

**Item No. 10.1.9**  
**Halifax Regional Council**  
**August 10, 2010**  
**September 21, 2010**

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

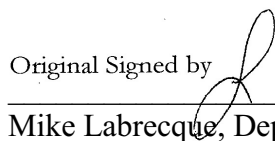
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**SUBMITTED BY:**

Wayne Anstey, Acting Chief Administrative Officer

Original Signed by



Mike Labrecque, Deputy Chief Administrative Officer

**DATE:** July 20, 2010

**SUBJECT:** **Proposed By-Law S-901, An Amendment to By-Law S-900 Re:**  
**Partial Controlled Access - Washmill Lake Drive**

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**ORIGIN**

- The Approved Restated 2009/10 Capital Budget.
- The Approved Advanced 2010/11 Capital Budget.
- Halifax Regional Council's Award of RFP No. 08-325.
- Halifax Regional Council's October 7, 2008 approval of Capital Project CQ300748 Washmill Lake Court/102 Underpass/Regency Park Drive Development.
- Halifax Regional Council's June 2, 2009 Approval-In-Principle of the Business Parks Development Functional Plan, Bayers Lake/Ragged Lake.
- Halifax Regional Council's September 8, 2009 approval of the Washmill Lake Court Extension/Hwy 102 Overpass project under the Federal Infrastructure Program Project List.
- Halifax Regional Council's February 17, 2010 award of the Unit Price Tender No. 10-201 Washmill Lake Court Extension Phase 1 - West Region.

**RECOMMENDATION**

It is recommended that Council approve First Reading of the Controlled Access Streets By-Law S-901 as shown in Attachment Two of this report.

## **BACKGROUND**

Washmill Lake Court (which was renamed Washmill Lake Drive on July 19, 2010) is being extended under Highway 102 to connect between Chain Lake Drive in Bayers Lake Business Park and Northwest Arm Drive not far from the Northwest Arm Drive - Highway 102 Interchange.

## **DISCUSSION**

New public side roadways and private driveways will be permitted at various locations along the new and reconstructed length of Washmill Lake Drive, but there will be a stretch where the grade, curve radii, and the underpass under Highway 102 will make driveways or side roadways undesirable for safe operations. It is proposed that this stretch of roadway be made “controlled access” so side roads and driveways can be prohibited. Access to private properties adjacent to this part of Washmill Lake Drive is or will be available via already existing or proposed driveways in acceptable locations. Making the roadway “controlled access” will allow a development officer to refuse a further subdivision of those private properties that would require a driveway or roadway in the unsafe area.

The length of road that is proposed to be declared “controlled access” is from a point 170 metres from the centreline of Chain Lake Drive measured along the centerline of Washmill Lake Drive to a point 950 metres from Chain Lake Drive measured along the centreline of Washmill Lake Drive (789 metres).

## **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, Project and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Project and Operating reserves, as well as any relevant legislation.

## **COMMUNITY ENGAGEMENT**

Community engagement was not deemed to be necessary in this process because requirements of roadway safety will preclude driveways being permitted along the length of roadway proposed to be made controlled access. The adjacent landowner on the east side of Highway 102 took part in the design work, while on the west side of Highway 102 (Bayers Lake side) the alignment follows the existing right of way quite closely – thus there are no surprises for landowners or tenants with respect to the alignment. The landowner east of Highway 102 has already proposed driveway locations that are clear of the proposed controlled access section.

**ALTERNATIVES**

Council can decide not to add this stretch of roadway to the list of “controlled access” roads. To do so may permit a future application for subdivision of property and for a driveway in a location the municipality would want to prohibit, but the municipality would perhaps not have a legal basis for refusing the application without paying considerable injurious affection.

**ATTACHMENTS**

1. Map showing Washmill Lake Drive
2. Draft By-Law S-901

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.

