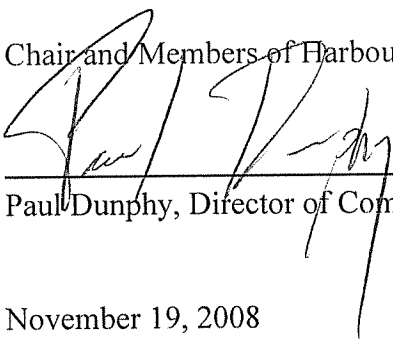




PO Box 1749
Halifax, Nova Scotia
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Harbour East Community Council
December 4, 2008

TO: Chair and Members of Harbour East Community Council

SUBMITTED BY: 
Paul Dunphy, Director of Community Development

DATE: November 19, 2008

SUBJECT: Project 01031 - Wright's Cove Secondary Planning Strategy

ORIGIN

- motion approved at the April 18, 2006 meeting of Regional Council
- motion approved at the February 14, 2007 meeting of Harbour East Community Council

RECOMMENDATIONS

It is recommended that Harbour East Community Council schedule a public meeting to present the draft Wright's Cove Secondary Planning Strategy and amendments to the Dartmouth Land Use By-law presented in Attachment A.

EXECUTIVE SUMMARY:

The *Wright's Cove Land Use Plan and Transportation Study* (Cantwell & Associates, January 2006) was prepared as an initiative in support of policy provision made for the Halifax Harbour Designation of the Regional Planning Strategy. Council has approved the study recommendations in principle and directed staff to prepare amendments to municipal policies and regulations to implement the study recommendations.

The amendments, presented in Attachment A to this report, introduce a secondary planing strategy for the Wright's Cove study area under the Dartmouth Municipal Planning Strategy which would replace all current policies. Certain lands would also be rezoned under the Land Use By-law. Amendments to the Regional Planning Strategy would be introduced at a later date in conjunction with a more comprehensive for the Halifax Harbour designation.

Staff are proposing that the amendments be presented at a public meeting to allow for feedback. Based on this input revisions may be incorporated into a final package for review by the Community Council followed by a public hearing at Regional Council.

BACKGROUND

Wright's Cove Land Use and Transportation Study:

The Wright's Cove study was initiated under the Regional Planning Strategy. Its objectives were:

- to assess the marine industrial potential of Wright's Cove;
- assess the build out potential for the area in consultation with area stakeholders;
- determine infrastructure upgrading needs and associated costs; and
- make recommendations for adoption under municipal planning documents.

Upon completion, the study was presented at a public meeting held on December 7, 2005. Minutes of the meeting are presented as Attachment B.

The study was then presented at the April 18, 2006 meeting of Committee of the Whole. An executive summary of the main findings and recommendations was presented. A copy of the PowerPoint presentation is provided in Attachment C. That evening, Regional Council approved a motion to:

- Approve-in-principle the findings and recommendations of the "Wrights Cove Land Use and Transportation Plan" dated January 2006, and request staff to commence the process to incorporate the land use provisions of the report recommendations into the draft Halifax Harbour Plan, MPS Policy and Land Use By-Law regulations.

- Request that staff consider providing residential zoning to existing homes on Cove Lane, Greenbank Crescent and Basinview Drive.
- Request HRM Transportation and Public Works staff to conduct further analysis and property owner consultation regarding recommended traffic improvement measures along the Windmill Road Corridor.

At the February 7, 2008 meeting of Harbour East Community Council, a motion was passed requesting a staff report on initiating the process to amend the MPS to provide height restrictions in the Wright's Cove planning area. In an information report, presented at the May 1, 2008 meeting, the Community Council was advised that proposed building heights would be included in the package of amendments for the Wright's Cove area and that public consultations would be held before proceeding to Regional Council for consideration of approval.

The Regional Planning Strategy

The Wright's Cove study area is within the Halifax Harbour designation under the Regional Planning Strategy. It supports completion of the comprehensive planning exercise for this area under the direction of the steering committee for consideration of adoption under the Regional Plan. Guidelines for preparing detailed policies are articulated under policy EC-8. Those relevant to the study area are summarized as follows:

- reserve sufficient harbour frontage and harbourfront lands for marine-dependent industrial/commercial development, for the Port of Halifax to remain a globally competitive seaport
- develop regulations that mitigate potential negative impacts of existing and potential marine-dependent industrial/commercial areas on adjacent uses, while maintaining the economic viability of marine-dependent uses
- discourage new residential development from locating in areas that abut sites designated for intensive marine industrial/marine commercial uses
- facilitate, support, plan and develop new parks and trail systems in appropriate locations within the Halifax Harbour Designation including linkages to inland park/trail systems and seek to secure or acquire appropriate waterfront sites for parkland and trail development
- identify appropriate locations within the Halifax Harbour Designation that are suitable for multi-unit or mixed use residential development
- establish appropriate regulations for site and building development and appropriate planning approval processes for residential development

- ensure that any residential development proposals abutting Halifax Harbour include provision for public access to the Harbour and trail/boardwalk development
- discourage new residential development from locating in areas that abut existing and proposed marine industrial uses. Where residential development is proposed to locate in proximity to existing or proposed marine industrial uses, develop appropriate mitigation measures.

The Regional Plan supports completion of the Halifax Harbour Functional Plan and directs that this plan consider the Wright's Cove Land Use and Transportation Plan. Upon completion of the functional plan, it is anticipated that a comprehensive policy set of amendments for the Halifax Harbour designation will be brought forward for approval. Until such time, the Regional Plan allows for amendments to community planning documents which would address the guidance adopted.

Shannon Park has been designated as an Urban Local Centre in support of a mixed use development with medium to high residential housing, commercial, institutional and recreational uses.

HRM Business Parks Functional Plan: Part 1 (Colliers International Atlantic Realty Advisors & Associates, July 2008):

This plan, prepared in fulfilment of a regional plan policy, reviewed the development provisions of Burnside Business Park, including the Wright's Cove study area. It recommended a new land use allocation which corresponded with the Wright's Cove study recommendations with one minor difference. The Wright's Cove study recommended that both hotels and residential development be permitted around the inner cove with residential development requiring approval of a development agreement and hotels permitted under the zoning provisions. This study recommended that both residential developments and hotels require development agreement approval.

This plan also recommended that the Municipality investigate the feasibility of replacing development standards, adopted under the Dartmouth Land Use By-law, with a site plan review process for the Burnside lands. This matter was not addressed in the Wright's Cove study.

DISCUSSION

Current Municipal Policies and Regulations:

The Wright's Cove study area encompasses "Industrial" and "Harbour Oriented Industrial" designations under the Dartmouth Municipal Planning Strategy (see Map 1). The industrial designation has been applied to both developed and undeveloped lands within Burnside Industrial Park, as well as adjacent lands, in support of continued general industrial and commercial development. Lands within this designation are zoned I-2 (General Industrial) under the Dartmouth Land Use By-law (Map 2).

Sheppard's Island and some adjacent waterfront lands have been designated "Harbour Oriented Industrial" by the Planning Strategy and zoned I-3 (Harbour-Oriented Industrial) Zone by the Land Use By-law. The Harbour Oriented Industrial designation has been applied to support uses which require or benefit from direct access to the harbour, such as construction, maintenance and repair of marine vessels and facilities for the storage and handling of bulk containers and cargo. A majority of the lands within this designation have been zoned I-3 (Harbour-Oriented Industrial) under the Land Use By-law. The H (Holding) Zone has been applied to existing residences to permit additions or replacement but the zone does not allow for new dwelling units.

Since the original adoption in 1972, several amendments have been introduced to the Dartmouth Planning Strategy and Land Use By-law which have placed less emphasis on harbour-related industrial uses in certain parts of Wright's Cove. These are summarized as follows:

- 2001: The designation and zoning of lands between Windmill Rd. and Wright's Cove were changed from Harbour Related Industrial to General Industrial. The amendments had been recommended by staff to allow for a commercial development on the south side of Windmill Road, across from Akerley Blvd. The General Industrial Zone allows for a wide range of commercial uses not permitted by the I-3 zone.
- 2004: Provisions were introduced to rezone existing residences on Greenbank Court, Cove Lane and Basinview Drive from I-3 zone to H (Holding) Zone. The new zone allows for replacement, repair and expansion of existing homes which was not permitted under the I-3 zone.
- 2007: A site specific policy was introduced to allow for a residential development at 675 Windmill Road, commonly known as Sheppard's Island. The Community Council approved a development agreement later that year and recently approved an amendment to the agreement.

The Proposed Amendments:

The amendments presented in Attachment A would introduce a secondary planning strategy in the Dartmouth Planning Strategy which would replace all previous policies pertaining to Wright's Cove. The secondary plan is based on a land use allocation plan for the Cove which was recommended by the Cantwell study. The plan is illustrated on Schedule WR-1 of Attachment A.

The land use designations and associated policy and regulatory amendments are summarized as follows:

- The Shannon Park and Ocean Breeze Estate lands are designated as district centres to allow for development of a mix of medium and high density residential housing, commercial, institutional and recreation uses. To support comprehensive planning of these lands, the CDD (Comprehensive Development District) Zone is applied under the Land Use By-law which will

require community consultations and development agreement approval by the Community Council for any development or redevelopment to proceed.

