

# Public Comment Period Summary

## Case 22384: Port Wallace

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Online Comment Period via Website



Information Mailout



Questions and feedback via email and phone

On October 5, 2022, the Municipality opened a public comment period on the proposed development by uploading a video presentation and draft planning documents to the Municipality's website ([halifax.ca](http://halifax.ca)). The public comment period was open until October 26, 2022.

The following highlights key aspects of the public comment period:

- 3,600 post-card notifications to surrounding residents (Appendix A);
- 241 views of the video presentation;
- 65 comments received via [planhrm@halifax.ca](mailto:planhrm@halifax.ca) (Appendix B); and
- additional comments and questions received by staff via email and phone.

The following sections summarize the comments received on the proposed development, draft planning documents, and planning process.

### What feedback was received?

#### Transportation:

- Concerns about the impact the proposed development will have on the existing street network;
- Waverley Road is congested, and requires attention, regardless of the proposed development. The proposed access points onto the Waverley Road (from the proposed development) present a safety hazard;
- An additional vehicle connection to Highway 107 should be in place prior to any development occurring, including construction activities;
- Proposed active transportation infrastructure is positive but may not be sufficient;
- The proposed multi-use pathway (MUP) on Waverley Road should extend to Exit 14 (Hwy 107 off ramp);
- The proposed development should include a transit terminal, multiple bus routes, and high frequency service;

- Roundabouts (traffic circles) should be considered; and
- The proposed development presents an opportunity to construct sidewalks and raised crosswalks.

#### **Environment:**

- Protection of Lake Charles water quality from stormwater and possible mobilization of contaminants (from historic gold mining activity at Montague Mines);
- Concern regarding the removal of large acreage of forest, wetlands, and habitat, and how that impacts climate change;
- A full Environmental Impact Assessment should be conducted;
- Concern regarding the impact of clearcutting on wildlife; and
- Road network impacts on wetlands.

#### **Land Use:**

- Housing is needed, but the type of housing in this proposed development will not address the housing crisis;
- The type of housing being developed should meet the needs of seniors;
- The development should include a grocery store;
- More mixed-use development should be encouraged;
- The development should include parks and playgrounds;
- More parking is needed than what is required in the proposed Land Use By-law; and
- The proposed density is out of character with the existing community resulting in a mismatched development pattern.

#### **Impact on the Existing Community**

- An additional school(s) should be constructed to accommodate an increase in population;
- Existing institutional and commercial uses in the area (fire protection, hospital, medical clinics, pharmacy, parks, grocery stores, etc.) are insufficient to accommodate the proposed development and population increase.
- Short Term Rentals should be prohibited; and
- New development should be buffered from the existing community.

#### **Process**

- Concern regarding age of the posted traffic analysis;
- Concern regarding the methodology used in the Land Suitability Analysis;
- Consultation process was flawed and made it difficult to provide comment; and
- Concern over the early tree removal, earthworks, and blasting.

#### **Other**

- Powerlines should be placed underground;

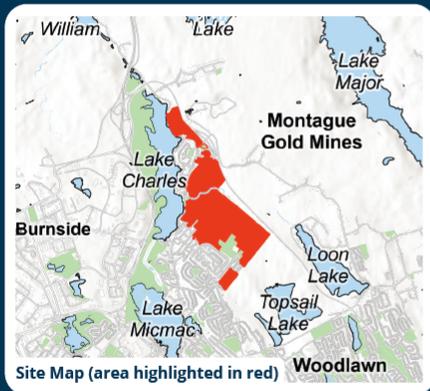
- Electric vehicle infrastructure should be required;
- Concern regarding the water supply in the near term (existing services may not be sufficient to support Phase 1) and long term (Climate change impacting the source water supply); and
- Desire for wildlife fencing and sound barrier along Highway 107.

# OPPORTUNITY TO REVIEW AND PROVIDE FEEDBACK ON PROPOSED PORT WALLACE PLANNING DOCUMENTS

PORT WALLACE (CASE 22384)

HALIFAX

## OPPORTUNITY TO REVIEW AND PROVIDE FEEDBACK on Proposed Port Wallace Planning Documents



Please provide feedback by October 24<sup>th</sup>, 2022  
To: [PlanHRM@halifax.ca](mailto:PlanHRM@halifax.ca)

**PORT WALLACE (CASE 22384)**  
Port Wallace is a 250-hectare area east of Lake Charles and west of Highway 107 (Forest Hills Ext.). It has been designated a "Special Planning Area" by the Province of Nova Scotia to address current housing challenges. HRM Planning Staff have prepared draft planning documents to permit the development of a mixed-use community containing up to 4,900 dwelling units. HRM is now seeking feedback on the draft planning documents before presenting them to the Provincial Executive Panel on Housing.

Date: Monday, October 24<sup>th</sup>, 2022

More Information: [halifax.ca/special-planning-areas](http://halifax.ca/special-planning-areas)  
Email: [planhrm@halifax.ca](mailto:planhrm@halifax.ca)

HALIFAX

## Appendix B of Attachment E - Comments Received

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace feedback  
**Date:** Thursday, October 6, 2022 12:34:08 PM

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*[This email has been received from an external person or system]*

How this proposal can proceed without first having the Connector Access to the 107 in place is mind boggling. Waverley is not designed to handle this massive amount of traffic volume that will be added. It will turn into another Hammonds Plains Rd that is absolute torture to commute on.

Jason Sawler  
[REDACTED]

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace Development Community Feedback  
**Date:** Thursday, October 6, 2022 1:47:55 PM

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*[This email has been received from an external person or system]*

Dear planning committee,

I wanted to send my feedback for this development.

- Connector to the 107 needs to be in place before the development continues. Waveryley road is already too congested
- Also I think that powerlines should be developed underground.
- Finally I would like to know what "institutional" means on the map. I'm hoping that may mean an elementary school. I understand that the municipality and the provincial government are two different entities that do not always consult each other, but really this is important as the schools are already filled.

Thank you for your consideration,

Lyndsay Belair

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace feedback  
**Date:** Thursday, October 6, 2022 4:44:01 PM

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*[This email has been received from an external person or system]*

Good day,

My comments for the project are not positive, period. The city is tearing acres and acres down to build houses we really don't need. Waverley road is already too busy at rush hour with traffic and this will only increase the traffic even if it's only 1000 units. Also, the city/country is harping on climate change mean while the city is tearing down acres and acres of forest. Another known fact that many of the city councils are unaware of is the issue with the aging population. The baby boomers will be selling their houses as they get older because it is a source of retirement for them, who will be buying all these houses and excess houses on the market when the boomers retire? Is the idea to immigrate more to fill the vacant houses? NS is does not have competitive wages with regards to the rest of the country so I would imagine that people from other provinces won't be rushing into fill this housing crisis that will eventually happen with the boomer retirement. Low-income earners won't be buying these 500K + houses that will be developed by this developer, so how is this project really helping people buy homes or is it just lining someone's pocket?

Regards,

*Steve MacLeod, P.Eng*

**From:** Tyler Mckay [redacted]   
**Subject:** [External Email] Port Wallace feedback  
**Date:** October 7, 2022 at 3:21 PM  
**To:** Regina Planning Office, HRM planning@halifax.ca  
**Cc:** S. Mims, Tyson [redacted]



*[This email has been received from an external person or system]*

I've viewed the planning page on the Halifax website, looked through much of the documentation, and viewed the presentation; I must say that overall, the plan is extremely impressive and thorough. This addition to Port Wallace will bring the area together into a more cohesive and independent community. However impressive, there are still some things that I wish to discuss. Especially in regard to the additional traffic this development will bring to the area.

### #1. Mixed-use Zoning

The inclusion of mixed-use commercial/residential zoning is excellent, however I believe that additional sections (in addition to the existing allotments) should be granted that allows easier access for pedestrians to reach the locations that they want to visit.



These sections outlined in blue on the intersection between 'Collector A' and 'Road A' are prime locations for 2-4 story mixed use commercial. Directly adjacent to the proposed tall midrise, institutional, and park zoning. This offers the perfect locations for small ground-floor stores (with residential on top) such as coffee shops, convenience stores, restaurants and other small businesses which thrive in pedestrian focused areas. Mixed-use zoning in this area would allow the residents of the new construction as well as the existing housing across the other side of the Waverley Road to quickly walk/cycle to pick up household necessities, go out for a meal, etc. Having this

separate section of mixed-use zoning would allow residents to forgo crossing the bridge across Barry's Run and would centralize the local traffic within walking/cycling distance.

I would additionally consider extending the mixed-use zoning along the length of 'Collector A' all the way to the highway 107 connection. Allowing people to walk freely the length of the collector and browse different shops and small businesses.



The mixed-use buildings should also be oriented facing the collector road, with only limited dedicated parking spaces. This allows pedestrians, cyclists, and transit riders easy access to browse the different establishments without having to navigate the chaotic swirl of parking lots and vehicles.

## #2. Cycling

The described development would bring in a significant amount of additional traffic onto Waverley Road, Breeze Drive, Caledonia Road, and Montebello Drive, as well as other minor roads within the area. The addition of dedicated cycling paths [pictured right], and multi-use pathway [pictured below] are excellent! However, I would consider adding some additional dedicated/separated cycling paths to the existing thoroughfares mentioned above.



From where Breeze Drive connects to Waverley Road to where Caledonia Road connects to Main Street. This section is extremely wide and could very easily support a two-way dedicated and protected bicycle path along the entire length. The vehicle lanes can be reduced in width to support this new path.

As for the multi-use pathway, I would strongly suggest moving the start of this path from this path from the start of 'Collector B' to at least

the existing exit off the 107 (There is ample room to shrink the street width [which also coincidentally slows down cars]) and make use of the existing sidewalk infrastructure. Best case scenario would be starting the path at the start of the new developments at 'Road C-A'. The Waverley Road is one of the most popular cycling routes in the area.

Extending the multi-use pathway along the entire length of the Port Wallace community will allow easy and safe transportation for people of all ages to get around their community without the requirement of a motor vehicle.

## #3. Buses

In addition to the cycling infrastructure, I would expect to see a small-ish (2 platform) bus terminal [example to the right] be located somewhere along the length of 'Collector A'. This terminal could act as a hub for all of the bus transit within the area. As well as additional covered bus stops throughout the community.



There are ample connections for a terminal to serve in this area. Without



mentioning the local service within Port Wallace (which is 100% necessary), this terminal could offer connections to the commercial/residential areas along Lake Micmac and Lake Banook, downtown Dartmouth and the MacDonald Bridge terminal, NSCC/Woodlawn Highschool, the Tacoma Drive commercial area, the Portland Street and Penhorn commercial areas, Cole Harbour along the Forest Hills Parkway, Dartmouth Crossing and Burnside, and even connections to Waverley and Fall River which are already criminally underserved areas. I would also like to see a connection to the existing Spider Lake community, which is also primed for additional expansion such as Port Wallace is.

Bus service in this area would go along way to reduce the vehicle traffic and offset the additional thousands of extra vehicles that will see the road with the construction of this new development. This is an area that cannot be ignored.

#### **#4. Elementary School**

Are there plans to build an additional elementary school in the area. I have noticed the institutional zoning area, however that does not guarantee an elementary school, it could be a library or some other public service institution. Personally, I think an additional elementary school is a great idea, the next closest schools are Bois-Joli (French school so not for everyone), Michael Wallace (not especially large), and Ian Forsyth (medium sized, but fairly far away). A new school could also serve a good portion of the Waverley Road as well as the existing Spider Lake community. It would be an excellent way to encourage new families to move into the area.

Thank you for reading my feedback and I hope to hear from you. I grew up in the area and currently live in Kenville in the Valley, but plan to move back into Halifax in the next couple of years. This kind of development is exactly what I am looking to move my future family into. The things I have outlined in my feedback are very important to me, and I imagine they will be very important to a lot of other young people who are looking to buy their first home or move out of their parents' place for the first time.

I would very much like to contribute further to the planning and ongoing discussion in relation to this development. Feel free to reach out to me if you have any other questions.

Thanks,

Tyler McKay



**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace feedback v  
**Date:** Wednesday, October 12, 2022 11:14:18 AM

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*[This email has been received from an external person or system]*

Good morning,

Some key items I feel need to be addressed in the planning and implementation of this development

1. it needs a grocery store, not a boutique grocery store, a proper grocery store. The existing neighbourhoods are already a food desert, adding 11-12,000 more people (a population comparable to Truro) should necessitate a grocery store

2. essential services, small retail and shopping should be provided. Forcing this many people to get in cars to go to dartmouth crossing, micmac mall or similar for small scale retail, hair cuts etc will increase congestion on already strained roads

3. transit service should be in place in advance of occupancy. The day people move in, especially into the multi-unit residential, transit should be available. Transit service should also be at 15 minute intervals during peak periods. This area is currently underserved by transit

4. active transportation connections should be provided - Caledonia Road is oversized and can easily accommodate protected bike lanes.

Thank you,

Katherine Peck

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Case 22384  
**Date:** Wednesday, October 12, 2022 3:50:34 PM

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*[This email has been received from an external person or system]*

Show the area plan

Sent from my Galaxy

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace  
**Date:** Wednesday, October 12, 2022 6:45:20 PM

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*[This email has been received from an external person or system]*

Leave my neighbourhood alone.

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A.

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace feedback  
**Date:** Thursday, October 13, 2022 7:34:36 PM

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[This email has been received from an external person or system]

Hello,

I would like to start by saying that I am very happy to see this development being planned as HRM sorely needs the new housing. I am also very relieved that there will be no requirement to add Affordable Housing, as there is already a significant amount of Affordable Housing in this area which has contributed to higher-than-average crime rates.

I am concerned that you've gotten this far through the process and have not done a formal Environmental Impact Assessment. Considering the importance of the nearby watershed and the abundance of other natural habitats you will be destroying, I think it would be extremely irresponsible to proceed without doing an EIA. I understand you have done other studies that touch on this, but none come close to an EIA in their comprehensiveness. I fully support the construction of this community, but only if an EIA does not identify any serious issues that it's development will create.

I am also very concerned about the added congestion of the variety of services and institutions in our area. Will HRM/developers be attracting a new grocery store to be installed in the area? The addition of a (minimum) 10,000 more people means the congestion at the grocery store, NSLC, etc. is likely to become a serious problem.

We will also require a additional schools (elementary and junior high) given that our current schools are either past capacity or too restrictive in the children they allow (French immersion). Will HRM/developers be offering the NS Dept of Education funds to help with the construction of these facilities? The Dept of Education seems underfunded and unable to provide proper services at the schools that exist, so it seems unlikely they will be able to build new schools soon enough to meet the extra demand this development will create.

Given that this area is designed to help relieve some of the housing crisis, is it possible to put a bylaw in place to prohibit short-term rentals throughout the new development? It would be a real shame to allow any of these homes to go to people who do not need them.

Thank you, and I look forward to the success of this development.

Jennifer Saunders  
[REDACTED]

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace (Case 22384)  
**Date:** Thursday, October 13, 2022 8:29:03 PM

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[This email has been received from an external person or system]

Hello , I have reviewed your Planning proposal for my area (Port Wallace)

We live [REDACTED]

We are all for new developments for our community, but I have some concerns, especially the increase in vehicle traffic on the Waverley Road.

As per your map, there are very limited access points in your planning strategy.

I did hear rumours of an off ramp proposed from Highway 107/ Forest Hills Extention.

Is this still the case ??

One other concern I have is the property line barrier ( how close will /can the Low Density Residential be to my property line??

Your presentation did not say anything about property line encroachment. Yes I realize that new developments can build right up to the line. I'm hopeful there will be some kind of buffer between our property and the new developments.

Thank you for reading my concerns,

Please reach out if you require more clarification.

Phil Macisaac

Sent from my iPhone

**From:** [Regional Planning Office, HRM](#)  
**To:** [REDACTED]  
**Subject:** RE: [External Email] Feed back on Port Wallace (case 22384)  
**Date:** Friday, October 14, 2022 3:03:00 PM

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Thank you for submitting feedback on the draft Port Wallace planning documents (Municipal Case #22384).

Your feedback will be considered by HRM Planning staff when finalizing the documents, and shared with the Executive Panel on Housing for their consideration when making their recommendation to the Provincial Minister of Municipal Affairs and Housing.

Comments are being accepted at this email address until Wednesday October 26, 2022. Also, please feel free to contact the lead planner for the file Tyson Simms at 902-717-5309.

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**From:** Sophia Kim [REDACTED]  
**Sent:** Friday, October 14, 2022 2:47 PM  
**To:** Regional Planning Office, HRM <planhrm@halifax.ca>  
**Subject:** [External Email] Feed back on Port Wallace (case 22384)

*[This email has been received from an external person or system]*

I heard that you are planning on build new housings. I'll appreciate if you could make more variety of bus routes. Since there are many children near the neighborhood I would really like for you to build a small playground for the kids.

Thank you for considering feedbacks. I'm looking forward to it

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace (case 22384)  
**Date:** Friday, October 14, 2022 5:04:23 PM

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[This email has been received from an external person or system]

To whom this may concern,

At a community meeting at the French school (Carrefour de Grand Havre) several years ago regarding this development, residents were very clear that a connection to the 107 should be part of phase 1, not phase 4. The winding Waverly road already sees lots of accidents and this new development will only make it worse.

Sincerely

Stephen Comeau

Sent from my iPad

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace Community Feedback  
**Date:** Saturday, October 15, 2022 1:26:03 PM

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*[This email has been received from an external person or system]*

To Whom it may concern,

I would like to add my feedback for your process.

I am a resident living at [REDACTED] that will be directly affected by the increased traffic flow on my street. I do support most of the proposed plan. There are two changes I would like to see and I don't understand why it would have not been a priority in the original plan.

1. Extend Avenue du Portage to the 107 Forest Hill Ext for the collector road.  
(This would greatly benefit access to the area and reduce traffic in the already existing neighborhoods)

2. Develop the mid/tall mid/high rise, mixed use and commercial first utilizing the proposed extension just stated above.  
(This would ensure all construction traffic would utilize the highway and not the existing neighborhood as well as give the owners and city a much faster return on investment)

I believe these changes would greatly benefit all involved in this process and can not fathom why the process has not gone this route. I am pro development but would like to see things in this case move forward in a more community responsible way.

Scott R Fry

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace (Case 22384)  
**Date:** Saturday, October 15, 2022 6:42:58 PM

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*[This email has been received from an external person or system]*

Hello,

While I am happy that the city is taking steps to address our housing crisis and I do think the Port Wallace plan should move forward regardless of my concerns, I do have a concern about the traffic increase this will cause to Braemar Drive.

Braemar Drive is already at capacity and is a very busy street between the Circ and Montebello. The Baseline Infrastructure Assessment report acknowledges that Braemar drive is at capacity yet provides no plan for how to address the increase. It simply states that the vehicles per hour will increase and then compares the increase to St Marget's Bay road as a justification that the increase will not be an issue. These statements seem to contradict each other and even without this new development Braemar Drive's traffic situation is already a problem.

The report also states: "Waverley Road is the most likely point of access to the site to/from the Highways 107 and 111, Main Street, and downtown Dartmouth and Halifax, at least initially;" but does not state how or why this assumption would change - "at least initially".

It seems that the city has no plan to address the traffic on Braemar Drive and any increase that would come from this development. The focus appears to be on the areas that are not as heavily trafficed as Braemar Drive which is dissappointing.

Thank you,  
Alex

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace (CASE 22384) Feedback  
**Date:** Saturday, October 15, 2022 7:58:00 PM

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*[This email has been received from an external person or system]*

As a resident of the Waverley area, I'd like to say that overall I'm delighted with the project. HRM needs a lot of new housing and this will not solve all the problems, but it is a good step. Overall, both my husband and myself approve of the plans. Simply:

- Very glad to see an accelerated approval process.
- High rise and mixed use located near the highway is a great idea and could result in less highway noise for residents (except for people in the high rises, but at least they'll get a good breeze) By this plan, will existing residents even be able to see the high rises? I would guess not.
- Parkland dedication is great! Would like to see how much of the existing flora will be preserved for this purpose in the future.

One point I would like to make as a suggestion:

- I see the need for a traffic light at the collector, but the Montague Road intersection that leads to the 107 should be considered for a traffic circle, much like the one at Fall River on the other side of Waverley Road. It would be nice to have that now, let alone when there is more traffic. It would serve as a useful speed limiter and would both better allow access onto Waverley without slowing down the big advantage of having a road that will get you the best fuel mileage of anywhere I've ever driven. Idling should be avoided when you have the space to create a nice, wide, visible traffic circle.

I have taken one survey class in traffic engineering so therefore know enough on the subject to be insufferable, but I still think it's a great idea.

Thank you very much for soliciting feedback.

Cheers,

Meaghan Quinn

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace feedback  
**Date:** Saturday, October 15, 2022 8:35:22 PM

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*[This email has been received from an external person or system]*

Hi there,

As long as the infrastructure (roads, etc) can handle the additional traffic and environmental protection is taken into consideration I'd say this is a good thing.

We live off of Waverley and would really hate for it to be jam packed with traffic. If this is a possibility, Waverley will need to be widened.

Thanks.

Kim

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallis feedback  
**Date:** Saturday, October 15, 2022 10:36:20 PM

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[This email has been received from an external person or system]

To Those Responsible for the Future of Port Wallis:

As a long time resident of Port Wallis I have concerns about the Clayton Developments Ltd. 4900 unit housing development as I live on Waverley Road on the shores of Lake Charles.

Waverley Road currently has high traffic levels, uncontrolled speeding motorists and way too many very noisy motorcycles. What is to be done to solve the current problems before adding 10,000 more people and their vehicles to the community? At the very least the proposed access ramp from the development onto the Forest Hills Extension should be built before any houses are built.

I am very concerned about the decimation of the forested areas by clearcutting destroying habitats and displacing wildlife. I worry about the destruction of the ecological health of Lake Charles (the head waters for the Shubenacadie River chain of lakes) due to increased stormwater run off, increased sedimentation, pollution of Barry's Run and other streams and the disturbance of the toxic materials related to past mining activities in the Montague area that this development will cause.

In recent years there has been an exponential increase of uncontrollable, invasive water weeds spreading throughout the lake. These weeds first began to grow where streams flow into the lake. More runoff and sedimentation will only make this worse.

I understand more housing is needed and welcome the construction of a new school within this development but please ensure that Lake Charles is protected and that traffic patterns are studied so the existing problems can be solved instead of creating a traffic nightmare negatively affecting the community of Port Wallis.

Sincerely,

Kathy Coughlan

Sent from my iPad

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] FEEDBACK ON PROPOSED PORT WALLACE PLANNING DOCUMENTS  
**Date:** Sunday, October 16, 2022 5:52:37 PM  
**Attachments:** [image001.gif](#)

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*[This email has been received from an external person or system]*

My wife and I reside in the port Wallace area and are watching the developments of the 250-hectare area east of Lake Charles and west of Highway 107 (Forest Hills Ext.).

We are both pleased with the plans as we understand them . It seems you are taking traffic mitigation seriously, which I dare say is a large concern of many of our neighbours in this area.

I like the overall “feel” of the area as it is depicted in the planning documents.

Traffic, aesthetics of the area and a pleasing appearance all round are going to be the hallmarks of this plan when built, and we support them.

Nothing to see here which disrupts any of our concerns. Water, children and good Sunday driving are all top of mind issues with us and we believe you have adequately planned for them.

Approved by the Cody's!



John and Jackie Cody



**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace Planning Case 22384  
**Date:** Monday, October 17, 2022 1:16:02 PM

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*[This email has been received from an external person or system]*

I am writing about the concerns I have regarding the Port Wallace development.

1. I believe that Waverley Road cannot handle this development without first adding both an exit and entrance on the 107 Forest Hills extension. Waiting to add this additional infrastructure in 2030 will congest this already extremely busy area with a convoy of large work trucks then thousands of additional cars.
2. I would like to see the infrastructure in place for schools, child care and fire protection services.
3. Burying the power lines would make it not only more aesthetically pleasing but less likely to be damaged by weather and surrounding trees.

Sincerely,  
Nicole Brown

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Cc:** [REDACTED]  
**Subject:** [External Email] Port Wallace (Case 22384)  
**Date:** Monday, October 17, 2022 5:42:31 PM

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*[This email has been received from an external person or system]*

Hello,

We received a notice in the mail with regards to the Port Wallace proposed development.

In regards to this, will municipal services be offered to residence in the Spider Lake community? I see it will be for folks along the Waverley road according the the website but wanted to verify if the communities off the Waverley road will have the ability to connect to municipal sewer and/or water.

Thank you for your time.

Best,

Ian Kennedy

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Case 22384  
**Date:** Tuesday, October 18, 2022 8:03:03 AM

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*[This email has been received from an external person or system]*

Good morning, thank you for the opportunity to provide some input on this subject.

Firstly I support this development with the following conditions.

Development of the project should have been made contingent on access being built onto the 107 bypass, as it stands 90% of the access will feed onto the Waverley road which is close to if not over capacity before this development even starts.

The issue of water safety is paramount, it is critical that the waters of Barry's run and any areas related to the tailings from the Montague be left undisturbed. If the contamination from that area is allowed to flow into Lake Charles it will flow directly into Lake Micmac and in turn our world class paddling lake, Lake Banook.

Cheers

Carmen Brown

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace (Case 22384)  
**Date:** Tuesday, October 18, 2022 8:50:17 AM

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*[This email has been received from an external person or system]*

Hello,

I have been provided the opportunity to go over the information on the Port Wallace community engagement web page and would like to express some concerns I have as a current resident of the area.

My biggest concern is the lack of amenities and community infrastructure. This development is the size of Truro, but it is going to be strictly residential and commercial property. If you're adding 10,000+ people to this area, there should be a hospital (or clinic), park/green space, multiple grocery stores, additional pharmacies, restaurants, etc. Currently, this area only has two restaurants and a pharmacy and I am worried the existing amenities will get overwhelmed by the doubling of the population, making life worse for current residents and creating a poor community for future residents.

