

Written Submissions received by RPAC 1
Council Report on Cost of Servicing Study

Written submissions were received by the following for the June 23, 2010 Regional Plan Advisory Committee meeting re: Project 01341 - Cost of Servicing Study and Requests to Initiate Secondary Planning Strategies and are attached:

1. Ms. Mary Ann McGrath, e-mail dated June 23, 2010.
2. Mr. Chris Lowe, President, Birchdale Projects Inc., letter dated June 23, 2010.

Written submissions were received by the following for the June 30, 2010 Regional Plan Advisory Committee meeting re: Project 01341 - Cost of Servicing Study and Requests to Initiate Secondary Planning Strategies and are attached:

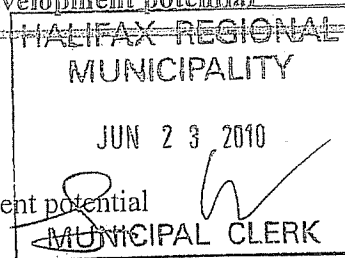
1. Mr. Dusan Soudek, e-mail dated June 29, 2010
2. Mr. Andrew Younger, MLA Dartmouth East, letter dated June 28, 2010
3. Mr. Tom Swanson, representing the Port Wallace Area Landowners, submitted his comments in writing on June 30, 2010.

Written submissions were received by the following for the August 11, 2010 Regional Plan Advisory Committee meeting re: Project 01341 - Cost of Servicing Study and Requests to Initiate Secondary Planning Strategies and are attached:

1. Mr. Tom Swanson, Summit Rock Developments Ltd., representing the Port Wallace Area Landowners, letter dated August 10, 2010.
2. Mr. James Hutt, e-mail dated July 16, 2010.
3. Mr. Tom Swanson, Summit Rock Developments Ltd., letter dated June 29, 2010.
4. Mr. Peter Young, e-mail dated July 9, 2010.
5. Ms. Lisa Young, e-mail dated July 12, 2010.

Clerks Office - Hwy 102 West - Blue Mountain Wilderness & Development potential

From: "McGrath, Mary Ann"
 To: Debbie Hum
 Date: 23/06/2010 1:26 PM
 Subject: Hwy 102 West - Blue Mountain Wilderness & Development potential
 CC: "McGrath, Mary Ann"



Debbie

Re; this afternoon's Regional Planning Committee meeting -- please share with other committee members and relevant staff.

First, let me apologize for the late response to the servicing report being discussed at this afternoon's meeting.

I have read the report, with both interest and concern. As a lifelong resident of this neighbourhood and an original champion of the preservation of this wonderful area, which has finally been designated as a Wilderness Area, I must say that I have great concern with the haste for development being displayed by Annapolis Group. As you well know, the road to wilderness designation was long and hard, but the result will only be worth the effort if HRM has the courage and willingness to carry forward the process that the community and the Province have put in place.

Annapolis is also being very short-sighted for their own benefit. This park is a wonderful asset and selling feature for their lands, and those of their partners, but only if all of the appropriate safe-guards and planning issues are carefully implemented. In addition, any lands that they loose to park boundaries and buffer zones will likely be compensated for with other lands more suitable (and cost-effective) to develop -- assuming that there are land trades, which are more economically wise than purchases.

But getting to the immediate issues, the only thing I see useful in the report is the recommendation for a watershed study of the Hwy 102, west corridor area. Without the watershed study it would be difficult to determine appropriate final boundaries for land acquisition for the park, buffer zones, set backs, non-disturbance areas and appropriate planning controls for the remaining lands. It is also most important, for reasons of credibility, that the watershed study be complete free of Annapolis influence. From an environmental perspective, those of us living down-stream from these lands, and dependant on our wells, as well as the many recreation facilities, this is a major issue.

Not to throw stones, but until Annapolis exhibits a more co-operative attitude around the issue of environmental responsibility, I will have no comfort in their participation in a water shed study or any other study. They have demonstrated their concern by how little they communicate with their down-stream neighbours in their management of water flow from Quarry Lake since the dam upgrades.

As to the comments in the report which appear to separate the park land acquisition from the development potential of the land -- this is ridiculous. When we were trying to preserve the north slope of Hemlock Ravine during the Royal Hemlocks development process, we became very aware that without pre-existing buffering regulations, nothing could be done to insure the long-term health of the Ravine by protection of the ground-water sources on the upper slopes. Since we have done no watershed study around the Suzy-Quarry Lake area, we have no knowledge of where we require additional protections and what type of protection we require. There may be many other unknown factors that would potentially play a role in environmental protection. Any discussion by staff, developers, or anyone else at this point is very premature.

