



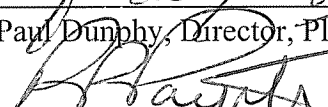
Halifax Regional Council  
December 17, 2002

**TO:** Mayor Kelly and Members of Halifax Regional Council

**SUBMITTED BY:**

  
George McLellan, Chief Administrative Officer

  
Paul Dunphy, Director, Planning & Development Services

  
Rick Paynter, P.Eng., Director, Public Works & Transportation Services

**DATE:** December 9, 2002

**SUBJECT:** Proposed Highway 111/Micmac Boulevard Improvements

**ORIGIN**

December 6, 2001 meeting of Harbour East Community Council and the January 29, 2002 meeting of Halifax Regional Council, item 9.1, Woodland Avenue East Planning Process and Traffic Study.

**RECOMMENDATION**

It is recommended that Halifax Regional Council:

1. approve funding in the amount of \$75,000 from the 2002/03 Capital Budget, Account CTR00529, for the purposes of implementing the design of Phase 1 of the subject project and as outlined within this report.

And subject to the project approval in the 2003/04 Capital Budget,

2. authorize the Clerk and the Mayor to execute the required cost sharing agreement (Attachment "C") between the Nova Scotia Department of Transportation & Public Works and the Halifax Regional Municipality as pertains to the Provincial/Municipal project cost sharing as outlined in this report.
3. approve in principle and authorize staff to initiate the formal process for the adoption of attached By-Law Number L-113(Attachment "D") respecting Charges for Road Improvements to be recovered from the owners of properties subject to a Local Improvement Charge and as depicted on the attached schematic plan "A" (Attachment "E").

## SUMMARY

The Woodland Avenue East Planning Process studied the development potential in the area of Woodland Avenue, Micmac Boulevard and Highway 111 and the capacity of the surrounding road network. Capacity deficiencies at the Highway 111/Micmac Boulevard interchange were identified as impeding further development of the properties served by this interchange.

Council adopted policies which limit most as-of-right development in the area and instead requires that development proceed by development agreement. The traffic generated by each property can be reasonably estimated now, but the final volume will not be known until Community Council approves each development agreement.

Council chose not to limit as-of-right expansion of Mic Mac Mall. Instead Council directed staff to focus on identifying a solution to the traffic problem. A phased three year plan has been developed to implement two primary traffic improvements:

- widening Micmac Boulevard from two lanes to four between the McCulloch intersection and the main driveway into Mic Mac Mall; and
- modifying the northbound and southbound on/off ramps at Highway 111.

The total cost has been estimated at \$2,575,000. It is recommended that HRM fund approximately thirty-five percent of total project costs (\$898,333). The remainder will be funded by the Province and the private sector landowners who will directly benefit from the improvements. The private sector share is based upon the number of vehicle trips which are expected to be generated from each of the properties benefiting from the roadway improvements. The cost to each party has been estimated in order to provide an order of magnitude for each party's share. These figures will be finalized upon completion of construction when the actual costs are known so that HRM is not solely responsible for any costs which may exceed the tendered amount.

The approach being recommended is consistent with that developed for the Capital Cost Contribution policy. Capital Cost Contributions however can only be collected when property is subdivided. In this area however it is unlikely that any of the properties will need to be subdivided before development occurs. A Local Improvement Charge will therefore be levied to assist in financing the infrastructure improvements.

*A summary of the sequence of events and activities associated with the Highway 111/Micmac Boulevard Improvement Project is attached as Attachment "F".*

## **BACKGROUND**

Capacity deficiencies at the Highway 111/Micmac Boulevard interchange have been identified as the largest issue impeding further development of the parcels served by this interchange. To address this issue Council adopted policies which require development agreements for several parcels of land in the Woodland Avenue. These include the former Dartmouth YMCA, the former Dartmouth MTT Works Centre and the remaining lands of Can Euro Investments Limited. The final density and traffic volumes for each parcel will be established through the development agreement process. If the interchange has not been adequately upgraded before these developments are considered Community Council may refuse the development agreements on the basis of the MPS policy which states that "Council shall have regard... that the proposal is not premature or inappropriate by reason of... the adequacy of transportation networks in, adjacent to, or leading to the development."