I am also concerned by the excessive use of traffic signals. If the current operation of the signals in Burnside and along the 102 are an indication of the future for this area, there are going to be many collisions and people won't be able to leave their driveways because of the queues of vehicles. There is enough space to build a roundabout at the Montague Road and Waverley Road intersection and this should be done. Otherwise vehicles will be spilling back onto Highway 107 like they do on Highway 102.

I live [REDACTED] and cars are constantly using my street as a short cut because the lines at the Ave du Portage, Breeze, & Caledonia intersection are excessively long. This is only going to be made worse by the signals and extension of Avenue du Portage. I also think it would be good for any signals to operate the same as the ones on the provincial roads. For some reason, I have to wait on a red light when there are no vehicles on the other streets at the intersection. At the provincially owned intersections, the signal switches over to green for me if there are no vehicles travelling on the other streets. This needs to be implemented at all HRM intersections. My friends in the industry refer to this as actuated signals, this will be needed at all the signals in the area. There is no reason for a driver to have to wait for a green light if there are no cars on other streets. I noticed that the signals at Montebello/Waverley were recently changed to have an automatic walk light along Waverley, this has severely negatively impacted traffic on Montebello and is unnecessary. It becomes even more confusing when you realize there is no sidewalk on one side of the intersection, so there shouldn't even be a marked crosswalk here, let alone a walk light, let alone one that comes on automatically. Please fix this issue ASAP.

My final concern is with the speeds of vehicles on Avenue du Portage. These are exceptionally high, despite it being a deadend road. Extending Ave du Portage to loop around to Waverley will make this worse. And if the rumoured connection to Highway 107 is true, I shudder to think about how high speeds will get. Even with vehicles parked on both sides of the road, there is enough room to fit 3-4 lanes of traffic on the road. I hope there is a plan to reduce the road width and speed before the extension is built. There is sidewalk on only one

side of the road, the best way to reduce the width and vehicle speeds is to build a new multi-use pathway within the existing road surface, this would shorten the curb to curb width, slow cars down, and create a more connected active transportation network.

Thank you for the chance to provide feedback. I hope there are plans to reduce the speeds on Ave du Portage, it is only a matter of time before someone gets hit by a vehicle and is seriously injured, or worse.

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace Feedback  
**Date:** Tuesday, October 18, 2022 11:31:35 AM

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*[This email has been received from an external person or system]*

Hello, as a longtime resident of the area I have a couple comments after reviewing the presentations and studies.

Firstly I want to say that I am supportive of the development as I recognize the need for any type of housing in the Halifax market. The Port Wallace lands represent a centrally located development area and the overall site plan is very good with public parks, consideration for schools and the environment.

There are two areas I do want to focus on;

- Waverley Road Multi-Use path
  - The development of this active pathway to connect to Shubie Park is a fantastic idea. I am a regular runner and dog walker and this pathway on Waverley Road would add so much to the area. It would be a great disappointment if this was not included and I think if the large number of additional residents from the development are considered it will be necessary. The sidewalk in place today is already well used.
- Connection to Highway 107
  - The connection to Highway 107 needs to be in place at the start of the development and not delayed. The number of connection points to Waverley Road is going to have serious traffic implications; not just in volume but also in safety.
  - Adding the additional connecting roads (4) from the development with the number of left turning points will lead to accidents. Waverley Road is not a straight road and with vehicles regularly traveling over the speed limit, there will be issues. Add to the traffic service trucks from construction, which already are impacting traffic, and I believe this creates a safety issue.
  - The traffic study appears to be from 2017 which is likely already woefully out of date. Halifax has seen a tremendous population growth in the last 5 years so this must be considered. Population projections show continued growth for the metro area despite current economic challenges. The assumptions for traffic increases seem grossly underestimated.
  - Plan now for the long term, the twinning of Highway 107 to Highway 118 should begin now.

One last point on the traffic assumptions, the assumed adoption of public

transit use and alternative travel such as bikes does not seem to be based on relevant data that I can see. Are there not data points from other areas of development, such as Bedford South, where adoption metrics can be used? Halifax Transit and the Integrated Mobility Plan are out of date and out of touch. There are far too many half-measures, such as bus lanes that run for 100 metres or so and then merge again, that are ridiculous. Until Halifax, or the province, can figure out how to effectively provide public transit that makes travel more convenient it will not be widely adopted. Other cities have done it.

Thank you.

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace feedback  
**Date:** Tuesday, October 18, 2022 3:41:20 PM

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*[This email has been received from an external person or system]*

Hi Halifax Planning,

Looking at the Port Wallace plan, it's clear to me that there should be protected bicycle infrastructure on Collectors A and B, as well as on the 107 Connector between the high rise structures and Collector A. With this type of high rise density, it's important to ensure that it is safe and encouraging to use modes of travel that reduce car dependence such as walking and biking! I also hope to see ubiquitous sidewalks and common, safe, raised crosswalks.

Part of implementing liveable density is also ensuring that there are commercial properties nearby adequate for regular chores like grocery shopping, child care, etc. It's unclear from the plan whether these are included - is that a planned feature?

I was also disappointed to see such a focus on low rise development, although it appears that these are at least closer together than the existing properties around Lake Charles. It's frankly confusing to me that the areas furthest from the city center are planned with the most density, and would be curious to hear the reasoning for this in the plan. Perhaps it would make at least some sense if the low-rise is continuous townhouses, but if they are just more single-family detached houses, I would find this neighbourhood much less appealing to live in and would instead consider just moving to Montreal like everyone else!

Thanks,  
Owen G.  
Halifax resident interested in these properties

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace development case 22384  
**Date:** Wednesday, October 19, 2022 10:12:00 AM

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*[This email has been received from an external person or system]*

Hi there, I'm concerned about a housing development that has broken ground in Port Wallace recently. A number of people in my neighbourhood are concerned about the lack of zoning for grocery stores and other important community amenities. We were told by our local councillor (Tony Mancini) that the minister would be accepting feedback on this development from community members. The closest grocery store is currently 3.5 km away. The current population of port Wallace is around 7000 and 10,000 more people are expected to live here once the development is completed. If someone from your office could contact me to speak about this I would appreciate it. Thank you and have a great day!

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM; Mancini, Tony](#)  
**Cc:** [REDACTED]  
**Subject:** [External Email] Port Wallace  
**Date:** Wednesday, October 19, 2022 1:13:18 PM

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*[This email has been received from an external person or system]*

Good Day,

I have no issues with the proposed development of Port Wallace, I hope it provides a great deal of affordable housing to the community. My only concern is traffic congestion on certain roads and at certain intersections, one road in particular being Avenue Du Portage and the main intersection it currently feeds into (Caledonia, Montebello & Breeze). In looking at the concept plan I can see that traffic lights are proposed to be installed here which is a fine idea but would it not be a more suitable plan to place a round-about in this area? Round-abouts maintain the flow of traffic and would eliminate much of the congestion that traffic lights would cause.

Many new round-abouts have been implemented around the HRM and have proven to be very effective, why not continue the trend? It predominantly reduces energy consumption and engine idling thereby further assisting the combat against climate change, food for thought! Just look at most European countries, for centuries they've used round-abouts in place of traffic lights and when have they ever had issues?

I'm sure most decisions have already been made on this development and this e-mail may just be thrown to "the bottom of the pile," but having spent 8 years living within stone's throw of said intersection I felt compelled to share my best opinion.

Thank you for your time & consideration.

Conor Murphy

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace Development feedback.  
**Date:** Wednesday, October 19, 2022 2:08:44 PM

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*[This email has been received from an external person or system]*

Hi,

I am a resident on [REDACTED] in Dartmouth near the development and we haven't got any notice for the blasting or anything related to the development.

Also, we live next to the highway 7 which is an undivided highway. With that many residences moving in, the highway should be twined for safety reasons.

Thanks,

Lindsay Coughlan

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace (case 22384)  
**Date:** Wednesday, October 19, 2022 9:56:35 PM

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*[This email has been received from an external person or system]*

I am a resident of [REDACTED] which will be affected by this development. My concerns are as follows;

1. With the increased traffic on the Waverley Road, it is imperative that the interchange off Forest Hills Parkway 107 be completed before residential housing is built especially high-rise apartments and condos
2. Forest Hills Parkway from Main Street to Burnside should be twinned as traffic is very heavy.
3. Traffic lights should be installed at Charles Keating Dr. And Waverley Road

Thank you  
Debbie Shreenan

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**From:**   
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] PORT WALLACE DEVELOPMENT - CASE 22384  
**Date:** Thursday, October 20, 2022 7:37:55 AM

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*[This email has been received from an external person or system]*

Dear Sir / Madam:

PORT WALLACE DEVELOPMENT - CASE 22384 - WAVERLEY ROAD - A  
DANGEROUS ROAD IN THE MAKING HERE - STOP THE CONSTRUCTION OF  
WAVERLEY ROAD EXIT POINTS

Why are the notices going out now after Clayton Developments has mowed down the forest at the direction of the province?

A much more dangerous road is in the making here and I urge city council along with the province to stop these exit points to Waverley Road.

One does not have to be a traffic analysis to figure this out.

Exit points to Waverley Road need to be capped off.

**Absolutely impossible for Waverley Road to support the proposed exit points for traffic let alone one.**

**Absolutely impossible to enhance Waverley Road to support these exit points.**

A concerned citizen.

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] port wallace case22384  
**Date:** Thursday, October 20, 2022 8:48:17 AM

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[This email has been received from an external person or system]

I am a resident of the port Wallace area

This proposal shows a total lack of knowledge of the area !

Why would you take a beautiful area with pristine lakes and single dwelling homes and destroy the beauty with apartments , when such areas exist on baker drive and other locations .

Also the infrastructure including roads and traffic are already overloaded on Waverly road ? Traffic delays are frequent now!

I hope somebody comes to their senses and prevents a terrible mistake.

I definitely oppose this proposal .

Lawrence Butler

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#); [REDACTED]  
**Subject:** [External Email] Port Wallace (Case 22384)  
**Date:** Thursday, October 20, 2022 2:29:50 PM  
**Attachments:** [Port Wallace Planning case 22384.docx](#)

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*[This email has been received from an external person or system]*

Please see attached for my comments on the Port Wallace Proposal (Case 22384)

Dr. W.T. Stobo  
Chairman, The Chebucto Wind Field Inc.  
[REDACTED]  
Chairman, Chebucto Pockwock Lake Wind Field Limited  
[REDACTED]  
Director, Scotian Windfields Inc.  
[REDACTED]

## Comments on case 22384

I would like to comment on the development proposal for the Port Wallace Planning proposal as described on the [Halifax.ca/special-planning-areas](https://www.halifax.ca/special-planning-areas), with a response deadline of October 26<sup>th</sup>, 2022..

The site described was originally two sites, one for the Port Wallace area south east of the Montague highway interchange and a Conrad's Brothers proposal for the area to the north of hwy 107 and north-west of the Montague highway exchange, now described as Port Wallace North and Port Wallace Central.

The two sites are dramatically different in size and therefore the number of residences in each area will be dramatically different; and the position of the two sites present different challenges to development and impacts to the environment. The documentation provided on the website is merely a concept plan and provides limited information for the public to consider in commenting on the proposal.

Consequently it is difficult for the public to provide well organized criticisms to the proposal or reasonable suggestions for mitigation. I will try to list my concerns separately for both areas, but both have a similar overall problem related to roadways/traffic and environmental impact on the waterbodies and wetlands in the proposal area. The proposal is that approximately 4900 residences would be constructed; it is thus reasonable to assume that the number of vehicles entering and exiting the two sites would be in the order of 8,000 – 10,000 vehicles entering and exiting the area on a daily basis, considering that a significant number of NS families have more than one vehicle and there will be a significant number of commercial vehicles using the roadways to service the residences/commercial enterprises.

1. The video presentation concentrated on the Port Wallace Centre portion, but specifically mentioned that the total development would be phased and stated that the infrastructure development would occur in advance of each phase of the residential, etc, development. Related to traffic, that means that for both the North and Central areas, the street layout would be made prior to actual construction of residences, etc. The video also stated that an interchange would be developed to Hwy #107. There was no information provided on where this interchange would be placed and how it would redirect traffic away from using the Waverley Road. The absence of information on this interchange is a major shortcoming of the proposal!

The documentation only provided a single diagram (Map PW-2) which indicated any planned roadway, and this roadway (Central Collector Road) related to only the Central area. This Collector is noted only as joining Avenue Du Portage at the southern end, but at the northern end it connects to a property facing on the Waverley Road and adjacent to the end of Lynwood Drive, which exits directly onto the Montague overpass road. This Collector Road cuts through a number of sensitive wetland areas (especially Barry's Run and Mitchell's Brook). A more detailed look at the maps provided (specifically Fig 3.4-1) shows that the area has a number of connection points to the Waverley Road which suggests that a number of the final streets will also connect to the Waverley Road.

The Waverley Road is currently the major access for the Portobello Area, and the residential areas on the east side of Lake Charles, as well as Waverley and Fall River. The section of the Waverley Road from the Montague interchange to Fall River (along the shore of Lake Charles and Lake William) is a series of curves, dips and rises with few extended sections with a clear view for oncoming traffic. It was not designed to be a major traffic road even though it is labelled as a secondary highway. It is lined with residences which have property on both sides of the Waverly Road meaning that the owners routinely need to traverse the Waverley Road to access their waterfront properties. The section along Lake William has extremely narrow borders and no sidewalks which make walking along the road quite dangerous; as well it is already hazardous to cyclists who use the road, since they have little recourse if vehicles do not give them the legislated avoidance distance when passing. Due to the curves, dips, rises, and narrow borders, pedestrians and cyclists using or traversing this road, already face serious safety issues. The RCMP have commented that it is even difficult for them to deal with speeding or other vehicle violations on this road due to the road features mentioned above. Complaints are constantly being registered about the traffic levels on the Waverley Road; further increases will only make it more difficult to navigate.

The need for the prime access and exit points from the Port Wallace Central area to have an alternate to the Waverley Road is a paramount concern and needs to be seriously considered before this proposal is approved. As noted above, the video presentation references that a new interchange is intended. But there is nothing in the documentation indicating where or when this interchange will be constructed; that implies that it is low on the priorities of the provincial authorities or the developers. Further it implies that the residential owners and commercial operators along the Waverley Road will have to accept significant amounts of increased traffic during the construction period, and possibly beyond completion of the development, since designing and constructing a highway interchange is not a quick process.

Note also that the Port Wallace North area has no indicated access/exit roads. A review of Fig. 3.4-1 shows that a majority of the site bordering on the Waverley Road has a slope in excess of 31 degrees, and where the slope is not so steep, there are watercourses or wetlands. The question that needs to be answered regarding this site is where will the developers put the access/exit roads which will be safe to use? Given the nature of the Waverley Road, it is difficult to see where such roads could be placed which would allow vehicles from this area to see oncoming traffic, and for oncoming vehicles to see traffic accessing/exiting the Waverley Road from this residential area. An alternative option would be for the access/exit road to connect directly to the overpass road of the Montague exchange. The developers should be required to provide the layout of the roads in this North area, with review of the safety issues.

Regarding the Port Wallace Central area and the Central Collection Road, the development proponents had a choice of where to place it. It appears that there was no choice other than to transverse the Barry's Run/Mitchell Brook system and they did so by placing the road over Mitchell's Brook thus avoiding the wetlands surround Barry's Run. But then once across Mitchell's Brook, they chose to direct the roadway to the Waverley Road with the Collector Road ending at the back of a property facing on the Waverley Road. In doing so, they traverses a number of areas which appear to be small wetland areas. They had an option to direct the Collector Road north of Mitchell's Brooks thus paralleling Hwy

#107 and connecting with the end of Wilcox Lane, but chose not to do so. Had they done so, it doesn't appear that they would have impacted on more wetland areas than the route they chose, but also the result would be that the Collector Road would exit to the overpass road to the Montague exchange rather than the Waverley Road, thus directing traffic away from the Waverley Road. Alternatively they could have, and still could, connect the Collector Road to the end of Lynwood Drive which also exits to the overpass road to the Montague exchange roadway.

Without having the complete roadway system anticipated by the developers, there is no way to assess the extent to which the final street system will impact the various wetland and watercourses that exist in either area. Given the setback requirements, buffers, and other concerns related to waterbodies and watercourses, this omission appears to be to avoid any concerns being registered regarding the impacts on the environment, and eliminates any suggestions from the public on means to mitigate those impacts.

The environmental assessment features are interesting in that the modelers used a weighting system to determine the development constraints associated with various parameters, such as Wetland constraints (Fig. 3.3-1), Watercourse constraints (Fig. 3.2-1), Forestry constraints (Fig.3.1-2) and Slope constraints (Fig. 3.4-1), then summed them somehow to get a number which categorized the feature to between zero constraint or total constraint. Presumably the developers then used these weighted numbers to determine where to place the Collector Roadway and will use it to also place the roadways on both sites and residences etc. But there is a problem with this technique, when the values are summed together. For instance, in the Forestry analysis, the wetlands are categorized as having zero constraints, presumably because wetlands have relatively few trees deemed to have some value; similarly in the Watercourse analysis, everywhere other than Barry's Run and Mitchell's Brooks receive a zero weight. Barry's Run and Mitchell's Brook receive a totally constrained weight in that category. Yet the developers propose to traverse Mitchell's Brook, so that total constraint value is ignored. As well, using this methodology, when the value of zero is added into the final analysis the wetlands and watercourses are deemed to have little or no constraint value. I would challenge that conclusion and thus the methodology used to derive the result.

Thank you for the opportunity to comment on this proposal.

Dr. W.T.Stobo



**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Proposed Port Wallace Planning Document-case 22384-is frightening  
**Date:** Saturday, October 22, 2022 9:37:25 PM

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*[This email has been received from an external person or system]*

Good day,

I wanted to express my concern and opposition to the proposed Port Wallace Planning Documents/development. There isn't sufficient infrastructure, specifically on and off ramps into and out of the new development from highway 107. Before anyone moves in, both ramps need to be completed. Earlier plans had them in, and it should be compulsory. New large developments should have mandatory schools, playgrounds, traffic flow mitigation and additional fire protection.

I currently live [REDACTED] and have issues getting onto and moving up and down Waverly Road already without the additional 10,000 new residents driving (an average of two cars per household) up and down the single-lane road with no street lights. Has planning considered this development's combined traffic flow issues and the new highrise down by Tim Hortons that will further burden its residents?

I am worried about running into a situation where we have to conserve water because there is more demand than supply. The water and sewer should be sufficient before people move in. It's my understanding that this is not the case.

What do we need to do, who do we speak to, and when do we need to do it to stop this community nightmare?

Distressed community member,  
Andréa Speranza,

[REDACTED]  
[REDACTED]

**Representation** is necessary.

**Black** lives matter.

**We** are in Mi'kma'ki, the **ancestral** and unceded **territory of the Mi'kmaq People**.

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Proposed Port Wallace Planning Document-case 22384  
**Date:** Sunday, October 23, 2022 7:29:50 AM

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*[This email has been received from an external person or system]*

Good day,

I wanted to express my concern and opposition to the proposed Port Wallace Planning Documents/development. There isn't sufficient infrastructure, specifically on and off ramps into and out of the new development from highway 107. Before anyone moves in, both ramps need to be completed. Earlier plans had them in, and it should be compulsory. New large developments should have mandatory schools, playgrounds, traffic flow mitigation and additional fire protection.

I currently live [REDACTED] and have issues getting onto and moving up and down Waverly Road already without the additional 10,000 new residents driving (an average of two cars per household) up and down the single-lane road with no street lights. Has planning considered this development's combined traffic flow issues and the new highrise down by Tim Hortons that will further burden its residents?

I am worried about running into a situation where we have to conserve water because there is more demand than supply. The water and sewer should be sufficient before people move in. It's my understanding that this is not the case.

Please ensure the necessary infrastructure is in place before proceeding.

--

Lisa Muton

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace (CASE 22384) Feed back  
**Date:** Sunday, October 23, 2022 11:11:27 AM

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*[This email has been received from an external person or system]*

Good morning,

I have received the notice for the Port Wallace (Case 22384) and it is very difficult to give feedbacks on the case as there is very little information. I went on the Halifax.ca website for special planning areas and there is a map showing the area being considered for development but again nothing showing the development itself. What kind of housing will go there? Will it be developed on a grid plan for the streets? How much more traffic will it create on Waverly Road, Montebello Drive Caledonia Road and Breeze Drive? I believe that an access to Forest Hill Extension would have to be essential to alleviate some of the traffic. How much will the development affect the streams flowing down to Charles Lake? Also, if you truly want to alleviate the current housing problem, then smaller more affordable houses need to be built in order to help lower income family to purchase a home. Until a plan is ready for the people to review, these are the only feedback I can give you. Are there regular citizens involved in the planning, and if so, I would like to be involved.

Ghislain Désainde

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Comments re Port Wallace Development  
**Date:** Sunday, October 23, 2022 6:53:08 PM

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[This email has been received from an external person or system]

Concerns and Comments and Questions regarding the Concept Plan dated September 2022

Traffic:

- It is not clear from the documents what the projected impacts will be on traffic (and traffic safety, including cyclist and pedestrian safety) on Waverley Road, and how those impacts will be mitigated, given that Waverley Road is a narrow, single-lane and winding road with very limited bike lane space, no sidewalks in some areas, little to no potential for widening, and existing visibility issues.
- What are the plans for the new and existing Waverley Road access points to the new development? Streetlights? Stop signs? In which directions? Four-way stops?
- It is unclear how the new development (both the Conrad Lands and the rest of the development) will be effectively accessed from the existing Highway 107 connection at Montague Road. How can/will traffic be encouraged to access the development directly from Highway 107 and from that connector rather than from Waverley Road?
- Given the existing predominating traffic patterns from downtown Halifax and Burnside, it seems unlikely that the proposed new Highway 107 connector will be useful in redirecting traffic off Waverley Road.

Transit:

- What is the transit plan for the new development? Will new bus routes and/or terminals be added, and how will they impact and intersect with the existing routes (eg. bus routes #55, #54 and #10)? Has consideration been given to providing improved transit access to grocery shopping areas (ie. Braemar Superstore) and community recreation centres (ie. Cole Harbour Place)?

Water and Sewer Infrastructure:

- What assurances are there that the existing water and sewer infrastructure will be sufficient even for Phase 1, and that future phases will not start until the water and sewer infrastructure upgrades have been completed?

Trails:

- There do not appear to be any trails planned for the Conrad Lands section of the development. Can these be added? Can a connecting trail be added between the two sections (over or under the highway interchange at Montague Road)?

Schools:

- It is not clear what level of schools are planned for the new development, and when these are expected to be completed, relative to the phasing of the development. Existing schools in the area (ie. Michael Wallace) are old and in need of replacement.

If you have any questions regarding my comments above, please feel free to contact me.

Lyssa Clack  
[REDACTED]



**From:** [REDACTED]  
**To:** [Simms, Tyson; Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace Project  
**Date:** Sunday, October 23, 2022 7:59:41 PM

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*[This email has been received from an external person or system]*

My first comment is to ask where there is planning for a school in this new area. Even if there is only 1 person in each of the 4900 units, there will surely be at least 600-900 children.

Please confirm whether I am reading the map (Slide 26) correctly:

a.) There will be access through the new area from Lethbridge Ave., Belvedere Dr., White St., and Lexington Avenue.

b.) There will also be two additional access roads (in addition to Avenue de Portage) one on either side of Barry's run where there are presently no roads off Waverley Road.

Thank you,  
Tona Hennigar

**From:** [Redacted]  
**To:** [Redacted] [Regional Planning Office, HRM](#)  
**Cc:**  
**Subject:** [External Email] Port Wallace feedback  
**Date:** Monday, October 24, 2022 11:59:09 AM

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*[This email has been received from an external person or system]*

Hi,

Thank you for the opportunity to provide feedback on the proposed development. We're pro-development and trust the city and province to grow our community responsibly. My only significant concern is the Highway 107 connector. That interchange **MUST** be built as part of Phase 1, and all construction traffic **MUST** be required to use it to access the development. Waverley Road, and the existing neighborhood cannot be expected to endure first the construction, and then the residential, traffic for decades before the province finally builds an interchange. Please, please, please, ensure the interchange is part of Phase 1. Failure to do so will negatively impact the lives of current and future residents.

Cheers,

Christian & Alanna West

[Redacted]  
[Redacted]

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Toromont Industries Ltd., [Redacted]

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Toromont Industries Ltd., [Redacted]

**From:** [REDACTED]  
**To:** [Regional Planning Office\\_HRM](#)  
**Cc:** [REDACTED]  
**Subject:** [External Email] \*\*\* Identification Mismatch \*\*\* Port Wallace Case 22384  
**Date:** Monday, October 24, 2022 12:04:39 PM  
**Attachments:** [HRM Planning Case 22384.docx](#)

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[This email has been received from an external person or system]

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- If you are not completely familiar with this sender, **do not** click any links as they may be malicious websites, or websites attempting to capture your corporate credentials.

*Note: If you are familiar with the system or sender of the message, notify the original sender to have them correct the identification mismatch issues noted above.*

Gentlemen:

Please find attached my reply to Case 22384 which I feel indicates a very important aspect of the continuance of the future development within our district of HRM.

