



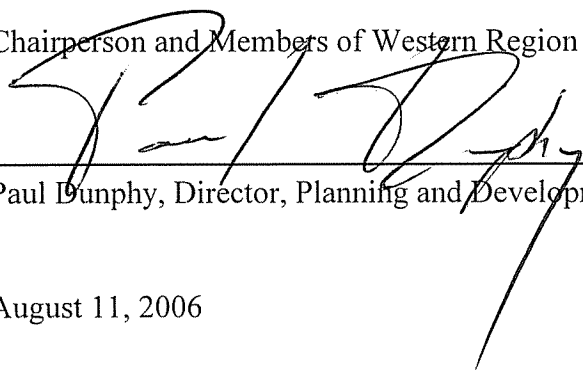
PO Box 1749  
Halifax, Nova Scotia  
B3J 3A5 Canada

4.1.9

**Western Region Community Council**  
**August 28, 2006**

**TO:** Chairperson and Members of Western Region Community Council

**SUBMITTED BY:**

  
Paul Dunphy, Director, Planning and Development Services

**DATE:** August 11, 2006

**SUBJECT:** Letter Regarding the Armdale Rotary

## **INFORMATION REPORT**

### **ORIGIN**

At the Western Region Community Council meeting of July 24, 2006, Councillor Rankin submitted a letter from Mr. Coolen who indicated that the Armdale Rotary was never completed as intended. Councillor Rankin asked that staff review and respond to Mr. Coolen's letter.

### **BACKGROUND**

In his letter Mr. Coolen suggests that two overpasses were intended to accompany the original design of the Armdale Rotary, but were not built due to budget limitations. He also suggests that overpasses would eliminate the need for widening on Chebucto Road.

### **DISCUSSION**

Staff is unfamiliar with the original plans for the Armdale Rotary, but several options for managing traffic flow using overpass structures have been evaluated and costed in the past.

The basis of the Transportation Strategy included in the HRM Regional Plan was to reduce the need for major infrastructure investments, such as an Armdale Rotary overpass, through development of strategic settlement patterns, enhanced transit service and a limited number of strategic transportation improvements. The plan anticipates that vehicle trip demand resulting from settlement over the next 25 years can be adequately managed without construction of an overpass at the rotary.

Construction of an overpass will clearly increase pressure to widen Chebucto Road and not reduce it. If more traffic flow is pushed through the Armdale Rotary, there must be road capacity on the peninsula side to receive it. With little opportunity to widen Quinpool Road, and an under-utilized six-lane width further inland on Chebucto Road, construction of a rotary overpass would increase pressure to widen Chebucto Road, from the Rotary to Mumford Road to at least four (and more likely six) lanes.

Aside from the fiscal savings of not building an overpass, the benefit of not impairing viewplanes to the North West Arm must also be appreciated.

### **BUDGET IMPLICATIONS**

There are no budget implications.

### **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**

There are no recommended alternatives.

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 by : Dave McCusker, P.Eng., Manager, Regional Transportation Planning, 490-6696

1656 Prospect Bay Road  
Prospect, N.S.  
B3T 2B3

12 July, 2006

Councillor Reg Rankin  
District 22  
Halifax Regional Municipality  
PO Box 1769  
Halifax, N.S.  
B3J 3A5

Re: Wanda Rotary, "Red" Brassing, Infrastructure Program

Dear Councillor:

The Rotary is getting increased attention with the newly introduced round-about procedure, now confusing some drivers.

The Rotary as originally designed by James Thompson (now deceased), a design engineer of the Nova Scotia Department of Highways, was not completed as he proposed and will not perform as required. His design included two overhead passes to complete the efficient passageway of the traffic count of 50 years ago. The overheads were deleted for budget purposes with the thought of including them in the future, & present.

-2-

The plans of the original design (and there was a model also) must be available from the Department of Highways or the Archives. Perhaps the overpasses could be considered as an alternative to the proposed inadequate changes now annoying the residents of Ashurst Road.

To complete the picture, imagine what would happen in a time of emergency or disaster. Thousands of persons from the South and West Ends of the old city trying to squeeze through the bottleneck of the Rotary. The frustration, panic, disregard and chaos. Some relief is needed. Soon I hope!

Of course, all of the past minor changes to the Rotary and the present discussion, have and are, delaying construction of a bridge, tunnel or continuation across the North West Arm. Such a structure could even, also like the Rotary, be possibly included in the Infrastructure Program. Another exit from Halifax is necessary for evacuation purposes.

A structure across the "Arm" from the vicinity of Inglis St. - Oakland Rd. - South St to Jallimore - Boulderwood has been contemplated for many years. Perhaps now is the time for design while HRM is considering its future.

-3-

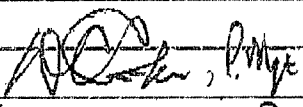
- 3 -

The new structure could be the beginning of a new cross-country road linking Springfield, the North West River extended, the existing Williamstown Brookside and joining Route 333 at White's Lake. This new highway would provide a rapid route both ways for the settlements along the Upper and Lower Herring Bone Roads, the Route 333 area and those places mentioned above. This crossing and road would give the peninsula residents an additional evacuation route. It would open new areas for the construction of single family homes and those better facilities we need for the Tokyo and the Commonwealth Games.

Please give these thoughts your consideration and if favorable pass them along to the appropriate authority. Perhaps there is some action already underway concerning this subject. We would hope so.

Best wishes.

Yours truly,

  
(M. C. Costen, P.M.G.)

c.c. Bill Estabrooks, MIA