- Lands bordering Windmill Road are designated Highway Commercial to allow for businesses that can benefit from visibility to passing traffic such as retail and wholesale businesses, and restaurants, as well developments that can benefit from good access such as office and institutional uses. New heavy industrial uses, such as metal fabrication and manufacturing, which can be incompatible with highway commercial uses, will no longer be permitted but will be supported in other areas of Burnside.
- Lands between the inner cove and the Highway Commercial designation have been designated Harbour-Related Commercial/Residential. Uses which can utilize the shallow waters of the cove, such as marinas, boat sale and maintenance operations, recreation uses or uses which can take advantage of the harbour views, such as offices, hotels, restaurants and residential uses may be considered through approval of a development agreement provided that the Community Council is satisfied that the matters identified in policy WC-5 (Attachment A) are satisfactorily addressed. Existing businesses will be permitted to expand under the current I-2 (General Industrial) Zone provisions applied to these lands.
- Policy WC-5 specifically limits any building to a maximum of 12 stories in height or 6 stories if the building is to be located on a property abutting or adjacent to a property containing a single unit dwelling at the time the application is made.
- A Harbour Industrial designation has been established over waterfront lands at both ends of Wright's Cove where there is sufficient depth for larger ships. The designation supports retention of these lands for harbour dependent industrial uses. The I-3 (Harbour - Oriented Industrial) Zone has been applied to these lands under the Land Use By-law.
- Policy provision has been made for the Community Council to consider amendments to development standards or approval requirements for commercial and industrial uses under the Dartmouth Land Use By-law. These provisions may be particularly useful in the event that a decision is made to change the approach to development approvals, as recommended by the Business Park Functional Plan.
- An open space designation has been applied to a saltwater marsh and connecting stream, wetlands and a twenty foot riparian buffer from these watercourses. The designation has also been applied to Navy Islands and Sheppard's Island to support preservation of the tree cover for a visual buffer between developments in the inner cove and existing or future harbour related industrial uses. Except to allow for access to harbour industrial uses or to allow for limited development of Sheppard's Island (25% of the area), these lands are to be preserved with limited use for trails or similar passive uses.

- Existing residential lots on Green Bank Court, Cove Lane and Basinview Drive have been rezoned from H (Holding) to R-1 (Single Family Residential) Zone under the Dartmouth Land Use By-law. Special provisions are introduced under the R-1 Zone which permit the replacement of or additions to existing single unit dwellings on existing lots, provided that on-site sewage treatment and water service can be provided, but no new housing units on vacant lots are permitted. No additional lands may be rezoned to R-1 but further development of townhouse and apartment buildings may be considered on R-1 zoned lots along Basinview Drive in accordance with the development agreement provisions of the Harbour Related Commercial/ Residential Designation.

BUDGET IMPLICATIONS

The HRM costs to process this project can be accommodated within the approved operating budget for C320.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

ALTERNATIVES

The Community Council could:

1. accept the staff recommendation to hold a public meeting to receive feedback to the proposed Wright's Cove Secondary Planning Strategy and amendments to the Dartmouth Land Use By-law, presented in Attachment A. This is the staff recommendation.
2. instruct staff to make further amendments to the proposed Secondary Planning Strategy and amendments Land Use By-law amendments before scheduling a public meeting.

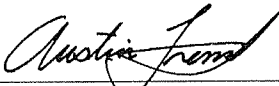
ATTACHMENTS

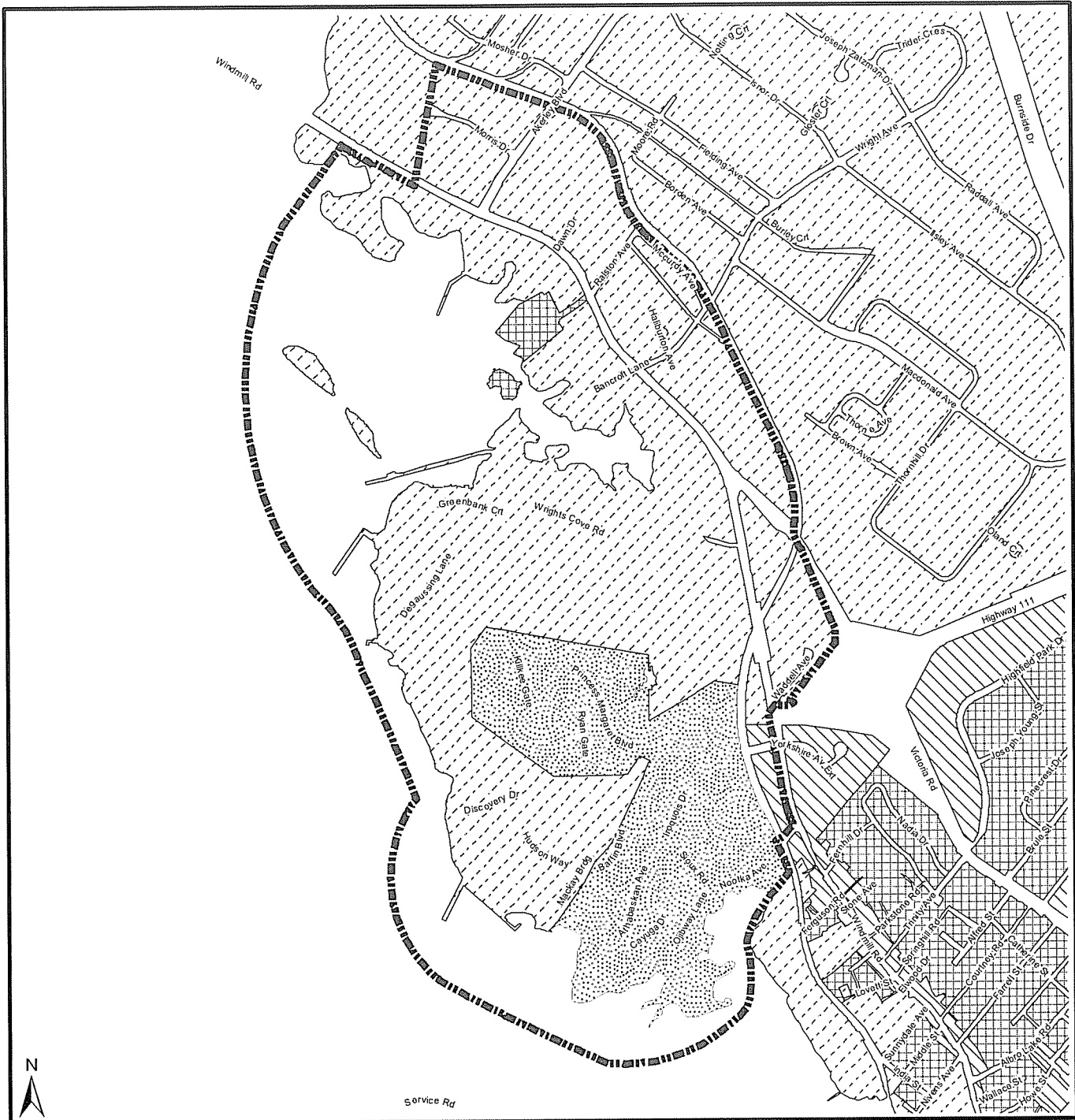
- Map 1: Current Generalized Land Use Designations under the Dartmouth Municipal Planning Strategy for the Wright's Cove area
- Map 2: Current Zoning for the Wright's Cove Area under the Dartmouth Land Use By-law
- A. Proposed Amendments to the Dartmouth Municipal Planning Strategy and Land Use By-law.
 - B. Minutes of December 7, 2005 Public Information Meeting.

C. Executive Summary of Wright's Cove Land Use and Transportation Study.

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/agenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.


Report Prepared by: Paul Morgan, Planner, 490-4482

Report Approved by: 
Austin French, Manager, Planning Services, 490-6717







Map 1

**Wright's Cove
Generalized Future Land Use**

 Study area boundary

Dartmouth Plan Area

Existing Designation

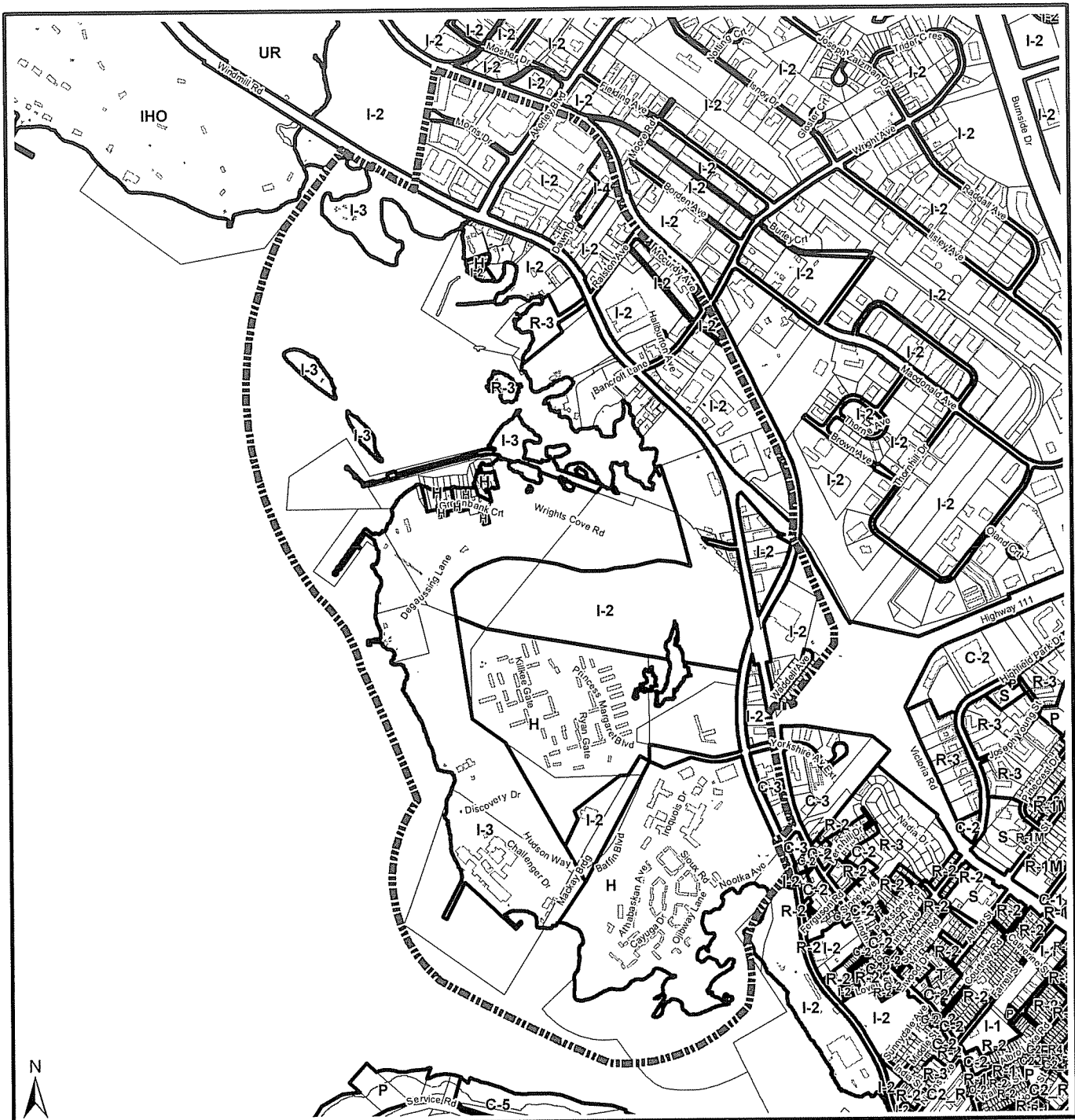
-  Residential
-  Commercial
-  Industrial
-  Holding