I would also note, that by sheer volume of responses, the public is hugely supportive of this area, and the comments in those letters speaks to the importance of the careful development (if any) of the surrounding lands, far better than I could.

In closing, I would highly recommend that Council be very cautious in proceeding with any steps toward development without a great deal of study and the knowledge acquired from those studies. This area is such a unique treasure to have in the centre of a metropolitan area. All possible care must me taken to ensure its appropriate preservation. Don't be fooled by the size – erosion of the edges can and will damage the integrity of the whole.



Mary Ann McGrath
Property Paralegal

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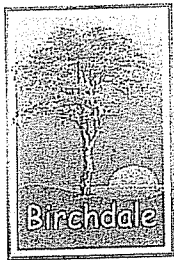
Distributed to:

- Councillors Meeting *Regional Plan Advisory Committee*
- Mayor
- CAO *Date: June 23 2009*
- DCAO *Wynne Anstey*
- Solicitor *Mike Labrecque*
- Communications *Item No. 1.2*
- Other *Jennifer Church*

Regional Plan Advisory Committee
Paul Margenau, Justin French

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RPAC
7.2
June 23/10



Birchdale Projects Inc.

165 Hammonds Plains Road
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Canada B4A 4C7
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June 23, 2010

Mr. Fred Morley, Chairman
Regional Plan Advisory Committee
Halifax Regional Municipality
PO Box 1749
Halifax, Nova Scotia
B3J 3A5

Dear Mr. Morley and Committee Members

**RE: Highway 102 West Corridor Lands -
Supplementary Report: Staff Recommendations**

The Highway 102 West Corridor Lands are designated for urban serviced development under policies in the Regional MPS. In addition, one of the strategies adopted in the Regional MPS directs Regional Council to consider the possible acquisition of unspecified portions of our property to become a regional park. Since the October 2009 RPAC meeting and as directed by the Committee, we have participated in meaningful dialogue with HRM Staff to reach a compromise in an attempt to ensure our interests as private property owners are protected, and the broader community vision is incorporated. To achieve that, we feel it is necessary to formally start the secondary planning process now for the entire area, including future parkland designations, so that different land uses can be incorporated as part of a cohesive master plan which in turn maximizes the benefits to all stakeholders. Parkland, including the provincial wilderness area, should not be considered in isolation as the Regional MPS calls for effective integration with other uses.

Our two phase approach is attached. Phase I will occur in 2010 and 2011. It involves the determination of public parkland, baseline studies and background information. HRM and Birchdale have jointly agreed upon the appointment of an Independent Facilitator to determine if any private lands could be acquired for public parkland use by methods outlined in the Regional MPS on terms mutually agreeable to the parties. The scope of the engagement will be acceptable to the parties and the Independent Facilitator will report his/her findings within six (6) months of commencing work. The findings will be used to undertake negotiations on any lands to be removed from the Birchdale application. Costs for this undertaking will be jointly paid by HRM and Birchdale. Once the parkland negotiations are completed, Secondary Planning will commence in 2011 for the remaining private lands in the Highway 102 West Corridor. This process could take several years.



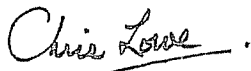
Regional Plan Advisory Committee
June 23, 2010
Page 2

We had believed, prior to reviewing the Supplementary Report, that the compromise outlined was accepted by HRM Staff. Two adjustments are required to meet that premise:

1. To provide for fairness in the parkland designation negotiations and to ensure there is no undue procrastination, we request that this task be completed first and the RPAC place a time limit on these negotiations (1 year).
2. Also, these negotiations must be linked to the secondary planning process. Without linking the parkland negotiations to proceeding with the secondary planning process, it potentially impedes the interests of all parties, and dilutes the significance of the facilitator.

Subsequent discussions with HRM Staff have satisfied us that commencing the parkland negotiations immediately, or in parallel to other upfront studies, can be achieved. We have worked constructively to reach a compromise with HRM Staff on our application to initiate the secondary planning process. The approach that we propose is balanced and we look forward to working with the RPAC and engaging the broader community.

