



Committee of the Whole Excerpts
April 09, 2024

PAYZANT TO KING CONNECTION EXCERPT

The Windsor Intersection Infrastructure Needs Assessment Study completed by WSP in 2020 recommended extending Payant Drive and making a connection to King Street. Design Point submitted a Proposal in August 2023 to do the engineering and surveying services for the Functional design of the extension and connection. The design would be completed in two (2) phases. Phase 1 was the “Extension” (Payzant Drive from Avon View High School driveway by approximately 255 meters) and be the developer’s responsibility if the DA was approved. Phase 2 was referred to as the “Connection” (extended to connect with King Street) and was the responsibility of the Municipality. Upon approval by Council, staff will direct Design Point to move forward with the detailed design for Option 4 and potentially be ready to tender for construction by Spring of 2025 (ideal schedule) or a 2026 construction. The design will be for an urban street, c/w curb and gutter, concrete sidewalk, sanitary sewer, storm system and new water main.

The recommended motion was that Committee of the Whole recommend that ...

COUNCIL APPROVES GIVING DIRECTION TO DESIGN POINT TO MOVE FORWARD WITH DETAILED DESIGN AND COMPETITION DOCUMENTS AND SPECIFICATIONS FOR THE PAYZANT EXTENSION TO KING STREET CONNECTION, PHASE 2, AT AN ESTIMATED COST OF \$80,000 PLUS APPLICABLE TAXES.



WEST HANTS REGIONAL MUNICIPALITY REPORT

Information ☐	Recommendation ☒	Decision Request ☐	Councillor Activity ☐
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To: Committee of the Whole

Submitted by: _____
Todd Richard, Director of Public Works

Date: April 9, 2024

Subject: Payzant to King Street Connection

LEGISLATIVE AUTHORITY

Nova Scotia Municipal Government Act, Section 23 authorizes Council to make policies for municipal purposes.

RECOMMENDATION or DECISION REQUEST

Committee of the Whole to recommends to Council that:

Council approves giving direction to Design Point to move forward with Detailed Design and Competition documents and specifications for the Payzant Extension to King Street Connection, Phase 2, at an estimated cost of \$80,000 plus applicable taxes.

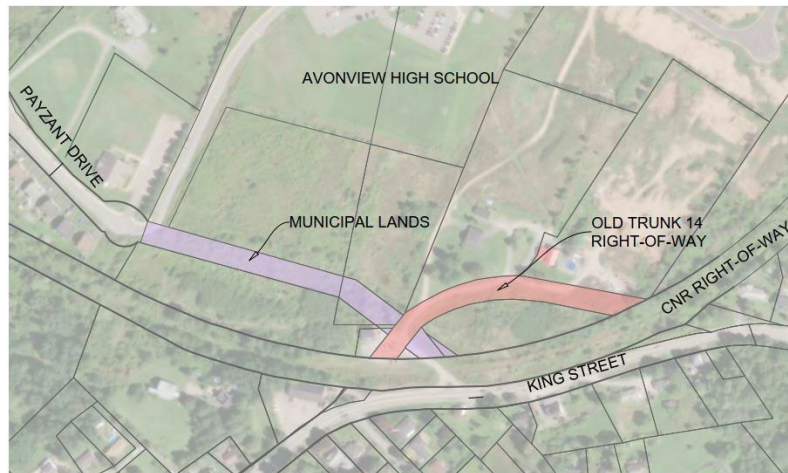
BACKGROUND

Property ☒	Public Opinion ☐	Environment ☐	Social ☐	Economic ☐	Councillor Activity ☐
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The Windsor Intersection Infrastructure Needs Assessment Study (WSP 2020) recommended extending Payant Drive and making a connection to King Street. Design Point submitted a Proposal in August 2023 to do the engineering and surveying services for the Functional design of the extension and connection.

DISCUSSION

The original objective was for Design Point to provide options for the proposed Alignment. Design Point completed preliminary work to determine the design constraints and obstacles. A topographic survey was completed to locate existing infrastructure and topography in the vicinity of the proposed alignment. It was determined there would be multiple obstacles to design around including a watercourse, wetlands, property acquisition and the railway line. Preliminary options needed to also consider vertical and horizontal alignment of Payzant Drive and King Street, intersection spacing, sight distances and environmental impacts.



Layout of Existing Land

In November 20203, McCallum Environmental completed a Wetland Delineation to aid in the development of options.



