


Item No. 11.1.2
Halifax Regional Council
August 2, 2011

TO: Mayor Kelly and Members of Halifax Regional Council
Original signed by 

SUBMITTED BY: _____
Richard Butts, Chief Administrative Officer

Original Signed by 
Mike Labrecque, Deputy Chief Administrative Officer, Operations

DATE: July 12, 2011

SUBJECT: 2011 Aid to Municipality Cost Sharing Paving Program

ORIGIN

This report originates from the requirements under the NSTIR/HRM Construction Agreement 2009-2012.

RECOMMENDATION

It is recommended that Halifax Regional Council:

1. Approve the list of streets identified on page one of the April 12, 2011, letter from Minister Estabrooks for paving in 2011, with 50% of the estimated \$1,427,040 cost funded from the Province's Aid to Municipalities Program, and the remaining cost funded from Project No. CXU00585, New Paving Subdivision Streets Outside Core, and to be recovered via the Local Improvement Process; and
2. Approve the list of streets identified on page two of the April 12, 2011, letter from Minister Estabrooks for paving in 2011, with 50% of the estimated \$480,600 cost funded from Project No. CZU01080, New Paving Streets - Core Area, and the remaining 50% cost recovered via the Local Improvement Process.

BACKGROUND

On February 9, 2009, Halifax Regional Council approved the Nova Scotia Transportation and Infrastructure Renewal (NSTIR) Construction Agreement 2009/12. Associated with this Construction Agreement is the Aid-to-Municipality Program. The Aid-to-Municipality is an agreement between NSTIR and other Nova Scotia municipalities (including HRM) to upgrade provincially owned and maintained gravel roads to asphalt.

With respect to roads located within HRM boundaries (outside the core area), it is the Province's responsibility, under this program, to create a construction agreement and to design, tender and construct the work. HRM's role is to identify the streets to be paved and to facilitate the Local Improvement Charge process. The program is cost-shared between the Province and the Municipality, each paying 50% of the total construction costs. HRM's portion is recovered in its entirety by levying Local Improvement Charges (LIC) to the abutting properties on the relevant streets. The funding is approved under Project No. CXU00585, New Paving of Subdivision Streets Outside the Core Area, in the 2011/12 HRM Project Budget.

Included in the submission, HRM requested that the following four HRM owned streets be tendered in the Aid-to-Municipality Program: Stoney Creek Drive; Beth Court; Shoreline Drive; and the HRM section of MacFarlane Street (Note: a portion of this street is also owned by NSTIR). The purpose of this request was to take advantage of the work being completed by the Province in the surrounding areas, which would result in cost efficiencies and a reduction in disruption to the local residents. Council approved the paving of these streets in the 2011/12 Project No. CZU01080 and once completed, NSTIR will invoice HRM 100% for the paving of the work. HRM will then recover 50% of the construction costs through the local improvement charge process.

DISCUSSION

As required under the Construction Agreement, HRM submitted the list of prioritized streets to NSTIR for consideration for the 2011 Aid to Municipality Program on January 5, 2011. On January 20, 2011, HRM sent a letter to NSTIR with a revised list of 24 streets at an estimated cost of \$3,507,480. On April 12, 2011, HRM received a letter from the Minister of Transportation and Infrastructure Renewal approving the paving of 10 of the 24 streets that HRM had submitted, for an estimated cost of \$1,427,040 (Refer to Attachment A-2). NSTIR also approved the paving of the HRM owned streets at an estimated cost of \$480,600.

BUDGET IMPLICATIONS

Budget is available in the Approved 2011/12 Project Budget from Project No. CXU00585 - New Paving Subdivision Streets Outside Core and Project No. CZU01080 - New Paving Streets HRM owned Subdivision Streets - Core Area. The budget availability has been confirmed by Financial Services.

Budget Summary:

**Project No. CXU00585 – New Paving Subdivision Streets Outside Core
Reservation No. 2017.1**

Cumulative Unspent Budget	\$713,520
Less: HRM portion of NS Aid program	<u>\$713,520</u>
New Balance	\$ 0

**Project No. CZU01080 – New Paving Streets – Core Area
Reservation No. 2017.2**

Cumulative Unspent Budget	\$480,600
Less: HRM portion of NS Aid program	<u>\$480,600</u>
New Balance	\$ 0

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

A meeting was held on February 3, 2011, with the local Councillor of District 3, HRM staff and the property owners on Oceanic Drive, Windward Lane, and Leeward Lane, to discuss the paving program. A survey was distributed to the residents prior to the meeting and the overall results were in favour of the paving. The LIC is to be recovered via a lot charge.