Yours Truly,



Chris Lowe, MBA, MCIP
President
Birchdale Projects Inc.

Attachment: Birchdale's Two Phase Approach - Highway 102 West Corridor Area Master Planning

Birchdale's Two Phase Approach Highway 102 West Corridor Area Master Planning

Master Planning for the Highway 102 West Corridor Area will involve two phases. RPAC Report with a positive recommendation for both planning phases outlined below is requested to Regional Council by July 2010.

Phase I: Analysis Requirements & Determination of Public Parkland (2010 and 2011)

Baseline Information and Background Studies

HRM will conduct required Background Studies.

HRM will also provide Birchdale with the Terms of Reference for Background Studies (baseline, technical and non-technical) required by the applicant to complete the Secondary Planning. HRM will provide Birchdale with a complete list of required baseline information and background studies within two months of approval to proceed from Regional Council. We will complete the studies in accordance with the specified scope.

Determination of Public Parkland

HRM and Birchdale will jointly agree upon the appointment of an Independent Facilitator to determine if any private lands could be acquired for public parkland use by methods outlined in the Regional MPS on terms mutually agreeable to the parties. The scope of the engagement will be acceptable to the parties and the Independent Facilitator will report his/her findings within six (6) months of commencing work. The findings will be used by the parties to undertake negotiations on any lands to be removed from the Birchdale application. Costs for this undertaking not to exceed \$50,000 with financing equally distributed between HRM and Birchdale.

Phase II: Secondary Planning (2011 To Completion)

The Secondary Planning will commence for remaining private lands in the Highway 102 West Corridor Area by mid 2011. A priority will be placed on business park campus, commercial and mixed use development projects in the initial phases. The property owners will work with international site selection experts, and senior corporate decision-makers with multi-national firms, to target tenants that provide incremental (new) growth to the HRM market with the benefits being new employment and more commercial property taxation. Residential development, which is not expected to be significant in the initial years of the project, would be commensurate with market demand. Based upon the timeline for other Master Planning Areas in HRM, and expected going-forward market conditions, we anticipate initial site work, including quarry decommissioning/reclamation, to commence between 2016 and 2020; however, this could change by a few years either way if market conditions dictate.

The Conceptual (Draft) Community Plan submitted to HRM by Birchdale will form the basis to initiate the Secondary Planning with public parkland and other adjustments mutually agreeable to the parties. The Terms of Reference for the Secondary Planning will be similar in scope and intent to the "Master Planning Studies: Terms of Reference & Procedures" used for Bedford West; excluding any information gathering and analysis task completed in Phase I.

2.

From: "Dusan Soudek" <
 To: <newsonc@halifax.ca>
 Date: 6/29/2010 9:54 am
 Subject: Project 01341 - Request to Initiate Secondary Planning Strategies / Blue Mountain
 Birch Cove Lakes Regional Park

To the Chair and the Members of HRM's Regional Plan Advisory Committee:

I am writing to you on behalf of Canoe Kayak Nova Scotia, an association of recreational canoeists and kayakers of our province and a provincial affiliate of Paddle Canada/Pagaie Canada, to express our concern about the future of the 2006 Municipal Planning Strategy.

We view the above document as an important step in guiding the expected growth of the urban and suburban core of Halifax Regional Municipality, balancing coherent and fiscally responsible growth with preservation of significant portions of the natural environment.

To us, the planned creation of new regional wilderness parks in HRM's suburban belt is a hugely important portion of the Municipal Planning Strategy. For this reason we have followed Birchdale Projects' request to initiate secondary planning for the Highway 102 West Corridor, which largely overlaps the proposed Blue Mountain Birch Cove Lakes Regional Park (as shown on Map 13 of the Regional Planning Strategy and Appendix 1 of the June 23, 2010 staff report to your committee), with considerable trepidation.

The spectacular Birch Cove Lakes lake district, including Susies/Quarry lakes and the backcountry "canoe loop" lakes, are regularly visited and cherished by many Haligonians and other visitors, in spite of inadequate parking on its periphery and difficult boat access. Fortunately, an important portion of this site is already protected within the provincial Blue Mountain - Birch Cove Lakes Wilderness Area. We strongly believe that the remaining portion should be gradually acquired by HRM and included in the proposed Blue Mountain Birch Cove Lakes Regional Park.

