



# Municipality of the District of West Hants

## STAFF REPORT

**TO:** Planning Advisory Committee

**FROM:** Karen Dempsey, Senior Planner

**DATE:** 12 November, 2013

**SUBJECT:** **Subdivision By-law Amendment –Future Streets Conceptual Plan**

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### ORIGIN

25 April, 2012- PAC passed a motion "...to move ahead with amendments to the Subdivision By-law with respect to a Future Streets Map."

June 26 2013- Garlands Crossing/Windsor Border Area Transportation Study, final Report received by Windsor-West Hants Joint Council, and referred to each Council for approval.

August 13, 2013 – Council approved the following motion : "... to approve the Alternative E street layout in principle and refer it to Planning Advisory Committee as the basis for development of a Future Streets Map to be adopted through Subdivision By-law amendments."

### RECOMMENDATION

It is recommended:

**That Council approve the Future Streets Conceptual Plan, as shown in Exhibit 1, and supporting text, as specified in Exhibit 2, as amendments to the West Hants Subdivision By-law.**

### BACKGROUND

The *Garlands Crossing/Windsor Border Area Transportation Study Final Report* provides a long-term strategy for the establishment of a system of roads and active transportation routes to accommodate future development in the border area.

The report included a preferred future roadways concept to be implemented through amendments to the Subdivision By-laws of the two municipal units. For West Hants, this means the adoption of a new "Future Streets Map" and associated regulations. The proposed Future Streets Conceptual Plan attached to this report is based on the "Alternative E Preferred Future Concept" map resulting from the Griffin Transportation Study. It is important to note that this map is conceptual in nature and is not to be regarded as delineating actual road reserves on the ground. This map will serve as a general guideline to assist planning staff and developers in determining where best to locate future street connections as development proceeds in the Garlands Crossing Area over the

next ten to twenty years. Many of these future streets and street connections will only become possible over the long term under a fairly aggressive rate of development.

As the Town of Windsor already has a Future Streets Map and supporting text in its' Subdivision By-law, it will need to be amended to make it generally conform with the new Future Streets Conceptual Plan proposed for the West Hants Subdivision By-law.

Meetings have been held with the Town of Windsor, Director of Public works and Director of Planning to ensure that amendments to the Town of Windsor Subdivision By-law occur around the same time that amendments to the West Hants Subdivision By-law take place. Over the last month meetings have also been held with municipal staff including West Hants Director of Public Works, West Hants Development Officer, West Hants Director of Planning, West Hants Recreation Director, West Hants Active Living Co-ordinator as well as the Planner and Planning Technician. Discussions have also been held with Jim Copeland, Engineer with the Griffin Transportation Group and Jeff Ward Senior Planner involved with the transportation study as well as a local developer.

In order to implement the Future Streets Conceptual Plan, supporting text must be added to the West Hants Subdivision By-law. Two new clauses are proposed for Part 5: Public Streets and Private Roads, Section 32.

***Existing West Hants Subdivision By-law, Part 5, Section 32:***

Streets in adjoining subdivisions      **32.**      Where a public street or private road in an adjoining subdivision abuts the boundaries of a plan of subdivision submitted for approval, a public street or private road in the latter shall, if reasonably feasible, be laid out in prolongation of such public streets or private roads, unless it would be in violation of this By-law.

***Proposed amendments (added text is highlighted):***

Streets in adjoining subdivisions      **32.**      **(a)** Where a public street or private road in an adjoining subdivision abuts the boundaries of a plan of subdivision submitted for approval, a public street or private road in the latter shall, if reasonably feasible, be laid out in prolongation of such public streets or private roads, unless it would be in violation of this By-law.

**(b)** Where an area of land being subdivided abuts a vacant parcel, undeveloped remainder parcel or a parcel with a high likelihood of future infill development, redevelopment or intensification, the street layout of the proposed subdivision must provide for adequate future street and pedestrian connections to adjacent undeveloped or underdeveloped lands.