A meeting was held on March 21, 2011, with the local Councillor of District 3, HRM staff and the property owners to discuss the paving of Candy Mountain Road & Shoreline Drive. A survey was distributed on March 25, 2011, with a closing date of April 15, 2011. The survey did not receive the required 50% frontage approval; however, the local Councillor is requesting that the paving move forward for reasons outlined in his letter to the residents of May 24, 2011.

A meeting was held on April 6, 2011, with local Councillor of District 3, HRM staff and the property owners on River Drive to discuss the paving of the section of River Drive that is owned by NSTIR. This was a follow-up from a letter that was distributed to the residents on January 25, 2011, which indicated that the survey process was to be suspended. At this meeting, the councillor advised that the LIC was to be charged to all property owners on River Drive (including the privately owned section) and recovered via a lot charge.

Peter Court, Sandra Drive, MacFarlane Street, and Tanlor Drive were not surveyed; however, the residents were notified that the local Councillor for District 3 had suspended the survey process and

that these streets were forwarded to NSTIR for consideration for paving in the 2011 Aid to Municipality Cost Shared Paving Program.

Wendybrook Drive was successfully surveyed for paving at an estimated rate of \$35 per foot. All property owners were notified in writing that their street was approved by NSTIR for the 2011 paving program.

Beth Court and Stoney Creek Drive were successfully surveyed in 2002 at the rate of \$18.00 per foot. The property owners were notified in writing on January 20, 2011, that the current estimated rate for the paving is now \$35.00 per foot and that the District 3 Councilor has requested that the LIC be recovered via a lot charge. These streets were also forwarded to NSTIR for consideration for paving in the 2011 Aid to Municipality Cost Shared Paving Program.

ALTERNATIVES

The Province offered the opportunity to consider chipsealing in the Minister's letter dated April 12, 2011, as an alternative to asphalt paving. The cost to chipseal is estimated to be approximately one third the cost of asphalt. The Province required that the list of streets to be considered for the upcoming Aid-to-Municipality program be submitted in January 2011. At that time there was no indication that chipseal was an alternative. Many of the residents had been notified well in advance of the Minister's letter that their streets were to be paved with asphalt. Significant time is required to notify residents, conduct public meetings and administer the survey process. Therefore staff does not recommend this alternative. If the chipseal program is offered under the Aid-to-Municipality program in future years, HRM staff will review and notify the residents and the councillor in advance of the project list submission.

ATTACHMENTS

HRM Submission Letters to NSTIR - A-1
NSTIR Approval Letter - A-2
Letters to the Properties Owners - A-3
Map Numbers 1 to 8 – A-4

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: Ann Reid, LIC Technician, Design & Construction Services at 490-6849

Report Approved by: _____
David Hubley, P.Eng., Manager, Design & Construction Services at 490-4845

Procurement Review: _____
Bruce Fisher, A/Director of Finance/CFO at 490-6308

Report Approved by: _____
Phillip Townsend, Director, Infrastructure and Asset Management at 490-7166

AR/pm



P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

COPY

January 5, 2011

Nova Scotia Department of Transportation
& Infrastructure Renewal (NSTIR)
20 Mann Street
Bedford, NS
B4A 2W5

Fax: 424-7116

Attention: Mr. Michael P. Coady, P.Eng., Construction Manager, Central

Dear Mr. Coady:

Re: Cost Shared Paving of Subdivision "J" Class Streets – 2011 Aid to Municipality Program

As per Construction Agreement 2009-12, Halifax Regional Municipality (HRM) is forwarding the list of prioritized streets for the above-noted program.

Attached is a priority list of streets that are to be considered as candidate projects for the cost shared paving of subdivision streets outside the core area. Upon confirmation from the Minister as to which streets will be included in the 2011 Aid to Municipality Program, HRM Council will then consider this list for approval in the 2011/12 Capital Budget.

As part of the above-noted submission, we have included the following HRM owned streets: Stoney Creek Drive; Beth Court; Shoreline Drive and partially owned HRM section of MacFarlane Street. We have included funding in our capital program (subject to Halifax Regional Council approval) to pave these HRM streets. We request these streets to be included in the 2011 Aid to Municipality Program tender in order to be more cost effective, and to minimize disruption to the local residents. NSTIR will invoice HRM 100% for the paving of these streets. If Halifax Regional Council does not approve funding for these streets, we will notify the Province in writing to withdraw them from the tender.