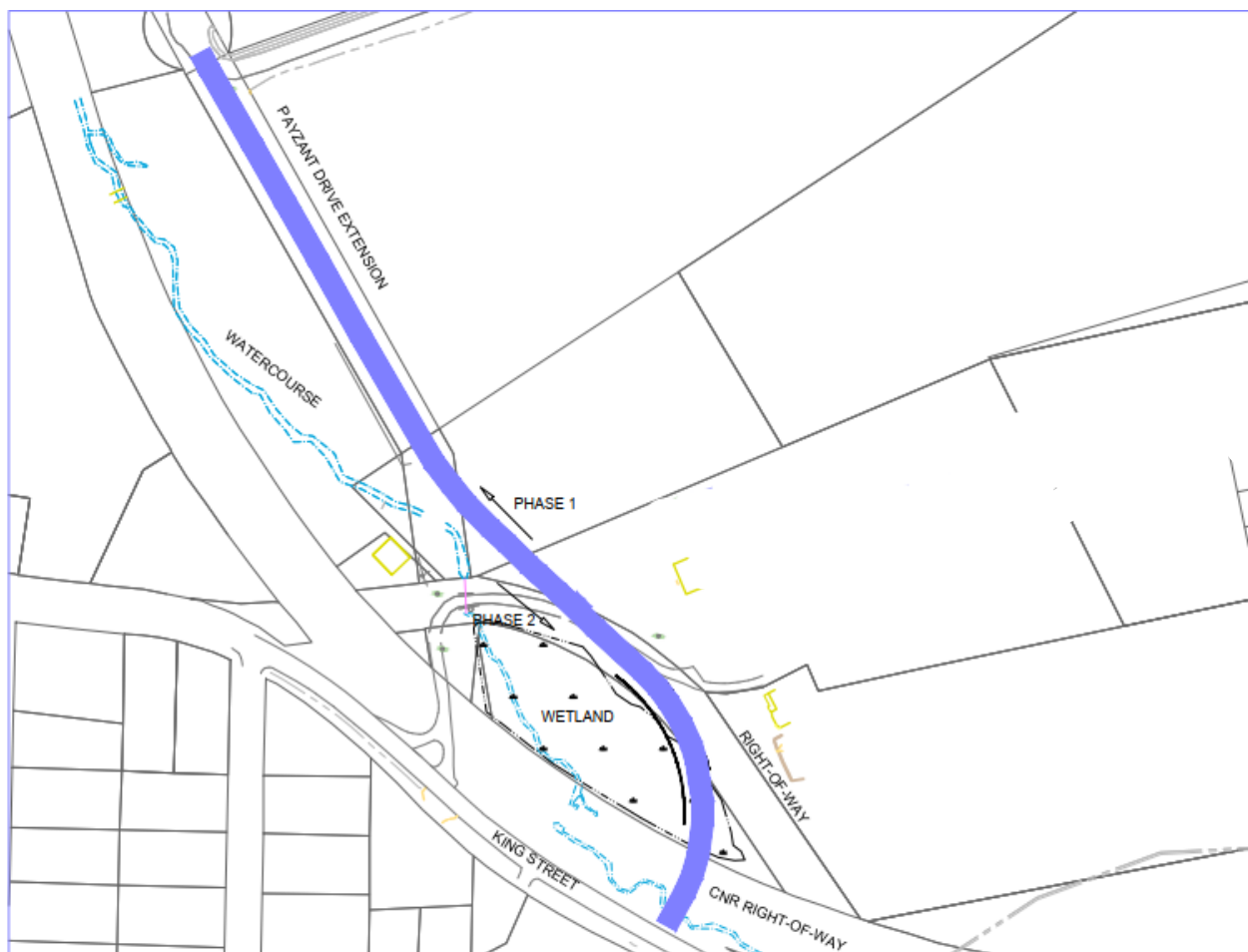
Mapped Wetland and Water Course

Design Point assumed the project will be two phases. The first phase “The Extension” would extend Payzant Drive from the Avon View High School driveway by approximately 255 meters, and the second phase, “The Connection” would extend to connect with King Street,

approximately 230 meters. Phase one has a relatively easy alignment and so options were required for Phase 2.

Currently there is a Development Agreement in progress for PID 45053030 and PID 45343894, which would be Phase 1, and the developer is responsible for this portion of the road construction.

Three options were developed over a period of a few months and presented to the Municipality in December for review and discussions. Upon review, the municipality asked for a hybrid of those options and after multiple design iterations, Option 4 was established. This option appears to be the most efficient alignment to overcome the numerous challenges in such a small area. It also includes an Urban Cross Section to allow for sidewalks.



Proposed Alignment by Design Point

The original proposal was to develop options for a Functional design and now that an option has been decided on, it is necessary to complete detailed design so the project can be tendered for construction.

High Level Class D Estimates for Construction (including Engineering & Contingency):

Phase 1: Responsibility of Developer

Phase 2: \$1,269,000 plus applicable taxes

NEXT STEPS

Upon approval by Council, staff will direct Design Point to move forward with the detailed design for Option 4 and potentially be ready to tender for construction by Spring of 2025 (ideal schedule) or a 2026 construction. The design will be for an urban street, c/w curb and gutter, concrete sidewalk, sanitary sewer, storm system and new water main.

FINANCIAL IMPLICATIONS

Pending Council's decision, the amount of \$83,432 for the detailed design including applicable taxes will be captured in the 2024-25 capital budget, to be funded through the operating reserve.

ALTERNATIVES

1. Council may choose not to proceed with this planned project.
2. Council may direct staff to put the detailed design out for public bidding (RFP).
3. Council may direct staff to put the detailed design out to our current engineering consultants that we have standing offers with.

Option 2 and 3 would most likely delay the process and not meet a potential 2025 construction schedule.

ATTACHMENTS

n/a

CHIEF ADMINISTRATIVE OFFICER REVIEW

The report and recommendation align with past direction from Council. It's important to continue to highlight that the connector or Phase 2, as described in the report, is not required for the Development Agreement with Parsons Green currently being reviewed but will most certainly compliment the proposed development along with other neighboring developments

and general traffic flow in this very busy area of the municipality. It is a much needed connector that's been discussed over the Town and former municipality's long history. I support the recommendation.

Report Prepared by: 
Erin Amirault, P.Eng. Project Engineer Public Works

Report Reviewed by: _____

Report Approved by: 
Mark Phillips, Chief Administrative Officer