**(c)** Where an area of land being subdivided includes or abuts land that contains a future street connection as identified on the Future Streets Conceptual Plan, the general layout of new streets in the proposed subdivision shall generally conform to the Future Streets Conceptual Plan. The location of such new streets is not required to be an exact match of the Future Streets Conceptual Plan, but must allow for, in the opinion of the Development Officer, the future continuation and completion of future street connections.

An additional text change would also be required in **Part 11: Concept Plans, Section 54** of the Subdivision By-law to clarify and specify that the traffic impact analysis required at the Concept Plan stage be done in accordance with the Nova Scotia Department of Transportation and Public Works' Guide for the Preparation of Traffic Impact Studies. This will now match the requirements set out in the Municipal Planning Strategy (MPS) Policy 14.6.3.

***Existing West Hants Subdivision By-law, Part 11: Concept Plans, Section 54:***

**Traffic Study**                    **54.**        The concept plan shall be accompanied by a traffic impact analysis, prepared by a professional engineer, the level of detail of which shall be relative to the scope of the development.


***Proposed amendments (added text is highlighted):***

**Traffic Study**                    **54.**        The concept plan shall be accompanied by a traffic impact study, prepared by a qualified traffic or transportation engineer registered with the Association of Professional Engineers of Nova Scotia in accordance with the Nova Scotia Department of Transportation and Public Works' Guide for the Preparation of Traffic Impact Studies.

**CONCLUSION**

These proposed additions to the West Hants Subdivision By-law, in the form of the Future Streets Conceptual Plan and text amendments, would be the first policy initiative undertaken to ensure that the relevant findings of the Griffin Transportation Study are reflected in planning documents for the Municipality of West Hants.

Respectfully submitted









  
Karen Dempsey  
Senior Planner

**Exhibit 1**

**MUNICIPALITY OF THE  
DISTRICT OF WEST HANTS  
SUBDIVISION BY-LAW**


**FUTURE STREETS  
CONCEPTUAL PLAN  
(DRAFT)**

**Transportation Network**

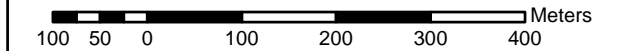
-  Major Arterial
-  Trunk Highway
-  Collector Streets
-  Proposed Collector Streets
-  Local Streets
-  Proposed Local Streets
-  Proposed Active Transportation Route
-  Municipal Boundary