Over the past five years Mic Mac Mall has grown by approximately 300,000 square feet. Furthermore existing land use regulations provide no limitations on expansion. Even without an expansion the traffic congestion and associated safety issues experienced today are expected to increase as more customers are attracted to the mall. Staff therefore recommended during the Woodland Avenue East Planning Process that future development of the mall should also be by development agreement. This recommendation was not adopted. Regional Council, acting on a recommendation from the Harbour East Community Council, referred the Mic Mac Mall issue to staff to work toward a resolution of traffic congestion in the area.

Ivanhoe Cambridge, owners of Mic Mac Mall, actively participated in reaching a solution and funded consultant fees for pre-project investigative and preliminary design works. HRM has agreed to cost share in this preliminary work. HRM's share is included in its contribution to the total project costs.

## **DISCUSSION**

The traffic study recommended two primary improvements to the Highway 111/Micmac Boulevard interchange as follows:

- ▶ widen Micmac Boulevard from two lanes to four between the McCulloch intersection and the main driveway into Mic Mac Mall opposite Brookdale Crescent; and
- ▶ modify the northbound and southbound on/off ramps.

The projected costs and phasing of the improvements are as follows:

**Phase 1: 2002/03:** *Design* of the southbound ramp improvements and the widening of the Micmac Boulevard from the McCulloch intersection to the main driveway into MacMac Mall. Estimated cost \$75,000.

**Phase 2: 2003/04:**

- (1) *Construction* of the southbound ramp modifications and the widening of Micmac Boulevard from the Highway 111 interchange to the main driveway into Mic Mac Mall opposite Brookdale Crescent. Estimated cost \$500,000;
- (2) *Design* of the northbound on/off ramp improvements and design of the Micmac Boulevard widening beneath the Highway 111 interchange and the McCulloch intersection. Estimated cost \$150,000.

**Phase 3: 2004/05:** *Construction* of the modifications to the northbound on/off ramps and the completion of the widening of Micmac Boulevard. Estimated cost \$1,850,000.

The total cost of these design and construction improvements is estimated to be **\$2,575,000**.

#### Cost Sharing

It is recommended that HRM only fund a portion of this work (approximately 35 per cent). The remainder is to be funded by the Provincial government and private sector landowners in the area who will generate additional traffic and will directly benefit from the infrastructure improvements. This is the same general approach used in the Capital Cost Contribution (CCC) Program, however a Capital Cost Charge cannot be applied in this case as it is a requirement of the Municipal Government Act that infrastructure charges can only be applied where land is being subdivided. It is more than likely that there will be no subdivision of land in the development of the subject parcels. A Local Improvement Charge will therefore be levied to assist in financing the infrastructure improvements. This is discussed in more detail later in this report.

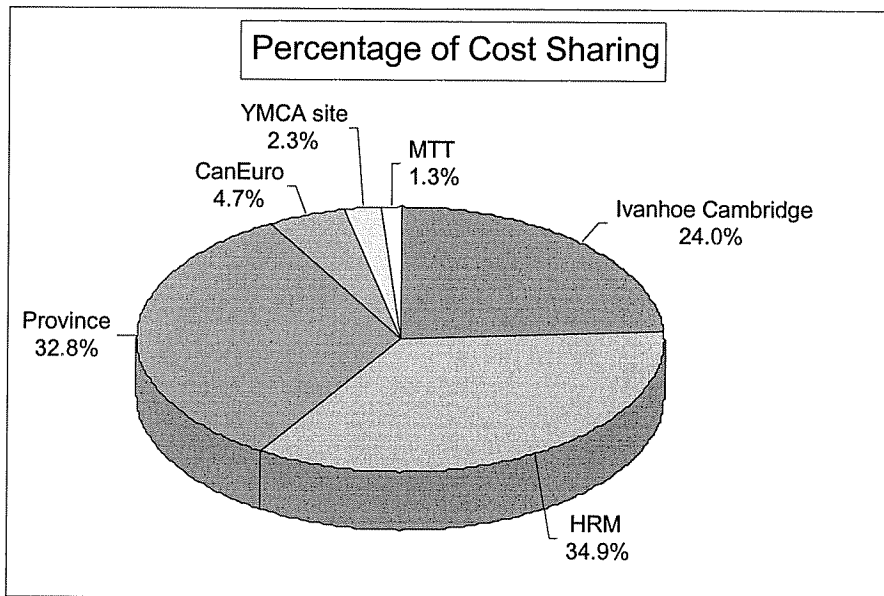
The interchange is part of the provincial highway system. The Provincial Department of Transportation and Public Works therefore recognizes the importance of the proposed improvements. On this basis the Province has agreed to a cost sharing agreement with HRM. The Province will fund one-third of the project.