Thank you.  
Doug Morash

Reviewing your plans there appears to be a **Major Deficiency relating to the Transportation Network.**

1. Waverley Road is currently at capacity for efficient transportation.
2. Waverley Road is not conducive to widening due to the proximity of residential building without expropriation.
3. Development Plan:
  - A. Shows a number of Collector Roads but all are **exiting on Waverley Road**
  - B. The Only shown connector to Hwy 107 Bypass is off Ave du Portage at the later part of the development which is not acceptable.
  - C. The addition on 4900 Residential Units will involve possibly up to 6000 to 7000 vehicles per day being placed on Waverley Road.
  - D. There should be **NO development permitted until an adequate Highway System is in place** as part of the development plan **with a minimum of 2 Connector access points to the Highway 107 By-pass in this case 22384.**
4. Planning is essential to the growth of any area however one must realize for efficiency there has to be a smooth flow to and from the properties.
5. Should for any reason the access connectors are not part of the Developers requirements then **Development should be curtailed until the responsible parties** be they **HRM or Province of Nova Scotia** or other **accept responsibility and proceed with connector access.**

This should be essential for any future developments and currently shows as a marker against the planning departments for not assuring such is in place.
6. Without doubt the Taxpayers will eventually be required to cover the connector costs so let us be honest and upfront and make sure they are in place prior to development.

Thank You

Douglas Morash

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace Lands  
**Date:** Monday, October 24, 2022 3:53:21 PM

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[This email has been received from an external person or system]

Good afternoon - I have just reviewed the documents online and have one overwhelming concern.

Other than the connection to the 107 it seems like most of the traffic will feed to/from the Waverley Road. This road is already getting very backed up during peak hours, and turning off the road around the Montebello intersection is problematic.

I did not see any plans to widen the Waverley Road or add lanes in this plan but I think this is essential if this plan moves forward.

Do you have any plans or studies that have been done on this issue specifically?

Thanks,  
Mike McMurray

[REDACTED]

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Letter Regarding the Proposed Port Wallace Development  
**Date:** Monday, October 24, 2022 10:36:12 PM

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[This email has been received from an external person or system]

Hello,

As a community member residing on Craighburn Drive, I am writing to express my concern and opposition to the proposed Port Wallace Development.

The Waverley Road and 107 Highway are not designed to support such a development. There are places on the Waverley Road that barely allow for two cars to pass side-by-side. The road is narrow and windy with many blind spots and hidden driveways. Even without the current development, it is difficult to make both a right or left hand turn out of Craighburn Drive or Charles Keating Drive onto the Waverley Road.

The off ramp that leads from Highway 107 down to Waverley Road presents another problem. Cars approach the intersection very quickly. There have been many accidents here as well as at the blind corner of Craighburn Drive and Waverley Road. With an influx of traffic from the proposed development, these instances will almost certainly increase.

Before such a development should even begin to be considered, there needs to be access on and off of a new exit ramp from the 107. The Waverley Road simply cannot handle more traffic (whether it be cars, trucks, busses, HRM vehicles, or pedestrians). The road was built in the days of the horse and buggy. It was not built to sustain today's modes of transportation.

In order to accommodate the increased traffic and attempt to redirect traffic from Waverley Road (which is filled with family homes near the street, young children, limited road space, and long, windy single laned roads) the 107 highway needs to be twinned. It is currently a single lane highway with frequent congestion and traffic back-ups.

I have further concerns about the ability of our water source to sustain an increase in population of this size as well as the environmental impacts of development for Lake Charles and Barry's Run.

This development is being rushed into existence without much forethought being given to the ramifications it holds for those who currently reside in the area and those who will move in.

Thank you for listening to my concerns. Please let me know if these comments need to be shared elsewhere.

Chelsea & Bobby Foley

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace feedback  
**Date:** Monday, October 24, 2022 10:38:08 PM

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[This email has been received from an external person or system]

Hello,

I understand you are looking for feedback on the Port Wallace development planning documents.

The concerns I see are as follows:

-There is no reference to the existence of tailings on these lands in the planning documents. We know there are areas that fall within these maps that are restricted from use due to contamination of the soils. This should be clearly denoted on the maps and in the documents along with the results of recent measurements of these contaminants.

-There should be information on the former mines in the area, provided in the publicly available government information for this “community” site, so that future residents know the potential health and safety issues on these lands. Plans for restricting access to the dangerous areas should be provided. At the same time, a bad storm or wind storm could still be problematic in moving these contaminants toward the populated areas even with restricted access of a non disturbed area.

-There is no reference to the impacts that would result from disturbance of Barry’s Run - and it appears a road will be constructed there.

-Impacts to Barry’s Run and Lake Charles, Lake William, Lake Thomas and Grand Lake are missing from the documents. The lake studies for the district 14/17 MPS that are part of those area planning documents (Jacques Whitford and AECOM studies), indicate that large scale development in the Port Wallace area will impact the lakes north of Lake Charles as well. This reduces the ability to develop areas in Waverley, Fall River, Wellington and Grand Lake without causing detriment to the lakes listed above.

-There are no details provided about what remediation will be required for the contaminated areas.

-On the topic of the task force: All developers and all professionals should be “trusted”; and they should still be required to comply with environmental regulations and whatever terms and conditions all developers have to comply with. Professionals like Engineers are held accountable by their professional associations; they don’t need to be fast tracked. Good quality work is a fast track in itself. Please ensure there are adequately trained third party experts (with no connection to anyone on the Task Force group) put in place to ensure that the work is confirmed. Please ensure no special permissions are granted to any group, and that no steps are skipped in terms of environmental oversight for this development or any others.

Thank-you,  
Colleen Ménard

[REDACTED]

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace 22384  
**Date:** Tuesday, October 25, 2022 9:38:14 AM

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*[This email has been received from an external person or system]*

Concerns re Port Wallace Development

1. Will trees surrounding walking trail/ greenbelt be preserved for enjoyment of humans and wildlife?
2. Will you be putting wildlife fences along the Number 7 bypass for the safety of fleeing wildlife and drivers?
3. Has Dept of Natural Resources been contacted for relocation of bear, deer etc?
4. Will neighbourhood calming strips be installed on Lexington soon?
5. Has the impact of this many new homes been considered on quality of life for existing Keystone and Waverley residents?

Thank you for your time.

# Comments on Proposed Port Wallace Housing Developments Case 2238

Prepared for the **Nova Scotia Executive Panel on Housing**

by E. D. Skinner, P. Eng. Ret.,

24OCT22

Resident of Port Wallace

## 1.0 INTRODUCTION

This presentation is in response to the request for public comment for the subject project. It is an appeal to the regulators, planners and owners of the proposed Port Wallace housing developments to increase the quality of their developments and lower the predictable negative impacts on the existing community that they will neighbour. The concerns expressed herein focus on transportation issues, based in fact, and supported by information that appears in the various planning reports in the HRM documents. This predicts serious unresolvable traffic issues will result from traffic volume generated by the proposed projects. These points are presented in detail, with sources referenced, in sections 2, 3 and 4 of this document. Population density and zoning issues also relate to traffic concerns and are discussed in section 5. **It is essential that those evaluating this application understand this information.** It has profound consequences to the existing community of Port Wallace.

### 1.1 Observations

In summary, the concerns are :

1.1.1 The 2018 CBCL Port Wallace Master Plan Infrastructure Final Report, which is the major foundational document for the proposed developments, is **seriously obsolete and is fundamentally flawed**. The size of the development has increased by 31% from the size assumed in that analysis (3744 to 4900 residential units). **The resulting increase to traffic volumes on the roadways and intersections serving the proposed developments will be far beyond the CBCL estimates. This fact must not be ignored in the planning process.**

1.1.2 The 2018 CBCL report overestimated remaining capacity on all three existing access routes that will serve the planned development. Errors in the existing traffic survey and analysis for these routes are explained in Section 3 following. **The corrected results show insignificant existing capacity remaining with no proposed options able to provide adequate road capacity for 50% build.**

1.1.3 CBCL assumed a 27% peak hour trip reduction factor in their analysis. This is a factor that lowers the traffic projection to account for non-auto external trips; e.g., cycling, public transit, walking, or staying home. **The use of 27% appears inconsistent with the physical realities and infrastructure in this area but it promotes the project by minimizing the predicted impact on traffic of the high density housing.** It generates a predicted peak traffic level that is 23% lower per capita than the HRM estimate that used a standard 10% reduction factor.

1.1.4 Considerable background growth in the existing community since the 2017 traffic survey has further diminished any residual roadway capacity.

1.1.5 Beyond twinning of Highway 107, including construction of a full interchange to allow direct access from the proposed development south of Montague Road, there is no opportunity, now or in the foreseeable future, to increase existing roadway capacity to serve this or other developments in growing communities to the east that rely on Highway 107 and Main Street to access the central areas of HRM.

1.1.6 The density of the proposed housing developments is much higher than surrounding neighborhoods and is greater than the density of similar developments in Halifax. The

techniques that have been employed to maximize the population of the proposed development are inconsistent with the location and physical constraints of this area and are detrimental to the quality of life that its residents and its neighbours will enjoy.

1.1.7 HRM planning has accepted and acted upon the transportation advice of CBCL without due diligence despite previously having been warned of its shortcomings, thereby understating the impact of these developments on the existing community.

## 1. 2 Recommendations

It is recommended that:

1.2.1 **a new and complete traffic analysis be performed using best available data to address the issues stated previously in Sections 1.1.1, 1.1.2 and 1.1.3. and further explained in the following sections which show the CBCL traffic analysis to be seriously flawed and inappropriate to be used as a guiding document for the transportation needs of the proposed development.**

1.2.2 **all future traffic solutions be developed in close coordination with the Nova Scotia Department of Public Works** as the access routes combine both civic and provincial roadways.

1.2.3 **the size of the developments be reduced by at least 50% to 60%** to allow acceptable traffic levels and provide life quality and freedom of choice that is consistent with surrounding areas. Excess area available through this reduction can be used to increase lot sizes and to improve the quality of the developments, making them more consistent with existing adjacent neighbourhoods. The specific size reduction would be guided by the revised traffic analysis suggested above in 1.2.1.

1.2.4 all approvals for the developments be phased and controlled such that no approval of any phase will exceed 8% of the total development and that such **approval will not be issued before safe and adequate transportation capacity is demonstrated to exist for all previously approved phases plus the one being approved.**

1.2.5 zoning regulations be adjusted to provide **more parking spaces in all zones** and increased lot sizes in PW-LDR zones which are now low density in name only.

1.2.6 the wetland and brook on Conrad land have zoning change for environmental protection.

## 2.0 Project Size Change

2.1 The CBCL report is based on developments totalling **3744** residential units (ref.CBCL 2.6.2). The current proposal is for **4900**, a very significant **31% increase. A change of this magnitude must not be approved without thorough revision to the traffic analysis and predictions to ensure roadways and intersections within safe capacity throughout and after the growth to 100% build.**

2.2 Increasing the number of units 31% affects both the volume of traffic on the roadways and the performance of intersections within, and at the periphery, of the development. **This will revise the scope and schedule for the required changes.** The developers share of improvement costs will also be subject to revision.

2.3 Increasing the development size and population density drives lot sizes downward and restricts opportunity for parking, both of which lower freedom of individual choice and the quality of the project.

### 3.0 CBCL TRAFFIC SURVEY ANOMALIES

#### 3.1 HIGHWAY 107

In section 2.10.3, of their 2018 baseline study, CBCL states that the existing lanes of the 107 Highway between Montague Rd. and Highway 111 were *estimated* to be 1400 to 1600 v.p.h. and “near or at capacity”. The data from the CBCL May 2017 traffic survey at the Highway107- Montague Rd. intersection actually provides that exact information . **It shows that the highway was already above its safe capacity during peak hours.** The westbound lane was carrying 1728 v.p.h. vs 1650 safe capacity during the AM peak hour while the PM peak eastbound lane shows 1904 v.p.h. vs 1650 safe capacity. **This data was available to CBCL but was not revealed.** Paul Burgess, P. Eng., of HRM, recognized this available data in the CBCL traffic survey in his presentation “Port Wallace Master Plan Baseline Study – Transportation Analysis” dated April 12, 2018, slide #8, in which he reported only the AM peak. **There is no existing spare peak capacity on the current lanes of this highway if the CBCL survey data is correct.** This route section was operating at 15% overload in May, 2018. No significant additional capacity will be available until it is twinned with an interchange constructed to provide direct access from the new development south of Montague Road.

#### 3.2 Waverley Road – Braemar Drive Corridor

The Waverley Rd. - Braemar Drive section is reported by CBCL in section 2.9, second last paragraph, to carry a present volume of 930 v.p.h.(vehicles per hour). **This number was determined from survey data taken at the Waverley Rd./ Montebello intersection which yields an incorrect result as it fails to capture 13 contributing intersections and 69 driveways, of which 27 are commercial, that exist between there and the intersection with Highways 111 and 7 (Parclo).** Ad hoc traffic counts in 2018 showed hundreds of vehicles exiting Waverley Road South of Montebello that this survey could not capture because of the survey point location.

In his 2014 pre-design traffic analysis, Paul Burgess, P. Eng., of HRM, reported a traffic flow in this section of **1700 vehicles per hour based** upon a 2013 survey compared to **CBCL report of 930 v.p.h.** **It is inconceivable that a reduction of 770 vehicles per hour could have occurred in the four years between the two surveys, indicating that the assumption of the 930 v.p.h. Waverley – Braemar data reported by CBCL is incorrect as it cannot be determined from the vantage point of their survey.** CBCL section 2.3.1 states that CBCL had reviewed the 2014 Burgess preliminary report and the first item in their list of key points that they took from his work states: “The southern section of Waverley Road - Braemar Drive is at capacity....” CBCL further stated, in 2.3.2 Summary, that it is in general agreement with the previous studies. Why then did they suggest that this route was viable for major traffic addition and **why was no survey point selected that could verify that data?**

It must be concluded from the only verifiable data available that there is no additional safe capacity available on this section. CBCL Section 2.9 states the **incorrect assumption** that 320 vehicles per hour could be added, going from 930 to 1250 vph.. **This is a major flaw as all existing excess capacity that CBCL has identified in the route designated as the major access corridor to serve the developments up to 50% build does not exist.** Meanwhile the requirement has increased 31% beyond that which was considered in the 2018 CBCL analysis.

Past suggestions have included widening of Waverley Road and Braemar Drive to increase capacity. This would involve acquisition of frontal property from numerous

properties along this route. While it might improve roadway capacity, it would be detrimental to the existing 161 year old community of Port Wallace, making it difficult for pedestrians to cross the road, increasing hazards to those using the bike lanes and making it even more difficult for vehicles to enter the Waverley Road – Braemar Drive corridor from existing side streets and driveways during peak hours. This implies great inconvenience, serious safety issues and commercial loss to the existing community. This concept was abandoned previously and should remain so.

### **3.3 Caledonia Road - Main Street Corridor**

The CBCL traffic survey (Ref. Baseline study appendix) of the intersection at Caledonia Rd. and Main St. shows 187 vehicles entering inbound Main St. traffic for a net AM inbound of 1636 vehicles. The PM peak shows 224 vehicles exiting to Caledonia Rd. from the Main St. outbound stream of 1752 vehicles. Observation shows Main Street is very congested and operates very close to maximum capacity on inbound and outbound lanes during peak hours. CBCL suggests traffic signal manipulations and slip lane changes could improve peak performance in both directions but the gain would be minimal. CBCL indicates in Table 2, section 2.11.6, that the traffic volume increase at this intersection will be **1050 vehicles per hour at 50% build**. The traffic survey showed 41% AM and 48% PM of the existing traffic on Caledonia at Main is turning to or from the southern section of Main in the peak flow direction. Rounding to 45% in both directions, this indicates a projected increase of 472 vph at 50% build from a development of 3744 units. **Adjusting +31% for the proposed 4900 unit development this would increase the load on Main Street by 618 vph.** This traffic increase will not be attainable as Main St. is close to capacity now. Additional capacity on Caledonia is hampered by a school zone and sports fields within the school zone.

This reveals another flaw in the CBCL report as, similar to the Waverley-Braemar section analysis, the survey data and analysis on Main Street end far short of the point where traffic can enter or leave a provincial highway. **No study or estimate of Main Street capacity south of Caledonia appears to have been done and no additional capacity should be assumed.**

### **3.4 Summary of Traffic Survey Comments**

**Sections 3.1 to 3.3 above show that no significant additional peak capacity exists on the three available access routes serving the study area, contrary to the recommendations of CBCL.** The findings of CBCL were flawed for each route with **the error generated from each flaw serving to minimize the requirement for creation of new capacity.**

## **4.0 Traffic Projections**

### **4.1 Baseline Traffic Increase**

The 2018 CBCL Baseline Study Report estimates the non-adjusted estimate for peak hour external trips from the 3477 unit development at 100% build (section 2.6.2) as 3400 v.p.h. for AM and 4200 v.p.h. for PM. This would need to increase by 31% due to the increase to 4900 residential units, yielding 4450 v.p.h. for the AM peak and 5500 for the PM peak. Similarly, 50% build additional traffic would be 2225 v.p.h. AM and 2750 v.p.h. PM.

## 4.2 Trip Reduction Factor

CBCL applied a trip reduction factor of 27% to the trip numbers shown above. This is discussed in their section 2.6.3. WSP had used 20% reduction in its 2014 preliminary report whereas HRM had used 10% in its baseline study. This factor reduces the number of projected peak hour external trips to account for use of public transit, commutes by bicycle, walking etc. The poor service provided to this area by public transit, relatively remote location from employment centres, difficulty and length of commuter bike routes along with seasonal factors **suggest that the 20% adjustment would be optimistic, while a 27% reduction is beyond any achievable value, particularly for the early stages of the build.** From a review of the discussion in section 2.6 justifying the selection of 27% as the trip reduction factor **it appears that CBCL was diligent in its attempt to reduce the forecast impact of the project.**

While the HRM Integrated Mobility Plan related to reducing vehicular traffic may gain traction in the core sections of the city, it is doubtful that it can induce this level of change in this area, especially during the first half of the build when public transit service is poor and internal synergies will be predictably less than at full build. Reasonable opinion suggests that a 10% trip reduction for the first 50% of the build and a 20% for the second half would be more realistic values to be applied.

## 4.3 Compare Projected Traffic to Route Capacity

CBCL's estimate of peak traffic increase at 50% build of a 3477 residential unit development adjusted to 4900 units with the 27% reduction factor applied is 1,624 v.p.h. AM and 2007 PM. If the trip reduction factor was changed from 27% to 10%, this would increase the AM peak projection to 2002 v.p.h. with PM peak at 2474 v.p.h.

Considering the reality that no significant capacity exists on the three present access routes, assuming that the CBCL 27% trip reduction factor is retained, and assuming that the 107 twinning and new access structure is complete, 50% build of a 4900 unit development AM peak addition would use 98% of the capacity gained by twinning Highway 107 while PM peak traffic would overload the twinned highway by 350 vehicles. The PM direction would reach safe capacity at about 40% build. This makes no allowance for increased traffic from background growth of communities to the east, implying that the entire cost of twinning and interchange should be the financial responsibility of the developers.

If a more realistic 10% trip reduction factor replaces the 27% used by CBCL, the increased demand of the twinned highway 107 would reach capacity in the AM direction at about 40% build while the PM peak would reach capacity at only 33% build.

## 4.4 Traffic Projection Summary

4.4.1 No significant capacity exists on existing routes which requires immediate twinning of Highway 107 when the project proceeds.

4.4.2 If a 27% trip reduction factor is applied, all additional capacity of the twinned 107 is predicted to be taken up by the proposed development at 40% build with no allowance for future growth in this or other communities to the east.

4.4.3 If a 10 % trip reduction factor is applied, all additional capacity of the twinned 107 is predicted to be used by the proposed development by 33% build.

4.4.4 If the first 400 units proceed without twinning highway 107 they will join with the

traffic from the approximately 100 housing units recently constructed or under construction in the area to impose approximately 550 vehicles per hour on roads that were already operating at capacity during peak hours in 2013. This is not safe or sustainable.

4.4.5 There is no available capacity that can be developed from existing routes to allow the full build transportation needs to be met. The limit of capacity options overloads at 33 to 40%.

4.4.6 The Port Wallace area is geographically confined in the area bordered by Main St., Highway 107, and the Shubenacadie Canal. This restricts future road and highway access for the area to the three routes that are currently operating at capacity during peak hours. **Beyond the twinning of Highway 107, which would be overloaded by this development at about 33% to 40%, there are no options for adding road capacity in future.** Widening of Waverley Road and Braemar Drive are options that are inconsiderate of, and unacceptable to, the existing community as would be any proposal to gain capacity by extending Montebello Drive through Shubie Park to join the intersection of Highway 118 at Wright Ave.

4.4.7 In consideration of the flaws exposed and the recent 31% size increase, the CBCL baseline report must not be relied upon for determination of present traffic loading and excess capacity, projected traffic volumes and route assignments, prediction of required upgrades to roads and intersections including timing and capacity “triggers”, or cost sharing responsibility of the developers. **This needs a complete revision using best traffic survey data, correct number of units, a trip reduction factor selected with reconsideration of realistic expectations. In short, it needs to be completely redone before this project proceeds further.**

4.4.8 **If the developments are approved at the size proposed and using the CBCL traffic recommendations from their 2018 Baseline Study, it will represent a major and irresponsible decision as the traffic chaos that will result will ultimately force unacceptable options** such as the widening of the Waverley Road - Braemar Drive corridor and/or a road connection through Shubie Park. **Will our planners face this reality responsibly at this time or will the project be approved with the traffic solution beyond 40% left unresolved?**

4.4.9 The flaws in the CBCL report exposed by this examination of their documents and supporting data might be explained by a sentence contained in the fifth last paragraph of section 2.6 of the CBCL report: “The reductions adopted are the same for both AM and PM **due to this being a high level analysis.**” This is a disclaimer! The author clearly did not understand the purpose of his work if accuracy or detail was omitted as is characteristic of a “high level analysis”.

**The CBCL Baseline study should not be used to define critical details associated with the transportation planning of this project. Planning and decisions based on flawed data and outdated project size will produce inappropriate results with profound negative impact on the existing community that will emerge as the build advances. For this reason a new detailed and updated traffic study is required if due diligence is to be exercised.**

## 5. Population Density and Zoning

### 5.1 Density

A review of various subdivisions within Halifax to compare population densities with the proposed development indicates that the proposed Port Wallace Developments will have the highest population density among those considered. Data was sourced from Area

Vibes website with Port Wallace data calculated from the project outline, assuming 3 persons per unit.

<u>Location</u>	<u>Persons/hectare</u>
Portland Estates	15.31
Colby Village	23.33
Highfield Park	24.90
Clayton Park	44.64
Port Wallace (existing)	23.33
Port Wallace (proposed)	<b>67.00</b>

The Port Wallace proposed density is by far the highest and exceptionally high compared to existing Port Wallace. The location, with its distance from central activity and services and poor public transit availability, make it a poor candidate for affordable housing while the efforts to discourage private autos make it unattractive to persons needing to commute or who value the free choices offered by vehicle ownership. Its character is totally inconsistent with the existing community.

## 5.2 Parking

5.2.1. The revised zoning bylaw reduces or eliminates required parking spaces. Most significant is that the PW-LDR zone for many configurations requires **NO** parking spaces. Obviously, homes could have garages and/or a parking space within the street setback but that is difficult with allowable setbacks as low as 3M.

5.2.2. Minimizing parking discourages private auto ownership but it leads to congested streets as all residents will periodically have visitors or service providers.

5.2.3 Forcing parking to streets can cause problems with snow clearance and street maintenance.

5.2.4. Two or more vehicles are often required within a household. There should be a mandatory parking space of at least one per unit in all zones plus visitor parking for apartment buildings.

5.2.5 Inadequate parking is a source of congestion, irritation and potential conflict and frames the neighbourhood as poorly serviced.

5.2.6 Parking is particularly important in early phases as the needs for personal transportation cannot be served by public transit, indicating that social behaviour related to transportation will be similar to existing Port Wallace.

5.2.7 It is difficult to discourage car ownership in a development that is poorly served by transit and located so far from the downtown cores, areas of shopping, and areas of employment. **This would not be a convenient location in which to live without a personal vehicle, making it a poor location for affordable housing.**

### **5.3. Lot Sizes and Setback**

5.3.1 Required setback and sideyard clearances for homes are absolute minimum and sideyard access can be further restricted by specified obstructions, including stairs. This restricts parking options and access to rear yard space. It is also a poor choice in consideration of firespread and firefighting.

5.3.2. Street frontage dimensions are absolute minimum and inconsistent with existing local neighbourhoods. The benefit of higher density is at odds with environmental integrity and quality of life and property.

5.3.3 Buildings can occupy up to 50% of lot area. In the 2018 Baseline Planning Study, CBCL recognizes the importance of storm water absorption within each lot boundary. The ability of any lot to absorb surface water is in direct proportion to its pervious surface area. This recommendation should be respected by increasing the lot areas relative to building areas. The mandate is to convert surface water to ground water on each lot. Directing the water from lots to ditches or storm sewers does not achieve the desired environmental outcome.

### **5.4. Watercourse Consideration**

5.4.1 A brook passes through Conrad's land between the 107 off ramp at exit 14 and the Waverley Rd. This is probably the second largest brook flowing into Lake Charles and also involves a significant wetland area. It carries storm water from Conrad's operation and Highway 107. A zoning change should be made to protect this area. While not as large or sensitive as Barry's Run, this runoff has been a source of problems to water quality in Lake Charles in past years and should be given careful consideration with appropriate setbacks and controls. It has been suggested that this area may be developed as an engineered wetland to aid in the protection of the water quality flowing to Lake Charles.

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace Feedback  
**Date:** Tuesday, October 25, 2022 4:21:21 PM

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*[This email has been received from an external person or system]*

Hello,

Please find below comments/feedback relating to the Port Wallace Draft Planning Documents:

1. Riparian zone protection – Barry’s Run
  - a. It remains unclear who is (or will become) the property owner of the riparian and “buffer” zones surrounding Barry’s Run upon project completion. Who will be responsible for the management of the environmentally impacted sites identified in the various Environmental reports? Will new residential property owners be made aware of the impacted soils on their properties and what restrictions/covenants will be imposed on them for development of their lands?
  - b. There are no comments in the planning documents on the recreational use of Barry’s Run. Signage alone will not prevent residents or public from coming in contact with impacted sediments and waterways. How will the public be protected from these environmental hazards?
  - c. Barry’s Run and its riparian buffers should be restricted to any residential encroachments (outbuildings, fences, docks, landings, beaches, etc.) and be completely restricted from any motorized watercraft.
  
