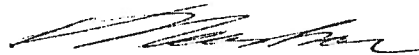


**Item No.**  
**Chebucto Community Council**  
**July 9, 2012**

**TO:** Chair and Members of Chebucto Community Council

**SUBMITTED BY:**



Ken Reashor, Director, Transportation and Public Works

**DATE:** June 19, 2012

**SUBJECT:** Update on Keefe Road, District 17

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**INFORMATION REPORT**

**ORIGIN**

At the January 4, 2010 Chebucto Community Council, Item 12.3. - Keefe Drive Emergency Concerns Due to Road Condition and Lack of Seawall. The following motion was passed:

MOVED BY Councillor Mosher, seconded by Councillor Adams, that Chebucto Community Council request that Transportation and Public Works staff conduct an urgent assessment of the road on Keefe Drive in Purcell's Cove and consider prioritizing solutions to be included in the next Capital Budget. MOTION PUT AND PASSED.

As well at the February 2, 2010 Regional Council meeting, the following motion was put and passed:

1. Request a staff report to assess providing an appropriate asphalt surface on Keefe Drive;
2. Request that the Provincial Department of Natural Resources and Transportation and Federal Governments contribute to this project;
3. Request to Federal Department of Fisheries and Oceans for appropriate seawall and/or shoreline protection with a cc to the Member of Parliament for that area.

## **BACKGROUND**

This report provides an update with respect to the issues regarding Keefe Road. Keefe Road is located in District 17, and connects to Purcell's Cove Road (refer to attached Plan 1). The road has an average travelled width of 3.0 metres and has no shoulder area. It provides access to a small number of homes, and a portion of the road is situated in proximity to the local shoreline. The local shoreline has armour stone placed along the section that transverses Keefe Road which offers some protection to the road. However the amount and size of stone is inadequate to provide the necessary protection during specific storm events. As an example the storm event of January 2010 was significant enough to cause damage to a portion of the road, making it impassable for a short duration of time. HRM Municipal Operations acted expediently and repaired the section of damaged road.

Keefe Road is deemed to be a non-accepted road, and under this designation these types of roads have never been properly deeded to HRM. Non-accepted roads have existed since 1969 when the former City of Halifax amalgamated. There were a significant number of streets that were being utilized as public streets; however, they had not been accepted as municipally owned. These non-accepted streets functioned as part of the transportation system but had been constructed to a different set of standards. During this period, City officials recognized that by accepting this infrastructure as municipal streets, it would represent significant costs to the taxpayers to upgrade to the acceptable standard. The City adopted a compromise and agreed to provide minimal maintenance to maintain the road passable, and implemented a takeover policy which placed the responsibility of the total cost of upgrading to the abutters. Over time these non-accepted streets received a level of service which included snow and garbage removal, minor pavement maintenance (pothole filling), and minor capital improvements (chipseal, micros). This policy currently remains in effect.

## **DISCUSSION**

As requested in the above noted Chebucto Community Council and Regional Council motions (Item No. 1) an assessment has been conducted to ascertain the requirements to upgrade the asphalt surface of Keefe Road. The road would require the addition of new granular material and asphalt layers at an estimated cost of \$150,000 (from Purcell's Cove Road to the end). However, as noted above, under the current policy HRM does not conduct major capital improvements to non-accepted streets.

Issues have been raised regarding non-accepted roads for a number of years. During the discussion of the February 2, 2010 motion, Council requested additional information with respect to non-accepted roads in general. The additional information and subsequent drafting of the report required extensive research and staff time, and since Keefe Road is classified as a non-accepted road, the issues surrounding the road were included in this broader report. Initially the report was to be presented to Council; however, a decision was made to submit it to the Transportation Standing Committee (TSC) in March 2011. At the conclusion of the TSC meeting, staff was requested to submit a supplementary report to the Committee. One of the considerations in the TSC report was to apply local improvement charges (LIC) for future upgrades to non-accepted roads. The current Local Improvement Charges policy (with respect to new sidewalks) has been reviewed by staff for possible modifications, and a report was presented

to Council in the Spring 2012. Further discussion with Council is required on this issue, and a supplementary report is to be submitted. Potential modifications to the Local Improvement Charges policy may impact on the considerations outlined in the non-accepted road report, and therefore no further action has been taken until the LIC issue has been finalized. Until further direction is provided from the TSC and Regional Council, the current policy with respect to non-accepted roads remains in effect, and maintenance only will be provided to non-accepted roads.

Generally speaking future enhancements to the existing shoreline protection must be considered prior to any capital upgrade to the existing road; otherwise, it will result in further damage to the road infrastructure during specific storm events. With respect to Item nos. 2 and 3 from the above noted Regional Council motion, HRM wrote letters dated March 17, 2010 to the Provincial Ministers of the Department of Natural Resources and Department of Transportation and Infrastructure Renewal, as well as the Federal Minister of Fisheries and Oceans requesting assistance for a long term resolution to the erosion issue and appropriate shoreline protection, respectively. Both the Provincial Ministers advised that Keefe Road is a private road, and therefore the Province has no authority to expend public funds on such roads. The Minister of Fisheries and Oceans advised that their department does not undertake projects such as road maintenance or shoreline protection, nor do they provide funding for properties which are not federally owned and operated.