In conclusion, we would like to answer a question, asked during your committee's deliberations. Does HRM "have enough parkland?" We believe that it does not. Therefore we strongly urge the Regional Plan Advisory Committee to defer the request to initiate formal secondary planning for the Highway 102 West Corridor lands, as per staff recommendations.

Yours sincerely,

Dusan Soudek
 Director of Environment
 Canoe Kayak Nova Scotia

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www.ckns.ca

cc- Blair Doyle (President, CKNS)
 Tamara Stephen (Administrator, CKNS)

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2.



House of Assembly Assemblée législative
Nova Scotia Nouvelle-Écosse

June 28, 2010

Fred Morley
Chair
Regional Plan Advisory Committee
Halifax Regional Municipality

Delivered by Fax

Dear Mr. Morley,

I am writing you and your fellow committee members with respect to the Port Wallace Greenfield plan which is before your committee. As the member of council for the area covered by the masterplan in 2004 when council last deferred moving ahead, I wish to bring to your attention information about the discussions of the day for your consideration.

In 2004 council, on the advice of staff, moved ahead with masterplan areas in Bedford and Morris-Russell Lake. At the same meeting Port Wallace was deferred until the completion of the Dartmouth North Trunk Sewer as this critical piece of infrastructure was needed to move forward. I attended many discussions with staff and the property owners at the time. It was generally agreed that the arrival of Dartmouth Crossing would require the extension of the sewer, it would be prudent to wait and move ahead with development planning following construction of the trunk sewer. It was agreed the sewer would be sized to accommodate the full build out of Port Wallace.

As well, as councillor, I deferred intention to request council look at capital projects to equalize traffic in the current area as it was felt the build out of further lands would result in a more robust and complete traffic network in short order. Indeed, on the latter issue, it was always planned and expected in the community that a connection on the highway 107 side of the lands would occur in a reasonable time frame.

The Port Wallace landowners fully expected and were led to believe that they would be able to proceed to secondary planning as soon as the Dartmouth North Trunk sewer was completed. This was also my understanding from staff of how the motion of council was to be interpreted. The sewer is now complete.

The development of the Port Wallace area is a cost effective move for the municipality. I regularly hear complaints about the lack of available building lots in Dartmouth. This development would assist in rectifying this situation. Further, the area is already served by transit, a robust road and highway network, and active transportation options. Specifically in terms of transit, initial years of development would immediately be in close proximity to a variety of existing transit options. The full build out

Andrew Younger

Member of the Legislative Assembly - Dartmouth East

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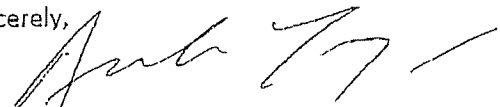
minimizes cost to Metro Transit and would increase ridership on existing routes. As well, directional drilling options being looked at for connections to the Dartmouth North Trunk Sewer also serves to assist in interest which had already been expressed by Nova Scotia Power, Heritage Gas, and the Shubenacadie Canal Commission to examine cost sharing opportunities which may only exist on a short term basis. Many of these partners met with HRM staff some time ago about this issue understanding this project was moving forward with due haste.

The development of the Port Wallace lands has been expected to proceed with promises from government officials at various times dating back at least to 1977. Balanced development is an absolute necessity, as is cost effective opportunities to address real land needs in HRM. There is a clear lack of available land for new housing stock in Dartmouth. This is well recognized by the development and real estate industries. Port Wallace represents an opportunity for the municipality to address this issue while taking advantage of a development which has little capital cost to the municipality compared to other development areas under consideration.

It is my understanding that HRM staff are looking at a recommendation regarding the opening of new and additional lands near Caldwell Road as an attempt to cover costs associated with a future Shearwater Connector. It is further my understanding that the proposed road may have been reduced from four to two lanes. The connector road is without question extremely important as a way of reducing traffic on Caldwell Road and in the Portland Valley. This was always its intent. However, the opening of additional residential lands to be serviced by this road may negate the value of the Shearwater Connector in actually alleviating traffic congestion in the Portland Valley and Caldwell. As well, opening of those lands at this time would not appear to be supportive of the principles of the Regional Plan which aims to have people live near where they work (Port Wallace has close walking, bike, and vehicular access to Burnside and Dartmouth Crossing which is one of the two largest employment areas in HRM). Nor does such consideration appear fair to the Port Wallace landowners who have dealt in good faith for over 30 years with the City of Dartmouth and the Halifax Regional Municipality.