2. Barry’s Run – Wildlife habitat/Environmental Protection
  - a. More attention should be made on protection and preservation of wildlife habitat in the developments areas, in particular surrounding Barry’s Run. This waterway used by many nesting migratory bird species and all construction/development activities should adhere to and have the Migratory Bird Act included in the DA and associated construction language and documents.
  - b. Ram’s Head Lady Slipper have been identified in Barry’s Run eco-system. Are there any restrictions involved with the preservation or protection of this endangered species?
  
3. Phasing schedule/sequence
  - a. Port Wallace Development is said to be restricted to phase 1 until connection to the North Dartmouth Truck Sewer is made. Please provide further clarity and timelines to when this sewer connection is anticipated to occur and where this is written or identified in the D.A.
  - b. It was previously mentioned by Councilor Mancini that the Port Wallace Development would be restricted to Phase 1 (1000 units) until a vehicular traffic connection was made to Hwy 107. Please clarify/confirm is this is the case.
  - c. Overall Port Wallace construction phasing/schedule – as some residents are more affected by the development construction than others, they should not be subjected to prolonged quality of life disturbances resulting from construction activities (i.e. noise,

dust, traffic, hazards, etc.). If the developers and the Province are so invested/committed to building this proposed development, there should be a development timeline cap or restrictions to how long the construction activities are allowed to proceed. If we are in such a housing crisis that the D.A. requires amendments to enable “early works for tree clearing and earth-moving” for phase 1 of 12 phases, let them build it and build it quickly. Otherwise, impacted residents should be compensated for the damages incurred (cleanings, protections, air monitoring, loss of property value, etc.) spanning the currently unknown duration of the construction activities (20+ years?).

- d. We’ve observed that construction activities onsite are occurring beyond what the current D.A. allows (i.e. municipal sanitary, stormwater & water infrastructure). Please confirm that this work is in accordance with the D.A.

#### 4. Multi-use Pathway

- a. Proposed multi-use pathway from Shubie Park to Stillwater seems unnecessary and will further disrupt traffic on Waverley Rd. Existing bike lanes and sidewalks are in-use and operate adequately. New multi-use pathways should be limited to the new proposed development boundaries only.

#### 5. Other comments

- a. We understand that HRM compiles the feedback and comments to present to the Housing Task Force (HTF) for consideration only and that the Minister will make a final decision. This obviously implies that the HTF does not need to consider or even read the HRM memo. The HTF should be accountable and provide written evidence of their approval processes, meeting minutes and decision-making rationale. It was communicated to me that the HTF meetings are confidential and will not be released which is difficult to understand since it is a provincial entity by elected officials funded by tax-payers.
- b. This has been a tremendously demoralizing process and experience. To observe how Provincial government and private developers can take-over a well-established HRM development process and by-pass HRM council has been eye-opening and quite sad. It brings to light how politics and profits influence all aspects of development process and how public consultations/committees/feedback can easily be ignored. One of the saddest aspects is that the developer/provincial reasoning used to accelerate the D.A., in particular only to produce Phase 1, will do very little to attenuate the "housing crisis". More attention should be focused towards developing lower-income housing on existing vacant or end-of-life properties in areas already serviced by municipal infrastructure, of which there are many.

Regards,

Francois Banville



**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace feedback  
**Date:** Tuesday, October 25, 2022 8:55:17 PM

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[This email has been received from an external person or system]

Your plan does not appear to include grocery stores, schools, gyms, hairdressers and other business. To be a green community you need these things where people live so they do not have to travel using fossil fuels to get them. Now is the time to build community with these things. Bus service is not the answer as we do not have enough drivers to keep it going.

You will turn residential streets into commuter traffic streets. What is your plan to keep traffic off Montebello Drive, Breeze Drive, Caledonia Road and Waverley Road. None of these areas is meant for this volume of traffic.

Lillian Smithson

Sent from my iPad

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace (Case 22384)  
**Date:** Tuesday, October 25, 2022 9:30:07 PM

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*[This email has been received from an external person or system]*

First I realize the thought and expertise put into this proposal.

My concerns are:

1) There are not enough entries into the development. More than one should come off the 107. I am concerned that at peak times the traffic on Waverly road will be too heavy unless more entry points are found. Eventually this likely will include 5000 cars going up this road daily.

2) I am concerned about the runoff from all the lands that will go into Lake Charles. This will include fertilizers, nutrients, phosphorous, sodium chloride, etc. and maybe arsenic. Surely there is some technology that can be found to mitigate against the reams of water coming off yards and pavement. This could include unique ways to purify the runoff. Some consultation with universities and experts in this area may find solutions. Look what has happened to other lakes and remember once this lake is lost, it will not likely come back. It will be lost forever. This is an opportunity to be leaders in this field. Some of the expense for such technology can be borne by the developers.

My thoughts.

I can be reached at [REDACTED]

Dennis B

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Feedback on PortWallace Planning Documents  
**Date:** Tuesday, October 25, 2022 9:56:56 PM

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*[This email has been received from an external person or system]*

Hello!

Here is my feedback on the Port Wallace planning documents:

**Feedback on residential density:** There is a lot of low density residential area within the plan, this promotes car dependency. According to strong towns, an advocacy group for sustainable developments, mixed-use zoning provides more economical and environmental development. I would urge to consider more mixed zoning within the community.

**Waverley road multi use pathway feedback:** Having a multi use pathway would absolutely be an improvement as cycling on Waverley it is very dangerous to cycle, and the current bike lane is ineffective at providing any safety for cyclists (its paint)

A cycling and pedestrian multi use cycling would mix both traffic together, this would not be ideal. This may lead to have cyclist opt to keep using the road, I would prefer seeing a separation of the bike lane and pedestrian access.

**Other feedback:** With the new cycling infrastructure proposed, it would be an improvement to make intersections/junction cycle friendly. Such as the new cycling lights installed near the bridge. I believe dutch-style intersections would be good inspiration as seen here:

<https://www.youtube.com/watch?v=FlApbxLz6pA>.

Especially with Waverley, there is a lot of motorists speeding so an improved intersection to enhance safety would be very appreciated

**Concern:** How does PW-CH help reduce environmental impacts?

**Concern:** What are the plans for transit?

Thanks!  
**Simon Losier**

[REDACTED]

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Case 22384 Feedback  
**Date:** Tuesday, October 25, 2022 10:28:59 PM

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*[This email has been received from an external person or system]*

Tyson Simms and HRM Planners,

We have reviewed the online information for Port Wallace (Case 22384) and find concerns that need to be raised. We have lived in this community of Port Wallace most of our 45 years of marriage and in our present location for 28 years. While change is growth, not all growth is carefully planned with residents in mind!

#1 Transportation - Your roadways all seem to connect to the Waverley Road. The Waverley Road is presently extremely busy! You are adding more homes to an area and vehicles which need to access these homes. We see no quick way to get into any of these homes unless a person travels the Waverley Road. There is access to Avenue to Portage via Caledonia Road and Main Street, which is another high traffic area for vehicles. You are creating a monster for transportation and accidents waiting to happen for those who live on the Waverley Road.

#2 Homes and Lot size - You indicate on the plan higher density housing and low density housing, along with park land and services provided in the center area. We are pleased that you offer few high density residences, but have questions about the low density units. Observing what is being built in the existing area, we are not impressed! The homes are 2-3 stories and on very small lots. What are you proposing as one story homes? The community has a variety of generations who want to remain near their families as they grow. We are fearful that you are not allowing for older adults to remain in their own home with this plan. Not every senior wants to live in a condo or apartment house. The dignity of owning a home and maintaining the surroundings are something that folks take pride in.

#3 Noise - When are you releasing timelines as to the opening of phases for development? We know you are working on Phase 1 as we write this. We can hear the grinding, thumping and banging of equipment every day and fully expect that someone will be working on our street soon. However, looking at the map for development it will be a bit. It would be helpful to know how long this development will take, when phases will start and when to expect action in our neighborhood.

#4 SAFETY - With this development comes hazards, like fire. There is a fire on the Waverley Road as we write this. The road is full of fire engines and police cars, and other individuals. There is no passage on the road beyond the fire point. Cars cannot go out the Waverley Road beyond Hemlock Dr., nor come in past the point of the fire, and the only way around is a very long detour on the 107 bypass. The Waverley Road cannot handle emergencies with efficiency. People are going to be disrupted and face delays when a fire or major accident happens.

Thanking you for the opportunity to voice concerns regarding the development,  
Bob and Judy Knowlton  
[REDACTED]

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] COMMENTS ON PROPOSED PORT WALLACE DEVELOPMENT  
**Date:** Wednesday, October 26, 2022 12:13:22 AM  
**Attachments:** [Port Wallace Development Palmer comments 20221022.pdf](#)

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*[This email has been received from an external person or system]*

Please find attached my comments.

Sincerely,

Brian Palmer

[REDACTED]  
[REDACTED]  
[REDACTED]

October 25, 2022

Planning Department  
Halifax Regional Municipality  
(via email)

## Re: Port Wallace development

Dear Sir or Madam,

This letter forwards comments and questions concerning the latest proposal to develop the Port Wallace lands.

I very strongly support development of the Port Wallace lands as residential combined with moderate- to low-scale commercial outlets. This is considered the optimum use for this area.

It is important to note that the number of residential units proposed for this area has increased quite significantly from that proposed at the public presentations in November 2016. One can foresee pressure being exerted by the Province to increase this number even further to satisfy their desire for many more residential units in the Halifax Regional Municipality in the immediate future<sup>1</sup>, and, of course, developers always want to increase the overall number in order to generate more profit.

### CONTROL OF THIS DEVELOPMENT

With the enactment of the Housing in the Halifax Regional Municipality Act and the subsequent designation of the Port Wallace development area as a Special Planning Area<sup>2</sup>, overall control of development in this area has been assumed by the Minister of Urban Affairs and Housing.

In the oral portion of the Halifax Regional Municipality October 4<sup>th</sup> presentation<sup>3</sup>, the statement is made that the introduction of the Housing in the Halifax Regional Municipality Act “does not change staff’s review process” and that all developments “must follow standard regulations and

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<sup>1</sup> Housing in the Halifax Regional Municipality Act <https://link.springer.com/content/pdf/10.1007%2Fs11116-015-9580-7.pdf>

<sup>2</sup> Port Wallace Special Planning Area Order made under Section 15 of the Housing in the Halifax Regional Municipality Act <https://novascotia.ca/just/regulations/regs/spaportwallace.htm>

<sup>3</sup> Powerpoint presentation provide a broad overview of the current proposed Port Wallace development <https://cdn.halifax.ca/sites/default/files/documents/about-the-city/regional-community-planning/22384.portwallacepresentation.finalpubliccommentperiod.pdf>. This presentation with speaking points by Tyson Simms Planner Halifax Regional Municipality is available as a You Tube video.

requirements”. While I have no doubt of this intention, it must be clearly understood that Section 16 of the Housing in Halifax Regional Municipality Act allows the Minister to change any municipal development process or regulation.<sup>4</sup>

Expediting a project of the scope of the proposed Port Wallace development will absolutely require application of significant additional funds and human capital; plus elevate risk across the board. Having assumed the extraordinary authority and responsibility under the Housing in the Halifax Regional Municipality Act, it is expected that the Minister will provide the additional resources necessary to achieve the provincial objectives.<sup>5</sup>

## GREEN SPACE

Access to green space is essential for human health and well-being. Properly designed and built, green space can also provide natural ways of managing storm water; diminishing flood damage and saving municipalities the costs of building artificial drainage systems<sup>6</sup>. Allocating a significant portion of any development to green space helps mitigate the negative impacts on the environment from the creation of the development.

As can be seen by comparing the 2016 and 2022 development proposal diagrams below, the proposed increase in the number of residential units will result in a significant decrease in the amount of green space.



<sup>4</sup> Housing in the Halifax Regional Municipality Act section 16 allows the Minister to:

- (a) amend or repeal a land-use by-law within a special planning area if considered necessary to advance the purpose of this Act; and
- (b) make an amendment to a municipal planning strategy considered necessary as a result of an amendment or repeal of a land use by-law made under clause (a)

<https://nslegislature.ca/sites/default/files/legc/statutes/housing%20in%20the%20hrm.pdf>

<sup>5</sup> Several years ago, I regularly took a small, owner-operated shuttle between downtown Ottawa and Gatineau. Posted at the front of shuttle above the window was a sign with the saying “There are three kinds of jobs—good, fast and cheap. You can have two.”

<sup>6</sup> Current climate change predictions indicate increased frequency of intense to very intense storms.

## CONSTRUCTION

It would appear from Slide 27 of the October 4<sup>th</sup> Halifax Regional Municipality presentation that construction of multi-unit dwellings is currently scheduled for the latter phases of this development. Bringing forward construction of these units would facilitate the Province's goal of more building homes more quickly.

If even more housing is desired in the Port Wallace development area, consideration should be given to increasing the planned height of multi-unit buildings and replacing a good proportion of the planned single- and double-unit dwellings with multi-unit buildings. The area along both sides of the Central Connector Road just north of École Bois Joli would appear most suitable for this.

Shifting a significant portion of this development to multi-unit buildings instead of single- and double-unit dwellings would provide opportunities for more green space, and this is highly desirable.

## PROVISION OF ESSENTIAL SERVICES

It is assumed that due diligence has been done recently to confirm that essential services such as electricity, water and sewer can be adequately provided for the significant planned increase in population in the Port Wallace area. It would also be very prudent to confirm that essential services could be available for an even greater population (say 20-25% more than the current planned number), given the potential impact of Provincial housing policy and developer desire for increased profits. In this regard, consideration must be given to:

- a. the provision of 4,000+ electric vehicle charge points in this area; one for each household of the single- and double-unit dwellings, an appropriate number in relation to the number of units in multi-unit buildings, plus additional ones at commercial and public buildings. Has this requirement been factored into the electricity infrastructure for the Port Wallace development area?
- b. the water supply available from Lake Major is quite limited, and Halifax Water has imposed significant restrictions on residents several times in the past decade. Current predictions for climate change in Nova Scotia indicate that while overall average yearly precipitation will not likely diminish, future weather is almost certain to see periods of prolonged drought and intensified rainfall. It is highly recommended that Halifax Water demonstrate that they have taken climate change into consideration and that they have the capability to provide water within the next ten years for up to 6500 new residential units in the Port Wallace development area plus the many commercial outlets, and continue to provide adequate amounts of water despite the impact of climate change.

Given recent experiences with Hurricanes Fiona and Juan, it should be mandatory for the Port Wallace development area that electricity supply wires be buried.

## TRAFFIC

An updated traffic analysis and forecast for the Port Wallace area is essential. The existing traffic analysis was promulgated in 2014<sup>7</sup>; based on even older data, with analysis supported by a model that is now somewhat dated. The latest plan calls for 4900 housing units to be added to the Port Wallace area which means that an additional 7500<sup>8</sup> vehicles will regularly travel in and out of the Port Wallace area. If this project were to expand to 6500 units by ministerial direction, then it would add 9750 vehicles.

The commercial development envisaged for the Port Wallace development will attract customers from outside the area. Has this additional traffic been considered?

Home delivery of goods has experienced a many fold increase in recent years, and this trend will continue. This needs to be factored into an updated traffic analysis.

All existing streets that are planned to connect with the proposed Port Wallace development are normal residential streets with houses on both sides. Widening of these streets to enhance traffic flow or provide separated lanes for pedestrians and cyclists can only be done with severe impact on hundreds of homes.

The greatly increased volume of traffic will significantly increase the risk to these home owners as they attempt to access much busier streets.

The movement of many hundreds of construction vehicles on a daily basis should be included in the updated traffic analysis and forecast for the Port Wallace development.

The residential streets leading into the Port Wallace development area were not designed nor built to withstand the intense and prolonged heavy-vehicle traffic that will be associated with the construction of this development over the next decade. Rapid deterioration of these streets should be anticipated, causing significant difficulties for residents and large expense for the municipality.

A significant increase in traffic and the deterioration of access roads will lower home values<sup>9</sup> for all existing homes in the areas surrounding the proposed Port Wallace development. This will result in reduced tax revenue for the municipality.

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<sup>7</sup> Port Wallace Master Plan Area Pre-Design Baseline Report Transportation Systems Analysis Final Report August 2014. Paul Burgess. <http://shapeyourcityhalifax.ca/port-wallace/documents>

<sup>8</sup> In North America there is an average of 1.5 vehicles per household.

<sup>9</sup> The effects of highway development on housing prices. Or Levkovich, Jan Rouwendal & Ramona van Marwijk. Transportation 12 February 2015. <https://link.springer.com/content/pdf/10.1007%2Fs11116-015-9580-7.pdf>

The immediate construction of an interchange onto Highway 107 as part of Phase 1 of this development project would mitigate a large portion of these traffic and road condition problems; particularly if construction-related vehicles were required as part of the development agreement to use this interchange to access the Port Wallace area. This would naturally contribute to increased traffic volumes on Highway 107 but would represent an equitable sharing of the burden of increased traffic resulting from the Port Wallace development.

The commercial activities planned for the Port Wallace development would benefit from this interchange as their proximity to Highway 107 would facilitate access by out-of-area shoppers.

## ENVIRONMENTAL HAZARDS

The greatest risk in this proposed development is the potential impact on human health by contamination from the long-closed Montague Mines. To date, only very limited testing for contamination has been undertaken and only in the stream beds of Mitchell Creek and Barry's Run. As noted in the 2019 Dillon Consulting Report to Halifax Regional Municipality "it is possible that tailings [from Montague Mines] may have impacted the surface vegetation root zone of the bog/fen complex if historic flooding occurred, representing a potential human health or ecological risk. Due to the shallow water depths near the upstream brook areas, additional human or ecological health risks may be associated with sediments."<sup>10</sup>

The February 2020 report by Intrinsic on Barry's Run and the Montague Mines area<sup>11</sup> notes marginal risk to human health but also cautions that disturbance of the sediments and soils could result in elevated risk; as would happen during the construction of roads, bridges and buildings.

According to an undated presentation originating from Nova Scotia Lands "Ecological Risk Assessments are in draft review for the Former Montague Mines site and Barry's Run".<sup>12</sup> Copies of these reports should be obtained as soon as possible, reviewed and action taken on any conclusions or recommendations.

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<sup>10</sup> Phase I/II Environmental Site Assessment Report Port Wallace, Dartmouth, Nova Scotia Property Identification Designation Numbers (PID Nos.) 41301789 and 41376898 August 15, 2019, Dillon Consulting Limited <https://www.halifax.ca/sites/default/files/documents/about-the-city/energy-environment/Phase%20I-II%20ESA%20Port%20Wallace%20Report%20FINAL.pdf>

<sup>11</sup> Human Health Risk Assessment of Sediment, Surface Water, and Fish from Barry's Run, Halifax Regional Municipality: Completed as part of the Nova Scotia Lands Montague Mines Tailings Areas Conceptual Closure Plan currently being conducted by Intrinsic, Wood, EcoMetrix and Klohn CrippenBerger Final Report February 14, 2020. Intrinsic. <http://nslands.ca/pdf/projects/Barrys-Run-NSLands-Risk-Assessment-Report.pdf>

<sup>12</sup> <https://cdn.halifax.ca/sites/default/files/documents/city-hall/boards-committees-commissions/210812rwab831pres.pdf>

Testing should be conducted immediately over broader areas and regularly at construction sites throughout the duration of this development. Highly-visible warning signs should be posted in the vicinity of all contaminated sites.

## DEVELOPMENT AGREEMENT

There are very many federal/provincial/municipal government acts, regulations, policies, strategies, by-laws and guidance documents that will govern or influence the Port Wallace development. From a community-design perspective, the municipal Secondary Planning Strategy and associated By-laws are critical as they form key elements of the development agreement between the municipality and the developer. As confirmed by email from Tyson Simms<sup>13</sup>, the Port Wallace Secondary Planning Strategy<sup>14</sup> and the Port Wallace Land Use Bylaw<sup>15</sup> are “Draft for Public Comment” and not yet approved. This means that fundamental changes may be made to the Port Wallace development as these documents move through the approval process. It is highly risky for all sides to enter into a development agreement of this scope on the basis of draft documents. Approval of these documents must be expedited, and copies of the approved documents made available to the public.

## PORT WALLACE CONSERVATION ZONE

The draft Port Wallace Secondary Planning Strategy states the “PWLUB [Port Wallace Land Use By-law] shall establish the PW-CON (Port Wallace Conservation) Zone to protect wetlands, steep slopes and other hazardous lands from development. The PW-CON Zone shall limit development to open space and conservation uses, utility infrastructure, and transportation crossings.” The only mention of a Conservation Zone in the draft Port Wallace Land Use By-law is in the definition section and a few “dots” in the table on pages 28-29. Lack of substantive detail is an incredible omission, particularly when viewed in relation to the 15+ pages of regulations that are devoted to parking. A full and complete discussion of the Port Wallace Conservation Zone is essential to ensure that these areas are respected and used appropriately, e.g.:

- a. Can vehicles of any sort drive across a Conservation Zone other than on an established road?
- b. Can construction materials be stored in a Conservation Zone?
- c. Can any materials or plants be taken from a Conservation Zone?
- d. Can materials be deposited in a Conservation Zone?
- e. Can water be taken from a wetland?
- f. Will warning signs be posted in areas of steep slopes?
- g. Will overnight camping be allowed?

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<sup>13</sup> Planner Halifax Regional Municipality

<sup>14</sup> <https://cdn.halifax.ca/sites/default/files/documents/about-the-city/regional-community-planning/port-wallace-secondary-planning-strategy.pdf>

<sup>15</sup> <https://cdn.halifax.ca/sites/default/files/documents/about-the-city/regional-community-planning/port-wallace-land-use-by-law.pdf>

## PARKS

Parks are important contributors to green space. The intention to create parks as part of the Port Wallace development is noted; however, the parks generally appear to be relatively small. What percentage of the overall development area will be devoted to parks?

## OTHER ISSUES

Project Timelines. Given that the Government of Nova Scotia wants immediate action on housing in Halifax Regional Municipality and will want to see significant progress ahead of the next election, what are the current estimated timelines to start and complete this development?

Separate Bicycle & Pedestrian Ways. Slide 19 of the October 14<sup>th</sup> presentation indicates that there will be separated bicycle and pedestrian ways running alongside the “central collector road”. Will these separate ways be extended into the connecting existing roads? If so, what is the impact on those roads and the homes along those roads?

Natural Gas Infrastructure. Slide 20 of the October 4<sup>th</sup> presentation notes that natural gas infrastructure is planned along Waverley Road. Why are we creating something that will result in additional greenhouse gas emissions?

Waverley Road Multi-Use Path. Slide 20 of the October 4<sup>th</sup> presentation indicates it is intended to create a “Waverley Road Multi-Use Path”. Given the narrow nature of Waverley Road and the very heavy increase in traffic volume that will result from the Port Wallace development, what impact will creation of a multi-use path have on the road itself and on the many residential properties along both sides of Waverley Road?

## SUMMARY

The number of residential units projected for the Port Wallace development has increased significantly in the past few years and is virtually certain to increase even more.

The Highway 107 interchange must be built immediately.

Provide adequate regulation for the Conservation Zone in the Land Use By-law.

The Port Wallace Secondary Planning Strategy and the Port Wallace Land Use Bylaw must be finalized and approved as quickly as possible.

Redo the traffic analysis and forecast.

Immediately undertake testing for contamination from the Montague Mines over broader areas and then randomly at construction sites for the duration of this development.

Construct more multi-unit buildings in lieu of single- and double-unit dwellings and free up more area for green space.

Seek confirmation from Halifax Water that sufficient water is available now and in the future.

Include the supply of electricity to 4,000+ electric vehicle charge points as part of overall electricity requirement for the Port Wallace development.

Bury the electricity supply lines in the Port Wallace area.

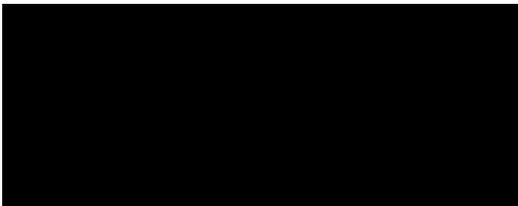
The additional costs associated with expanding and expediting the Port Wallace development should be borne by the Province whenever appropriate.

#### CONCLUSION

Please keep me informed as changes occur to the proposed Port Wallace development.

I would happy to discuss these points at any time.

Sincerely,



Brian Palmer



**From:** [REDACTED]  
**To:** [johnlohrmla@gmail.com](mailto:johnlohrmla@gmail.com); [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Comments and Feedback on Planning Documents for Port Wallace  
**Date:** Wednesday, October 26, 2022 12:31:12 AM

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*[This email has been received from an external person or system]*

Hello,

**Please find below my comments and feedback on the Planning Documents for the proposed Port Wallace development.**

**Environmental Concerns:**

In the 2019 Environmental Assessment Report prepared by Dillon Consulting Limited, the Executive Summary states in the very first paragraph “Prior to advancing the development around the Site, HRM needs to understand the existing human health and ecological risk, and also identify potential development controls or restrictions to manage future human health and ecological risk”. It also states in the last paragraph of page V of the Executive Summary “Additional information is required to confirm whether environmental risks are present”. The subsequent study of Barry’s Run found “markedly elevated” levels of arsenic in Barry’s Run (Intrensik Report, February 2020, page i), and yet found risk levels “negligible” without specifying how they came to those conclusions, other than it was based on assumptions. This report also mentioned the vague concept “without proper management”, there is risk that use of the area could mobilize sediment downstream to Lake Charles (Intrensik Report, February 2020, page iii). I am unclear what proper management is, and knowing the usage at most other neighbourhood areas with similar features (Lake Banook, Portland Estates, Russell Lake), there will be significantly increased use by residents, including teenagers looking for a secluded area, owner’s letting dogs run off leash, etc. Signage is not going to completely prevent that (and may increase the likelihood that teenagers will engage in risk taking behaviour). I am worried that the environmental risk has not been fully mitigated and that rushing this project could lead to irreversible damage to Lake Charles/ Shubenacadie canal system.