Cost Contributions from Private Sector

The private sector share of the cost is based on trip generation (see “Trip Generation Estimates” table, Attachment “A”). Costs to the private sector are apportioned based on future development. A potential 300,000 square foot GLA (gross leaseable area) expansion to Mic Mac Mall accounts for 75% percent of the incremental traffic growth expected, while the YMCA, Can Euro Investments Ltd, and MTT sites account for approximately 7%, 14% and 4% respectively, of incremental traffic growth.

Financing

Based on the previously discussed estimates, staff is recommending that cost sharing and recovery be allocated as outlined in Attachment “B”. The pie graph below illustrates the cost sharing as percentages of the total project cost.



Local  
Charge By-

Improvement  
law

It is recommended that the contributions from the private sector be levied using a local improvement charge by-law. The draft by-law (Attachment “D”) would require that the owners of the Aliant-MTT, Can Euro Investments Ltd., and YMCA properties contribute to the infrastructure project based on an estimate of the number of residential units that could be developed on each parcel and the traffic that could be generated by these units. Based on the initial estimate of project costs, a contribution of approximately \$400 per unit will be payable to HRM. Contributions from the private sector will be payable on substantial completion of the project. Staff feels this allows sufficient time for the property owners affected by these improvements to work with staff and plan for the future development and use of their respective properties.

### Adjustments

While pre-project investigative and preliminary design works for the interchange have been carried out in order to determine an estimate of the total project cost, it is possible that these costs could change during the tendering process. Therefore it is staff's recommendation that approval of the local improvement charge by-law not take place until Regional Council tenders the Highway 111/Micmac Boulevard project and a more precise cost of the project is known. In addition, it is recommended that the by-law include a provision to make final adjustments to cost sharing amounts based on "actual" project costs. The adjustments will be based on the fixed percentages contained in the by-law.

Within five years of substantial project completion, should the number of residential units on the Aliant-MTT, Can Euro Investments, or former YMCA properties be less than that contemplated in the original formula, an adjustment shall be made to these property owners. Should no development occur on these properties within five years from substantial project completion, the adjustment period shall expire.

There shall be no refund to the owners of Mic Mac Mall as expansion of the Mall may occur as-of-right and an increase in customers is expected even without an expansion.

### BUDGET IMPLICATIONS

Funds in the amount of \$75,000 for the recommended design of Phase I are available in Account CTR00529. This has been confirmed by staff of Financial Services. The capital amounts requested will be included in the 2003/04 Capital Budget and will be debated and approved through that process. Any future adjustment required due to a reduction in the number of units will have to be budgeted in the year so affected.

### 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

It is staff's recommendation that Regional Council proceed with the Highway 111/Micmac Boulevard infrastructure improvements and cost-sharing arrangement as outlined in this report in order to alleviate traffic congestion and address traffic safety issues.

In the event that Regional Council chooses not to proceed with cost-sharing for the Highway 111/Micmac Boulevard infrastructure improvements, Council may wish to consider taking certain measures to control the future expansion of Mic Mac Mall until a solution to the traffic

issues is reached. However, this alternative is not recommended. The traffic congestion and associated safety issues experienced today are expected to increase without any expansion to Mic Mac Mall. Traffic volumes in the area are increasing every year due to the continued success of the present Mall and as a result of growth and development occurring in other areas of this region. The proactive solution is to fix the traffic problems which exist now while building in capacity for the future.

