *Integrated Mobility Plan (IMP)*. The corridor is also part of the Trans Canada Trail through the Municipality. Currently the corridor has three gaps: 1) Parker Street to Old Ferry Road; 2) Kings Wharf Place to Prince Street; and, 3) Alderney Landing to Geary Street.

The segment of the Dartmouth Harbourfront AT corridor relevant to this report is from Alderney Landing to Kings Wharf Place, including the above-noted Kings Wharf Place to Prince Street gap. This gap is currently a sidewalk and is intended to be changed to a multi-use pathway. The pathway will be built in conjunction with the development of this parcel by Fares & Co. Development Inc. Most of this parcel would be used to build an emergency access bridge over the CN tracks. HRM is working to purchase a small parcel of land from this developer in order to make this connection. The pathway in this area will be constrained as it is between this emergency access bridge and the street with no boulevard separation. The timeline to construct this is uncertain. See blue dotted line in Figure 1 for the approximate location of this connection.

Ferry Terminal Park is a regional municipal park adjacent to Alderney Landing and the Alderney Ferry Terminal. The Park is home to the World Peace Pavilion, playground equipment, Daffodil Garden, benches, green space and walking pathways. There is park land in the area adjacent to Alderney Drive. There are also park areas and plans for future park areas adjacent to the Sawmill River as part of changes to this partially buried watercourse.

The Kings Wharf development is a mixed-use development being implemented by Fares & Co. Development Inc. The site is governed by a Stage One Development Agreement which was most recently approved on February 6, 2020. (Report is at: <https://www.halifax.ca/sites/default/files/documents/city-hall/community-councils/200206hemdcc1011.pdf>). This agreement includes a specification to retain a three-metre easement alongside the south border of the CN rail corridor in the area of the red dotted line on Figure 1. That agreement did not address connectivity to Ferry Terminal Park.

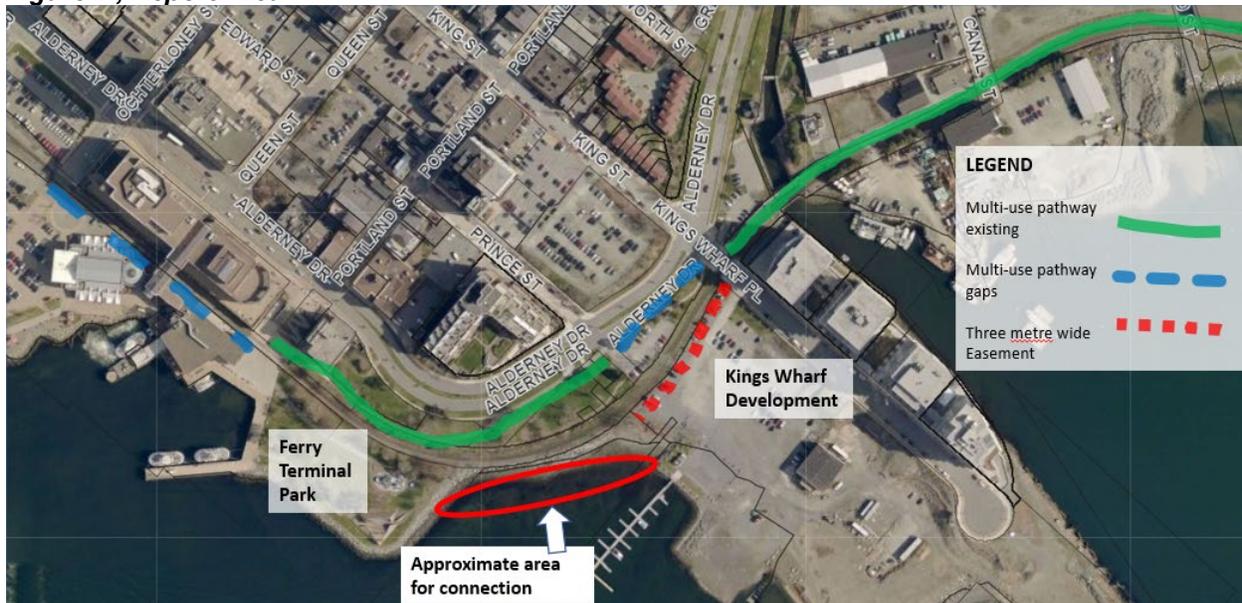
The concept of a park connection between the Kings Wharf development and Ferry Terminal Park was considered in an earlier iteration of the development agreement. This was not pursued as HRM is the owner of the parcel between the two areas and because there was no existing HRM policy to extend the Park towards Kings Wharf. Although there has been a longstanding municipal interest in obtaining connections between the Kings Wharf and Ferry Terminal Park, and beyond, only the three-metre wide easement was able to be retained for public use along the harbourside of the railway on the Kings Wharf development site.