**Consistency with Existing Neighbourhoods:**

If maintaining consistency with current development is an aim, current trees should be left as undisturbed as possible in order to have a well treed appearance consistent with the rest of the neighbourhood. Clear cutting, along with the greatly reduced lot sizes proposed will make the new subdivision look and feel mismatched with the current neighbourhood.

It does not make sense that the proposed extension to Stanfield Avenue has been cancelled, leaving a large unsightly pile of rubble instead. Developing that currently unusable/ unattractive land would make sense prior to continuing to tear down the old growth forest off of Waverley Road.

**Infrastructure that is needed:**

A connection to Highway 107 should be completed prior to the development of new houses, as there are already significant traffic delays on Waverley Road and Caledonia Drive during peak usage.

Plans and schedule for development of a new school should also be in place before the development begins – schools in the area are already nearing or at capacity. The situation that is occurring in Russell Lake West, in which neighbourhood children are bussed to an already over capacity school, should be avoided by proper planning.

Grocery stores and mixed use buildings should also be incorporated further to reduce the reliance of the residents on vehicles.

Pathways that allow for active transportation should be prioritized – for example, an active transportation corridor buffered by the existing mature trees should be made to connect the current Lethbridge Avenue to the French School. There are very few paths proposed, and none that create a consistent active transportation corridor throughout the neighbourhood.

It is unclear from the plans whether or not sidewalks will be incorporated into the streets, but it is especially concerning that a connection to the new neighbourhood from Lexington Avenue will certainly result in increased vehicle traffic along Lexington Ave. Lexington Ave is currently a wide-low traffic street that is regularly used by residents for walking, cycling etc. Increasing traffic onto this street without sidewalk infrastructure or alternative off-street pathways will decrease the safety of the neighbourhood.

### **Concerns about the development document:**

There is no way of telling from the map what phase each section of the development is. What will be developed first? What is the proposed timeline for this development?

It also does not give the impression that the person designing the development has paid any attention to the contours of the land that currently exist, such as the watercourse/ French drain that comes from the French school property behind the homes on Lexington Ave, or the hill/slope towards Waverley Rd.

Other than the legend for heights of buildings, there is no legend to show what type of low rise housing there will be in what area.

### **Overall Concerns:**

I agree that affordable housing is desperately needed for this province – however, working with private, for-profit developers does not mean that affordable housing will be created. A real estate agent that I spoke with estimated that most of the single family homes in this new development would begin at \$850,000 dollars, similar to the current Angel Court development near Shubie Park (which has struggled to attract buyers even during the height of the bidding wars during Covid).

Creating this new development without appropriate schools, roads and transportation infrastructure will result in a duplication of the poorly executed developments off the Hammonds Plains road that have made navigating that area a nightmare and led to overcrowded schools. Residents who have chosen to live in Dartmouth have often done so because of what the area currently offers – plenty of green space, access to wooded areas close by, lower traffic volumes, greater sense of community. This new development threatens that.

The province has neglected to focus on an area that would make more sense to develop first – the Shannon Park former barracks land. This area is already primarily cleared of (no old growth forest), it is ideally located with close proximity to highways, and with the appropriate co-ordination and input from Millbrook First Nation could have affordable housing designed to increase the sense of community amongst Indigenous peoples who would otherwise be at risk for insecure housing.

Deborah

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Cc:** [REDACTED]  
**Subject:** [External Email] PORT WALLACE FEEDBACK  
**Date:** Wednesday, October 26, 2022 9:35:29 AM

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*[This email has been received from an external person or system]*

To Whom it May Concern:

As a homeowner on Waverley Road since the early 1990's, we have come to love the area for many reasons; easy proximity to necessities, access to great schools, first-rate recreational facilities (including the lakes when they freeze), a vibrant, but not overly frenetic, community and great neighbours. All of these factors have made it a very easy decision to remain in this neighbourhood, raise our family, and look forward to enjoying our well-deserved twilight years here.

As a retired builder myself, I certainly understand the necessity of new developments, I have participated in the construction of many homes in other developments when they were in their infancy, and those developments have flourished to the point that they are bursting at the seams. So yes, there is a need for new housing in Dartmouth and surrounding areas. However, I can't recall a development that is such an intrusion on a once calm, serene neighbourhood as the latest Port Wallace Project is, and will continue to be.

The addition of approximately 4900 units in our respective backyards has, in its' embryonic stages, created tremendous disruption to people who moved here years ago because of all the area has to offer. I am not talking about construction noises, that is just one aspect of construction and for the most part, it is unavoidable . I am referring to the wanton disregard of a little privacy, of which we were promised in earlier updates, a green belt/buffer zone would have provided. I notice on drone videos of the current clear cuts that you have left rows of trees still standing between what I assume are cul-de-sacs and/or rows of houses. Almost like a greenbelt... something that we were all told would remain between our houses and your development.

I am also referring to the traffic issue. I understand that having lived here for 30 years, traffic patterns will change, it's a given. What is not as well known is the fact that for a development of this magnitude, start to finish, we will see close to 150,000 round trips on Waverley Road of dump trucks, dump trucks with floats hauling excavators, concrete trucks, paving machinery, boom trucks with loads of lumber, etc, etc, etc. The curved part of Waverley Road where we currently reside has seen two significant accidents in the past 18 months, including one which snapped the power pole adjacent to our front yard.

Is it within your purview to hasten the development of at least one exit to the Forest Hills

Extension? I know it's a Provincial matter, but now that you have the Provincial Minister of Housing rendering final decisions, is it possible to float this by him? As noted, we live on a dangerous curve, and this curve is dangerous only because there aren't any calming measures in place to curtail speeding, as in flashing KPH signs, speed bumps, anything. It is not only a racetrack for cars and motorcycles now, it is the only main thorough fare for the above mentioned dump trucks, trucks hauling excavators, etc. which have now joined the derby with, for the most part, little to no regard for any speed restrictions.

I will close by stating that we no longer can have our three year old grand daughter play in our front yard, in the winter she can no longer help me shovel the driveway, no more front yard snow men or forts. It is just not worth the risk with what is happening in front of our house right now, which has been exacerbated by the current volume that your development has produced, and with no exit planned to the 107 currently, it will never improve.

Yours Truly,

Tom McDonald



Sent from [Mail](#) for Windows 10

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace case 22384  
**Date:** Wednesday, October 26, 2022 9:40:38 AM

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[This email has been received from an external person or system]

What are you going to do about increased vehicle traffic on waverly road? It's busy enough as it is especially being single lane.

That's my concern.

Reid Chittick  
[REDACTED]

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Cc:** [REDACTED]  
**Subject:** [External Email] Port Wallace feedback  
**Date:** Wednesday, October 26, 2022 10:06:17 AM

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To Whom It May Concern:

Please consider the following feedback from existing property owners along Waverley Road who are the immediate neighbours of the new development area.

The first concern is regarding the lack of any buffer between the existing properties and the new properties.

The initial plans from 2016 public consultations indicated that there will be a minimum 25-foot greenbelt between the existing properties facing Waverley Road and the new subdivisions. We have even met with Clayton Developments personally in 2016 where this was clearly shown in the plans. According to the latest plan, this greenbelt has been completely eliminated, which Clayton Developments indicated in our recent exchange.

For our property at [REDACTED], this means complete clear-cutting of the woods behind our back yard.

While I understand that this is private property and the developers can do what they like, I fail to see how the developer can tout "sustainable building" only to clear twenty-thirty mature trees that are decades old along the back of our property and replace them with one new tree per lot (per the landscaping section of the development agreement). I am sure even the future property owners of these lots and houses would appreciate having some mature greenbelt buffer at the back of their properties, but they will not get that choice.

Additionally, the LUB for this area changes the lot width minimums from 50 to 34 feet. This means that existing properties with the minimum 50-foot lot width will get at least 2 or 3 new neighbours along their rear property perimeter each likely with a different take on what type and whether a fence is needed at all. Therefore, I propose that the planning shall include a requirement that the existing mature green growth shall be left in place and be used to establish a minimum of 6-meter (20-foot) wide greenbelt buffer at the back of the new lots between the new and existing neighbourhoods.

The second concern is regarding the proposed multi-use path along Waverley Road.

Waverley Road is already narrow and dangerous for frequent groups of cyclists with many groups riding at Tour de France speeds down the road.

I fail to see how these groups travelling at 40+ km/h could use the multi-use path together with pedestrians. Unless forbidden, I expect they will continue to use the road itself, which will now have an even higher burden of traffic from the newly developed areas plus the constructions crew traffic, all of which will be exiting to Waverley Road via stop signs or traffic light intersections. This increases the risk to all users of the road and sidewalk. We already had 3 bad accidents in recent years along our stretch of Waverley Road to the point where I am scared to turn my back to traffic when cutting the lawn in front of my house.

This leads to the third concern regarding transportation management.

Will there be a roundabout constructed at the Montague Road/Waverley Road intersection?

The Infrastructure Analysis study from 2018 on page 22 calls for this roundabout to be constructed when 400 residential units are added to the area. Further, the study was built on an assumption of 3,744 residential units. The current count stands at 4,900 - a 31% increase! Clearly, this roundabout infrastructure at the Montague Road highway ramps and Waverley Road intersections is needed immediately, yet the latest planning and phasing documents fail to mention that.

Additionally, the connection to Highway 107 is crucial and should be built asap to enable the construction traffic to be directed there rather than through the existing Waverley Road for a development, which will take years (if not decades) to complete. During the 2016 public consultations, this was presented as a challenge due to the highways being a provincial jurisdiction. Now, that the province has unilaterally decided to take over municipal planning in our area, I trust this connection can be fast-tracked without an

issue!

With the current plan, the existing properties along the north side of Waverley Road will be "squeezed": on one side, without a greenbelt buffer, swallowed into the new subdivision, and, on the other, by the widening of Waverley Road through creation of a multi-use path and northbound left-turning lanes into the new neighbourhoods.

In conclusion, I would like to note that I understand the need for increased density and housing in HRM and welcome new population and infrastructure coming to our municipal district. We only ask that strong consideration is given to harmoniously integrate the "old" Waverley Road neighbourhoods with the new development and preserve the reasons why many of us chose this area of the city to raise our family. It was specifically to avoid buying a subdivision home and it seems our home will become exactly that with the current plan direction.

I trust that with the small adjustments of adding a greenbelt buffer and properly phasing the transportation infrastructure, you will help us preserve our neighbourhood.

Kind regards,  
Lucian Jurko

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace Development Comments  
**Date:** Wednesday, October 26, 2022 1:41:35 PM

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*[This email has been received from an external person or system]*

Dear Halifax Planning,

We currently reside on [REDACTED] and have been residents of this area for 33 years. My wife and I, as well as most of our neighbors, consider this area to be a real gem and ideal location within our great city. We raised our family here and are active in the community through volunteering, supporting our local schools, organizations and businesses. We understand and accept the need for our city to expand and increase our population density and that these changes will have an impact on our present community.

We have attended planning events and citizen committee meetings regarding the proposed Port Wallace development in the past. One of the primary concerns of this meeting was the impact of traffic on our way of life and ability to commute. We have reviewed the planning documents presented online including the Development Agreement and Phase Plan including schedule C. We have seen no preliminary plan on the map indicating any details of the proposed connector to the 107 highway. While we understand the presentation has been provided by HRM and responsibility for highway development is under Provincial jurisdiction, the absence of even a preliminary plan by the province is extremely unsettling. The proposed connector will be very costly and a large project that may indeed require twinning of this already extremely busy and accident prone highway. The design of the connector should be integrated into the planning for the Port Wallace development.

We would like to voice our strong objection to the proposal to allow 1,979 dwellings to be built prior to a connector to the 107 being constructed. The Waverley road is presently very busy and clogged during peak hours, the addition of nearly 2000 dwellings will have a significant and negative impact to our everyday life and transportation.

The Government of Nova Scotia has seen fit to usurp the authority of Halifax Regional Municipality and largely take away the voice of the existing community working group. The Provincial Government therefore now has the authority to coordinate the Port Wallace development and the 107 highway upgrade. Both of these projects should be planned in conjunction with each other to ensure safe and effective transportation and a prospering community for existing and future citizens of our area.

Kind Regards,

Nathalie and Andre Doiron

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Cc:** [REDACTED]  
**Subject:** [External Email] Comments on Port Wallace Development, HRM Case 22384  
**Date:** Wednesday, October 26, 2022 3:09:27 PM

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Dear HRM Planning:

My name is Brian Covert and I am a resident of the Port Wallace area in East Dartmouth, living at [REDACTED] in HRM Municipal District 1, represented by Cathy Deagle-Gammon. Thank you for the opportunity to submit my thoughts and feedback on the proposed **Port Wallace development, HRM Case 22384**.

First off, I would like to state that I am not outrightly against the development of this land. I think, if done right and with the proper intentions, it can help grow, diversify, and enhance our community, making it a more enjoyable and "liveable" place for those who live here now and in the future. I also recognize the price of housing in Nova Scotia is incredibly high and daunting for those looking to make Nova Scotia their home. That said, I have serious concerns that the development, as it is currently proposed, will not improve the quality of life for those living in the area now and in the future and I am unsure if it will address the housing needs in HRM.

Here are my concerns:

1.

**Density** - I believe this is the primary issue. The proposed density is too congested and this will cause and exacerbate any issues or problems that naturally come up with a project of this magnitude.

According to StatsCan ([here](#) and in Exhibit A), the average density for Dartmouth was 1,025.6 people per square kilometre in 2016. For this development the city is proposing 4,900 units on 545-787 acres of land (see Exhibit B). Now using the average household size in Nova Scotia of 2.2 people (from StasCan [here](#) and included in Exhibit C) that equates to 10,780 people proposed for this development. Now dividing the 545-787 acres by 247.5 (the number of acres per sq km), the proposed plan puts 10,780 people on 2.2 sq km - 3.17 sq km creating a density of between 4,900 - 3,400 people per square km. This equates to between **3.3x to almost 5x the existing density of Dartmouth**. This is alarming and will create tremendous issues for the existing community and the people who will choose to call this community home.

**Possible Solutions:** Reduce the density per square km closer to the Dartmouth average of 1,025.6 per sq km.

2.

**Environmental** - Dartmouth is called the City of Lakes and the Port Wallace area is one of the reasons with Lake Charles being the centre of it. You are probably aware but Lake Charles is the highest lake at this end of the Shubie Canal system, flowing

out on both sides with one end going towards Waverley and Grand Lake with the other end going through Shubie Park into Lake Mic Mac and Lake Banook and eventually into the harbour. It is home to many types of fish and birds along with other species. But it is already under threat with Dartmouth Crossing and now the sheer amount of people and infrastructure this development will bring upstream from the lakes is concerning. Roadways need to be cleared, lawns get tended to, garbage just finds its way to places - how do we make sure this stays out of a lake that feeds the rest of the area and its lake which are essential to the community and why people live here?

And of course there is Barry's Run. I am not sure if you have been into Barry's Run but it is a little alarming. If you go near the run you are met with signs that make you feel like you are entering a contaminated zone - which you kind of are given the arsenic and other tailings in the sediment. The provincial government has said they will clean up the mine site - which is great - but the sediment will still be there. My concern is this development is putting families - including kids and pets - very close to this and I am not sure how it can be guaranteed these kids and pets will stay out of Barry's Run and not expose themselves to this sediment.

**Possible Solutions:** Reducing density, increasing setbacks from Barry's Run while ensuring the provincial government has committed to a plan and the funding for cleaning up the Montague Gold Mine site.

3.

**Traffic** - This is anecdotal but traffic is already an issue on the Waverly Rd. Depending on the time of day the drive to work and the drive home especially can be long and stop-start. Given this, I can already envision the people in this development trying to turn left out of their street to head into the grocery store or to work in downtown Dartmouth having a very difficult time getting onto Waverly Rd in the morning. And Waverly Rd cannot be expanded as there is only a lake on one side all the way down. And the exit onto Forest Hills will help but that puts you onto a highway and you'd have to drive around to get to downtown Dartmouth, or Main St, or the Braemar Superstore.

Perhaps ensuring the commercial aspects of this development includes these amenities can help but I am still very concerned that this development, with its current layout and density, will only make more people, drive more which doesn't make for a great community and exacerbates things like climate change when we should be doing the exact opposite.

**Possible Solutions:** Reducing density, mandate certain amenities in the commercial area, ensure the province has committed to a plan and funding for the Forest Hills Parkway connector, create more opportunities for public transit

4.

**Walkability/Quality of Life/Connection with existing community** - I have three young children and a dog and I moved to Dartmouth because of the nature and the chances to get outside. I enjoy being a part of a community and if I had one critique about this area currently is that we are a little suburban, a little isolated from the other

streets in our community, and we have to drive most places. I believe this development can help change that by bringing more people to this neighbourhood which will then bring the nice things an urban community has to offer: sports fields, local coffee shops and corner stores, neighbours to talk to as you pass them on the street, etc. Unfortunately I don't see this in this current plan or answers to the following questions:

- Are there sidewalks?
- Are there bike trails all throughout?
- What are the plans for lights and crosswalks so the existing community can access this new community?
- Is there commercial development closer to the existing community so they can walk and not have to drive to it?

I do believe this can be a positive benefit to the existing community but I don't see it currently in the documents. And they need to be. These feel like they should be table stakes for any new development and I want it assured that they will in this development however it moves forward.

**Possible Solutions:** Ensure there are sidewalks on every street and on both sides, ensure there are bike paths connecting the bottom existing community to the top of the development.

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Thank you again for the opportunity to submit this feedback on the city's report for **Port Wallace development, HRM Case 22384**. I do want to reiterate that I am not against this development and, in fact, see tremendous potential in this development for it to achieve most of the goals for most of the stakeholders involved.

However, I also see a scenario where it is not done properly and achieves few of the goals for very few of the stakeholders and ends up being detrimental to the members of the existing community and those who want to make it their home.

If I can offer up one thought is that treading slowly on density could be a very prudent way to move forward. You can always add to something but taking it away once something has been done is extremely difficult.

Yours truly,

Brian Covert

Exhibit A -

www12.statcan.gc.ca/census-recensement/2016/dp-pd/prof/details/page.cfm?Lang=E&Geo1=FED&Code1=12004&Geo2=PR&Code2=12&SearchText=Dartmouth--Cole%20Harbour&SearchType=Begin&SearchPR=01...  
Dartmouth--Cole Harbour [Federal electoral district], Nova Scotia and Nova Scotia [Province]

### Census Profile, 2016 Census

Dartmouth--Cole Harbour [Federal electoral district], Nova Scotia and Nova Scotia [Province]

Feedback

Topic: All data  Counts  Rates

Characteristic	Dartmouth--Cole Harbour Nova Scotia [Federal electoral district]			Nova Scotia [Province]		
	Total	Male	Female	Total	Male	Female
Counts (unless otherwise specified)						
<b>Population and dwellings</b>						
Population, 2016 <sup>1</sup>	92,301	...	...	923,598	...	...
Population, 2011 <sup>1</sup>	91,212	...	...	921,727	...	...
Population percentage change, 2011 to 2016	1.2	...	...	0.2	...	...
Total private dwellings <sup>2</sup>	43,297	...	...	458,568	...	...
Private dwellings occupied by usual residents <sup>3</sup>	40,921	...	...	401,990	...	...
Population density per square kilometre 	1,025.6	...	...	17.4	...	...
Land area in square kilometres	90.00	...	...	52,942.27	...	...
<b>Age characteristics</b>						
Total - Age groups and average age of the population - 100% data <sup>4</sup>	92,300	44,125	48,175	923,600	446,885	476,715
0 to 14 years	13,450	6,750	6,700	133,825	68,370	65,455
15 to 64 years	45,600	22,770	22,830	473,000	241,260	231,740

Exhibit B -

HALIFAX Port Wallace Presentation

# Proposal

The subdivision, development, and servicing of 787 acres (318 hectares) of land:

- 545 acres (221 hectares) of land to the west of Highway 107; and
- 242 acres (98 hectares) of land to the east of Highway 107 (Conrad Quarry)

Development of a mixed-use community of approximately 4,900 residential units

MORE VIDEOS



## Exhibit C -

www12.statcan.gc.ca/census-recensement/2016/dp-pd/prof/details/page.cfm?Lang=E&Geo1=FED&Code1=12004&Geo2=PR&Code2=12&SearchText=Dartmouth--Cole%20Harbour&SearchType=Begin&SearchPR=01...

Other single-attached house	30	...	...	780	...	...
Movable dwelling <sup>7</sup>	320	...	...	14,870	...	...
Total - Private households by household size - 100% data <sup>8</sup>	40,920	...	...	401,990	...	...
1 person	12,900	...	...	118,670	...	...
2 persons	15,185	...	...	156,825	...	...
3 persons	6,335	...	...	60,250	...	...
4 persons	4,485	...	...	44,970	...	...
5 or more persons	2,015	...	...	21,275	...	...
Number of persons in private households	91,045	...	...	908,340	...	...
Average household size	2.2	...	...	2.3	...	...

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Port Wallace feedback  
**Date:** Wednesday, October 26, 2022 7:05:10 PM

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[This email has been received from an external person or system]

I am writing to express my concerns about the proposed development at Port Wallace as follows:

It is not clear in the development plan what the Affordable Housing component will be, using the HRM definition: costs no more than 30% of low and moderate income households gross income. Since HRM's most pressing need in terms of housing is for Affordable units including rentals, please add detailed information, with specifics about the number, type, size and exact cost of the planned affordable homes. If there is no plan to include a sizable Affordable Housing component then this development plan, as it exists, should not be approved.

Provincial regulations suggest that a 20 meter buffer zone for waterways is inadequate where there are any slope grade changes. Please modify the plan to environmental standards and include a 60 meter buffer zone consisting of the ORIGINAL tree and vegetation cover.

There does not appear to be sound barrier fencing included in the design to reduce highway traffic noise. Please conduct a highway traffic noise study and update the development plan to include the corresponding noise mitigation measures.

What provisions have been included in the development plan to facilitate the provision of public transit, given that transit bus routes and times are currently reduced due to staff shortages? Since this development will place increased pressure on a system that cannot adequately service current routes, perhaps the developer, at a minimum, would fund connector transit for residents. However, if access to public transit services cannot be guaranteed, then approval for this development needs to be delayed until public transit service capacity has improved.

Sent from my iPad

**From:** [REDACTED]  
**To:** [Regional Planning Office\\_HRM](#)  
**Subject:** [External Email] \*\*\* Identification Mismatch \*\*\* Port Wallace Development  
**Date:** Wednesday, October 26, 2022 7:12:42 PM

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[This email has been received from an external person or system]

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This message has been quarantined because the *Sender From* address [REDACTED] does not match the *Header From* address [REDACTED]

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- This message is from an **external** sender.
- This message may be from a system or person who is attempting to impersonate a trusted sender .
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Good afternoon

We have been reviewing the slide presentation and supporting documents for the development of Port Wallace. We are residents in the area, living on [REDACTED] for over 30 years. We have enjoyed the clean and healthy environment of lake living.

However, we have experienced many detrimental environmental consequences as a result of Dartmouth Crossing development. For example, the significant growth in road traffic, unexpected changes in lake water quality, and noise and light pollution.

We are concerned that the Port Wallace development will impose a greater and more significant threat to the community - excessive road traffic with insufficient infrastructure, negative environmental/ecological impact on Lake Charles and surrounding community and the lack of community infrastructure to support 4900 residential homes (schools, recreation, sports, community centres and retail) while respecting the cultural and natural beauty of the land.

We are concerned that this plan has been fast tracked without careful consideration of the needs of 4900 new residents of mixed levels of housing and the impact this magnitude of development will have on the existing community.

Below I have copied an excerpt from your Lake Charles Risk Assessment Report of 2020. What further studies have been completed? Also the Deacted Land Suitability Report was submitted in 2016 which means it was conducted in the years prior to that, suggesting it would be close to 10 years old since this review has been revisited.

Thank you for the opportunity to submit our concerns,  
Harry and Beth Bruce

From the 2020 Risk Assessment Report Lake Charles

**"In addition, storm water management from proposed developments in the Port Wallace area will require careful consideration to ensure sediment disturbance in the Barry's Run area is minimized to reduce the potential for further transport downstream to Lake Charles. Sediment and surface water transport downstream from the main tailings area at the Montague site will be further studied in 2020. This study will help to better understand if additional measures are needed in the closure plan to reduce sediment movement towards Lake Charles. It is recommended that input be obtained on the assumptions used in the risk assessment, to ensure that the assessment properly reflects the way people use Lake Charles, particularly in areas near Barry's Run. Additional sediment data in shallow and on-shore (beach) areas near Barry's Run would also reduce uncertainties in the risk assessment study. Both of these would be helpful in finalizing risk management needs, if any. Monitoring recommendations will be developed as more information becomes available through the mine closure planning process."**

From 2016 Deacted Report on Land Suitability

**"In order to support the development of a complete, connected and accessible community, a water crossing of some sorts is likely. This crossing will need to be designed so as not to detrimentally impact the ecological function of Barry's Run, and should be designed to enhance the feature's heritage and cultural landscape. Additional environmental study will be required in order to determine and monitor wetland and watercourse alteration impacts."**

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM; Simms, Tyson](#)  
**Cc:** [Mancini, Tony](#); [REDACTED]  
**Subject:** [External Email] Feedback for Proposed Port Wallace Planning Documents (CASE 22384)  
**Date:** Wednesday, October 26, 2022 9:01:47 PM

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*[This email has been received from an external person or system]*

Dear Panel Members and Project team,

I am writing to share some thoughts and suggestions after review of the proposal. I am a resident in Keystone, an avid cyclist/hiker, and an engineer with nearly 20 years expertise in design development and consulting for projects at medium to large industrial and commercial sites. I am not sharing that to state I am an expert in these types of developments, but to provide some context to my input and the level of detail I have tried to consider.