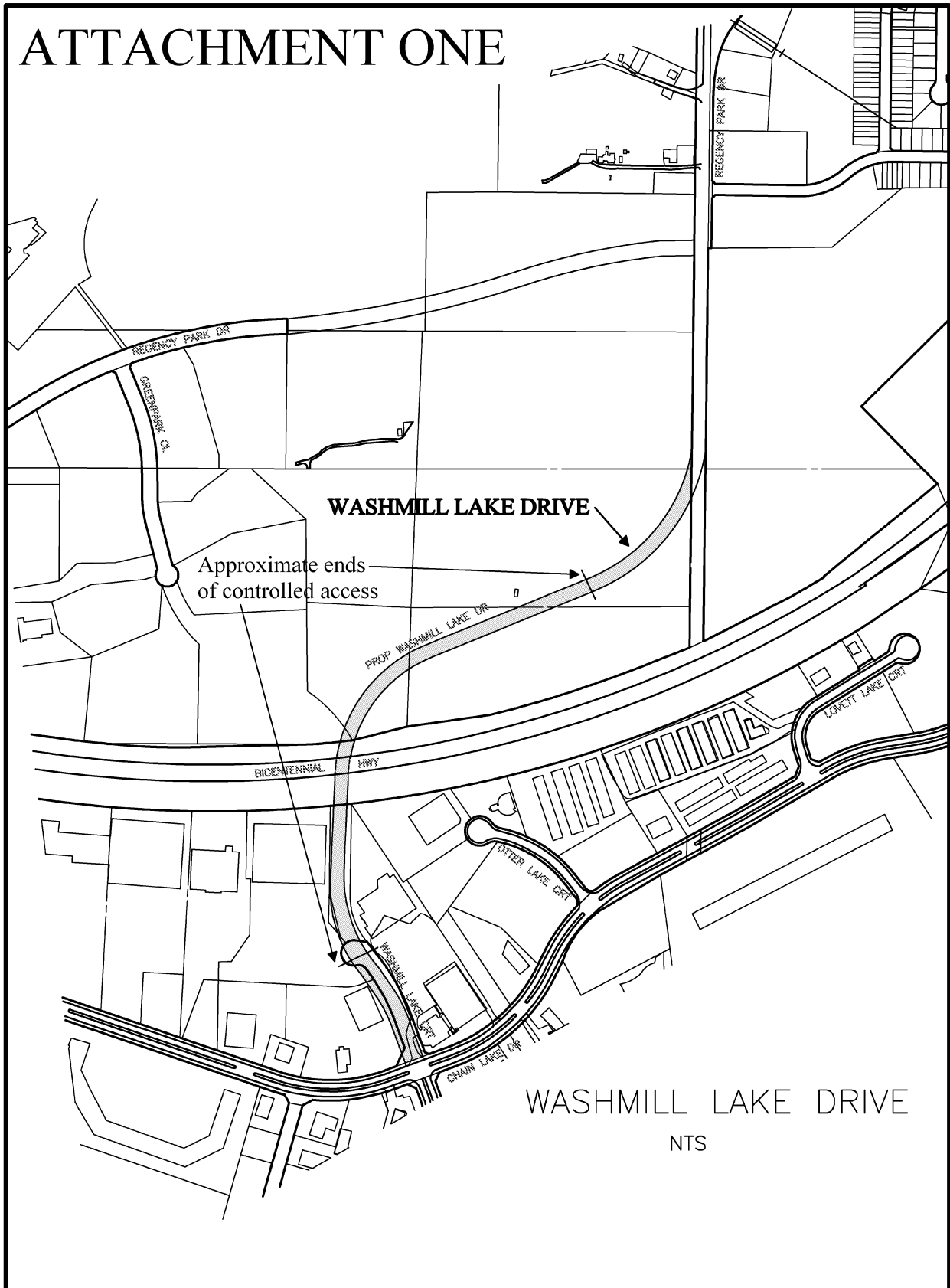
Report Prepared by: Alan Taylor, P.Eng., Transportation Planner, 490-6680

Report Approved by: \_\_\_\_\_  
Taso Koutroulakis, P.Eng., A/Manager, Traffic and Right of Way Services, 490-4816

Financial Approval by: \_\_\_\_\_  
Cathie O'Toole, CGA, Director of Finance, 490-6308

Report Approved by: \_\_\_\_\_  
Ken Reashor, P.Eng., A/Director, Transportation and Public Works, 490- 4855

# ATTACHMENT ONE



## **ATTACHMENT TWO**

### **DRAFT PROPOSED BY-LAW S-901, AN AMENDMENT TO BY-LAW S-900 RESPECTING THE ESTABLISHMENT OF CONTROLLED ACCESS STREETS FOR STREETS WITHIN THE HALIFAX REGIONAL MUNICIPALITY**

#### **Amend Schedule “A” of By-Law S-900 by adding:**

Washmill Lake Drive (future)	between	a point 170 metres from the centreline of Chain Lake Drive measured along the centerline of Washmill Lake Drive and a point 950 metres from Chain Lake Drive measured along the centreline of Washmill Lake Drive
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