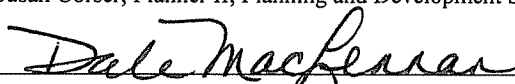
**ATTACHMENTS**

Attachment "A"	Trip Generation Estimates Table
Attachment "B"	Allocation of Cost Sharing
Attachment "C"	Draft Cost Sharing Agreement Between Province and HRM
Attachment "D"	Draft By-Law Number L-113
Attachment "E"	Schematic Plan "A"
Attachment "F"	Summary and Sequence of Events and Activities Related to the Highway 111/Micmac Boulevard Improvement Project

Additional copies of this report, and information on its status, can be obtained by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report prepared by: Reg Ridgley CGA, Manager of Strategic Capital Project Support, Financial Services  
Susan Corser, Planner II, Planning and Development Services

Report approved by:

  
Dale MacLennan, Director, Financial Services at 490-6308

Attachment "A"

**Trip Generation Estimates Table**

Development Parcel/Generator	Number of Units <sup>(1)</sup>	Vehicle Trips per Unit (average weekday PM peak hour) <sup>(2)</sup>	Vehicle Trips per Unit (Saturday peak hour) <sup>(2)</sup>	Percentage of Additional Volume Produced by each Generator (weekday/Saturday)
YMCA	144 <sup>(3)</sup>	55	50	6.81%
Can Euro	300 <sup>(3)</sup>	114	105	14.1%
MTT	80 <sup>(3)</sup>	30	28	3.71%
Mic Mac Mall	300 <sup>(3)</sup>	609	819	75.38%

- NOTES:
- (1) The "units" used include the residential dwelling units expected for the three development parcels (YMCA, Can Euro and MTT) and 1000 square feet GLA for Mic Mac Mall as described in Micmac Boulevard Area Traffic Study (2000).
  - (2) Trip generation rates are from *Trip Generation, 6<sup>th</sup> Edition* (Institute of Transportation Engineers, 1997.)
  - (3) Assumes future development of 300,000 square feet GLA at Mic Mac Mall and 524 residential units as assumed in the Micmac Boulevard Area Traffic Study.



Attachment "B"

Allocation of Cost Sharing

Mic Mac Mall (Ivanhoe Cambridge):	\$617,062 <sup>(1)</sup>
YMCA site (United Gulf):	59,361 <sup>(2)</sup>
Can Euro Investments Ltd. site:	122,905 <sup>(2)</sup>
Aliant-MTT site:	32,339 <sup>(2)</sup>
NS Department of Transportation & Public Works:	845,000 <sup>(3)</sup>
Halifax Regional Municipality:	898,333
	<b>\$2,575,000</b>

- Notes: (1) Using the above trip generation estimates table for the allocation of costs, the Ivanhoe Cambridge allocation is \$657,062. Staff have reduced this to \$617,062. The \$40,000 credit to Ivanhoe Cambridge represents HRM's share of the pre-project investigative and preliminary design works for the Highway 111/Micmac Boulevard interchange upgrading as outlined within this report. In addition, the above costs do not include an expenditure by Ivanhoe Cambridge of approximately \$200,000 to widen the access drive to its property.
- (2) Based upon the percentage of additional volume to be produced by each generator, applied to net costs after Provincial and Municipal costs sharing.
- (3) The above costs do not include an expenditure by Nova Scotia Department of Transportation and Public Works of approximately \$350,000 to widen the bridge structure between Lake Banook and Lake Mic Mac.

Attachment "C"

RESOLUTION OF COUNCIL

The following Resolution was passed at a meeting of the Council of Halifax Regional Municipality on the     day of             A.D. 2002 .

"Moved by Councillor                                     and  
Seconded by

"That the Mayor and myself be authorized to sign an Agreement for improvements to MicMac Boulevard and the ramps to McCulloch interchange with Highway 111 and MicMac Boulevard. "

dated the 6th day of November A.D. 2002.

Motion Carried.

I certify that the above Resolution was passed at a duly called meeting of the Halifax Regional Municipal Council on                                     A.D., 2002.

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Municipal Clerk

**PROVINCE OF NOVA SCOTIA**  
**DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS**

**THIS AGREEMENT** dated as of the 6th day  
of November A. D., 2002.

**BETWEEN:**

**HER MAJESTY THE QUEEN**, in the right of the Province  
of Nova Scotia, represented by the Minister of  
Transportation and Public Works for the Province of Nova  
Scotia, hereinafter called the "**Province**".