I understand that this development is needed in the future for this city and I do believe that generally the guiding ideologies of the design are sound. However, I believe that one of the largest concerns for this project is the rush to make it happen in an accelerated timeline. Prior to the lockdown, this development was in an assessing/holding pattern for some time, and is now trying to swiftly react to a market crisis; which although not yet resolved, essentially peaked around the turn of 2022. (It will be difficult if not impossible to catch up). This reactive mindset imposes risks to the design when the developers do not have adequate time to review all of the details, plan their mitigations and vet their concepts appropriately. Considering the former industrial nature of the site and that the land remediation is not yet planned (from a construction & safety planning perspective), this rush adds further complexity to this project. Generally, for a project development cycle, the concept selection and front-end engineering design phases are where you have the most ability to influence a project at the lowest cost impact for any changes, so rushing through these early phases on a project that could take 15 years seems rash.

On the environmental front, I recognize that some assessments have been conducted based on current usage, to determine the measurable impacts on residents and the ecosystem. It is not clear from reviewing these reports that they have fully considered the impact from future construction activities on the ground water and surface waterways. Comments around the swimming (<20 times/year) and hiking (26 hikes/year) usage seem to assume historical values to understand current impacts as a baseline, but once land has been cleared and public access to these areas improved, their use in recreational purposes will also increase dramatically, particularly with the large number of units planned for this development. (Not to mention those existing residents living nearby who will also have better access to the area to explore.) The lens of the environmental assessments appears focused more on applicable industrial hygiene figures for human exposure, as well as norms for plant and aquatic life. Although the risks to any one individual partaking in activities such as swimming is low, and measured impacts to the ecosystem point to low risks, these are based on historic use. In these reports there were concerns raised from disturbances, which explains the larger buffer lands along these watercourses. But with the increased number of residents making use of the area along with planned construction activities, even farther afield, this will significantly increase the risk of disturbance in the area. Suggestions for administrative controls like prohibitive signage does not sound like a robust plan of action when there is a risk of impacted soil and water runoff having effect on lands and canal system downstream. If such an approach is taken, with the

baseline data in hand, ongoing monitoring should be considered to measure if the assumptions remain valid and that construction activities haven't negatively increased values.

On an aside, I understand that with the timelines, fully understanding the magnitude of that risk is not feasible, but that data would typically drive the level of mitigation that is required. In absence of that, I would strongly suggest that the Panel try to prioritize the remedial efforts of the tailing pond area ahead of significant development in the corridor from the former pond through Mitchell Brook and Barry's Run, so that an unforeseen mishap doesn't turn into a regrettable larger environmental impact. We have to consider the impacts from disturbance during construction on subsurface water table as well. Any ability to mitigate the root cause of the issue versus employing administrative controls to maintain safety is always a more successful approach.

Considering the previous industrial land-use, it is somewhat surprising that the level of engagement and review is modest. Although the requirements seem more consistent with typical residential development projects, this land by its contaminated state, is by definition, not a simple development project. For projects I have worked for industrial clients, the level of scrutiny that they are put through in order to get the appropriate permits for use of land behind their fence line appears different. Those endeavours typically require more public engagement, alignment with municipal, provincial and sometimes federal levels of government, along with intentional indigenous consultation – which appears to be non-existent in this case. (Yet I would suspect this land and these watercourses adjacent to the lake systems would be deemed traditional hunting and fishing grounds.) Knowing that this is a former industrial site being repurposed for public means, one would expect a similar level of review, and so the standing down of the Public Participation Committee in April 2022, followed by a swift endorsement of construction activities for this project is disconcerting. Not that I have any reservations over the developers specifically, but generally environmental and engineering assessments for these complex projects would not be part of their typical level of environmental controls and planning processes for most prior development. So hopefully someone has been appointed from this Panel and/or the Department of Environment to help provide that accountability and oversight. It is worth noting, even with the current preliminary level of construction, there has been an increase of wildlife sightings in Keystone as these animals are displaced from their habitat. This includes smaller animals like mice and rats, pheasants, racoons, but also larger animals like deer and bears. I am aware of multiple homeowners which have now had to deal with mice and rat infestations in their homes and need to bear the costs of extermination or exclusion. Obviously, clearcutting a mature forest will negatively impact their ecosystem and their habitat, but I wanted to highlight this as it flags some concerns that the rushed development thus far is demonstrating that the extent of the impacts from this construction effort hasn't fully planned for or understood.

From an infrastructure perspective, I am assuming that the institutional lands identified are for a proposed school, but this has not been made clear. It is unclear if this is an elementary school, junior high, or possibly both. If not already engaged, it would be integral for these developers to connect with the appropriate departments (Public Works / Education and Early Childhood Development) to make sure that they are approving of the location of the school, and ensure that adequate funding is in place at the right timeline to match with the added growth to the area. The schools nearby currently are operating near or at capacity.

It is noted that there will be a new connection to the 107 which will help address some of the traffic

concerns, but with the large number of new residents to the area, it would be good to understand what kind of traffic and egress study has been completed. Currently, during rush hour, the Waverley Road is a marginally better route time-wise for residents in Montebello/Keystone than Main Street; but even still it is single lane. With current level of development, it can back up past Maple Drive, and nearly to the lights near Braemar Drive and Braeside Court. Due to its narrowness, particularly with some of the homes along the lakes, it does not seem simple to expand this roadway. Also, as a cyclist who enjoys riding the Waverley Road, the increased level of traffic on this road is concerning, as it can already be narrow and even with current traffic levels, can pose safety concerns to cyclists. With more drivers and bottlenecked roadway, I predict this will escalate potential for impatience, road rage and negatively impact safety for riders and pedestrians crossing the roads.

Continuing along that theme, noted that some new lights will be added to Breeze/Caledonia. These are much wider streets, not sure if these will be widened for double lane to accommodate the increased volume, or possibly have dedicated bike lanes be added. It is worth pointing out that the Breeze cross streets of: Belvedere, Lethbridge and Lexington are all typically quiet streets that do not have sidewalks. But based on the proposed connectivity to the development will see an increase in traffic flow as new residents try to make it out of the new subdivision to Breeze. Some consideration for sidewalks in these areas would be a good safety improvement for existing residents. It is also unclear if these are in plan for the new development. *(There appears to be a green band running parallel to the roadways, but the legend does not describe this, nor the housing symbols being used, so some assumptions have been made later on my part to decipher.)*

My next thoughts I have to present are more to do with considerations for the proposed layout. It appears that the developers have not fully analyzed the area to understand some of the existing layout and features in place.

Along the north side of Lexington Avenue there is a swale and French drain running behind the properties. This should be maintained to prevent drainage issues for existing residents, and likely the first house proposed on the east side of the Rosecroft Dr (Road O) extension may be impacted. In this wooded area there is an infrastructure of single path trails, along with an existing concrete bridge over a small water course. This bridge and watercourse do not seem to be considered in the green space provided between Road O and Lexington.

It would also be worth noting, rightly or wrongly, that the existing residents from #17 to #47 Lexington have been maintaining land that is beyond their property limits, for over 30 years. Some homeowners have sheds and pools that are not within their legal boundary. It may be worthwhile to at least consider reaching out to these residents to offer them the ability to legally purchase some of that land that they are using or as a minimum start to discuss and negotiate with them any processes to address concerns before sending surveyors and begin developing up to their boundary. My suggestion below around the active transportation routes may also address this concern.

In looking at the distribution of lot sizes, and home types, it doesn't appear that a transition has been well considered. When you look at the homes in Keystone (McCarthy / Lexington), one would expect a similar design for those homes along Road O (at least up to Road W-B or even Road N), along Road W-E, and possibly even Road W-D. Instead, it appears that more of those larger lots and homes are located on Road J in the center of the development and in their place, smaller townhomes/duplexes are planned in these areas. This appears to be a rather sudden transition and incongruent with the existing subdivision styles and property valuations.

Ideally it would be beneficial if some of the existing trail system (and mature trees) can be maintained or improved upon, even during construction; with a goal to become an active transportation pathway. The current plan around interconnecting paths seems to be somewhat disjointed and only connects the new streets and cul-de-sacs together. To truly build an active transportation system it would be better to build the network up with a “spine” to make it more contiguous. It would be wonderful if this new greenspace could have trails that connected new streets to the existing streets, from the French schools all the way to the new park (P5) and commercial areas planned. Eventually it would be ideal if this could also connect into the park area (P4) along Barry’s Run that became a greenspace “feature” like Shubie Park. This may mean modifying to the south where the path is off Rosecroft (which may also align with my previous comment around the swale and French drain impacting the first house lot), but this path network could also possibly run along the backside of Road W-D / McCarthy and connect into the existing pathway between McCarthy and Lethbridge. Similar branches could also connect the new roads from this “spine”. Another recommendation to the Panel would be to consider trying to expand the gap between Road O and the Roads off Lethbridge (W-E, W-C, W-D) to accentuate this interconnection pathway and hopefully provide privacy for the new residents who will have people passing in their backyards. Otherwise, without this interconnection, there is no easy way for residents (existing or new) to be able to walk directly to the French school, nor connect to the potentially new grocery shopping area. I understand how this may be a difficult discussion with a developer who will try to maximize homes within the plot space, but there may be some other suggestions below to make up any losses I am suggesting in this area.

Looking more on the eastern and southern side of the development, I am surprised that additional parkland at P6 is being designated when there is already so much around the school and potential to develop some behind Terrebonne Ct. This just seems like St. Clair Ave could have been routed a bit more orthogonal, to maximize the development of this style home around the potential wetland (more about that below), and then one could add an adjacent cul-de-sac on the north side of Stanfield Ave for a few extra homes and lots. There is also a path shown in this area, but it is unclear to what this path is to connect, apart from the existing undeveloped forested “parkland” that I mentioned previously.

On the more southern end, it is quite surprising that KDL Road 1 does not connect the 2 Stanfield Avenues together. It is perplexing that the KDL road development does not leave room for this potential connection in future, particularly when there is already a gap in St. Clair for this development, and they are already named the streets the same. In the event that the plan for this segment goes forward as proposed, it is unclear if one of these roads, like the more southern Stanfield Ave will need to be renamed. It is also unclear the vision for the gap on St. Clair, and whether this would be developed into access for this wooded area. That being said, based on hikes I have done in behind that area, I admit that I am somewhat surprised at its designation as wetland, along with the area north of St. Clair. It may be worth some additional investigation and due diligence to verify that these areas indeed meet the definition of wetlands. Particularly knowing that the area to the east will never be developed as it is already Halifax Water buffer lands from Lake Lamont and Lake Topsail; one may not want to forfeit maximizing potential development up to the boundary where landowners will be provided a natural greenspace in their backyard.

Regardless, I believe the developers have also missed the routing of the overhead transmission

power lines in their design of KDL Road 1. In the jog of the Avenue du Portage immediately off Caledonia, you can see the homes with the long driveways running under the electrical infrastructure. Aligning this with the new KDL Road 1 proposal appears to impact a number of homes that are planned in that area.

Finally, I believe my last comments are just around timelines and priorities, and relating back to one of my first statements around schedule acceleration. Knowing there are some risks here from environmental impacts, it is not clear why this development would be prioritized over other areas that have already been partly developed and not finished (i.e. Portland Hills/Russel Lake, Shannon Park). Again, not to pause or stop this development, but instead retain it as a focus area but more just control the pace and make sure we get this right. Recommend including more time for study and engagement, at least on particular areas or phases of this overall project.

If the objective of this accelerated timeline is to address housing issues, this may have missed the peak of the concern, particularly when the infrastructure, lots and homes would be ready. With inflation impacting the cost of materials, the building of new homes is especially high. And now mortgage rates further impact would-be home owners when the cost of living is soaring at historically high levels. Homes are now beginning to sit on the market as people cannot afford their high asking prices, and there are news reports predicting an impending housing implosion. It is unlikely that this solution will truly act as a quick-fix to address the vast housing issues in this city. I agree something must be done, but rushing it does not make sense. Again, control-the-pace and plan the work carefully should be the best course of action.

To close, one of my key recommendations for this project would be primarily focused around the phasing and prioritization. Breaking up this project into phases would be appropriate and would help the team with sequencing against priorities and realistic timelines. I would recommend more focus on the transportation / institutional infrastructure designs and timelines, along with planning the remedial efforts for the tailing pond area as stated before. While these areas are given more time for scrutiny to “get it right”, smaller developments along the periphery may make sense. However, I also recognize that many of these peripheral areas are also where there are more densely populated housing types proposed. Focusing on these types of development would certainly align well with crux of the housing need and may help the primary segment of our economy that are most significantly impacted by this crisis. But with that, you would be focusing on developing a larger portion of the population growth for the overall area while some of the infrastructure (schools, traffic mitigations, public transportation routes) could lag, impacting the uptake and acceptance of this development area. Prioritizing the new connection to the 107 and any traffic studies may become vital in earlier development to understand if this new corridor in fact helps alleviate any of the strain on Waverley Road and the impacts on Breeze / Caledonia / Main St. Truly, the proposed timelines and any potential phasing was a key aspect of the proposal that was omitted, and would have greatly helped in understanding how this would proceed through development and construction.

Hopefully my comments and insights are value-added to this project.

In earnest,

David L R Smith P.Eng.

**From:** [REDACTED]  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] Case 22384- Port Wallace  
**Date:** Wednesday, October 26, 2022 10:58:27 PM

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*[This email has been received from an external person or system]*

Environmental impact- two papers and studies are underwhelming and incomplete. For example, run off from development has major impact on lakes and is barely mentioned. One needs to only look at the destruction of Lake Charles as a result of insufficient efforts made when Dartmouth Crossing was built. There is also inadequate parkland allotted for the number of people who will be living in the area.

The planning seems to indicate that exit from the highway will not be built for several years. This is simply unacceptable. Waverly Road is a single lane road built for a much much smaller flow of traffic. It will be unlivable for those of us already living in the neighborhood as well as newcomers if the traffic gets worse. If this project goes ahead which it shouldn't, the exit from the highway should be built first; not the other way around. In addition, how is the Bello Suites construction being factored into the planning for the area as well as this proposed development? Both introduce a high number of people without traffic issues as well as resources such as enough green space, accessible transportation, grocery stores and libraries being brought into the area. Are they being looked at together? The joint impact should be assessed.

The housing crisis in Nova Scotia is as a result of a lack of affordable housing; not simply the need for more housing. If this development is being built in order to address the crisis, as the website seems to imply, what efforts will be made to ensure that an adequate level of affordable housing will be included in this development? Otherwise it is disingenuous to say that this build is being approved under the guise of addressing a housing crisis.

How will public transit in the area be updated? It is unclear from the materials.

Bike lanes are only mentioned in connection to the connector road. What other bike friendly efforts are being made for this development?

For the multi-use pathway as is mentioned in the planning video, this is a must! At the moment, the line that is meant to indicate a bike lane on the Waverly Road is woefully inadequate to create a safe space for cyclists. The paint is worn off in some of the most dangerous places for cyclists; the "lane" includes having to go over storm grates which is very dangerous for cyclists but due to how narrow the lane is, cyclists have to choose between going over the grates or out into traffic. A multi use trail would help create a safer route for cyclists.

What institutional and commercial buildings are being built? How will schooling, day cares, libraries, health centres, affordable grocery stores be accommodated in the area? These all need to be adequately addressed before this project goes ahead.

The environmental impact alone on the lakes should stop this development. What efforts have been made and are being proposed are inadequate.

Thank you,  
Catherine

**From:** [REDACTED]  
**To:** [HousingTaskforce@novascotia.ca](mailto:HousingTaskforce@novascotia.ca); [Regional Planning Office, HRM](#); [Deagle Gammon, Cathy](#); [Mancini, Tony](#);  
[REDACTED]  
**Subject:** [External Email] Port Wallace development - Case 22384  
**Date:** Wednesday, October 26, 2022 11:14:27 PM

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*[This email has been received from an external person or system]*

My name is Amanda Sparkes and I am a resident of the Port Wallace area in East Dartmouth, [REDACTED] in HRM Municipal District 1, represented by Cathy Deagle-Gammon. Thank you for the opportunity to submit my thoughts and feedback on the proposed Port Wallace development, HRM Case 22384.

Apart of the environmental concerns raised over the last 4 years, and the increased traffic on both the Forrest hills extension and Waverley road to Dartmouth, I am hoping the propose development can address Walkability/Quality of Life/Connection with existing community.

I have three young children. We are unable to get to many of the streets near us without walking on Waverley road and often need to cross the road without a sidewalk. I believe this development can help change that by bringing more people to this neighbourhood which will then bring the nice things an urban community has to offer: sports fields, local coffee shops and corner stores, neighbours to talk to as you pass them on the street, etc. Unfortunately I don't see this in this current plan or answers to the following questions:

Are there sidewalks?  
Are there bike trails all throughout?  
What are the plans for lights and crosswalks so the existing community can access this new community?  
Is there commercial development closer to the existing community so they can walk and not have to drive to it?

I do believe this can be a positive benefit to the existing community but I don't see it currently in the documents. And they need to be.

Possible Solutions: Ensure there are sidewalks on every street and on both sides, ensure there are bike paths connecting the bottom existing community to the top of the development.

I truly hope this will be taken into consideration in the development plan.

Amanda Sparkes  
[REDACTED]

**From:** [Steve N.](#)  
**To:** [Regional Planning Office, HRM](#)  
**Subject:** [External Email] re: Port Wallace - Case 22384  
**Date:** Wednesday, October 26, 2022 11:43:08 PM

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*[This email has been received from an external person or system]*

Good Day,

I refer to the planning process for the Port Wallace area and the "special planning area" designation which has been applied. I would like to go on record as saying I think that the entire idea of developing that particular area must NOT be entertained at present.

The fact that there has been a PPC process in place since approx. 2014 and that there have still been NO tangible plans made for addressing the traffic which will result from a major development which is touted to have up to 4900 new dwelling units is completely alarming. While that is readily evident to all the residents of Port Wallace, I fear that it seems to be lost on the civic and provincial governments.

Notwithstanding the current challenges for housing, It would be completely irresponsible of HRM and/or the province of NS to proceed with such a development until such time as a viable plan has been completed to provide new arterial roads and upgrades to existing roads. Braemar Dr./Waverley Road is already at full capacity at peak hours and CANNOT handle the sort of traffic which 4900 new homes represents! HRM does not need to do any studies to confirm this - anyone with a modicum of practical sense can see this just by observation if they would make an effort to do so, and not just acquiesce to the idea of idea that development doesn't need collateral planning for the knock on effects which result.

Before any new major development per planning case 22384 proceeds, the following needs to be carried out first - and at minimum:

- Widening of highway 107 to 4 lanes between highway 118 and Main Street
- Provision of access ramps and an overpass on highway 107 to have highway access to/from the Avenue du Portage area.
- Provision of a new arterial connector which runs adjacent to and parallel with Highway 107 and which connects Wilcott Lane to Main Street at the traffic light at Ridge Ave.
- Widening of Braemar Dr. to 4 lanes from Parclo to at least Montebello Dr. and better if to Breeze Dr. That is 2 lanes outbound from the Parclo, a left turning lane in the centre, and one lane inbound to Parclo.
- Widening of Waverley Rd to 3 lanes from Montebello to Montague Rd. to provide a left tuning lane in the centre.

Next, besides the foregoing traffic concerns, I would also like to express my concern for the apparent lack of environmental planning for the proposed developments areas. Materials on the HRM website indicate that stornwater runoff is the responsibility of the developer. Well, there's no doubt in my mind as to how they will handle that, and which will see drain culverts installed which lead directly into Barry's Run and Lake Charles. Water quality there will most assuredly be adversely affected!

Development of the lands in question represents an opportunity for HRM and the province of NS to adopt new procedures whereby stormwater run-off from road surfaces can first be directed to natural areas which can act as a filter & buffer for the water before it enters any natural watercourse. I know it's hard to imagine governments having the foresight and will to start changing their old tired ways of dealing with stormwater with no more thought than a pipe, but here is just such a chance. Imagine if they could exhibit some leadership for the benefit of the environment and the citizens of HRM. The rest of the world would surely notice too!

There is much which could be researched and tabled for feedback on the proposed development plans, however, HRM only gave quite a brief notice of the opportunity to do so. None the less, I would like to again note that the current planning processes for this are lacking in that the infrastructure needed to support his sort of development is not in place and at the same time HRM and the province seem intent on proceeding regardless of that. The only criteria for development of this area appears to me to be proximity to existing water and sewer services, and end of story. Not also addressing the traffic situation which will result is irresponsible of government.

Yours truly,

Steve Nowell

[REDACTED]  
[REDACTED]

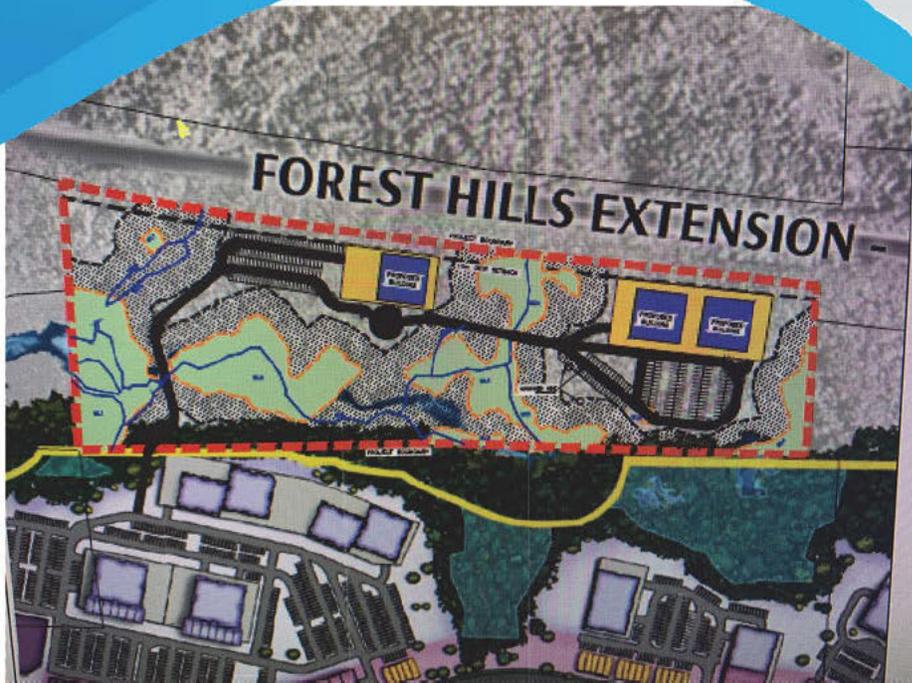


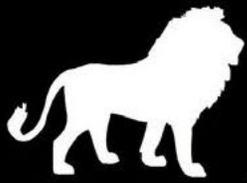
## Formal Submission

Inclusion of Pinnacle Properties Limited Three Parcel 23.24 acre  
Land Assembly within Port Wallace Secondary Planning Strategy  
Study Area

*Submitted To*  
*HRM Planning & Development Department*

Submitted By  
*KWR Approvals Inc. on behalf of Pinnacle*  
October 26, 2022





October 26, 2022

**Mr. Ben Sivak, MCIP LPP**

Community Policy Program Manager

*HRM Planning & Development Department*

Dear Ben:

**Re: Pinnacle Properties Limited (Pinnacle) Inclusion of their Three Parcel Land Assembly (23.24 acres) within the Port Wallace Secondary Planning Strategy (SPS) Study Area.**

KWR Approvals Inc. (KWRA) was retained by Pinnacle shortly after it received a February 18<sup>th</sup>, 2022 letter from yourself indicating HRM staff would not be recommending our clients lands be enabled for urban (central water and sewer) development through the Port Wallace Secondary Planning Strategy (Appendix B). The letter outlines five reasons for HRM Staff not recommending inclusion of Pinnacles lands (Appendix A) in the Port Wallace Study Area.

The letter and HRM Staff's position came of great surprise to Pinnacle, given numerous previous discussions they and their former consultant had with the HRM Planning & Development Department. Further, until the HRM February 18, 2022 letter Pinnacles lands had always been included in the Port Wallace Study Area. Pinnacle informed us the February 18<sup>th</sup>, 2022 HRM letter was the first indication it had from the Municipality that they would not be included.

To review and address the five HRM Staff concerns, KWRA along with a professional development team (PDT) of other consultants investigated each issue of concern. Appreciating the February 18<sup>th</sup>, 2022 letter came as a surprise to Pinnacle, this did not provide much time to review these issues of concern with the tight timeline of the Port Wallace Secondary Planning Strategy (SPS) Review.

KWRA is of the opinion the five concerns noted by HRM can be addressed, overcome and or mitigated to permit a viable concept plan and development on Pinnacles land assembly. Our submission on behalf of our client with Appendices provides information to support this.

Upon review by the HRM Planning & Development we request a meeting to discuss in more detail. Thank You.