CN rail owns a transportation corridor adjacent to the subject area. This is a barrier that divides parkland and poses issues for crossing and intersection complexity at Kings Wharf Place and Alderney Drive. It is also a factor in the requirement for a second emergency access between the Kings Wharf Development and Alderney Drive.

HRM owns the water lot where an AT connection between Ferry Terminal Park and Kings Wharf could happen. This AT connection would require infill of at least a portion of the water lot, roughly the red circled area in Figure 1. There are currently no plans or direction to fill this in.

HRM hired Englobe Corp. in winter 2021 to develop concepts for an improved AT crossing of Kings Wharf Place at Alderney Drive. This study is also considering connectivity for a multi-use pathway in the area of the three-metre wide easement on the Kings Wharf site as a potential future option.

Figure 1., Report Area



DISCUSSION

Developing a multi-use pathway connection between Ferry Terminal Park and the Kings Wharf Development would be an alternative option to the current proposal to connect the Harbourfront multi-use pathway adjacent to Alderney Drive (blue dotted line in Figure 1). As noted above, this connection adjacent to Alderney Drive has been planned to align with the emergency access bridge proposed for this area as a requirement for the development of the Kings Wharf site. The timeline for implementation is uncertain.

The alternative connection between Ferry Terminal Park and the Kings Wharf Development on the waterfront has some merit. It would provide a direct link between the residences, businesses and services planned for the Kings Wharf site and the Ferry Terminal and Alderney Landing. It could also be a more picturesque connection adjacent to the water. It could also potentially connect parkland on the Kings Wharf site to Ferry Terminal Park.

A challenge with developing the connection between Ferry Terminal Park and the Kings Wharf Development and to connect it to AT facilities further south is that there is currently only a three-metre easement through the Kings Wharf site. This would be a pinch-point and maintenance such as snow clearing would be difficult. There are also other easements on parts of this section that would have to be co-ordinated. Widening this easement would require permission from the developer.

The development of an AT connection between Ferry Terminal Park and the Kings Wharf Development would not be feasible as a stand-alone project due to cost and project complexity. It would likely only be feasible if integrated with another project. One example could be as part of a park land expansion project

to extend Ferry Terminal Park to the Kings Wharf Development and further up the Sawmill River corridor. This will be considered in the future as development of Kings Wharf and other projects such as the second phase of the daylighting of Sawmill Creek, Dundas Street bridge project and the development of Dartmouth Cove proceed.

Some of the advantages and disadvantages of the two options are as follows:

Current proposed multi-use pathway option adjacent to Alderney Drive:

Pros:

- Planning and property acquisition processes advanced,
- Connects to existing segment between Alderney Landing and Prince Street,

Cons:

- Would be constrained (e.g. minimal boulevard separation from the street) due to space requirements for emergency overpass over CN tracks,
- Unpredictable implementation timeframe.

Alternative multi-use pathway option between Ferry Terminal Park and Kings Wharf Place

Pros:

- Would be closer to waterfront,
- Connects Ferry Terminal Park and Alderney Landing amenities to Kings Wharf.

Cons:

- Additional cost of infilling waterfront,
- Not feasible as “stand alone” active transportation infrastructure project due to cost and complexity,
- Current option for public right-of-way through Kings Wharf Place is very constrained 3m wide parcel between HRM water lot and Kings Wharf Place,
- Unpredictable implementation timeframe.

Based on this description and comparison, the only option for the construction of a direct trail connection from Ferry Terminal Park to Kings Wharf would be to integrate with another, larger project to infill the HRM water lot. If that opportunity occurred, a multi-use pathway would be in addition to the planned connection adjacent to Alderney Drive, but would be a useful local connection for walking and bicycling. It could be connected to the regional active transportation network via an existing narrow public easement through the Kings Wharf development.

FINANCIAL IMPLICATIONS

There are no immediate financial implications associated with the recommended course of action.

COMMUNITY ENGAGEMENT

There was no community engagement conducted as part of this report.

ATTACHMENTS

No attachments.

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: David MacIsaac, Program Manager, Active Transportation 902-240-7852