**OF THE ONE PART**

-and-

**THE HALIFAX REGIONAL MUNICIPALITY**

A body corporate,  
hereinafter called the "**Regional Municipality**".

**OF THE OTHER PART**

**WHEREAS** the Parties have agreed that the traffic  
concerns and the need to create a safer configuration at the McCulloch interchange with  
Highway 111 and MicMac Boulevard are important and necessary based on the  
recommendations of a traffic study commissioned by the Regional Municipality, dated December  
2001, prepared by Lea and Associates;

**AND WHEREAS** the Parties have agreed that the

Regional Municipality and the Province will carry out certain road improvements upon the terms and specifications hereinafter set forth:

**NOW THIS AGREEMENT WITNESSETH** that in consideration of the covenants, promises and agreements hereinafter contained to be by them observed, performed and paid the parties mutually agreed as follows:

1. The Province and the Regional Municipality undertake to complete the improvements to the McCulloch interchange and to MicMac Boulevard in the following way:

i) Phase 1 - design of the southbound ramp improvements and design of the widening of MicMac Boulevard from the McCulloch interchange to the main MicMac Mall driveway opposite Brookdale Crescent. Estimated cost is \$75,000.

ii) Phase 2 - construction of the southbound ramp improvements and the widening of MicMac Boulevard from the McCulloch interchange to the main MicMac Mall driveway opposite Brookdale Crescent.

- design of the northbound off-ramp and on-ramp, design of the widening of MicMac Boulevard beneath the bridge structure to accommodate two additional lanes, and the design of the widening of MicMac Boulevard from the McCulloch interchange to the main MicMac Mall driveway opposite Brookdale Crescent.

Estimated cost is \$650,000.

iii) Phase 3 - construction of the northbound off-ramp and on-ramp, construction of the widening of MicMac Boulevard beneath the bridge structure to accommodate two additional lanes, and construction of the widening of MicMac Boulevard from the McCulloch interchange to the main MicMac Mall driveway opposite Brookdale Crescent.

Estimated cost is \$1,850,000.

Total estimated cost is \$2,575,000.

2. The Province and the Regional Municipality by the signing of this agreement commit to have Phase1 completed in the 2002-03 fiscal year; agree to commit in writing by January 15, 2003, to undertake Phase2 in the 2003-04 fiscal year; agree to commit in writing by January 15, 2004, to undertake Phase3 in the 2004-05 fiscal year. Unless the above commitments are undertaken by the dates stated, this agreement will be held to be null and void.

3. The Province and the Regional Municipality agree that the Regional Municipality will act as the managing party with respect to Phase1 and the construction components of Phase2; while the Province will act as the managing party with respect to the design components of Phase2 and the construction components of Phase3.

4. The Province and the Regional Municipality agree that the managing parties will submit all design documents of the works for the non-managing party's approval, not to be unreasonably withheld.

5. The Province and the Regional Municipality agree that the managing parties will submit all construction tender documents and results for the non-managing party's approval, not to be unreasonably withheld.

6. The Province and the Regional Municipality agree that the Minister shall be notified in writing as soon as possible with the list of construction bidders and their respective bids. The Regional Municipality must obtain the Minister's written approval before any contract for cost-shared work can be awarded.

7. The Province and the Regional Municipality agree that prior to the award of any contract for cost-shared work, covered under this agreement, the successful contractor must be advised that the environmental regulations and guidelines pertaining to Pits and Quarries, Asphalt Plants and Construction Practice contained in Division One of the Department of Transportation and Public Works Standard Specification Book must be followed.

8. The Province and the Regional Municipality agree that all construction tenders must be called stating that the latest revision of the Department of Transportation and Public Works Standard Specification Book must be followed.

9. The Province and the Regional Municipality agree that all construction tenders must be called stating that the latest revision of the Department of Transportation and Public Works Traffic Control Manual must be followed.

10. The Province and the Regional Municipality agree that the Province may have a supervisor and/or inspector on site for all phases of construction.

