

Laura Oakley & R. Dean Webb
952 Highway 2
Elmsdale, NS
B2S1M7

To Whom It May Concern,

We chose to live in Elmsdale because we enjoy being in a 'country' setting while at the same time having the conveniences of a larger community. We chose to live in the 900 section of Elmsdale because it consists of single-dwelling homes and we want to raise a family in this type of setting. If we had wanted to live in an area with apartment buildings we would have chosen to live in Bedford or Lower Sackville. We are concerned that if one property owner is granted to build multi-unit complexes on their property, others will follow suit and we will soon be surrounded by apartment buildings. We have already seen this in the proposed development of Wickwire Station with a proposed 700 mid-rise apartment units and the proposed development of land owned by The Shaw Group Ltd. composed of four properties (PID# 45411162, PID# 45411170, PID# 45410115 and PID# 45282167) to include medium and high density residential development if their application for mixed use development through a Development Agreement is approved by council.

You have the opportunity to set precedence for the future development of this area, please consider the impact your decision will have on families already established in the area.

We want to make it clear, we are not against development, but we are proponents for well thought out development.

We chose to live in East Hants, corridor, because we used to live in a part of Halifax County which saw a surge of development in the 1990s. At the time the infrastructure could not handle the increased load, if all kinds of development were allowed to begin. Due to this, council halted further development until a more thorough plan could be decided on. Please use this opportunity to have further development more thoroughly planned for our East Hants area. Development and growth are wonderful, but only if it is thoroughly planned, not haphazard as we have seen with some developments.

As we have reviewed the planning proposals in our community, we have some concerns and questions concerning the ability of existing infrastructure to 'handle' the additional load on the system.

a) School infrastructure:

In a study during the East Hants school review: Maple Ridge Elementary and Shubenacadie District Elementary had the current school capacity:

Maple Ridge Elementary: 2017 Current school capacity (permanent structures only): 350
(source: <https://www.ccrce.ca/sites/default/files/school-review->

[docs/School%20Information%20Profile%20%20-%20Maple%20Ridge%20Elementary%20School.pdf](#));

Current enrollment 2019-2020: 238 (source: <https://data.novascotia.ca/widgets/cjnf-ywvt>). Room for additional **112** students.

Shubenacadie District Elementary: 2017 Current school capacity* (permanent structures only): 449 (source: <https://www.ccrce.ca/sites/default/files/school-review-docs/School%20Information%20Profile%20%20-%20Shubenacadie%20District%20Elementary%20School.pdf>);

Current enrollment 2019-2020: 208 (source: <https://data.novascotia.ca/widgets/cjnf-ywvt>). Room for additional **241** students*.

*as of 2017, with the understanding that some space has now been taken over by Regional offices when Regional building in Elmsdale was relocated to Shubenacadie.

Riverside Education Centre: student capacity: 678 (source: <https://novalearning.ca/Riverside.aspx>),

Current enrollment 2019-2020: 589 (source: <https://data.novascotia.ca/widgets/cjnf-ywvt>). Room for additional **89** students.

East Hants Rural High has approximately 1000 students;

Current enrollment 2019-2020: 746 (source: <https://data.novascotia.ca/widgets/cjnf-ywvt>). Room for additional **254** students.

Has any collaboration been conducted with the Chignecto Central Regional Centre for Education to determine the capacity of these schools considering the proposed developments? With approximately 2215 and 1250 proposed dwellings for the sites combined, if every dwelling had 2 children, there would be an estimated additional 6730 students.

Looking at current enrollment numbers and capacities (at approximate values) there is approximately room for an additional 680 students in all 4 schools. These numbers do not take into consideration school boundaries and age of children moving to the area to determine what school they would attend. Regardless it shows **a deficit** of space for **6050** students!

Even if we estimated that half of the dwellings had 1 child, which would bring an additional 1732.5 students, **a deficit** of space for **1052.5!**

Schools cannot be built overnight. Developers will build so people will move to the area and the Developers will profit. However, schools have the possibility of being very overcrowded or not equipped to handle the extra load on the system with the status quo of buildings already in place.

b) Road Infrastructure:

In the sensitivity analysis of the road infrastructure (<https://www.easthants.ca/wp-content/uploads/2020/01/Armco-Traffic-Sensitivity-Analysis-2019.pdf>) the “NSTIR is requiring that the South Access intersection with Trunk 2 be upgraded to a roundabout” at the site where the 60 km/h changes to 80 km/h headed to Milford. The analysis also states that already “Traffic volumes collected along this section of Trunk 2 by NSTIR indicate a two-way AADT of approximately 3,200 vehicles per day.” What is the addition of 2215 dwellings going to do to the traffic volumes? It is highly likely, at this time, anyone moving to the area will require at least one vehicle per dwelling/unit. That is an additional 2215 vehicles, adding 70% capacity to traffic volume. If half of these dwellings/units have two vehicles that adds an additional 104%!

The report also refers the new 102 interchange, but fails to stipulate that it is approximately 2.8 km (from Robert Scott Drive) to 2.0 km (from near Isenor Rd) away, depending on which site access is referenced, on a very populated road with multiple subdivisions off of it.

We understand that the Nova Scotia Transportation and Infrastructure Renewal will be approving the intersection design for Truck 2. Has the Municipality been in contact with Nova Scotia Transportation and Infrastructure Renewal to be privy to whether left turn only lanes are part of Road 1 and Road 2 for the subdivision? We do not want another Elmwood on our hands!

c) Emergency Services

Has the Municipality contacted Lantz Fire & Emergency Services also with Elmsdale Fire & Emergency Services regarding their capacity to serve and protect the current area as well as the new proposed subdivision? Is there adequate apparatus and volunteers?

d) Electricity Infrastructure

Has the Municipality contacted Nova Scotia Power to confirm the current distribution infrastructure will support the additional load introduced by the new developments? Will additional substations and noise mitigation measures be incorporated to ensure the new development residents are not adversely impacted by the noise associated with transformers; and, will reliability measures be included to ensure new, and existing, communities are protected from loss of electricity due to environment related outages and maintenance outages.

e) Waste Water Management Infrastructure

Does the current infrastructure within the Municipality have room for expansion to ‘cover’ the extra load on the system?

f) Water Management Infrastructure

Does the current infrastructure within the Municipality have room for expansion to ‘cover’ the extra load on the system?

Thank you for reading our concerns,

R. Dean Webb & L. Oakley