I recognize the committee has some tough decisions to make, and will ultimately pass on well thought out motions to Regional Council. I would ask that you give consideration to the issues raised in this letter, as well as those which have been and will continue to be raised by the landowners who have been put off repeatedly with the promise of just another few months.

Sincerely,



Andrew Younger

- cc. Mr. Darren Fisher, Councillor East Dartmouth – The Lakes
- Mr. Wayne Whebby, Blue Chip Developments
- Mr. Vince Whebby, Blue Chip Developments
- Mr. Kim Conrad, Conrad Brothers
- Mr. Robert MacPherson, ARMCO Developments

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June 30/10
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Presentation by Tom Swanson
To the June 2010 Meeting of
Halifax Regional Planning Advisory Committee

I have been engaged by the Port Wallace Area Landowners to support Terrain's efforts to move the Port Wallace lands forward to and through secondary planning. Terrain have agreed to allow me to refer to a couple of their slides.

I would like to provide your committee with some missing information and help clarify some misinformation prior to your decision regarding the Port Wallace Greenfield site.

However before doing so I would like to read two brief excerpts from Clause 9.1.7 of the MPS which outlines how HRM is to deal with the Development Community.

- Fairness, timely communication and on going dialogue is especially important.....
- Mutual respect and thrust are the foundations of a working relationship between HRM and the development community.....

I would ask you to bear those principals in mind when you make your recommendations about the Port Wallace Lands.

1.0 Past Commitments

1. Councillor McCluskey has already stated that via 1977 Dartmouth Council motion a decision was made to service much of these lands
2. The Port Wallis area landowners clearly understood, based both on discussions with staff and on a November 2004 Regional Council motion that as soon as the North Dartmouth Trunk Sewer and related Water Transmission improvements were completed through the Dartmouth Crossing lands, they would be permitted to proceed to secondary planning. The landowners interpretation in this regard is the same as that of Andrew Younger, the Port Wallace Councillor at the time of the motion, and presently MLA for the region.
3. As intended, following completion of the Dartmouth Crossing trunk sewer and water upgrades, at a meeting on May 3, 2007; Harbour East Community Council unanimously passed a motion requesting staff initiate the Port Wallace Master Plan process.
 - 33 years, 6 years and 3 years from Council motions and staff are proposing multi year delays.

2.0 Land Availability

1. Staff's original report to this committee in October 2009 indicated that there was more than 2.5 times the area of land which is actually available for development in Harbour East.
2. Their recent supplemental report which only became available to us on June 21st; in my opinion, also over estimates the potential for residential development in Harbour East by a similar amount. I will be glad to detail my reasoning if time permits. In any event virtually all of the land which is available and new areas proposed by staff across Caldwell Road are in Eastern Passage.
3. The essential fact is there is currently a shortage of lots in Dartmouth. This is illustrated by four facts:

- i) Lot prices in Dartmouth have doubled in the past 10 years. That is more than 3.5 times the average increase in the CPI.
- ii) I frequently get inquires from builders, realtors and individuals who know I work as a development consultant asking if I know of any lots which may become available in Dartmouth.
- iii) Demand for unserviced lots on the outskirts of Dartmouth is increasing.
- iv) Mike Hanusaik of Clayton Developments commented that sales in Portland Hills and Russell Lake Acres have been among the most rapid of any development ever undertaken by their company.

The Port Wallace lands are adjacent to:

- Burnside Park, Atlantic Canada's largest employment provider
- Dartmouth Crossing which can fulfill most shopping and many entertainment needs
- Shubie park with its extensive recreational areas
- Francophone schools with their obvious advantages
- 100 series highways

3.0 Port Wallace Infrastructure Costs

HRM staff's report to your October 2009 meeting increased the costs estimated by CBCL, their Consultant, for the required Port Wallace infrastructure by over 2.5 times. Terrain's letter attached as Appendix G to staff's June 2010 report details our view as to why most of these increases are inappropriate and I urge you to consider this letter carefully. Also, I want to enlarge upon just one area:

At a meeting with Phil Corkum, Manager for Highway Planning and Design for the NS Department of Transportation and Infrastructure Renewal, he clearly stated the Department's policy regarding 100 series highways is as follows:

- TIR are responsible for building and maintaining 100 series highways including interchanges which are integral to their operation.
- HRM and/or developers are responsible for building or upgrading access from their lands to the 100 series highways.