11. The Province agrees to share to the extent of one third (1/3) of the total estimated cost of the work, that being \$858,333 , for these improvements.

12. The Province and the Regional Municipality agree that every possible effort will be made to keep the costs as stated in clause 1, but any overruns resulting from unforeseen circumstances or events will be cost-shared as stated in clause 11. The Province and the Regional Municipality also agree that any overruns caused by poor management by either party will be borne one hundred percent (100%) by the guilty party.

13. The Province and the Regional Municipality agree that the managing party will submit an account to the non-managing party upon completion of each phase of the work. The account shall be paid to the managing party within sixty (60) days of submission.

14. The Regional Municipality shall be responsible for all costs of land acquisition required for the completion of the project involving infrastructure owned by the Regional Municipality and shall bear the cost of any and all claims for damages or alterations to property or otherwise arising out of or connected with the construction activity.

15. The Province shall be responsible for all costs of land acquisition required for the completion of the project involving infrastructure owned by the Province and shall bear the cost of any and all claims for damages or alterations to property or otherwise arising out of or connected with the construction activity.

16. The Province and the Regional Municipality recognize that MicMac Mall is an operating regional shopping centre and agree that the construction schedule will be such as to minimize impact on the ingress and egress to the mall.

17. The Regional Municipality will, at the request of the Minister permit any person or persons, designated by him to inspect or audit any books, records, agreements or any other documents relating to the design and construction undertaken by the Regional Municipality under this agreement.

18. The Agreement enures to the benefit of and is binding upon the parties hereto, their and each of their respective successors and assigns.

**IN WITNESS WHEREOF** this Minister has hereunto subscribed his hand and affixed his seal and the Commission has set affixed its corporate seal authenticated by the signature of the Mayor and Municipal Clerk hereunto duly authorized.

**SIGNED, SEALED AND DELIVERED**

in the presence of

.....

Witness

.....

Minister of Transportation & Public Works  
Province of Nova Scotia

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Witness

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Mayor

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Witness

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Municipal Clerk



Attachment "D"

## HALIFAX REGIONAL MUNICIPALITY

### BY-LAW NUMBER L-113 RESPECTING CHARGES FOR LOCAL IMPROVEMENT PROJECTS

Be It Enacted by the Council for the Halifax Regional Municipality that By-Law L-100, the Local Improvement By-Law, be amended as follows:

1. Schedule "A" of By-Law L-100 is amended by adding the following:
  - (a) The Highway 111/Micmac Boulevard Improvements Project is a plan to address some of the traffic capacity deficiencies of the Highway 111/Micmac Boulevard interchange and improve further commercial/residential expansion and build-out opportunities for other parcels located within the boundaries identified on a plan entitled "Map A - Properties Subject to Local Improvement Charge, By-Law L-113, dated October 23, 2002" as attached.
  - (b) The project will be constructed in phases over time.
  - (c) The Project will be funded by local improvement charges, provincial cost sharing and the Halifax Regional Municipality.
  - (d) The local improvement charges will be imposed at the following fixed percentages:

<u>Property Description</u>	<u>PID#</u>	<u>Fixed Percentages</u>
Mic Mac Mall property:	PID#00100446	64.82%
	PID#40173684	5.28%
	PID#40173692	5.28%
Former YMCA property:	PID# 00209361	6.81%
Can Euro Investments property:	PID#40661589	14.10%
Aliant MTT property:	PID#40173668	3.71%

applied to gross project costs less provincial and Halifax Regional Municipality cost sharing with the Mic Mac Mall property share receiving a credit of \$40,000.

- (e) Payment of local improvement charges shall commence at substantial project completion.

**Proposed Hwy 111/Micmac  
Boulevard Improvements  
Council Report**

**Halifax Regional Council  
December 17, 2002**

- (f) The local improvement charge will be adjusted at the completion of the project and will be calculated on the basis of the total cost of the project at the adjustment date less any provincial and Halifax Regional Municipality cost sharing.
- (g) Notwithstanding clause (d) within five years of substantial completion of the project, an adjustment shall be made to the property owners of PID# 00209361, PID#40661589, and/or PID#40173668 should the actual number of residential units constructed be less than the number of units contemplated for the purpose of calculating the original percentage. Should no development occur on PID#'s 00209361, 40661589, or 40173668 within five years from substantial project completion, the adjustment period shall expire and amounts as stipulated in the by-law shall remain enforceable.