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This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the Dartmouth Plan Area

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Map 2

**Wright's Cove
Existing Zones**

 Study area boundary

Dartmouth Plan Area

Zone within study area

- R-3 Multiple Family Residential
- C-3 General Business
- I-2 General Industrial
- I-3 Harbour-Oriented Industrial
- I-4 Salvage
- H Holding

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This map is an unofficial reproduction of a portion of the Zoning Map for the Dartmouth Plan area

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**ATTACHMENT A: Proposed Amendments to the Dartmouth
Municipal Planning Strategy and Land Use By-law**

- A The Municipal Planning Strategy for Dartmouth is hereby amended by:
1. deleting the subsection entitled "Wright's Cove" under Chapter 2: Housing.
 2. Deleting the text between the end of policy M-8 and the subsection entitled "Adult Cabarets and Massage Parlours" in Chapter 6: Industrial.
 3. replacing the subsection in Chapter 6 entitled "Harbour Oriented Industrial Areas" with the following"

WRIGHT'S COVE SECONDARY PLANNING STRATEGY

The Wright's Cove Secondary Planning Strategy is based on the recommendations of the *Wright's Cove Land Use Plan and Transportation Study (Cantwell & Associates, January 2006)*. The study was prepared in support of the Municipality's Regional Planning Strategy and undertaken in consultation with stakeholders and community residents.

The study area, illustrated on Schedule WR-1, encompassed a variety of uses including marine dependent uses such as an ocean research institute, a gypsum loading facility, boat repair and restoration businesses, a yacht club, as well as numerous industrial, commercial, institutional and limited residential uses. A substantial portion of the study area was either undeveloped or had potential for redevelopment given the frontage on Halifax Harbour, close proximity to the Capital District and Burnside Business Park and the proximity to regional road, rail and transit systems.

The study objectives were to assess the marine industrial potential of Wright's Cove; assess the build out potential for the area in consultation with area stakeholders; determine infrastructure upgrading needs and associated costs; and make recommendations for adoption under municipal planning documents.

The primary study findings are summarized as follows:

- **The outer portion of Wright's Cove is important for harbour-related industries and should be reserved for this purpose. However, the inner cove is too shallow and may be better suited for recreational, commercial and residential uses provided that controls are established so as not to cause conflict with industrial uses.**
- **The salt marsh should be retained as an environmental reserve and the Navy Islands preserved as a vegetated buffer.**

- Lands abutting Windmill Road should be retained for commercial and institutional uses but residential and industrial uses should not be supported.
- Lands at Ocean Breeze Estates and Shannon Park offer potential for redevelopment as higher density “urban villages” with supporting services.
- Measures should be taken to limit access locations to Windmill Road to improve the safety and efficiency of traffic movements.
- A new access road to the gypsum loading facility should be considered.
- various transportation improvements would be needed for redevelopment of Shannon Park and Ocean Breeze Estates.

The study included a future land use plan for allocation of land uses within the study area. The following policies are also based on this plan and associated study recommendations as well as additional direction regarding matters such as sea level rise and residential height restrictions.

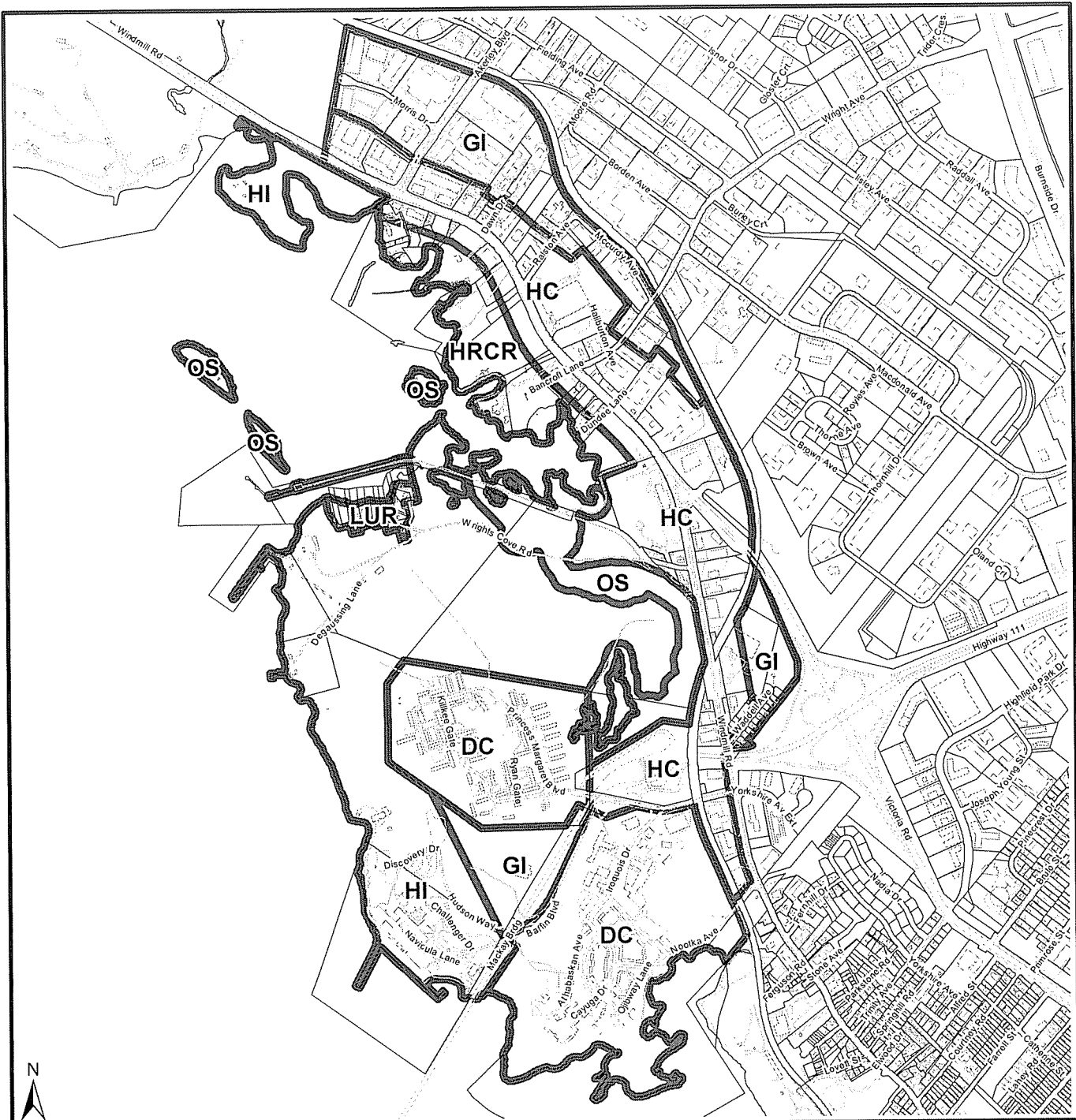
Policy WC-1: The Wright's Cove Future Land Use Plan, presented as Schedule WR-1, shall form the framework for land use allocation within the Wrights Cove Secondary Plan Area.

The District Centre:

Located in close proximity to employment centres and transportation services with views of the harbour, Ocean Breeze Estates and Shannon Park offer potential for more intensive residential communities with supporting services. The Shannon Park lands have specifically been identified in the Regional Planning Strategy as an opportunity site suitable for an Urban Local Centre.

Planning of these sites should be done in a comprehensive and coordinated manner to take advantage of development synergies created by critical mass and to assess infrastructure improvement requirements. The Regional Planning Strategy also directs that a visioning exercise be undertaken prior to development plans being prepared.

Policy WC-2: The District Centre designation is intended to support development characteristic of an Urban Local Centre as contemplated by the Regional Planning Strategy. Lands designated District Centre shall be zoned CDD (Comprehensive Development District) under the Land Use By-law. Any development agreement application shall adhere to the requirements of policies H-3(AA) to H-3C of this planning strategy. On the Shannon Park



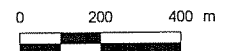
Schedule WR-1

**Wright's Cove
Future Land Use**

Designation

- DC District Centre
- GI General Industrial
- HC Highway Commercial
- HI Harbour Industrial
- HRCR Harbour Related Commercial Residential
- LUR Limited Use Residential
- OS Open Space

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Dartmouth Plan Area

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lands, consideration is also to be given to the future impact of sea level rise on development.

Commercial Designations:

Lands bordering Windmill Road are suitable for highway related commercial development which can benefit from the visibility to passing traffic but more general industrial uses which may pose aesthetic concerns will be supported on lands within the Burnside Business Park further to the north of the highway.

Lands between the inner cove shoreline and highway commercial uses are not suitable for many highway commercial uses but offer opportunities for businesses that can take advantage of the harbour views or utilize the more shallow waters of the cove. Residential developments may also be integrated within this area provided that controls are established to protect the interests of commercial uses and existing residential uses as well as the new occupants.

