

HALIFAX REGIONAL MUNICIPALITY

DARTMOUTH LAKES ADVISORY BOARD MINUTES

February 28, 2007

PRESENT: Ms. Audrey Manzer, Chair
Dr. Klaus Hellenbrand
Mr. Mark McLean
Ms. Christine Hoehne
Mr. Peter Connor
Dr. Hugh Millward
Ms. Stephanie Bird
Dr. Mark Trevorrow
Councillor Gloria McCluskey

ABSENT WITH
REGRETS: Ms. Catherine Lunn, Vice-Chair
Dr. Ron Beazley
Mr. Pierre Clement

STAFF: Ms. Cathy Spencer, Development Officer, Eastern Division, Planning
& Development Services
Ms. Chris Newson, Legislative Assistant

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1. CALL TO ORDER

The meeting was called to order at 5:15 P.M.

2. APPROVAL OF MINUTES - January 31, 2007

Correction: Dr. Ron Beazley was not present at the January 31st meeting.

Item 6.2 Should read: "a person from DLAB *may attend any meeting of DAWN*" not "may be appointed to". Add the words "*whenever they wished*" before "forward their comments". Add the word "city" after "old".

MOVED BY Councillor McCluskey, seconded by Dr. Klaus Hellenbrand that the minutes of January 31, 2007, as amended, be approved. MOTION PUT AND PASSED UNANIMOUSLY.

3. APPROVAL OF THE ORDER OF BUSINESS AND APPROVAL OF ADDITIONS AND DELETIONS

MOVED BY Dr. Hugh Millward, seconded by Mr. Mark McLean that the agenda, as presented, be approved. MOTION PUT AND PASSED UNANIMOUSLY.

4. BUSINESS ARISING OUT OF THE MINUTES

4.1 Dartmouth Crossing Update

No update available at this time.

4.2 Wastewater Discharge By-Law W - 101

By-Law W-101 was before the Committee as an Information Item. No further action required.

4.3 Status of Silt Net – Lake Banook

Ms. Cathy Spencer, Planner, advised that an e-mail from Mr. Tony Blouin explained that the boom was placed by HRM's Design and Construction Services (TPW) and will be removed as soon as weather permits. Staff were requested to include DLAB on any updates on the matter of silt booms or nets.

Ms. Stephanie Bird entered the meeting at 5:57 p.m.

4.4 Wind Turbine Master Plan

- An electronic copy of the Wind Turbine Master Plan was previously circulated to the Board.
- Mr. Shayne Vipond circulated the HRM Wind Generation Master Plan Study Wind Suitability map at this time.

Mr. Shayne Vipond, Planner, requested comment from the DLAB on the Wind Turbine Master Plan in regard to possible criteria.

During the ensuing discussion on the matter, the Board expressed the following comments/concerns:

- That staff refer to the Guidelines for any Development on a Waterfront Lot document, finalized by DLAB in November 2004, as that document may contain pertinent material that could be adapted for watershed areas.
- Installation of a wind turbine would require construction of an accessory road as well as land disturbance to place underground wires and possible construction of an auxiliary building(s). Erosion/sedimentation issues during construction are a concern.
- Staff need to confirm whether road construction in a wilderness area would be provincially or federally regulated and that the standards for road construction be considered in the criteria.
- A major watershed area would already have restrictions/regulations (local/provincial) in place in regard to construction.
- A regulatory framework would have to address what other purposes there would be for the wind power as there is more to consider than just the construction of the tower (turbine) and connecting to the local grid system. There is a potential to produce/generate some kind of fuel through use of the wind power; for example, hydrogen may be generated and stored in a fuel cell to run cars.
- Concern was expressed that the type of construction material used may have hazardous chemicals that could leach into the area (the concrete used is not the same as that used for the construction of sidewalks).
- Consideration has to be given to any long term impacts of having a wind turbine in a watershed area and not just the impact of the actual construction.
- A buffer (distance separation) from the tower to any watercourse should be considered. A distance of 400 metres from any watercourse was suggested.
- It would be preferable if all requests for construction of wind turbines could be through a development agreement process rather than as of right.
- If the turbine(s) production rating is over 2 megawatts, it would require an environmental assessment by the Province. Funding through Natural Resources Canada would require a federal environmental assessment.

Mr. Vipond thanked the Board for their comments. He added that there will be six public meetings for Community Consultation on this matter. The first meeting will be held on March 22nd and another on March 29th at the Black Cultural Centre at 7:00 pm. The Chair thanked Mr. Vipond for the information and requested that DLAB be provided updates on this matter.

4.5 Dartmouth North Trunk Sewer

Mr. Peter Duncan, HRM Manager, Environment, Regional Planning, introduced Mr. Michael Delay, Engineer with CBCL Engineering Ltd. Mr. Duncan provided a brief background of the Dartmouth North Trunk Sewer study explaining that CBCL was hired to look at options for the unfinished sections of the Dartmouth North Trunk Sewer.