The proposed 107 interchange is required by TIR and does not even provide access to the west from the Port Wallace lands. It is TIR's responsibility.

The Mount Hope Avenue and Larry Uteck interchanges were required for access from the adjacent lands.

4.0 Eastern Passage

At a meeting on March 29th between HRM staff and Port Wallace area land owners and Consultants to discuss and try and reconcile the developable areas and Port Wallace costs, I mentioned that I understood that HRWC was calling for a proposal to expand the Eastern Passage sewage treatment plant. I asked whether staff were considering recommending an expansion of the servicing boundary east of Caldwell Road to utilize this expanded capacity, and if so whether or not this will have any impact on the Port Wallace area lands.

- Kendra Mackenzie, P. Eng., with Halifax Water stated: No, the expansion was necessary to service areas within the servicing boundary
- Roger Wells, Senior Planner stated: that Staff were not considering moving the servicing boundary to the east of Caldwell Road
- Peter Duncan indicated that this was not being considered at the time.

At a meeting on June 17th HRM staff told us that if they can obtain a ROW for the Caldwell Road connector across DND lands they are considering expanding the servicing boundary to the East of Caldwell Road to service more land in Eastern Passage. In response to my question, Austin French indicated that if this occurs there may not be a requirement for the Port Wallace lands for another 10 or 20 years.

In fairness, staff believe this may help recover monies already spent for the Mount Hope Interchange and contribute towards paying for the Caldwell Road connector. However they have never provided your committee with any indication of the costs associated with this; for comparison to the Port Wallace area costs.

Staff indicated to us that the cost of a 2 lane connector (down from 4 lanes proposed in the Morris Russell Lake Secondary Plan) may be about \$10 million. Non adjusted costs from CBCL's Greenfield areas servicing analysis from July 2004 indicate that development of these lands will require:

- An \$18.9 million expansion of the Eastern Passage sewage treatment plant.
- Water main extensions costing \$3.7 million
- A water storage reservoir at a cost of \$1.1 million
- Hines Road trunk sewer replacement at a cost of \$1.7 million
- Plus internal collector roads, sewage pumping stations and forcemains, etc.
- Applying CPI inflation to CBCL's 2004 costs would add another \$3.2 million
- As far as I am aware no environmental or watershed studies have been carried out for the lands across Caldwell Road

Even with expedited studies to address all of the environmental, public participation, planning, design, costing, funding and construction issues; these lands cannot be developed in time to address the existing shortage of development land in Harbour East, in a timely manner.

5.0 Region Waste Water Functional Study

Staff have advised us that from Port Wallace to the North Dartmouth Trunk sewer and downstream as far as Sullivan's Pond are relatively new dedicated sanitary sewers. Therefore the waste water study components in relation to the Port Wallace lands would be minor and the study of them could be expedited.

6.0 Conclusion

On behalf of the Port Wallace Land Owners I would like to state:

- We believe regional parks are good and for staff to work with large land owners to come up with creative ways to achieve them is appropriate.
- We believe that solving the Portland Street traffic issues is worthwhile and support staffs investigating whether development near Caldwell Road will help achieve this in an economical manner.

- We do not believe this should result in any delay in developing the Port Wallace lands.

Residential lot prices in Dartmouth have risen rapidly and it is only through providing for competition in the market place that affordable housing may be developed in desirable areas. Having a choice of residential sites available in Harbour East will assist in achieving this. Delaying Port Wallace until all the Caldwell Road East issues are resolved will result in an extended period with virtually no development in Dartmouth and little competition in Harbour East.

HRM have established a precedent for providing market competition in the supply of land for residential development in local areas with the approval of a secondary planning strategy for approximately 1600 acres in Bedford West; notwithstanding the fact that many hundreds of acres of adjacent land were and are approved for development in Paper Mill Lake, Bedford South and surrounding areas and thousands of developable acres are available nearby.