Policy WC-3: The Highway Commercial designation is intended to support highway related commercial development on lands bordering Windmill Road. Permitted uses shall include retail and wholesale uses, restaurants, institutional uses, offices and existing industrial uses in conformity with the I-2 zone standards of the Land Use By-law. Amendments to the Land Use By-law may be made to permit uses which are similar to those identified under this policy except that no new residential or industrial uses shall be permitted within this designation. By-law amendments may also be made to revise development standards or approval requirements.

Policy WC-4: Within the Harbour-Related Commercial/Residential designation shown on Schedule WR-1, existing business will be permitted to expand in accordance with the I-2 (General Industrial) Zone provisions of the Land Use By-law. Harbour related commercial uses, institutional uses, offices, hotels, townhouses, apartment buildings, restaurants and public and private recreation uses may be considered within this designation subject to approval of a development agreement. The following matters shall be considered in any agreement:

- (a) no part of any residential building may be located within 300 feet of the Windmill Road right-of-way;
- (b) no building shall exceed 12 storeys in height;
- (c) notwithstanding (b) above, no building shall exceed 6 storeys in height where the building is proposed to be located on a property

- abutting or adjacent to a property containing a single unit dwelling in existence at the time an application for a development agreement;
- (d) measures are taken in the building design of residential, institutional or office uses to mitigate noise;
 - (e) where applicable, provision is made for the construction of a publically accessible waterfront trail across the lands;
 - (f) all development on the lands shall incorporate provisions that mitigate potential damages from coastal flooding and storm surge events;
 - (g) that a survey has been completed by a qualified person, verifying that there is no evidence of unexploded ordinances on and adjacent the subject site, particularly if water lot infill being proposed;
 - (h) any development contemplated on Sheppard's Island covers no more than twenty-five percent (25%) of the area of the island and the trees on the remaining area are retained so as to screen development on the island and mainland from harbour related industrial activities in the outer cove; and
 - (i) the criteria of policy IP-1(c) and IP-5 for any apartment building development.

Harbour Industrial Uses:

Lands bordering Halifax Harbour where there is sufficient depth for larger ships have been reserved for harbour related industrial uses and support facilities.

Policy WC-5: The Harbour Industrial designation is intended to support development that is harbour dependent and industrial in nature. Lands within this designation shall be zoned I-3 (Harbour-Oriented Industrial). Amendments to the Land Use By-law may be made to revise development standards or approval requirements but no uses shall be permitted which are not supportive of harbour dependent industrial uses.

Existing Residential Uses:

Residential developments serviced with piped water and septic fields have been established along Green Bank Court and Cove Lane prior to the adoption of this secondary planning strategy. These developments will be accommodated but, due to their proximity to harbour related industrial lands, no additional housing will be supported. Provisions will also be made to accommodate existing residential lots along Basinview Drive and any redevelopment of these lots will be subject to the policy provisions for the Harbour Related Commercial Residential designation.

Policy WC-6: The Limited Use Designation is applied to existing residential lots within the Secondary Plan Area and is intended to allow for the replacement of or additions to existing homes. Under the Land Use By-law, lands within this designation shall be zoned R-1 (Single Family Residential) Zone with special provisions made to allow for replacement of or additions to existing residences but new residences shall be prohibited.

The R-1 shall not be applied to any other lands within this Secondary Plan Area but new townhouse or apartment buildings may be considered on properties zoned R-1 along Basinview Drive in accordance with the development agreement provisions of policy WC-4 and, where a residence no longer exists, the lot may be rezoned to a zone applied to abutting lands.

Open Spaces:

An open space designation has been applied to a saltwater marsh and all connecting stream, wetlands and a riparian buffer from these watercourses. The designation has also been applied to Navy Islands and Sheppard's Island to support preservation of the tree cover for a visual buffer between developments in the inner cove and existing or future harbour related industrial uses. Except to allow for access to harbour industrial uses or as provided for under clause WC-5 (h), these lands are to be preserved with limited use for trails or similar passive uses.

Policy WC-7: The Open Space Designation is applied to a saltwater marsh and connecting stream, wetlands and riparian lands within the Secondary Plan area, as well as Navy Islands and Sheppard's Island. The designation is intended to provide environmental protection of the wetlands and allow Navy Islands to be preserved as a visual buffer. Lands within this designation shall be zoned C (Conservation) under the Land Use By-law. Provision shall be made in the conservation zone to allow for access to the abutting lands zoned I-3 (Harbour-Oriented Industrial).

B The Land Use By-law for Dartmouth is hereby amended by:

1. rezoning certain lands shown on Schedule 1 to CDD (Comprehensive Development District), C (Conservation), and R-1 (Single Family Residential) Zone.
2. Adding the following clause after clause 18(S):

18(T) Notwithstanding any other provision of this By-law, harbour related commercial uses, institutional uses, offices, hotels, townhouses, apartment buildings, restaurants and public and private recreation uses may be considered by development agreement in accordance with policy WC-4 of the Wright's Cove Secondary Planning Strategy.

3. Adding the following clause after clause 32(4) of the R-1 (Single Family Residential Zone):

32(5) For any R-1 zoned lot abutting Green Bank Court, Cove Lane or Basinview Drive, no new single family dwellings shall be permitted but existing single family dwellings and accessory uses may be replaced, repaired and additions made to in accordance with the R-1 zone and any other general provision of this By-law.

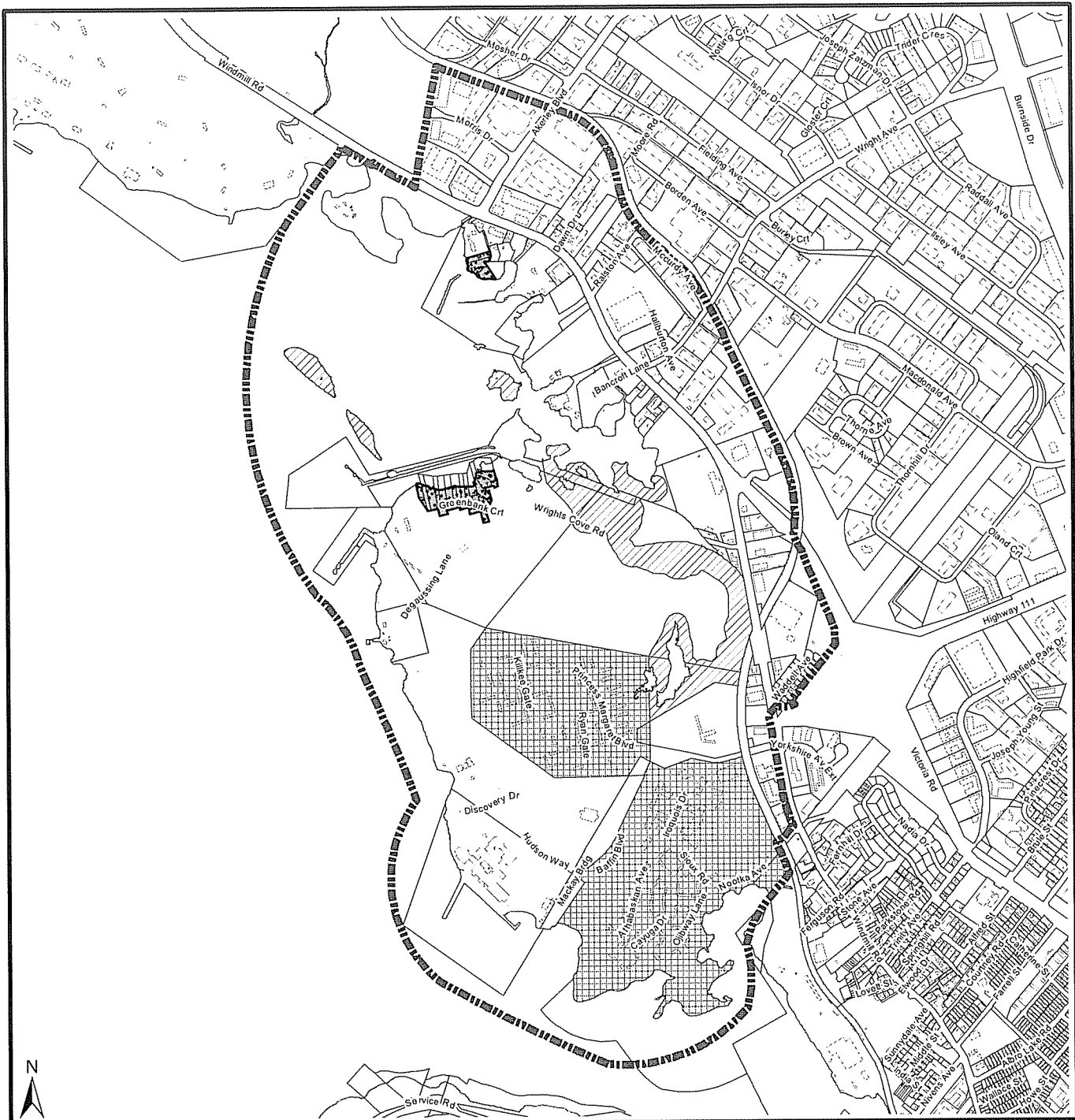
4. Adding the following clauses to Section 42(1) of the I-2 (General Business) Zone:

- (e) **Within lands designated Highway Commercial on Schedule AA, only permitted C-3 or S zone uses and existing industrial uses shall be permitted.**
- (f) **Within lands designated Harbour Related Commercial/Residential on Schedule AA, existing uses shall be permitted and may expand in accordance with the I-2 Zone provisions but no change of use shall be permitted except in accordance with Clause 18(T) of this By-law.**

5. Adding the following to the list of permitted uses under Section 46(1):


transportation access to I-3 zone uses

6. Adding Schedule AA, attached hereto, to the list of Schedules in the Land Use By-law.






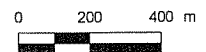
Schedule 1

**Wright's Cove
Zone Amendments**

 Study area boundary

Proposed Zone

-  Area to be zoned R-1
(Single Family Residential)
-  Area to be zoned CDD
(Comprehensive Development District)
-  Area to be zoned C
(Conservation)