Mr. Delay, with the aid of a PowerPoint presentation, reviewed the current trunk sewer system. He explained that due to the development of Dartmouth Crossing, which is already producing wastewater, connecting the gaps in the system has become a more pressing matter. Currently, wastewater from this area is being sent to a small pumping station through a 4" (four inch) force main that flows into a 4' (four foot) diameter trunk sewer near the lake. Mr. Delay explained that the current capacity at the existing pumping station is 7.4 litres per second and the capacity required for that area would be 1550 litres per second (this would include all the green area indicated on the PowerPoint map). To service just the Dartmouth Crossing area, 40% of the 1550 litres per second capacity would be required.

Mr. Delay provided an overview of the original plan for the trunk sewer system and then outlined the three proposed options as follows:

- Option 1: Follow the trunk sewer from the Lakeshore Drive Subdivision to terminal end of sewer that follows along the lake. There is a bit of a hill at the end of the system at the pumping station. A gravity sewer would require cutting deep into the terrain. This would be the highest cost alternative due to the drilling that would be required.
- Option 2: Beef-up what currently exists (a 4" force main) by making it a big pumping station with a larger force main.
- Option 3: The original plan, which was to run a sewer line along the shore of Lake Banook to connect the pieces, is a cause of some environmental concerns due to the required tree cutting and lowering of the lake level during installation of the pipe. There is a significant cost difference as construction by gravity is the lowest cost alternative therefore, this option has to be considered. Alternatives to the lake shore route would require an additional two to three pumping stations.
- A computer generated image of what the proposed 'swath' along the Lake Banook shoreline for the pipe (trench) was shown at this time.
- In regard to impact along the shoreline, the Department of Environment and

Labour's (DEL) concern was with the fish habitat. DEL advised that there would be a cost associated (plus multiplier) to recreate the fish habitat. Whatever was destroyed would have to be recreated.

- The type of pipe used in and around the water would be the type that nothing would leak in or out of (one long pipe rather than sectioned pipe).
- Due to the elevation, there is not much choice in the "routing" of the pipe. The pipe would skirt along the shoreline and then cut through the wooded area.
- The method to install the pipe would be to lower the extraneous flow of water by blocking off some manholes, that are not really accessible, to limit the amount of access to that pipe.

The Board provided the following comments:

- The capital costs for construction are one consideration but there would also be additional operating costs for any pumping stations.
- A cost cannot be placed on the loss of the world class paddling course if it is affected by tree cutting along the shore of Lake Banook. It would be preferable for no trees to be removed around Lake Banook as tree removal may have an impact on the wind and may affect the canoe races.
- Consideration should be given for the inclusion of habitat compensation costs. Mr. Delay commented that compensation costs have not been included but a provincial environmental assessment would have to be completed prior to construction.
- The decision should not be made on the basis of the canoe club/paddling course alone. There is a recreational benefit to have a boardwalk along the inland portion of the pipe route which would provide access to the lake. This is an urban lake and much of the shoreline is no longer natural. Some members commented that it would not be desirable to encourage the building of another trail/boardwalk in this area as it is the only remaining section of natural shoreline.

The Board inquired if it would be possible to tunnel inland rather than disturbing the surface. Mr. Delay responded that due to the gravity consideration, the best option is for an open cut, lower the lake level, construct the pipe and then fill the lake in again. In response to the suggestion to run the pipe along Brookdale Crescent and exit by the small park area, Mr. Delay advised that option would be very expensive due to the depth and drilling costs involved. He explained that excavation machinery can only reach a depth of approximately 20' and beyond that drilling would be required.

The Board further inquired if it would be possible to localize the area for the lowering of water level on Lake Banook rather than lowering the entire lake level; for example, pump out the little cove/bay area.

Mr. Delay, in response to the Board's suggestion that the pipe be realigned closer to the multi-storey buildings by going inland instead of in the water, explained that the deeper the

trench, the wider the swath and therefore the loss of more trees.

- Concern was also expressed with the equipment that would be required to access the site and do the work (30' wide corridor).
- A pumping station near this lake would be too risky as it could overflow.
- In terms of scale: a 30' wide swath would not be that large. 95% of the trees would be maintained.

The Board requested/suggested that:

- A drawing/map/model or aerial photograph of the shoreline with the actual swath shown indicating the shoreline, path and distances would assist in providing comment.
- CBCL/staff quantify the trees that have to be removed.
- Staking the route and permitting the Board to walk the path would also be beneficial.
- HRM staff and CBCL also meet with the canoe clubs to obtain their input.

Mr. Peter Connor and Ms. Stephanie Bird left the meeting at this time 6:50 pm.

The Chair thanked Mr. Duncan and Mr. Delay for their presentation. She requested that the Board be included in any updates relating to this project.

5. **CONSIDERATION OF DEFERRED BUSINESS** - None

6. **REPORTS**

6.1 **Chairman's Report**

Ms. Manzer advised that she had no items to bring forward at this time.

6.2 **Staff Update**

Ms. Cathy Spencer advised that Mr. Brian White, formerly of EDM, is now a Planner with HRM. Ms. Spencer will provide an update to the DLAB in regard to the EDM contact person for future Dartmouth Crossing updates.

7. **ADDED ITEMS** - None

8. **DATE OF NEXT MEETING**

The next regular meeting of the Dartmouth Lakes Advisory Board is scheduled for Wednesday, March 28, 2007 at 5:15 pm.

9. ADJOURNMENT

There being no further business, the meeting adjourned at 7:01 p.m.

Chris Newson
Legislative Assistant