7.0 Request

On behalf of the Port Wallace area land owners, we respectfully request that members of this committee consider the principals from the MPS quoted at the introduction to this presentation and the facts presented herein and that this committee: *"recommend that Regional Council approve the request of the land owners to proceed immediately with secondary planning for the Port Wallace area lands; in order to fulfill past commitments, to create competition in the Harbour East market place and to contribute to affordable housing for the present and future residents of HRM. We further request that you ask Council to direct staff to immediately initiate any required prerequisite studies and prioritize the ongoing "Regional Waste Water Functional Study" to address issues relevant to the Port Wallace lands."*

Thank you

APPENDIX TO THE PRESENTATION

Comments about staff's updated report on existing Harbour East Development Potential

1. 195 of the 232 acres of Morris Russell Lake Lands are barred from development by the approved secondary plan until the Caldwell Connector is completed, they should not be counted as available.
2. I was advised some time ago by DND that so long as Shearwater remains an operating airport that they will not permit development of the 72 acres near Portland Estates which is within the flight zone so this should not be counted.
3. A very significant portion of the 242 acres of vacant land is wetland which cannot be developed or will never achieve the density of 5 to 7 units per acre. Also much of this land cannot be developed economically because of location or site constraints. I can give details of parcels in each category.
4. Dartmouth Crossings lands may not be developed as residential, and if they are, why assume that they will have more density than the owners propose.

Apply just these corrections relating to lands about which I am personally aware will, reduce the projected number of units for Harbour East for both the high and low scenarios in staffs tables by about 50%.

This does not take into consideration the fact that Portland Hills, Russell Lake West and the units shown on current subdivision plans, will likely be completed long before any new Greenfield developments can be brought on stream.

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SUMMIT ROCK DEVELOPMENTS LTD

August 10, 2010

To: Chairman and Members of the Regional Planning Advisory Committee

Re: For August 11, 2010 Meeting

I wish to thank your committee for allowing me to make a presentation at your last meeting and apologize for submitting this letter at the last minute. I just received a copy of staff's further supplementary report dated July 29th for your August 11th meeting on August 9th. Upon review of that report I am compelled to once again contact your committee because this report significantly distorts the facts to the detriment of the Port Wallace areas land owners. I will provide you with 10 reasons as to why I make this statement, generally, in the order they appear in staffs' letter.

1. Notwithstanding two meetings between HRM Planning staff and I to review and reconcile lands for development they still indicate 2 ½ to 3 times the actual number of units available for development in Harbour East in both the low and high scenarios. Staff's original report stated that the lands in Harbour East were available for development as of the date of their report. They now acknowledge that the majority of the units which they count cannot now be developed, but, say they should be counted on the basis of their assumption that council will approve millions of dollars in capital expenditures and numerous development agreements to make them eligible by 2025. They still do not show any lands available in Dartmouth for low to medium density development.
2. Not that is relevant here but in 1996 the City of Dartmouth expropriated land from the Whebby's at the end of Lake MicMac for Shubie Park.
3. The Department of national Defense have advised staff that they may permit a 2 lane road across Shearwater lands subject to resolving airport operational issues which have yet to be resolved. Staff are now developing budgets for a 4 lane road through this area.
4. Staff's estimated \$12,000,000 for the Mount Hope extension will allow access for the remaining 195 acres of Morris Russell Lake Lands on Caldwell Road. This works out to over \$61,500 per acre and will never be recovered from development of these lands.
5. CBCL's Greenfield Report from July 2004 stated that sanitary servicing of lands across the Caldwell Road will require a \$19.4 million (2004 dollars) expansion of the Eastern Passage Sewage Treatment Plant. This money is not reflected in staffs' capital costs.

- 6. Staff have not included the 45.2% of the cost of the Mount Hope interchange which developers were to pay in the Morris Russell Lake area costs.

Clearly if the interchange cost which staff hope to recover and the sewage treatment upgrade costs are included the cost per acre for the Morris Russell lake lands even adding 400 acres across Caldwell Road is significantly higher both in total dollars and per acre cost than development of the Port Wallace lands.

- 7. At meetings which I attended this spring two Senior HRM staff members and one HRWC staff member indicated to the Port Wallace Area Land Owners that they were not considering allowing development across Caldwell Road.

- 8. Staff are still including 100% of the costs for upgrading of the 100 series highways in the Port Wallace area costs although stated policy of the Department of Transportation and staff's own table on Page 5 of their report show that this is incorrect. We believe this one error artificially more than doubles the Port Wallace Area infrastructure costs.

- 9. Opening up 400 acres across Caldwell Road will entail more demand for "soft" municipal services than would opening up the Port Wallace Area which is closer to major employment centers and the Regional Park, etc.

- 10. Have staff advised RPAC of an offer made by some of the Port Wallace Area Landowners to prepay a portion of Capital Cost Contributions to ease the financial impact on the City of allowing their lands to be developed.