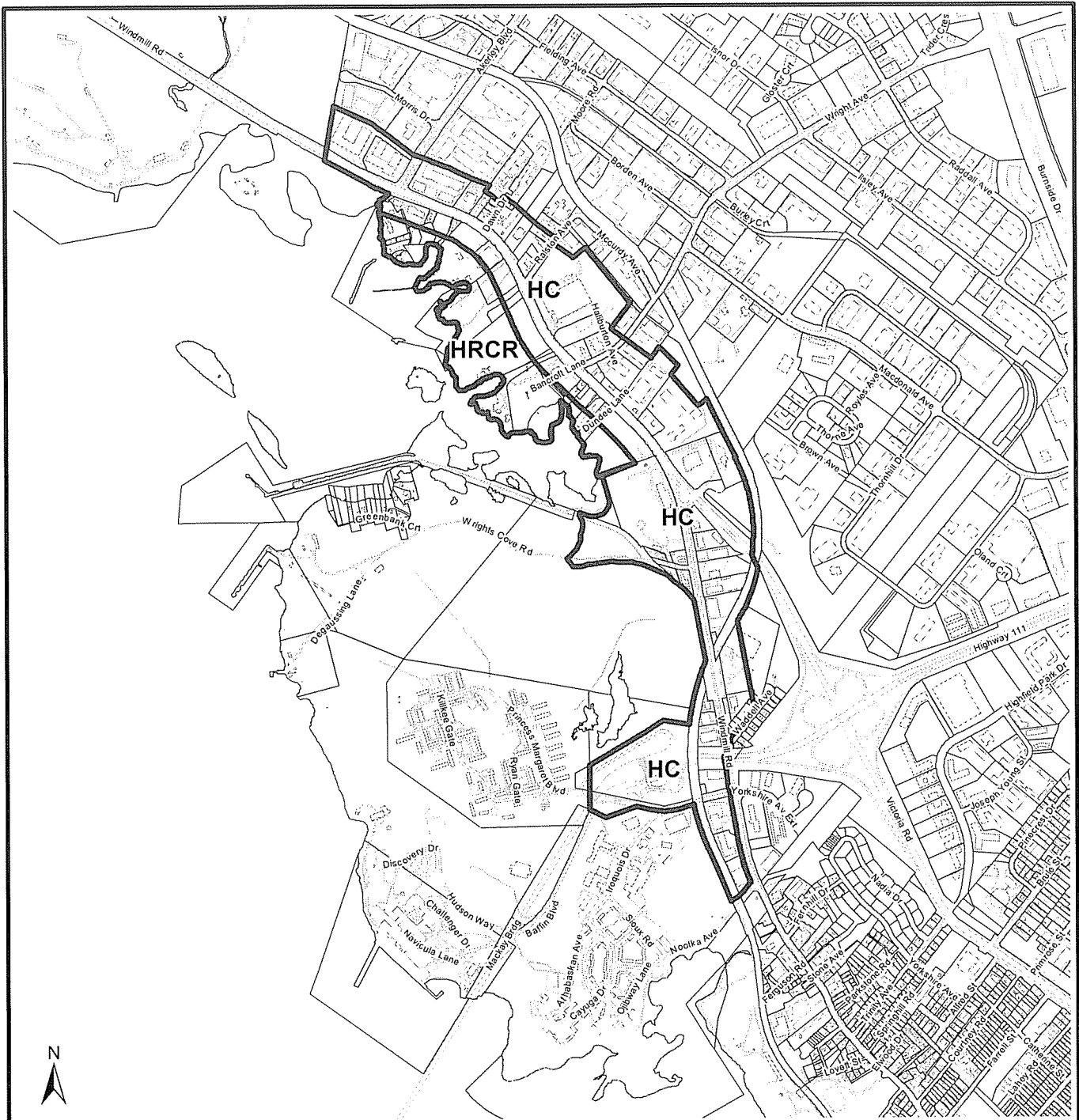
Dartmouth Plan Area

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Effective:

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Schedule AA
Wright's Cove
Commercial Precincts

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Designation

HC Highway Commercial
 HRCR Harbour Related Commercial Residential

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Dartmouth Land Use By-Law

**Attachment B: Notes of Public Meeting
Wright's Cove Land Use and Transportation Study
December 7, 2005
Farrell Hall, Dartmouth**

This meeting was hosted by Councillor Jim Smith (District 9). HRM staff in attendance were Roger Wells, Rudy Vodicka and John MacPherson. The meeting was attended by approximately 40 citizens.

The purpose of the meeting was a presentation of the Draft Wright's Cove Land Use and Transportation Plan. The study was prepared by a consulting team led by Ross Cantwell of Cantwell and Company. The presentation was followed by questions/comments from the audience.

1. Mr. Schumacher: The actual areas where there are existing dwellings are not being addressed as far as future growth for residential. It appears that the two areas in Wright's Cove that have residential zoning now are being excluded for future residential growth.

Response (Mr. Cantwell): The area of Greenbank Court and Cove Lane – the existing zoning in place right now will stay as is. The area on Basinview Drive becomes part of the proposed harbour-related residential/commercial area. Existing residential would be permitted, along with future multi-unit residential if built to appropriate standards, and uses such as hotels and office buildings.

2. Mr. Schumacher: It appears this study is suggesting that a lot of money be spent on new loop roads off Windmill Road to help traffic congestion. These may not be needed if Burnside Drive was extended through to Bedford/Sackville (107 Extension). Would this not solve the problems on Windmill Road?

Response (Mr. Cantwell): Agreed this was a good point. The numbers are substantially different in terms of order of magnitude. The 107 Extension from the end of Burnside Drive to meet up with Highway 102 and Duke Street is roughly \$40-\$50 million dollars, and is the responsibility of the Province. The installation of a median on Windmill Road, and the loop road system, would likely cost roughly \$2 million. The 107 Extension will definitely help ease existing traffic loads on Windmill Road, and will provide another direct access/egress route to serve Burnside. However, we also feel that in terms of sustainable traffic flow and safety on Windmill Road, the median and loop road system should be put in place. This is not proposed as a temporary measure.

3. Ms. Schumacher: Commented that the median and loop roads along Windmill Road are band-aid solutions and money wasted. They are not going to solve the traffic problem along Windmill Road. People are sitting 45-50 minutes for a light to change. The solution is to put

another road across the top of the park to alleviate all of this. You are talking about commercial development. Who will stop to go in and look for products? Commercial interests come and go along Windmill Road because people are not able to stop for any length of time. It's an access road – you are either going to or coming home from work. I don't believe that it will only cost \$2 million dollars for a cement median all the way up that highway.

Response (Mr. Cantwell): Asked if Ms. Schumacher felt that the solution is the 107 Extension. Cantwell supports her solution. Ms. Schumacher replied that we need to look at the big picture, not temporary measures.

Roger Wells provided some input on the 107 bypass connection from Burnside to Sackville. This is part of the Regional Plan. It is a major piece of infrastructure that is very expensive. Municipal Quarry has approached the levels of government with an offer to construct the highway as a toll road. To Mr. Wells' knowledge, the province is not interested in it being a toll road. There is interest and acknowledgment that the road is needed in the foreseeable future, and the Regional Plan sees it as a future major transportation link. However, this road is part of the provincial highway system and is the Province's responsibility. HRM will not be a position to solely construct that road. The consultant has indicated that it should be constructed within the next 5 to 10 years. With that connection, it will take roughly 30% of traffic off of Windmill Road. Windmill Road will still have 30,000 to 40,000 cars per day. Even with the connection through to Sackville, Windmill Road will not become a local street. It will still be a very busy arterial. We need to look at Windmill Road even with the eventual construction of the 107 bypass. The proposed median that is proposed by the consultant is not cast in stone, but it should form a serious basis for detailed study by our traffic people and discussions with the abutting property owners.

4. Ms. Schumacher: What about an access road to Navy Island? This is not something new. The BP (British Petroleum) dock was built in 1940-41. This city council had nothing to do with it. Explain it to me please.

Response (Mr. Cantwell): You may be referring to the 1982 study by the City of Dartmouth to investigate the possibility of building a off-shore supply sea base at navy Islands. The proposal was to bring a road from Wright Avenue across the inner cove to the islands. Part of the inner cove would be infilled to create a lay-down area. The outer shore of the islands would become the deep water jetty.

5. Ms. Schumacher: Can you please address Basinview Drive and tell me what is going to happen to it?

Response (Mr. Cantwell): In terms of existing use, the houses that are there can continue to exist for as long as they want to. Right now, existing housing is zoned Holding and surrounding lands are zoned Industrial, which means industrial uses could locate next to you. What we are

proposing is to create a new zone that would consider uses such as multi-unit residential, hotels and office uses, but would exclude industrial uses.

6. Ms. Schumacher: The loop roads that are going in on the Basin side are eating up valuable waterfront property, have you thought about that? Once you have a loop road on the water side, that's land gone.

Response (Mr. Cantwell): There are two streams of thought here (1) keep the inner cove shoreline set aside for industrial uses? That has been the decision of Council for the past number of decades. There are arguments for and against this idea. One of the problems is that the water depth in the inner cove is unsuitable for most marine industrial uses. Any infilling of the cove is no longer an acceptable option, environmentally. Also, is a typical use found elsewhere in Burnside (warehousing or distribution) the most appropriate use of the inner cove shoreline. Then the thinking was, perhaps we should consider residential use. The concern with that is that we are introducing new residential development opportunities into an area that is almost exclusively devoted to industrial uses (Burnside Business Park, National Gypsum, Bedford Magazine). The potential risk is that once residential uses are established, residents may become intolerant of the adjacent industrial impacts (traffic, noise, etc.).