Done and passed by Council this            day of            , 2003.

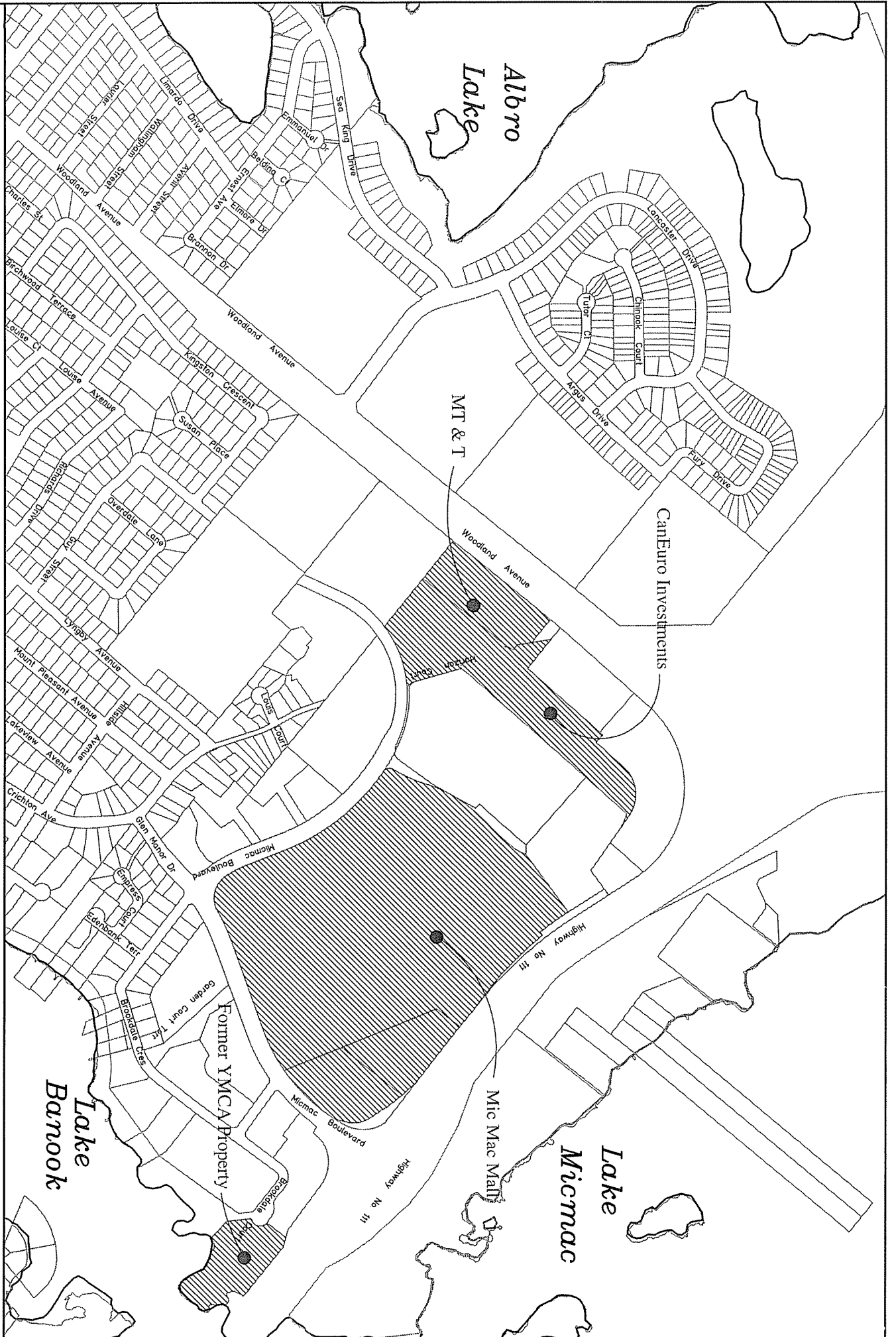
\_\_\_\_\_  
**MAYOR**

\_\_\_\_\_  
**MUNICIPAL CLERK**

I, Vi Carmichael, Municipal Clerk for the Halifax Regional Municipality, hereby certify that the above noted by-law was passed at a meeting of the Halifax Regional Council held on            , 2003.