**Kevin W. Riles**  
President & CEO

Cc: Pinnacle Properties Limited



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4.	Port Wallace Secondary Planning Study Area & The Parks of Lake Charles.....	5
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6.	Formal Request .....	6

### APPENDICES

- A. Provincial LIMS Property Mapping, Parcel Historic Listing Report and Photographs of Site
- B. HRM Planning & Development Letter of February 18, 2022
- C. McCallum Environmental Wetland & Watercourse Delineation Mapping Study
- D. Developable Area within Pinnades Land Assembly
- E. Pinnacle Concept Plan for development of its Land Assembly
- F. Port Wallace Community Concept Plan, Land Use Plan and Building Height Precinct Map.
- G. The Parks of Lake Charles (Clayton Developments)

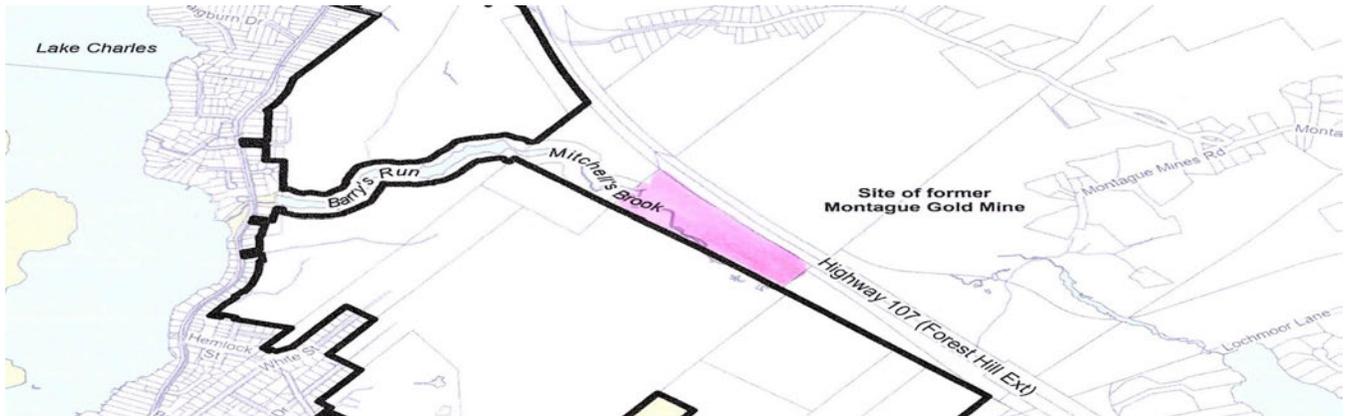
## 1. Executive Summary

KWR Approvals Inc. (KWRA) was retained by Pinnacle Developments Limited after our client received a February 18<sup>th</sup>, 2022 letter from HRM Planning & Development Department indicating Staff would not be recommending to Council the inclusion of their 23.24 acre three parcel land assembly for urban (central water and sewer serviced), within the Port Wallace Secondary Planning Strategy Study Area.

HRM in their letter noted five constraints which led them to their reasoning for excluding Pinnacles lands. KWRA and a multi-disciplinary team of professionals have reviewed these concerns and our findings are contained within this submission.

## 2. Property Background

Pinnacles subject land assembly consists of 23.24 acre and comprised of PID No. 41025321, 41296856 & 41296849. The property known as PID No. 41296849 is a 4,192.23 sq. ft. island. The two remaining larger parcels known as PID No's 41025321 & 41296856 are the focus of our review, studies and submission, Appendix A. The Pinnacle land assembly is nestled between Highway No. 107 (Forest Hills Ext.) and adjacent to Clayton's Developments proposed The Parks of Port Wallace within Port Wallace Study Area.



## 3. Process Undertaken by the Professional Development Team (PDT)

KWRA with the Professional Development Team (PDT) began by having a wetland/watercourse delineation mapping study completed of Pinnacle's Land Assembly, Appendix C.

- ✓ McCallum Environmental identified wetlands, watercourses and where applicable the HRM 20 metre riparian buffer exists. Further McCallum identified three abandoned mine openings.
- ✓ Next, a review was completed to determine applicable HRM and Provincial setback requirements from access highways and watercourses/wetlands. With this setback and watercourse/wetland delineation mapping study, KWRA was able to create a developable area map within Pinnacles subject land assembly. Appendix D highlights two significant development pockets with Pinnacles land Assembly that are outside setback requirements, and not within the wetland, watercourse (their buffers) or abandoned mine openings.

- ✓ With the McCallum Environmental study and our developable pockets mapping, we were able to create a Site Concept Plan for Pinnacle land assembly. The Site Concept Plan consists of three modest apartment buildings totaling 216 apartment units or 9.29 units per acre. The Pinnacle Site Concept Plan (Appendix E) is able to connect to the rear of The Parks of Port Wallace by only crossing two watercourses and very little disturbance of any wetlands. This is achieved by working within the previously mentioned developable pockets and having a respectful access/connection to the proposed 'The Parks of Port Wallace'.
- ✓ Our Traffic and Civil Engineers have come to the conclusion that the Pinnacle Master Plan Concept is environmentally respectful and financially/technically achievable.
- ✓ From a land use perspective and good planning principles, having three apartment buildings on Pinnacle's land assembly creates minimum footprint, is ideal to have high density buildings facing collector roads and matches the type of use (apartments) Clayton Developments is proposing for its The Parks of Port Wallace.
- ✓ Detailed engineering and design drawings would follow any approved concept plan to work out the usual details.

**HRM Staff Concerns as per February 18, 2022 Letter**

- a. Numerous watercourses, wetlands and riparian buffers.  
KWRA Response: It is not uncommon in the many projects we work on to encounter for large blocks of raw land watercourses, wetlands and riparian buffers. This is the reality of developing in many parts of HRM. The McCallum wetland/watercourse delineation and mapping study followed up by our Developable Area mapping, clearly highlight there are viable development pathways to work around most of these environmental features. In the few instances where two watercourses need to be crossed, this can be achieved as has been the case in other recent developments we have managed.
- b. Former mineshafts and potential to risks of contamination.  
KWRA Response. There are three abandoned mine openings on the entire 23.24 acre property. Our concept plan avoids these areas and McCallum Environmental in their study determined 'none were assessed to be major sources of contamination.'
- c. Steep Slopes.  
KWRA Response. This was taken into account when the concept plan was prepared, worked around and not considered an issue.
- d. Access controls and required setbacks to the Highway 107, and  
KWRA: There is a viable, functional, compatible and cost effective access from the proposed Pinnacle lands via their concept plan to the adjacent Port Wallace developable lands. Required setbacks to Highway No. 107 can be met and of no concern.
- e. The need to construct multiple watercourse crossings to provide access.  
KWRA. This is not uncommon in land development and residential construction. KWRA in managing a major development for a client in the Spryfield community, successfully crossed a major water feature with a road. These watercourse crossings were much more technically challenging than we anticipate for the two required of Pinnacle. The proposed concept plan goes to great effort to work with the land, minimize footprint and impacts on wetlands, watercourses.

#### 4. Port Wallace Secondary Planning Study Area & The Parks of Lake Charles

Appendix F contains the Port Wallace Secondary Planning Strategy Community Concept Plan, Port Wallace Land Use Plan and Port Wallace Maximum Building Height Precinct. These current Port Wallace SPS plans and The Parks of Port Wallace master concept plan highlight the following.

- The 60 metre height precinct is adjacent Pinnacles lands. Having three apartment buildings within the Pinnacle concept plan and adjacent to the Port Wallace 60 metre height precinct area is compatible and consistent land uses.
- The majority of the Port Wallace Land Use Plan adjacent to Pinnacle's proposed concept plan is PW-CEN and PW-CON. Our design approach and access to the adjacent The Parks of Lake Charles reflects this compatibility.
- The Port Wallace Community Concept Plan has the Port Wallace Centre adjacent to Pinnacle's lands. Pinnacle's proposed access to the adjacent Port Wallace Centre is logical and would have their apartment traffic leaving and entering high density multiple residential areas before accessing Collector A.

Pinnacle's proposed concept plan of 216 apartment units represents less than 5% of the entire estimated total unit density of the Port Wallace Secondary Planning Strategy area. Pinnacle's concept design is practical, respectful of the environment and compatible with the proposed the Mid/High Rise buildings within The Parks of Port Wallace designations, as part of the overall Port Wallace Centre.

#### 5. Observations and Conclusions

Until February 2022 and for previous years, Pinnacle's three parcel land assembly was included in Port Wallace Secondary Planning Study Area, thereby making them eligible for municipal sewer/water services. We respect HRM staff's concerns regarding the noted five constraints as identified in your February 18<sup>th</sup>, 2022 letter. However, respectfully Pinnacle as an engaged stakeholder in the Port Wallace Secondary Planning Strategy process, should have been out of fairness and due process given the opportunity and reasonable length of time to review and address HRM's concerns prior to Staff recommending removal of his lands.

The removal of Pinnacle lands from the Port Wallace Study area for all intents and purposes **makes them undevelopable.**

## 6. Formal Request

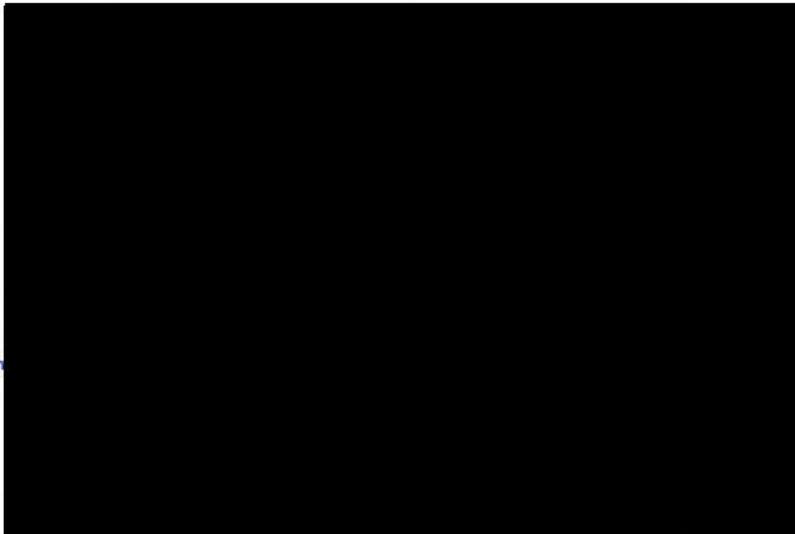
We respectfully request the HRM Planning & Development Department reconsider its recent position of February 18<sup>th</sup>, 2022 of recommending to Council to remove Pinnacle's lands from the Port Wallace Secondary Planning Strategy (SPS) Study Area, which would not enable the Pinnacle lands to be eligible for Municipal water and sewer services.

**Appendix A**

-  **Back to Search Results**
- Map Actions**
-  **Point Select**
-  **Pan**
-  **Zoom In**
-  **Zoom Out**
-  **Zoom Box**
-  **Monument Select**
- Clear Selection**
- Center Selection**

- Properties**
- LR Parcel Shading**
- Topo**
- Monuments**
- Place Names**
-  **Refresh Map**

-  **NS Overview**
-  **Locator Map**
-  **Print Map**



Location:

Property ID:  
PID: [REDACTED]  
AAN: [REDACTED]  
Value: [REDACTED]  
Address: [REDACTED]  
County: HALIFAX COUNTY  
Owner: [REDACTED]  
LR: LAND REGISTRATION

The Provincial mapping is a graphical representation of property boundaries which approximate the size, configuration and location of parcels. Care has been taken to ensure the best possible quality, however, this map is not a land survey and is not intended to be used for legal descriptions or to calculate exact dimensions or area. The Provincial mapping is not conclusive as to the location, boundaries or extent of a parcel [Land Registration Act subsection 21(2)]. THIS IS NOT AN OFFICIAL RECORD.

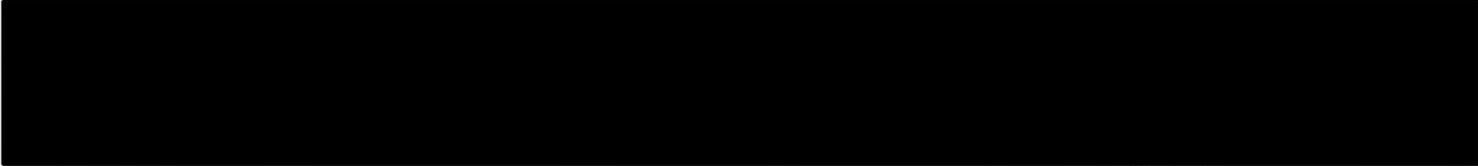
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1 Property found

1



1 Property found

1

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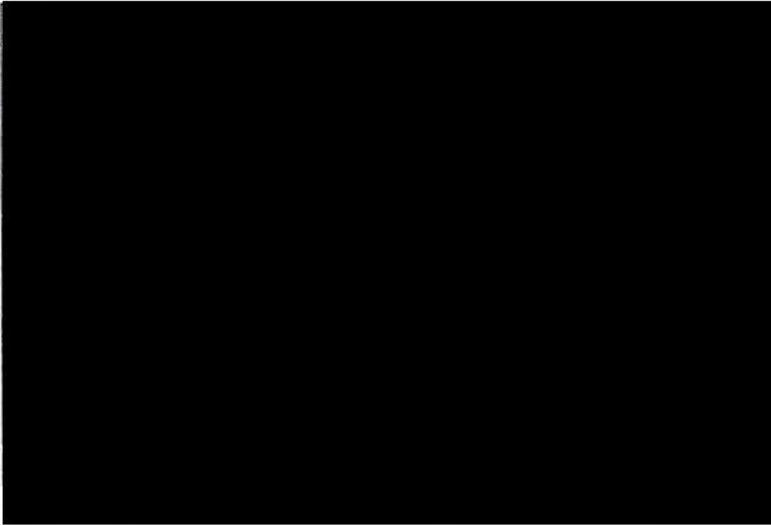
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 [Back to Search Results](#)

-  Point Select
-  Pan
-  Zoom In
-  Zoom Out
-  Zoom Box
-  Monument Select
-  Clear Selection
-  Center Selection

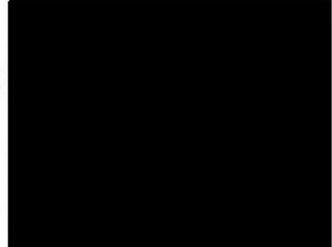
- Properties
- LR Parcel Shading
- Topo
- Monuments
- Place Names
-  Refresh Map

-  [NS Overview](#)
-  [Locator Map](#)
-  [Print Map](#)



Location:

PID:  
AAN:  
Value:  
Address:  
  
County:  
Owner:  
  
LR:



The Provincial mapping is a graphical representation of property boundaries which approximate the size, configuration and location of parcels. Care has been taken to ensure the best possible quality, however, this map is not a land survey and is not intended to be used for legal descriptions or to calculate exact dimensions or area. The Provincial mapping is not conclusive as to the location, boundaries or extent of a parcel [Land Registration Act subsection 21(2)]. THIS IS NOT AN OFFICIAL RECORD.

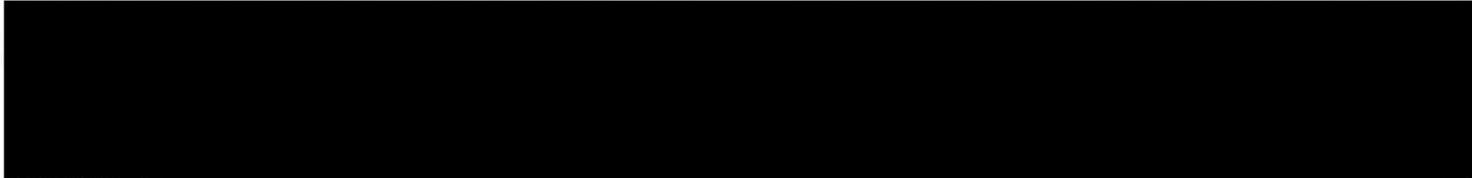
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## Property Search Results

1 Property found

1



1 Property found

1

Ownership and all information in this report pertaining to Non-Land Registration Parcels is believed to be an accurate reflection of registered documents affecting the lot, parcel or area of land to which it relates, however, it is not intended to be relied upon by the reader as advice on the current state of any title to land. A search of the records at the appropriate Registry of Deeds office may be required to determine the current owner(s) of the lot, parcel or area of land under consideration. THIS IS NOT AN OFFICIAL RECORD.

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-  Pan
-  Zoom In
-  Zoom Out
-  Zoom Box
-  Monument Select
- Clear Selection
- Center Selection

- Properties
- LR Parcel Shading
- Topo
- Monuments
- Place Names
-  Refresh Map

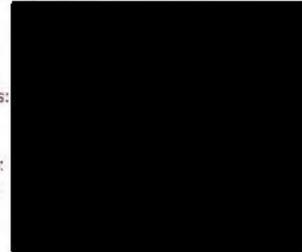
-  [NS Overview](#)
-  [Locator Map](#)
-  [Print Map](#)



The Provincial mapping is a graphical representation of property boundaries which approximate the size, configuration and location of parcels. Care has been taken to ensure the best possible quality, however, this map is not a land survey and is not intended to be used for legal descriptions or to calculate exact dimensions or area. The Provincial mapping is not conclusive as to the location, boundaries or extent of a parcel (*Land Registration Act* subsection 21(2)). THIS IS NOT AN OFFICIAL RECORD.

Location:

PID:  
AAN:  
Value:  
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County:  
Owner:  
  
LR:



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Compression: Off

## Property Search Results

1 Property found

1



[Details](#)  
[Map](#)

1 Property found

1

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**Property Online version 2.0**

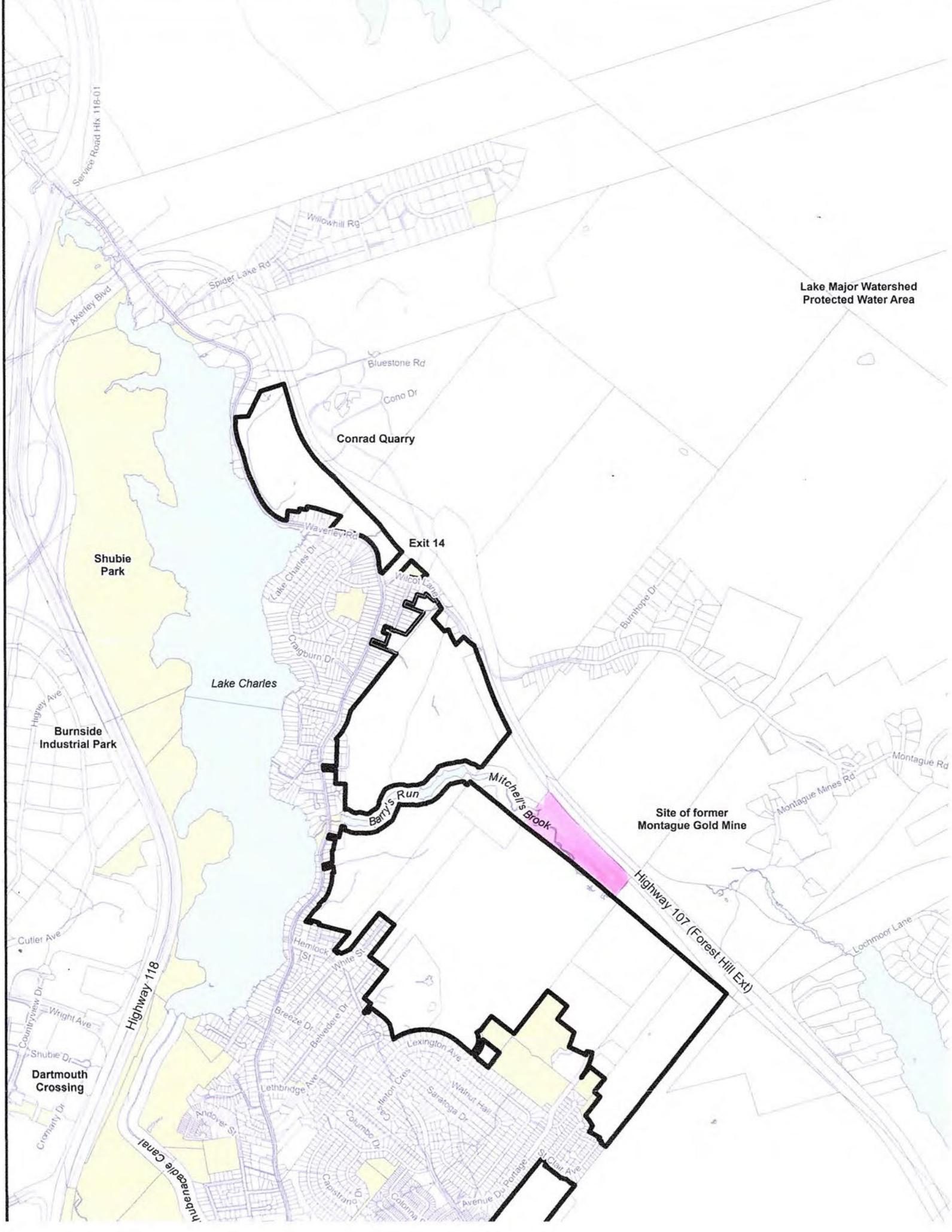
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**Lake Major Watershed  
Protected Water Area**



## Appendix B



**HALIFAX**

Halifax Regional Municipality  
PO Box 1749, Halifax, Nova Scotia  
Canada B3J 3A5

[halifax.ca](http://halifax.ca)

**Appendix C**

Prepared For:



FIGURE 1

Wetland and Watercourse Delineation Results

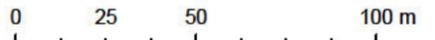
Pinnacle Properties  
PIDs 41296856, 41025321  
& 441296849

Montague Gold Mines, NS

- Abandoned Mine Opening
- Field Delineated Watercourse
- NSTDB Mapped Watercourse
- Wetland Continues Beyond SA
- Open Water
- Field Delineated Wetland
- NSECC Mapped Wetland
- HRM 20 m Watercourse Buffer
- Study Area



Coordinate System: NAD 1983 CSRS UTM Zone 20N  
Projection: Transverse Mercator  
Datum: North American 1983 CSRS  
Units: Meter

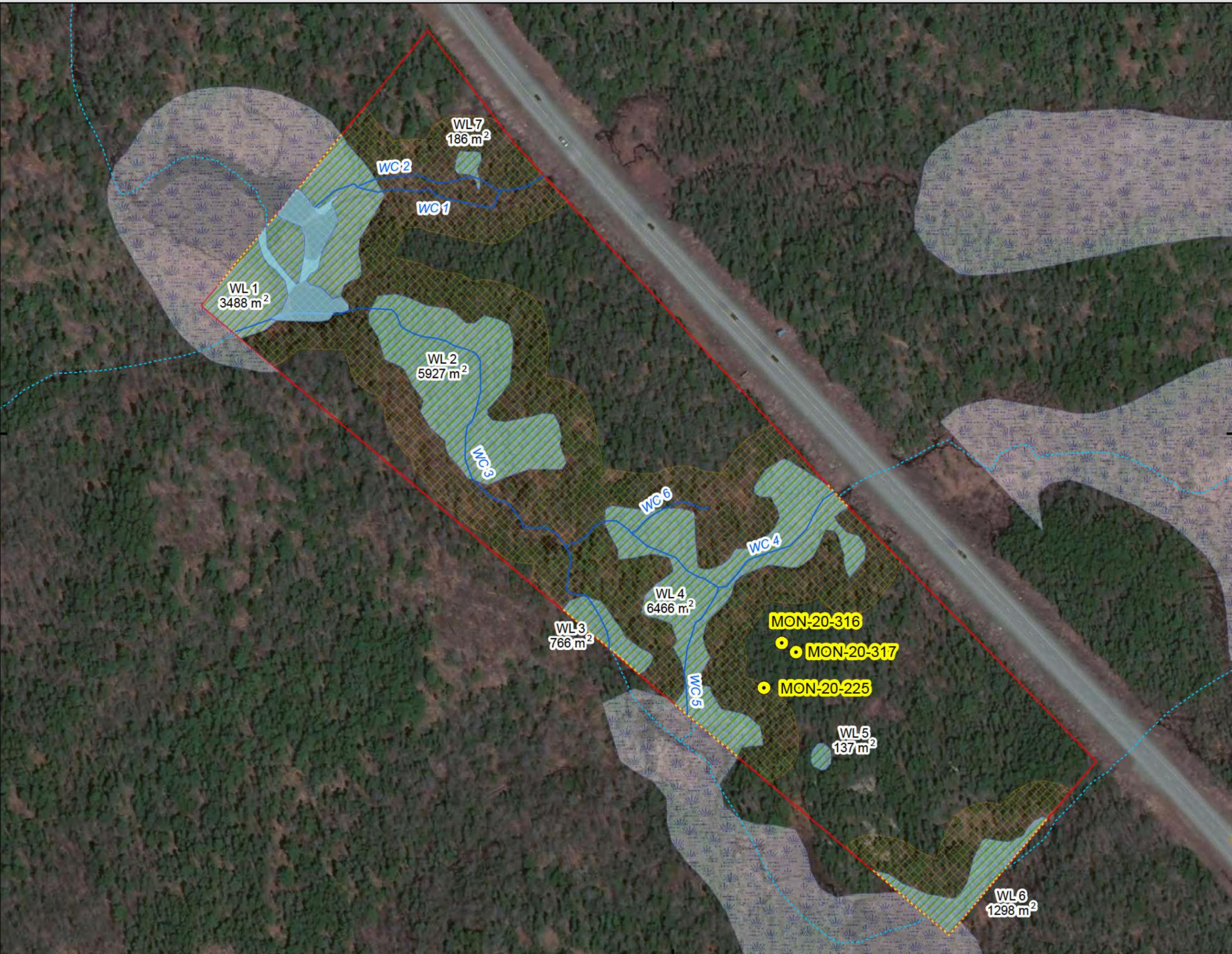


1:2,000 Scale when printed @ 11" x 17"

Drawn By: R. Gardiner Date: 2022-06-13



McCallum Environmental Ltd.