I would be please to answer questions about any of these points at the meeting on the 11th of August.

It is clearly time that the Port Wallace Area Landowners to be treated honestly and equitably by HRM and for them be given the right to start secondary planning and development of their lands.

Respectfully submitted,

Tom Swanson

Tom Swanson

Cc: Nathan Rogers
Wayne Whebby
Austin French

105
5.1.11

SUMMIT ROCK DEVELOPMENTS LTD

June 29, 2010

Councillor Gloria McCluskey

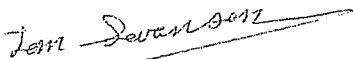
Re: Apology for misinformation – Port Wallace Lands

Robert MacPherson from Arnco Capital Inc. is back from his vacation and called me to clarify his discussions with HRM staff regarding getting the Port Wallace landowners together to apply for secondary planning for their lands. He believes that staff may have indicated that if the landowners were to make an application it would be better for the land owners to work together with a common consultant. They did not approach him and suggest that it was time to make such an application.

Rob mentioned this to Wayne Whebby who passed it on to me and either he or I got the context confused and I passed that on to you. I should not have done so without checking directly with Mr. MacPherson.

I apologize for having done so and for any embarrassment my error may have caused to you, HRM staff or to Rob.

Yours truly,



Tom Swanson

Copy: Austin French, HRM, Rob MacPherson, Wayne Whebby

To:
Date:
Subject:

From: <newsonc@halifax.ca>
7/9/2010 1:24 am
Please save Blue Mountain wilderness area

CC: Carbon Copy
Hello. I was reading today that the recently protected Blue Mountain region may be opened to development. I was saddened to hear this, and I hope HRM will abide by its promise to make this a wilderness area. Please help ensure this nature area so close to the city stays protected. If it is lost to development, it will be lost forever.

Thank you,
Peter Young
Nova Scotia

From: "Young, Lisa"
To: "newsonc@halifax.ca" <newsonc@halifax.ca>, "
Date: 7/12/2010 9:15 am
Subject: Development of Birch Cove-Blue Mountain Wilderness

CC: "jennifer.watts@halifax.ca" <jennifer.watts@h...
 Regarding the designation of 1,350 hectares of crown land as the Birch Cove-Blue Mountain Wilderness, and similarly named municipal wilderness park that is written into the HRM regional plan: how is it possible that the city is considering backing away from the plan AND considering allowing the Annapolis Group and Armco Development to amend the plan to allow them to place suburban homes on the land?

The time and effort taken by the group to established this area of protected wilderness can not be allowed to be all for nothing! The urban sprawl that is currently going on at the outskirts of Clayton Park has most certainly gone far enough in that direction. We have to have protected wilderness areas as well as the smaller green spaces that exist in our city and in HRM. There are many other areas for developers to consider, if they must, but more attention should be paid to effectively developing a sustainable, revitalized downtown. It boggles my mind how delays can be put on projects downtown and drag out for years, while a project like the wilderness park can be threatened quietly.

Mr Newson: please add my official complaint to those being put forward at the Regional Plan Advisory Committee meeting on August 11th.

Mr Kelly: please note that the voters are watching and that this could be your chance to leave a Legacy.

Ms Watts, I live in your district so you get a copy of this too.

Lisa Young, CAP
 Research Administrative Assistant

From: James Hutt
To: <newsonc@halifax.ca>, <wellsr@halifax.ca>, <fre.
Date: 7/16/2010 4:16 pm
Subject: Birch Cove-Blue Mountain

Dear members of Halifax's Regional Plann Advisory Committee,

I am appalled that the Birch Cove Lakes and Blue Mountain Wilderness Area is being considered for re-zoning. What should be hailed as a major accomplishment and gem of our city is instead currently being undervalued and threatened. This area is something to be proud of, a testament to long-term thinking and a progressive guiding vision for our city, for which our children and grandchildren can be thankful. We should not risk this by short-sighted prospects of development. Already our city suffers from urban sprawl; rather than adding to it, let us move forward and plan a more connected, cohesive and integrated city.

As someone who grew up within walking distance to Quarrie Lake, I urge you to reject the proposal to rezone the Birch Cove Lakes and Blue Mountain area.

Thank you,
James Hutt

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<http://go.microsoft.com/?linkid=9734385>