\_\_\_\_\_  
Vi Carmichael, Municipal Clerk

 Properties Subject to Local Improvement  
Charge (By-law L-113)



Attachment "F"



**Summary and Sequence of Events/Activities Related to the  
Highway 111 / Micmac Boulevard Improvement Project**



- December 2000 Micmac Boulevard Area Traffic Study completed as part of Woodland Avenue East Planning Process.
- November/December 2001 Ivanhoe Cambridge (owners of Mic Mac Mall) undertake traffic counts and queue observations in the area of the Mall's main access driveway and Highway 111/Micmac Boulevard.
- January 29, 2002 Regional Council adopts new land use policies and sets the parameters for the development agreement process for former Dartmouth YMCA site, former Dartmouth MTT Works Centre site, and the remaining lands of Can Euro Investments Ltd. **Council refers section of proposed amendments concerning Mic Mac Mall to staff to work toward a resolution of traffic congestion issues in the area.**
- January 2002 - present Ongoing discussions between Province, Ivanhoe Cambridge and HRM aimed at reaching resolution.
- February 2002 Traffic modelling prepared by Ivanhoe Cambridge and presented to Province and HRM:
  - ▶ Model 1 - existing traffic (typical Saturday)
  - ▶ Model 2 - existing traffic (pre-Christmas Saturday)
  - ▶ Model 3 - proposed improvements (with existing traffic)
  - ▶ Model 4 - proposed improvements (with future growth)
- March 2002 Preliminary project costs and cost sharing formula identified based on pre-project investigative and preliminary design works.
- April 16, 2002 Meeting of Province, Ivanhoe Cambridge and HRM to review and discuss cost sharing formula, funding of the project costs, and local improvement charge to recover private sector share of project costs).

- September-December 2002 Staff report drafted, cost sharing arrangement finalized, agreement between Province and HRM finalized, local improvement charge by-law drafted.
- **December 2002** **Staff report for proposed Highway 111/Micmac Boulevard Improvements to Regional Council.**

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Project events and activities to be completed:

- January/February 2003 Undertake (Phase I) tendering process for the *design* of the southbound ramp improvements and widening of the Micmac Boulevard from the McCulloch intersection to the main driveway into Mic Mac Mall.
- Upon approval of 2003/04 Capital Budget, execute cost sharing agreement between Province and HRM.
-  **Move first reading of By-law Number L-113 Respecting Charges for Local Improvement Projects.**
- Spring 2003 Undertake (Phase II) tendering process for the *construction* of the southbound ramp modifications and the widening of Micmac Boulevard from the Highway 111 interchange to the main driveway into Mic Mac Mall opposite Brookdale Crescent.  
  
Undertake (Phase II) tendering process for the *design* of the modifications to the northbound on/off ramps, and design of the Micmac Boulevard widening beneath the Highway 111 interchange overpass structure and McCulloch intersection.
-  Award tender for Phase II *construction*.

-  Hold public hearing to consider adoption of By-law Number L-113.
- Award tender for Phase II *design* works.
- Spring 2004 Undertake (Phase III) tendering process for the *construction* of the modifications to the northbound on/off ramps, and the completion of widening of Micmac Boulevard.
-  Award tender for Phase III *construction*.
- Adjust contributions payable by private sector based on tendered Phase III project costs.

**At substantial project completion:**

- 2004/05 Levy local improvement charge upon private sector contributors:
  - Mic Mac Mall property: PID#00100446
  - PID#40173684
  - PID#40173692
  - Former YMCA property: PID#00209361
  - Can Euro Investments property: PID#40661589
  - Aliant MTT property: PID#40173668
- 2005 If necessary, adjust contributions payable by private sector based on "actual" project costs (By-law Number L-113).
- 2005-2010 Consider any requests made for adjustments from private sector contributors where it is established that the number of residential units constructed on the private properties is less than that contemplated in the original formula.

Within five years of project completion, the adjustment period shall expire.