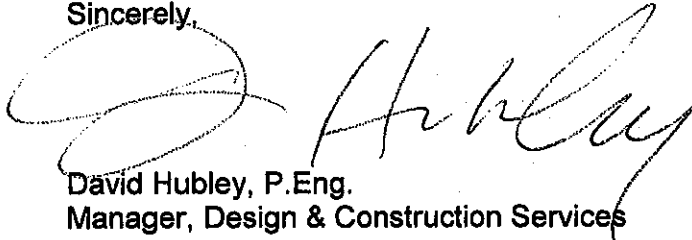
As an added note, we have been in communication with NSTIR staff regarding the possibility of including other road classifications for paving under the Aid Program. We understand that the Province is currently reviewing this issue, and we are requesting an update as this may have an impact on other candidate projects.

.../2

NSTIR - 2011 Aid to
Municipality Program
January 5, 2011
Page 2

Thank you for the opportunity to participate in the program and if you require additional information, please contact the undersigned at 490-4845.

Sincerely,



David Hubley, P.Eng.
Manager, Design & Construction Services

DH/pm

Attachment: Priority Street List

CC: David Hendsbee, Councillor – District 3
Peter Lund, Councillor – District 23
Wayne Anstey, Acting Chief Administrative Officer
Phil Townsend, Director, Infrastructure and Asset Management

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2011 Aid - to- Municipality Cost Sharing Paving Program Submission

Street Name	Limits	Community	District	Length in Metres	Estimated Cost based on \$360 per metre
Candy Mountain Dr	existing pavement to end	Mineville	3	284	\$102,240
Peter Crt	Mineville Rd to cul de sac	Mineville	3	137	\$49,320
Sandra Dr	Denise Drive to end	Lake Echo	3	460	\$165,600
MacFarlane St. (NSTIR section)	Thomas Street to civic 17	Lake Echo	3	108	\$38,880
Tanlor Drive	Myra Road to end	Porters Lake	3	472	\$169,920
Wendybrook Dr	Peggy's Rd to end	Tantallon	23	780	\$280,800
Estimated Cost					\$806,760

HRM Owned Street

Street Name	Limits	Community	District	Length in Metres	Estimated Cost based on \$360 per metre
Stoney Creek Dr.	existing pavement to Mineville Rd.	Mineville	3	473	\$170,280
Beth Court	Stoney Creek Dr. to cul de sac	Mineville	3	138	\$49,680
Shoreline Drive	Candy Mountain Dr. to end	Mineville	3	525	\$189,000
MacFarlane St. (HRM Section)	Civic 17 to cul de sac	Lake Echo	3	199	\$71,640
Estimated Cost					\$480,600

January 20, 2011

Nova Scotia Department of Transportation
& Infrastructure Renewal (NSTIR)
20 Mann Street
Bedford, NS
B4A 2W5

Fax: 424-7116

Attention: Mr. Michael P. Coady, P.Eng., Construction Manager, Central

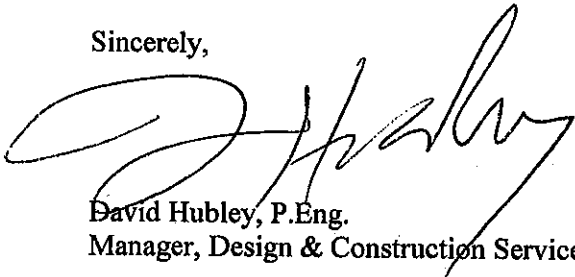
Dear Mr. Coady:

Re: Cost Shared Paving of Subdivision "J" Class Streets – 2011 Aid to Municipality Program Revised List

Further to the letter dated January 5, 2011 regarding the priority list of streets for the 2011 Aid to Municipality Program, please find attached a revised list. As discussed with you, HRM has not completed the community consultation process with the property owners within District 18. HRM staff will be meeting with the community in the near future to determine the level of support for the paving program. If there is insufficient support, HRM will request to the Province that those street(s) be removed from the paving program.

Thank you again for the opportunity to participate in the program, and if you require additional information please contact the undersigned at 490-4845.

Sincerely,



David Hubley, P.Eng.
Manager, Design & Construction Services

DH/

Attachment: Revised Priority Street List

CC: David Hendsbee, Councillor – District 3
Steve Adams, Councillor – District 18
Peter Lund, Councillor – District 23
Wayne Anstey, Acting Chief Administrative Officer
Phil Townsend, Director, Infrastructure and Asset Management

Cost Shared Paving of Subdivision "J" Class Streets - 2011 Aid to Municipality Program
Revised List January 20, 2011