We feel it is critical to protect the future potential for marine industrial uses to occur on the outer side of Navy Islands, National Gypsum site and southward to BIO. where there is sufficient water depth. the economy of the city is built on the harbour. However, after a lot of study, we are proposing that residential use can be considered on the inner cove, subject to a number of performance standards that will help minimize the impacts from the adjacent industrial uses.

7. Resident: To protect the deep water on the basin side of the islands, how would that future wharf be accessed from the land? And, what thought has been given to that, if any?

Response (Mr. Cantwell): We provided a slide earlier with 2 or 3 different ways into National Gypsum. The intent of getting out to that wharf with a road would be to upgrade the Wright's Cove Road coming in, put a new set of lights on Windmill Road, and upgrade that road to where the existing wharf road is right now.

8. Resident: What consideration has been given to the homeowners in that area? That road passes 100 feet by my particular bedroom window. It is already used by Secunda Marine with constant traffic there, disturbing homeowners on a regular basis. Most of that road is goes through wetlands.

Response (Mr. Cantwell): The road corridor right now already runs where the CN Rail is. This plan is still in the conceptual stage, therefore there needs to be a more detailed plan completed. It would bypass a lot of the existing salt water marsh and would come in behind where the existing road is at present.

9. Resident: To consider increasing the traffic on that road, in an area that already exceeds any noise level that any normal person should have to deal with, is unfair in every way.

10. Resident: Suggested that industrial development on the outer side of Navy Island will impact the Bedford Basin for recreational use.

Response (Mr. Cantwell): The inner cove is proposed to be kept for recreational uses as it is now. We are also proposing to protect the large salt marsh at the head of the inner cove. We held a workshop with 7 or 8 different marine industrial companies as part of this study, specifically discussing the potential of future expansion in the Wrights Cove area. Other than possibly adding additional boats, there are no known plans for this area to be developed in the short term. This may be something that could take 20 – 50 years, but the reality is that in the harbour there are very few areas where there are opportunities for preserving marine industrial sites - this is one of those sites that should be reserved for this purpose.

11. Resident: Indicated that the residents of the area are being treated like second class citizens, from the time our grandparents purchased these properties. He suggested that there are all kinds of deep water in the Halifax Harbour and the Bedford Basin and that Navy Island is not needed for anything. National Gypsum can expand on the lands they own. There is no need to bring any future development into that area.

Response: Roger Wells explained that he understands where the residents are coming from because he has been involved in public consultation all around the harbour as part of the Harbour Planning exercise. We are hearing the same kinds of issues wherever this is residential development near either existing or potential future marine industrial development. The message is consistent - "we do not want it in our neighbourhood". He explained that the long term plan for Halifax Harbour must achieve a proper balance of many competing interests (residential, recreational, environmental, transportation and industrial). The Port of Halifax, as a working harbour, must be sustained as a key economic driver of the economy, and it is essential that sufficient suitable harbour frontage be retained for marine dependent interests. Where we have potential conflicts, we will do our best to minimize the impacts, but it is important to realize that the harbour cannot be used solely for residential and recreational purposes.

12. MLA Gerry Pye: If you sense or feel the frustration of the residential community, there is a very good reason for that. Over the last 10-15 years, the people who owned residential property in this part of the harbour witnessed residential growth happen throughout the Bedford Basin without them having input or say on how the development of their residential communities would continue to grow and exist. You have to look at what was allowed to occur in other parts of the Halifax Harbour. My concern is that I have always been a supporter of increased residential growth in this area, and I have believed that they can co-exist. When I see your future plan, it allows very little to virtually none for residential growth in the very area where residential growth can take place. I think you need to do some rethinking of just how you develop plans that will allow community uses and harbour oriented or industrial uses to coexist.

It can be done. Concerning the 107 bypass through to Sackville, when Councillor McCluskey was Mayor, the province could not afford to build the 107 extension. We, through the surplus bank account at Burnside, used the money to build the road and then the province eventually paid us back. These same kinds of things can be done. No need to talk about 3 levels of government. The Municipality can borrow the money and hopefully have the province cost share. This will give you some time to redraft a street network that will totally be a business corridor.

13. Mr. Easterbrooks: The wharf (at Navy Island) won't affect us to a large degree, but the roads going to it will, depending what the wharf is used for. This road will run 70 yards from my front door. This will no doubt affect the value of my property. No one thinks of the devaluation of property. Burnside has become too successful, so successful in fact that it will strangle itself because you can't get in and out of the park.

Response (Mr. Cantwell): Explained that part of the HRM's plan is to build an extension of Wright Avenue at the top of the park to HWY. 118, to provide another way in and out of Burnside.

Roger Wells explained that at Regional Council's meeting on December 6th, through Harbour East Community Council, they are asking for an independent traffic study for all of the areas east of Burnside Drive to get a bigger picture of where all the traffic is going and what the impact of the Dartmouth Crossing development could be. They have also requested a report on the general Burnside area, how it's being developed, who is developing it and how HRM is applying policies in the area.

14. Member of Dartmouth Yacht Club: Inquired if the new access road to the Yacht Club will be undertaken by the owners of the Shepard's Island development.

Response (Mr. Cantwell): It is a proposed loop road that would come from Wright Avenue/Bancroft and loop up to Ralston. It could possibly go through the Yacht Club property and potentially go to the rear of the Coast Tire property.

15. How wide would the access to that road be?

Response: The access would be built to an HRM road standard, which is 66 feet.

16. Mr. Manuel: What will happen to existing industrial business on Windmill Road if they change the bylaw (zoning).

Response (Mr. Cantwell): Although this would be a Council decision, normally these businesses would be grandfathered. Existing uses at the time of the adoption of the new zone are usually permitted to exist and may be able to do some limited expansion, perhaps not. Normally, the businesses can continue to exist. When and if the property is ever redeveloped, it has to conform

to the new zoning. That is normally the way Council deals with existing uses that are going to be what is called non-conforming under the new zone.

17. Member of Dartmouth Yacht Club: Commented on how beautiful the yacht club area is. It is one of the nicest places in the harbour - scenery, wildlife, boating. You need to really examine your proposal for further commercial development.

The intent was for this land to be used as recreation, which needs to be preserved.

The road access for the Dartmouth Yacht Club is an issue, with the amount of traffic on Windmill Road. The club currently has 340 members. He expressed concern that development on the Basin side of Navy Island might impede navigation to and from the yacht club.

Response (Mr. Cantwell): Acknowledged the beauty of the area and the large salt marsh, and these factors contributed to the recommendation to protect the inner cove area. He added that if the outer side of Navy Island is to be developed for marine industrial use, adequate navigation for sail boats will have to be preserved. As far as the leasing issue, there is not a conflict as we are recommending that the Island remain as open space.

18. Mr. Soudek: Asked about recreational use of the area. Are there any plans for public launch area for small craft in the area?

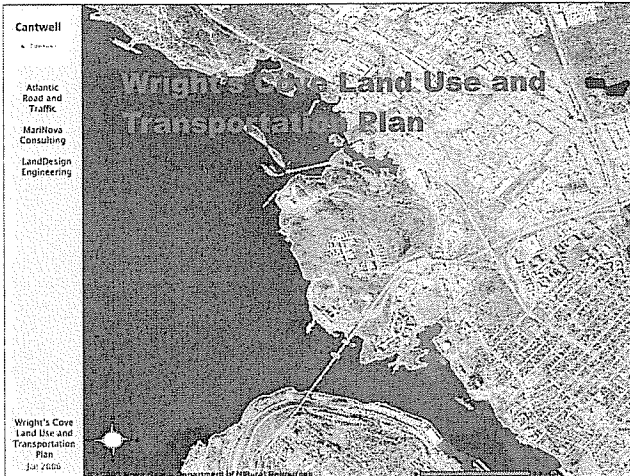
Response (Roger Wells): Explained that this topic is on a list of items to be studied for the entire harbour, as part of the Harbour Planning exercise. We have heard through other consultation sessions that there needs to be more places for boat launches, moorings, public berthing, vehicle/trailer parking and marine services. We intend to complete an inventory and analysis of what facilities exist now, what the public can access versus what is private property and off limits. We will also look at potential locations where we can provide more boat access opportunities over time.

19. MLA Pye: Now that this meeting is winding down, what are the next steps in this process?

Response: Councillor Jim Smith explained that this is a consultant study. This study summarizes the consultant's recommendations. The next steps are for the consultant to reassess what we've heard tonight and prepare his final report. The study will be presented to Regional Council, along with a staff report that will likely request that Council endorse the report in principle. Council will discuss the report - parts they agree/disagree with - and give staff direction to begin the process to change MPS policy and Land Use Bylaw regulations to reflect the recommendations of the report. This process will involve additional public consultation and a public hearing to actually implement the policy. We certainly have a ways to get. There will be at least two more opportunities for the public to have input.

20. Resident: Commented that new development at Navy Island will be a regret in the future. In the cove, you hear loons all the time, racoon, deer, children playing. It's not about the dollar all the time. There are other things we could lose that are far more important than building a huge wharf for a new company.

The meeting concluded at approximately 9:00 pm.