### **BUDGET IMPLICATIONS**

There are no financial implications at this time.

### **FINANCIAL MANAGEMENT POLICIES/BUSINESS PLAN**

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

### **ENVIRONMENTAL IMPLICATIONS**

Implications not identified.

**COMMUNITY ENGAGEMENT**

Not required at this time.


**ATTACHMENTS**

(A) Plan 1

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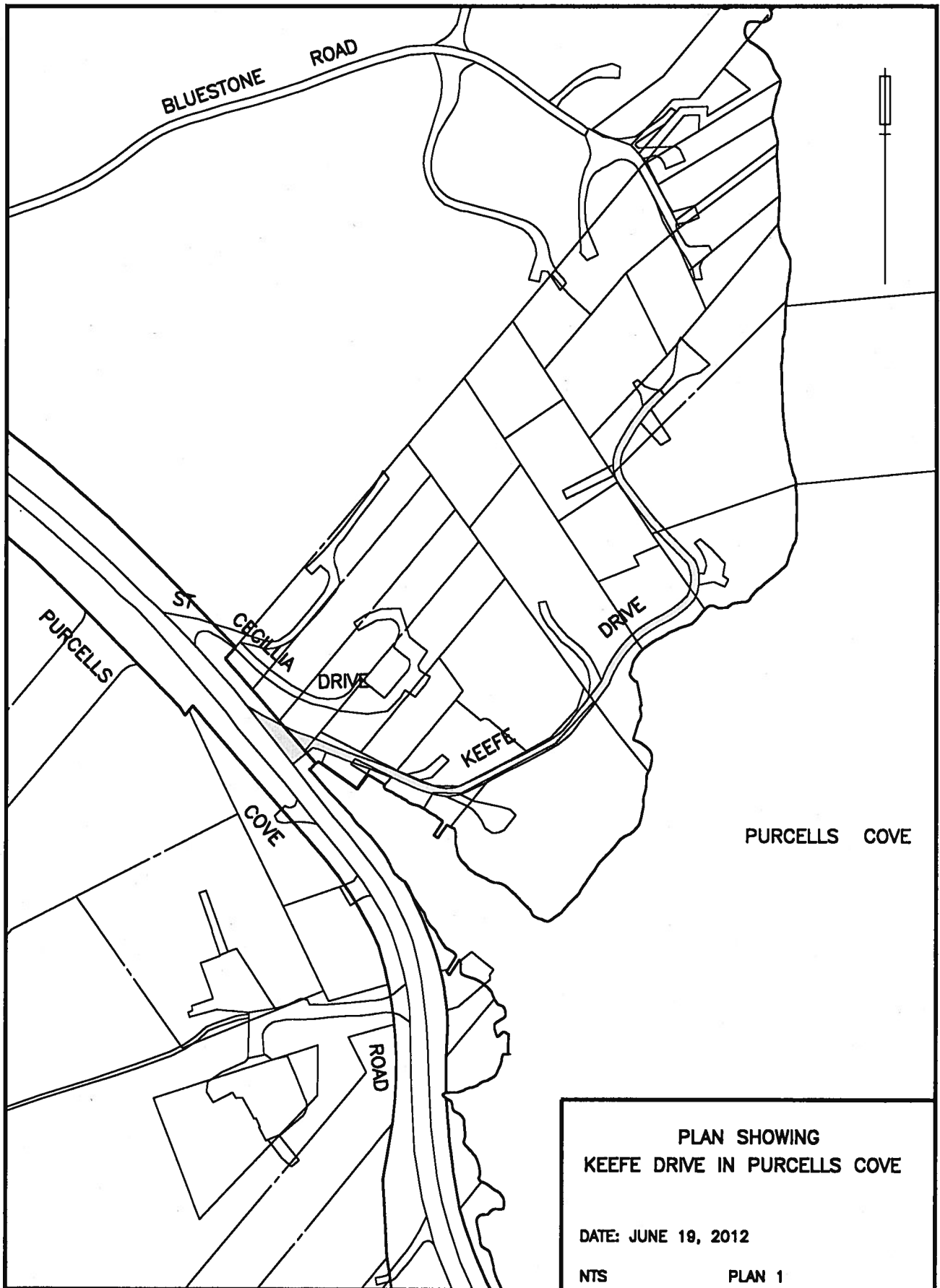
A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared/ Approved by:

  
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David Hubley, P.Eng., Manager, Design and Construction 490-4845

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DH/pm



**PLAN SHOWING  
KEEFE DRIVE IN PURCELLS COVE**

DATE: JUNE 19, 2012

NTS PLAN 1