Approved: Month, Date, Year, As amended to \_\_\_\_\_

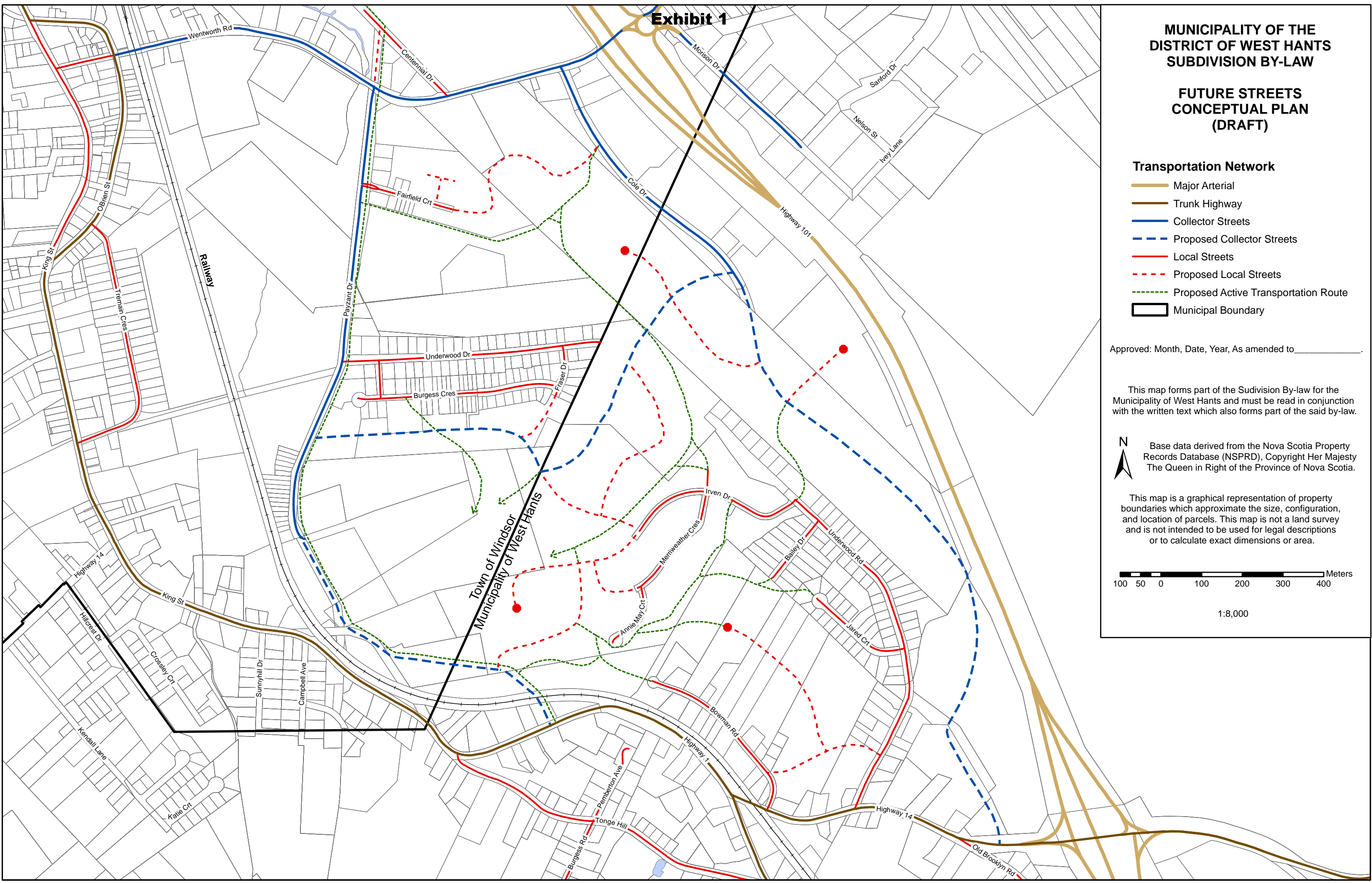
This map forms part of the Subdivision By-law for the Municipality of West Hants and must be read in conjunction with the written text which also forms part of the said by-law.

 Base data derived from the Nova Scotia Property Records Database (NSPRD), Copyright Her Majesty The Queen in Right of the Province of Nova Scotia.

This map is a graphical representation of property boundaries which approximate the size, configuration, and location of parcels. This map is not a land survey and is not intended to be used for legal descriptions or to calculate exact dimensions or area.



1:8,000



## EXHIBIT 2

### Proposed Text Amendments to the West Hants Subdivision By-law

#### PART 5: PUBLIC STREETS AND PRIVATE ROADS

Streets in adjoining subdivisions

**32.** (a) Where a public street or private road in an adjoining subdivision abuts the boundaries of a plan of subdivision submitted for approval, a public street or private road in the latter shall, if reasonably feasible, be laid out in prolongation of such public streets or private roads, unless it would be in violation of this By-law.

(b) Where an area of land being subdivided abuts a vacant parcel, undeveloped remainder parcel or a parcel with a high likelihood of future infill development, redevelopment or intensification, the street layout of the proposed subdivision must provide for adequate future street and pedestrian connections to adjacent undeveloped or underdeveloped lands.

(c) Where an area of land being subdivided includes or abuts land that contains a future street connection as identified on the Future Streets Conceptual Plan, the general layout of new streets in the proposed subdivision shall generally conform to the Future Streets Conceptual Plan. The location of such new streets is not required to be an exact match of the Future Streets Conceptual Plan, but must allow for, in the opinion of the Development Officer, the future continuation and completion of future street connections.

#### PART 11: CONCEPT PLANS

Traffic Study

**54.** The concept plan shall be accompanied by a traffic impact study, prepared by a qualified traffic or transportation engineer registered with the Association of Professional Engineers of Nova Scotia in accordance with the Nova Scotia Department of Transportation and Public Works' Guide for the Preparation of Traffic Impact Studies.