Study Objectives


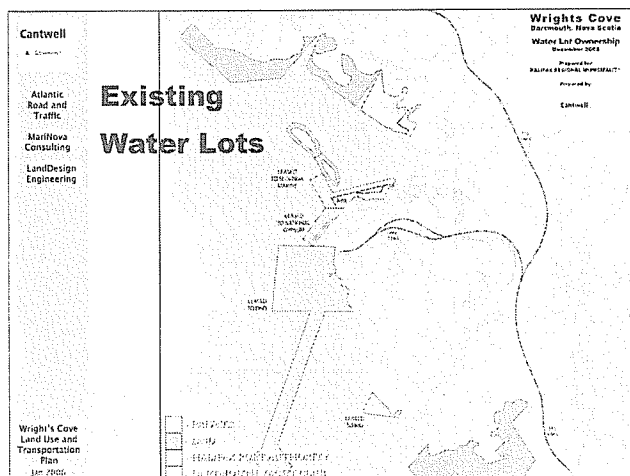
- Assess marine industrial potential of Wrights Cove
- Consult with area stakeholders
- Assess the build out potential of the study area
- Assess LT impact on infrastructure (Sewer, Roads)
- Provide advice on the revision of the municipal plan

Study Process

- Review Background Data and Reports
- Interview Stakeholders
- Stakeholder Workshops (Residents, Marine, Business)
- Steering Committee Workshop
- Physical Planning and Modelling
- Preparation of Land Use Plan and Recommendations

Existing Land Use In Area

- BIO/DND at MacKay Bridge
- DND Bedford Magazine
- National Gypsum and Gulf Oil/HPA Wharves
- Windmill Road Converting to Commercial
- Dartmouth Yacht Club
- Approx 15 Single Family
- Ocean Breeze 396 Units

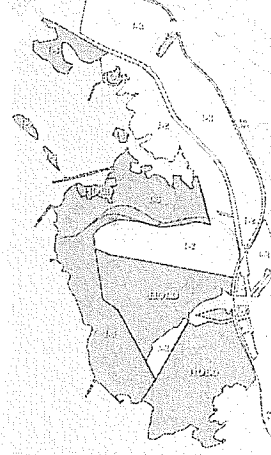



Municipal Plan Policies

1. Protect Navy Island Area, Burnside Waterfront.
2. Land on Wright's Cove protected for future harbour uses.
3. Work with DND to Clean up Harbour Bottom

Zoning

- 1-3 Protects Harbour Frontage
- Previous MPS Amendments Brought 1-2 Across Windmill From Burnside
- Holding - Limits Expansion of Residential Areas and Federal Land



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Biophysical Assessment

Main Points

- Good Water Depth Outside Navy Island 10m to 13m
- Inner Cove Water Depth Limited: 1m - 6m
- Sediment Runoff From Burnside
- Largest Remaining Wetland in Harbour (5 acres)
- Limited Fishery (Bait Fish, No Shellfish Permits)
- Regulatory Approvals to Infill Cove Substantial

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Municipal Infrastructure

Sewer, Water

- New Development Separate Sewer-Stormsewer
- Harbour Solutions Has Looked At Area
- Improve Windmill Rd. Infiltration To Gain Capacity
- Water Commission Has Lots of Capacity

Transportation

- MacKay Bridge: 13,300 in 1971 to 49,600 in 2003.
- Commission Looking at Bridge Expansion -25 Yrs
- Windmill Road (Akerley - Wright) 48,000 vpd

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Windmill Road Traffic Counts

Figure 2.7-0 - AADT Trendline Trunk 7 - Magazine Hill North of Akerley Blvd.

Volume(Year) = 800(Year-2005) + 33500
 $R^2 = 0.88$

• One Of the Busiest Streets In Nova Scotia

• Two Accidents Per Week

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Current Transportation Issues

- Windmill Road (Victoria - Akerley) Congested, Problems with Left Turns and Accidents.
- MacKay Bridge East Ramp Intersection - Poor
- CN Line Blocks Traffic On Princess Margaret Blvd
- Access to Much of Study Area Restricted by Barriers
 - Water,
 - Rail
 - Grade Changes, etc
- Truck Access to National Gypsum Limited

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MARKET ANALYSIS

- Marine Industrial
- Military Facilities
- Retail
- Office
- Hotel
- Residential

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Marine Industrial - Bulk

- Bulk Commodities = 2/3 of Port Tonnage
- National Gypsum 4m Tonnes Year (30% Capacity)
- Potential for 7m Tonnes Gypsum, Sand, Salt, etc.
- Only Rail Connection From Musquodoboit Valley to Ocean. Sheet Harbour Has No Railway
- HPA Looked at Pier 9, Feasible But Not Desirable
- Wright's Cove Has Expansion Potential

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Other Marine Uses

- 1982 SeaBase \$37million, \$74m in 2005\$
- EnCana at Pier 9 Has Excess Capacity
- Woodside Wharf Provides Fabrication Capacity
- Wrights Cove Reviewed for Container Facility
- Doesn't Make Short List (Dredging, UXO)
- HPA Strategy Ceres Terminal & Rockingham
- Demand is There, Issue is Cost.
- Needs Government Funding
- Prudent Thing Is to Protect Capacity

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Military Facilities

- CFAD Bedford (Bedford Magazine) - Major Ammunition Depot - Eastern Fleet
- 1945 Explosion Created UXO Problem
- Relocation Not Plausible or Realistic
- Degaussing Range. Minimizes Electronic Signature of Ship Hull.
- Few Locations In Harbour To Accommodate This
- Critical Infrastructure, Implausible to Relocate
- May Become Technically Obsolete, No Guarantee

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CFAD Bedford - Protection Zones

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Retail Development

- Economic & Pop. Growth Supports More Retail
- Trends in Big Box and Lifestyle Centres
- Dartmouth Poised for Major Retail Growth
- Large Sites on Windmill Road Could Straddle Both Markets (Hfx and Dartmouth)
- Likely Scenario is More Strip Retail - Attracted to 48,000 vpd

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Office Development

- Currently 9.5 m SF of Office Space in HRM
- Most New Development In Sub-markets, Like Burnside and Bayer's Lake
- Projections Indicated Demand for 125,000 SF /Yr
- Current Research in Motion (RIM) Proposal 50,000 SF in Dartmouth (One Building per Year)
- City of Lakes Business Park Dominant Location
- Potential at Windmill Crossing (Moosehead)
- Shannon Park Frontage on MacKay Bridge Ideal

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Hotel Development

- Halifax Hotel Market Very Strong
- Supply of Rooms in Halifax Has Increased 20% In Past 5 Years to 4,023 rooms
- Dartmouth Market has Been Stagnant
- Several New Hotels Proposed For Windmill Road
- New Hotels for Aerotech & Airport
- Study Anticipates New Hotels on Windmill Road

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Residential Housing

- HRM Pop. Projections to 2026 - 84,400 people and 57,000 households
- 50% Suburban, 25% Capital District
- Greenfield Sites Provide Capacity for 75,000 homes (I.e., No Shortage of Land)
- Housing in Wright's Cove May Have Compatibility Issues
- Shannon Park and Ocean Breeze have Potential for Additional Housing
- New Housing Need Buffer From Marine Industrial

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Market Analysis Summary

- Marine. Good Demand For Bulk Commodities. Container Terminals Strong, but Poor Location.
- Hotels. Demand Is Strong for New Hotels.
- Retail. First 300-350 Feet of Depth on Windmill Rd. Desirable, if Traffic Can Be Managed.
- Office. Good Office Location, Demand is Slow.
- Residential. Developers Want Waterfront Locations. Demand Will Be Strong.
- Industrial. Good Demand, Although Not Able to Pay for Premium Sites (Highway Commercial Pays More)

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Current Development Proposals

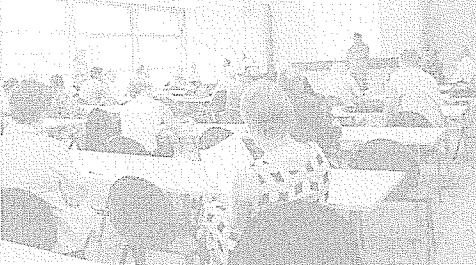
- Hotel, Restaurant & Residential (Opposite Brewery)
- Moosehead Brewery (Windmill Crossing) Hotel Infill
- Maritime Steel Redevelopment - Retail
- Shannon Park Redevelopment (Games and/or Housing). Commonwealth Games Facilities
- Ocean Breeze Redevelopment and Infill (Residential)
- Expansion of National Gypsum For Aggregates
- BIO Office Building (On Hold Pending Review)

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Stakeholder Workshops

- Residential
- Marine Industrial
- Existing Businesses on Windmill Road



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Workshop Results - Residential

- We Love Area - Status Quo Is Fine
- If Change, More Residential Development
- Single Family Preferred Format
- Limit New Industrial Uses - Nothing Obnoxious
- Allow Marine Industrial Only On Outer Basin - Screened
- Protect Salt Marshes and Openspace
- Connect to Regional Openspace System

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Workshop Results - Marine

- Protect Wright's Cove for Marine Industrial
- Three Key Areas:
 - National Gypsum
 - Basin Side of Navy Island
 - National Gypsum to BIO
- Need New Road Access to National Gypsum
- Extend Rail Spur Towards BIO
- Concerned About New Residential Development

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Workshop Results - Commercial

Transportation a Major Issue

- High Level of Accidents
- Need for Loop Road at Ralston
- 107 Extension to Solve Windmill Road Problems
- Pedestrian Crossing from Windmill BRT

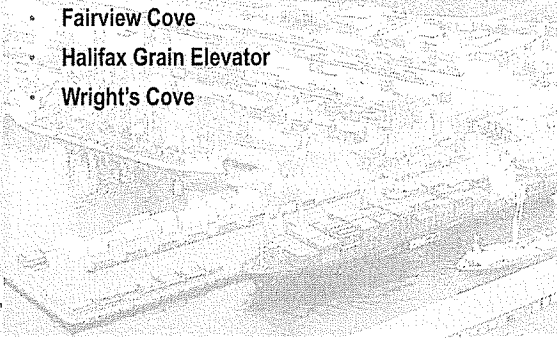
- Mixed on Residential - Impact Existing Uses, Most Don't Want it.
- Concern About BRT Location (Want Burnside Drive)

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Case Studies Resident/Industry

- Dartmouth Cove
- Fairview Cove
- Halifax Grain Elevator
- Wright's Cove



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Lessons Learned

- Residents will Complain About:
 - Noise
 - Dust
 - Odour
 - Light Pollution
- Prevent Conflict By Not Allowing Residential Too Close to Industry
- If This Condition Already Exists, Clear Communications Policy Key
- Industry Needs to Be A Good Neighbour

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Study Conclusions

Marine

- Wrights Cove Important for Marine Industry;
- But . . . Only a Portion Is Suitable for Marine Activity;
- Protect Water Depth, Connect to Road and Rail;
- Some Restrictions on New Marine Industrial Activity

Residential

- Retain Existing Residential Uses (Maintain Rights);
- Some New Residential May Be Possible Under the Right Conditions;

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Study Conclusions - Cont

Environment

- Environment Is Important: Protect Salt Marsh.
- Connect Open Space to Regional Trail System.