## Kevin W. Riles

---

**To:** Ryan Gardiner  
**Subject:** RE: Pinnacle 3 Parcel Port Wallace Land Assembly & PID No. 00249706

**From:** Ryan Gardiner [REDACTED]  
**Sent:** Monday, June 13, 2022 3:04 PM  
**To:** Kevin W. Riles [REDACTED]  
**Subject:** RE: Pinnacle 3 Parcel Port Wallace Land Assembly & PID No. 00249706

Hi Kevin,

Just wanted to send you an update that our report is in for senior review, although Meg is quite busy so it may be a few days. However, I have attached the Field Assessment figure complete with the HRM 20 m watercourse buffer and abandoned mine opening locations. Also attached are the shafefile and CAD files used to build the figure. Note the CAD files are projected in EPSG:2961 – NAD83 (CSRS) / UTM Zone 20N

For your reference the areas outside of the HRM 20 m watercourse buffer and along HWY107 extension measure approximately as follows from the northwest to the southeast 0.2 ha, 1.2 ha and 1.8 ha. WL5 is not subject to the HRM buffer as it is not connected to a watercourse.

Regarding the abandoned mine openings: None were assessed to be major sources of contamination.

- MON 20-316 and MON-20-317 are historical trenches
- MON 20-225 is a historical shaft which was observed to be flooded.

If alteration to wetlands and watercourses are proposed a Alteration Application would be required through NSECC. In doing so the HRM 20 m buffer would also be reduced. I would be happy to discuss this option with you and Pinnacle Properties if this is something to be considered.

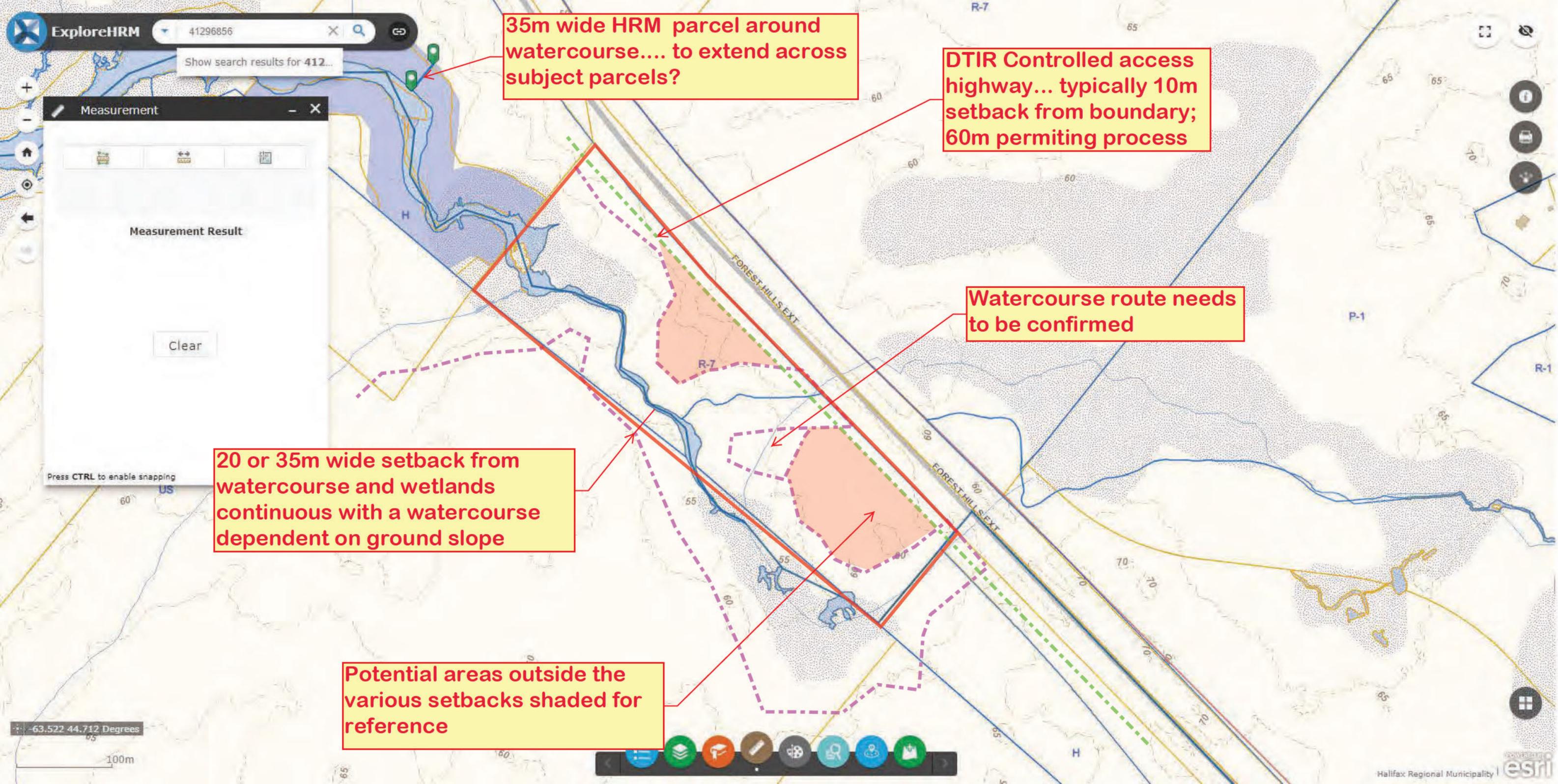
Don't hesitate to reach out if you have any questions,

Ryan

**Ryan Gardiner, B.Sc**

INTERMEDIATE ENVIRONMENTAL SCIENTIST  
[REDACTED]

## Appendix D



35m wide HRM parcel around watercourse... to extend across subject parcels?

DTIR Controlled access highway... typically 10m setback from boundary; 60m permitting process

Watercourse route needs to be confirmed

20 or 35m wide setback from watercourse and wetlands continuous with a watercourse dependent on ground slope

Potential areas outside the various setbacks shaded for reference

PID No's 41296856, 41025321 & 41296849

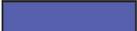
Initial setback review.  
-Assume 20 or 35m setback from watercourse or wetland that is continuous with a watercourse. Setback depends on ground slope.  
-Assume standard DTIR 10m setback from controlled access highway. Note 60m permit.  
-Base map based on HRM's open source mapping files for property lines, contours drainage features and wetlands. All subject to field delineation and survey.

April 18 2022

**Appendix E**



# FOREST HILLS EXTENSION

LEGEND	
	PROJECT BOUNDARY
	WETLAND
	WATERCOURSE BUFFER
	PROPOSED DRIVEWAY
	WATERCOURSE
	DTR SETBACK
	PROPOSED BUILDING
	PROPOSED BUILDING PODIUM

PROPOSED BUILDING

PROPOSED BUILDING

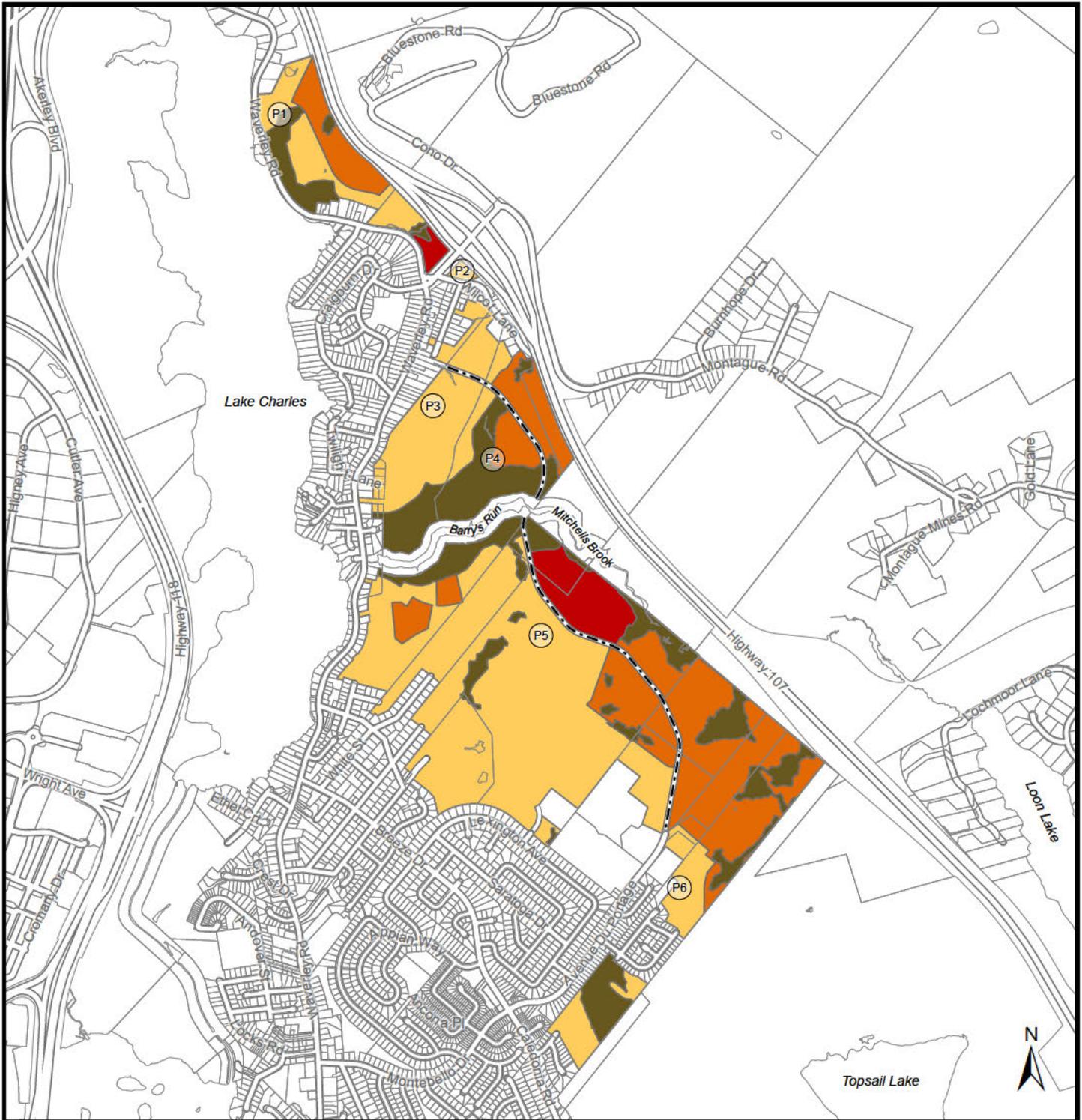
PROPOSED BUILDING

ABANDONED MINE OPENINGS

COLLECTOR A

North

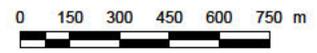
## Appendix F



**Map PW-2 - Port Wallace Secondary Planning Strategy  
Community Concept Plan**  
Port Wallace

**HALIFAX**

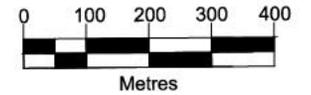
- Designation**
- P# Proposed Public Parks
  - Central Collector Road
  - Port Wallace Centre
  - Port Wallace Higher-Order Residential
  - Port Wallace Low Density Residential
  - Port Wallace Environmental Open Space



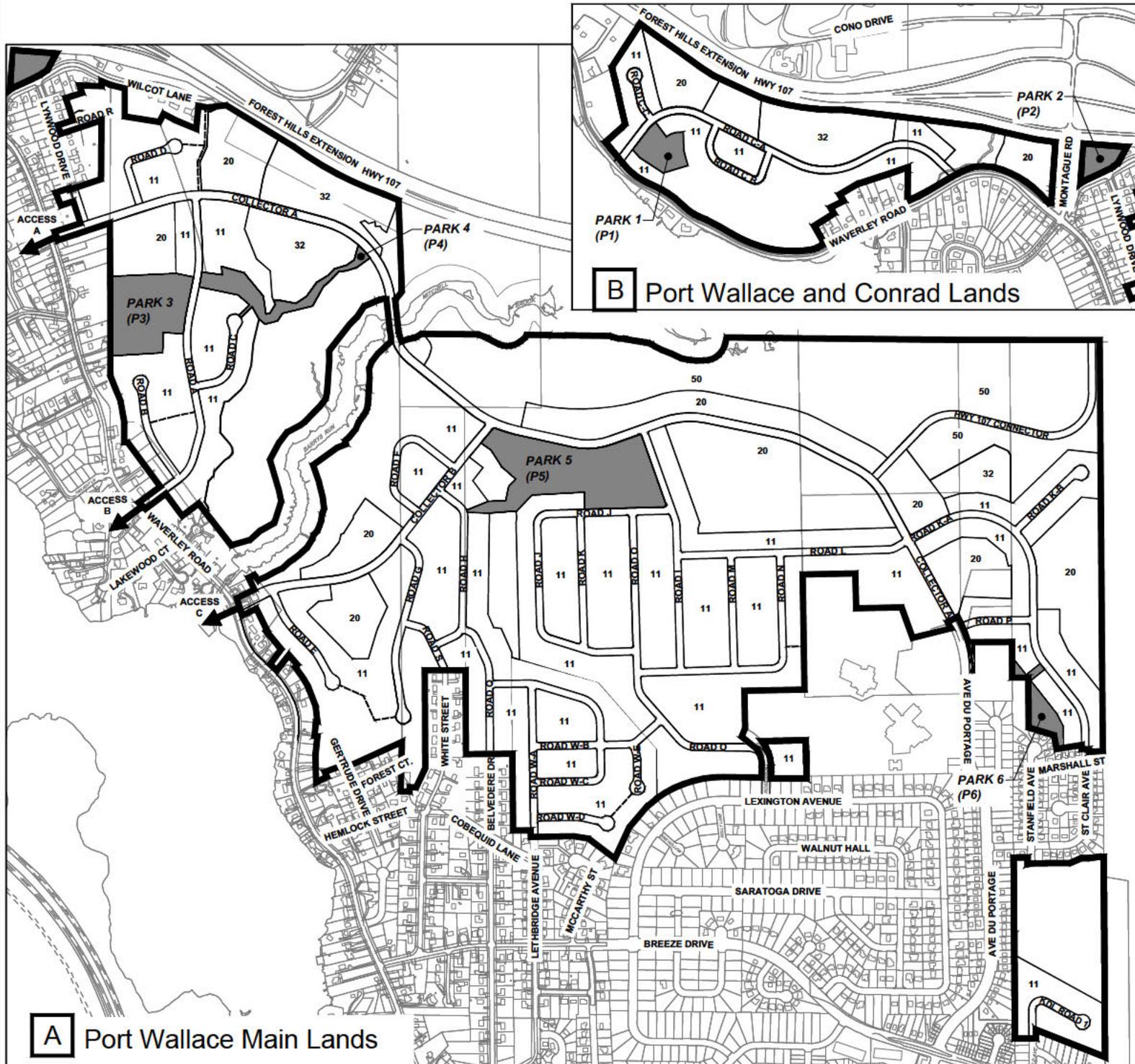
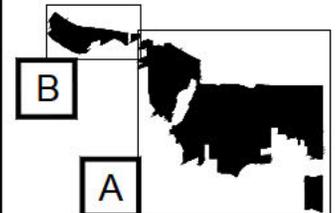
The accuracy of any representation on this plan is not guaranteed.

# PORT WALLACE

## Maximum Building Height Precinct



- # Maximum Height Precinct (meters)
- Proposed Right of Way Lines
- - - Walkway Lines
- Existing Property Lines & Right of Way Lines
- Park
- DA Subject Boundary

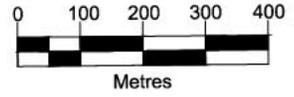


**B** Port Wallace and Conrad Lands

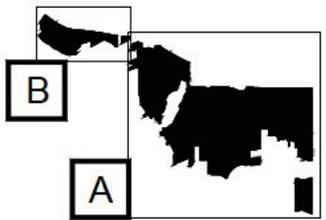
**A** Port Wallace Main Lands

SCHEDULE B-1

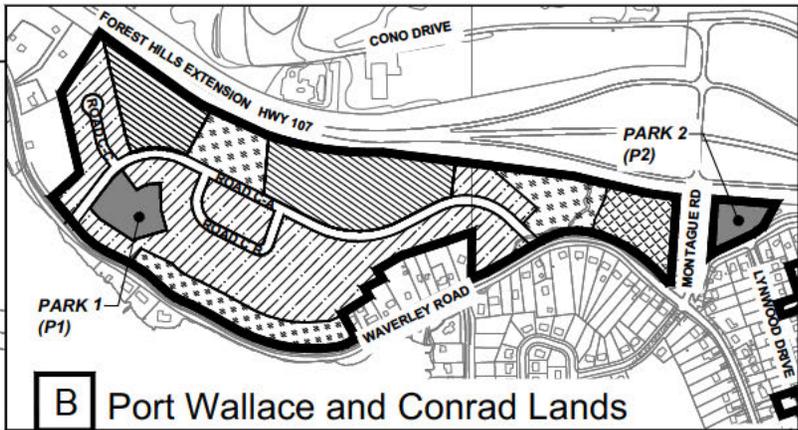
PORT WALLACE  
Land Use Plan



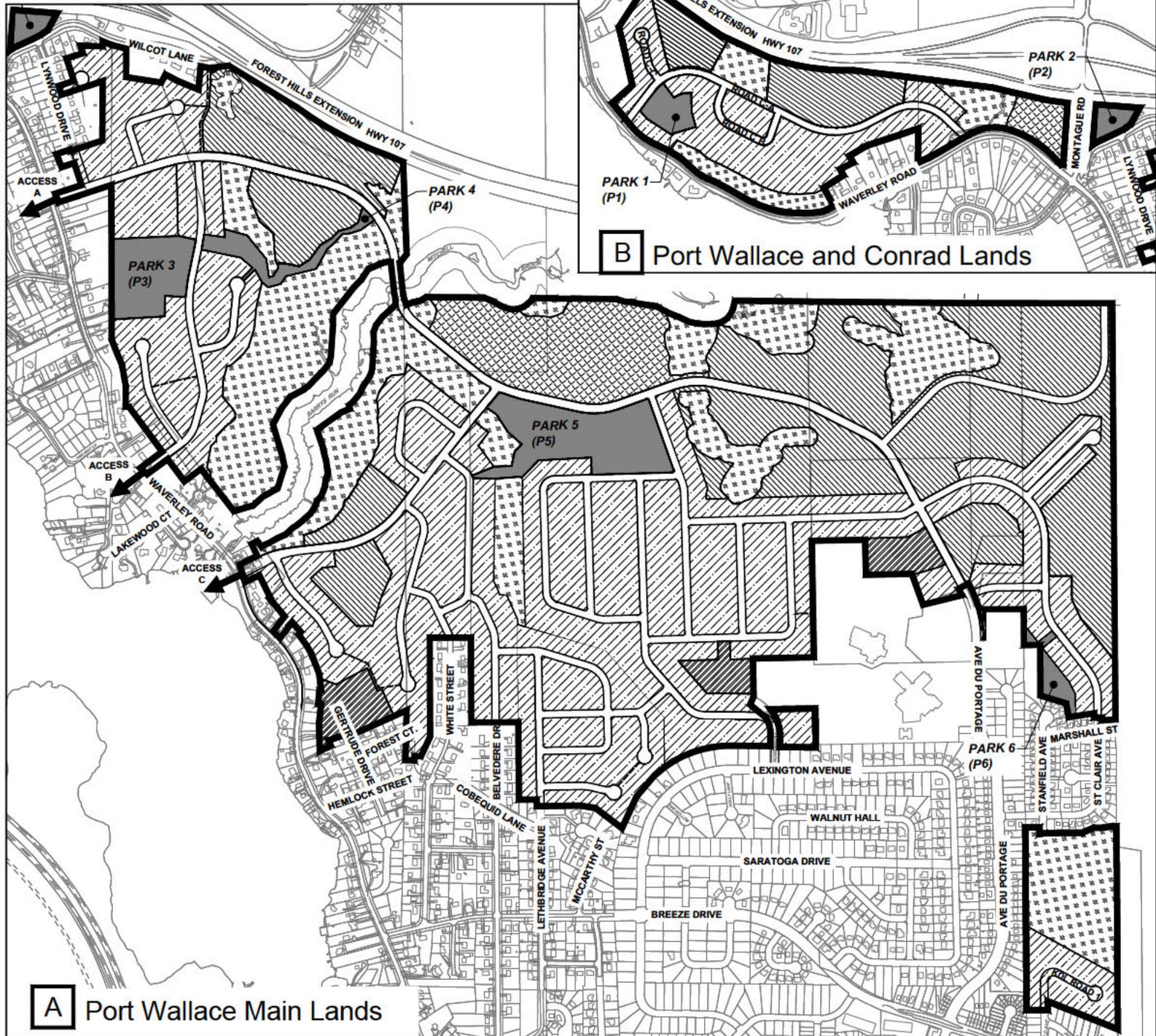
-  PW-CEN
-  PW-CH
-  PW-HR
-  PW-LDR
-  PW-PCF
-  PW-CON
-  Proposed Right of Way Lines
-  Walkway Lines
-  Existing Property Lines & Right of Way Lines
-  DA Subject Boundary



SEPTEMBER 16 2022



**B** Port Wallace and Conrad Lands



**A** Port Wallace Main Lands

**Appendix G**



# THE PARKS OF LAKE CHARLES

## MASTER CONCEPT PLAN

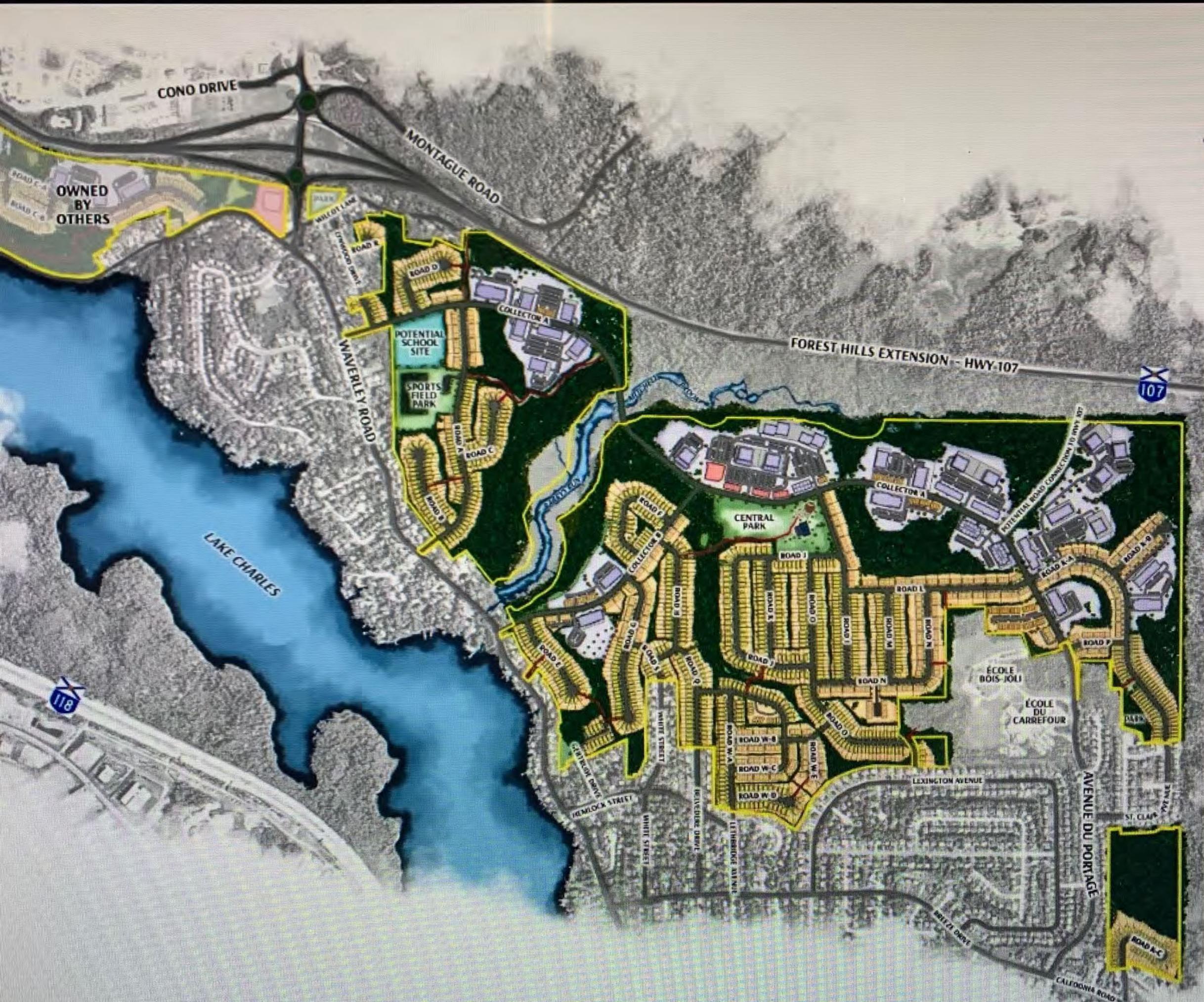
### LEGEND

Ground Based Residential	
Multiple Residential	
Mixed Use/Commercial	
Institutional	
Parkland	
Trail/Walkway	
Existing/Planted Vegetation	
Project Boundary	

### KEY PLAN



NOTE: This conceptual plan is used for illustrative purposes and is intended to convey the concept and vision for the development/buildings. Site details are subject to change.



OWNED BY OTHERS

CONO DRIVE

MONTAGUE ROAD

FOREST HILLS EXTENSION - HWY 107

LAKE CHARLES

118

107

WAVERLY ROAD

CENTRAL PARK

ÉCOLE BOIS-JOLI

ÉCOLE DU CARREFOUR

LEXINGTON AVENUE

AVENUE DU PORTAGE

ST. CLAY

CALEDONIA ROAD