Commercial

- Evolution of Windmill Road Will Continue
- Modify LUB to Control Development (Clean Up)

Infrastructure

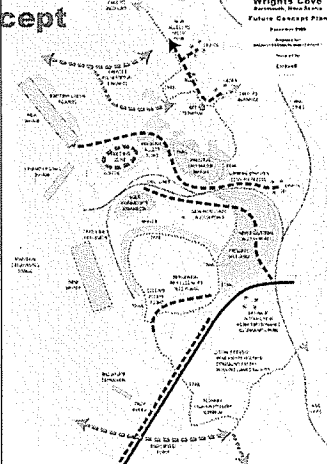
- Windmill Road Improvements Needed
- Sewer Capacity at Shannon Park Requires

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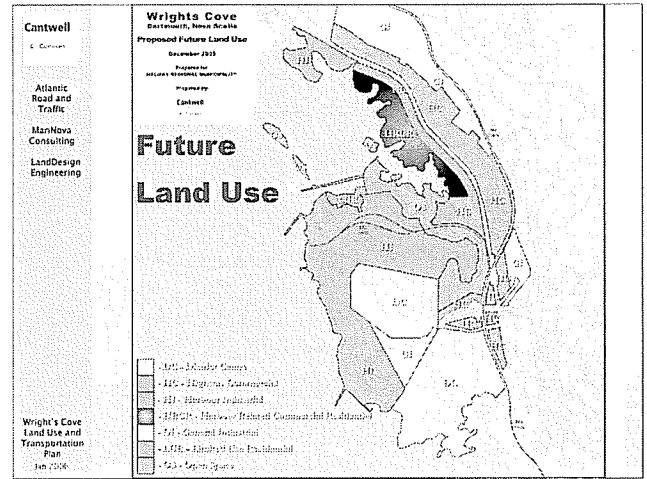
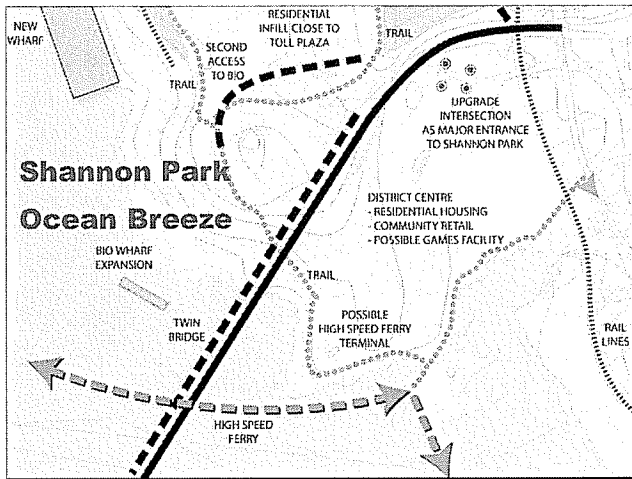
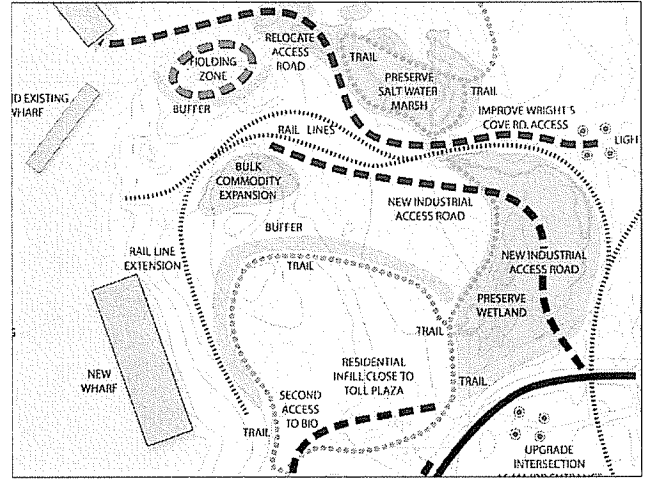
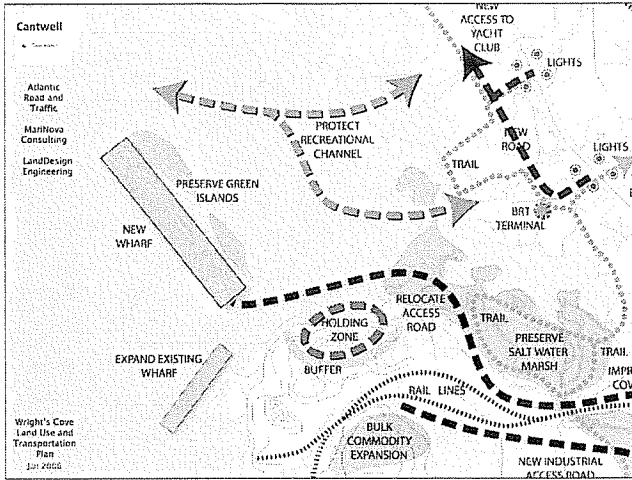
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Proposed Concept

1. Protect Deep Water Marine Industrial. Expand Bulk Shipping
2. New Road & Rail Extension Into Natl Gypsum Lands
3. Inner Cove for Clean Business, Residential (With Restrictions) & Recreation.
4. Restrict Residential Near Gypsum Facility Only.
5. Loop Road, Divided Median on Windmill Road
6. Openspace Protection and Regional Trails.



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Future Land Use

- District Centre (Shannon Park, Ocean Breeze)
- Highway Commercial (Retail, Office, Hotel)
- Harbour Industrial (General Marine, Commodities, Ship Maintenance, O&G, etc)
- HRCR - Harbour Related Commercial: Harbour Industrial, Office, Res (by DA), no Heavy Industry
- General Industrial (Light Industrial)
- Limited Use Residential (Same as Existing Residential Holding Area)
- Open Space

Description of HRCR

- Residential, Office and Hotel through Development Agreement Only. Performance Standards.
- Set Maximum Interior Noise Level (e.g., 45 decibels).
- Control Design of Outdoor Living Area.
- Use DA's to Access Waterfront Trail and Setbacks.
- Retain Vegetation on Islands as Visual Buffer
- Marine Industrial Should Also Have Requirements (Covered Conveyor Belts, Directional Lighting, etc)

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Shannon Park / Ocean Breeze District Centre

- Location Ideal for a District Centre (111, Bridge, Location)
- Need High Density to Generate Critical Mass of Residents (1,500 Ocean Breeze, 4,000 Shannon Park)
- Prefer Some High Rise (Water views = Upscale Market)
- Residential Density Will Support Local Retail
- Noise Control and Issue (Halifax Ship Yards, MacKay Bridge, etc)
- Potential Commonwealth Games Facilities
- Stadium Requires Careful Design (Camden Yards) to Ensure Year Round Activity

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3rd Party Review

- Jill Grant, PhD, Dalhousie Planning Retained to Review Draft Recommendations
- Scope. Site Visit, Review Report, Literature Review.
- 19th Century Separation of Residential & Industry Protect Residents From Contamination.
- 20th Century Environmental Regulations Have Reduced Need for This.
- Mixed Use Zoning. More Common Asia & Europe (Due to land constraints)
- Consultant Agrees that Residential Is Possible with proper setbacks and construction standards
- Recommended a Minor Revision to Separate Uses

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Windmill Road Improvements

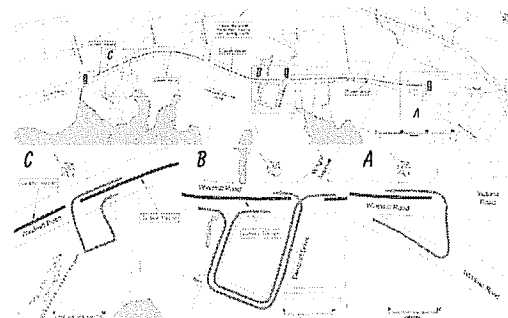


Figure 4.4.3 - Proposed Road Centre Median and Turn Around Overlap

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National Gypsum Access

1. New Access Road for National Gypsum
2. Truck Access to Wharf
3. Three Options (A,B,C)

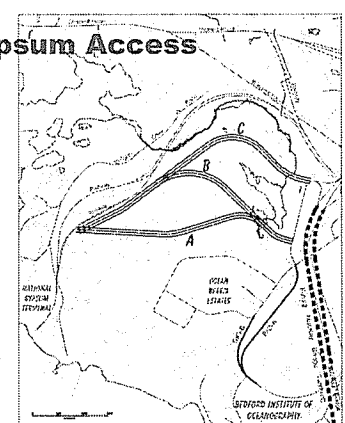


Figure 4.4.2 - Access Road, Bldg. 1009, 96 E. and 1120

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Shannon Park Access

1. New Lights Princess Margaret - West
2. Relocate Baffin Blvd
3. Re-align East Ramp to Iroquois
4. Traffic Signals at East Ramp
5. Consider Grade Separation of Railway
6. Right Turn Lane
7. Nootka Lghts

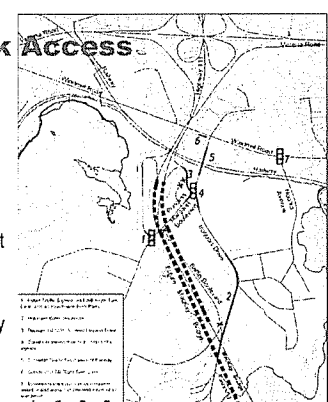


Figure 4.4.3 - Proposed Road Improvements in Ocean Breeze

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Next Steps

- Presentation to HRM Council
- Finalize the Report
- Integrate Results Into Future Planning
 - Commonwealth Game Facility Planning
 - District Centre Design Criteria (Shannon Park)
 - Revision of MPS for Area

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