Street Name	Limits	Community	District	Length in Metres	Estimated Cost based on \$360 per metre
Candy Mountain Dr	existing pavement to end	Mineville	3	284	\$102,240
Peter Crt	Mineville Rd to cul de sac	Mineville	3	137	\$49,320
Sandra Dr	Denise Drive to end	Lake Echo	3	460	\$165,600
MacFarlane St. (NSTIR section)	Thomas Street to civic 17	Lake Echo	3	108	\$38,880
River Drive	Sunrise Drive to Civic # 23 River Drive	Lake Echo	3	185	\$66,600
Tanlor Drive	Myra Road to end	Porters Lake	3	472	\$169,920
Oceanic Drive	Windward Drive to Leeward Drive	Porters Lake	3	1231	\$443,160
Windward Lane	Crowell Rd to end	Porters Lake	3	167	\$60,120
Leeward Court	Oceanic Drive to end	Porters Lake	3	140	\$50,400
Wendybrook Dr	Peggy's Rd to end	Tantallon	23	780	\$280,800
Birchwood Road	Acres Road to end	Williamswood	18	425	\$153,000
Honey Court	Old Sambro Rd to cul de sac	Williamswood	18	189	\$68,040
Grover Drive	Old Sambro Rd to End	Williamswood	18	1104	\$397,440
Oakwood Drive	Ene to end	Williamswood	18	761	\$273,960
Maplewood Drive	Grover Dr. to Oakwood Dr	Williamswood	18	141	\$50,760
Gordon Stewart Drive	End to end	Williamswood	18	353	\$127,080
Hazel Drive	Old Sambro Rd to Gordon Stewart Dr	Williamswood	18	97	\$34,920
Kelly Drive	Old Sambro Rd to End	Williamswood	18	752	\$270,720
Basin Vista Drive	Old Sambro Rd to End	Williamswood	18	316	\$113,760
Mercury Avenue	End to Neptune Drive	Harrietfield	18	398	\$143,280
First Pond Drive	Ketch Harbour Road to end	Ketch Harbour	18	409	\$147,240
Bresnan Lane	Camperdown to end	Portuguese Cove	18	195	\$70,200
Bar Harbour Lane	Ketch Harbour Road to end	West Pennant	18	513	\$184,680
Willow Street	Ketch Harbour Road to end	Sambro Head	18	126	\$45,360
Estimated Cost				9743	\$3,507,480

HRM Owned Street

Street Name	Limits	Community	District	Length in Metres	Estimated Cost based on \$360 per metre
Stoney Creek Dr.	existing pavement to Mineville Rd.	Mineville	3	473	\$170,280
Beth Court	Stoney Creek Dr. to cul de sac	Mineville	3	138	\$49,680
Shoreline Drive	Candy Mountain Dr. to end	Mineville	3	525	\$189,000
MacFarlane St. (HRM Section)	Civic 17 to cul de sac	Lake Echo	3	199	\$71,640
Estimated Cost				1335	\$480,600



Transportation and Infrastructure Renewal
Office of the Minister

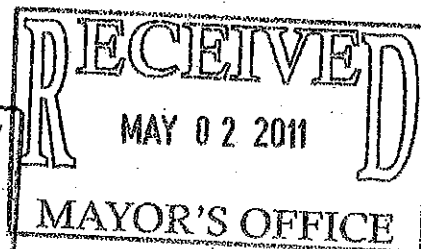
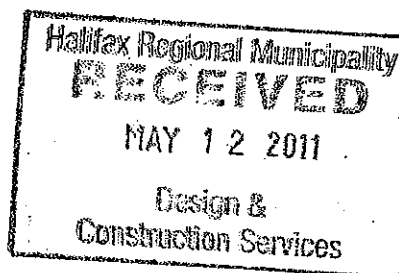
PO Box 186, Halifax, Nova Scotia, Canada B3J 2N2

COPY 1270-21-1711
TR# 34389

April 12, 2011

His Worship Peter Kelly, Mayor
Halifax Regional Municipality
PO Box 1749
Halifax, NS B3J 3A5

Dear Mayor *Peter* Kelly:



Thank you for your submission under the Cost Shared Program for Paving of Subdivision (J Class) Streets for the year 2011-12.

We are pleased to inform you that the roads listed below have been approved for paving under this program. This year for the first time, we will also be allowing the Municipalities the option of requesting a double chip seal pavement as a more cost effective alternative to the asphalt concrete pavement we have traditionally used for this program. Chip seal pavements are particularly well suited to lower volume roads that have predominantly residential traffic and cost approximately \$40,000 per km less than asphalt pavements. They are also less costly to maintain in the long term. If you would like to have any of the following roads reviewed to determine if they would be good candidates for chip seal pavement, we would be pleased to do so and give you revised estimates.

<u>Name</u>	<u>Description</u>	<u>Length(km)</u>	<u>Cost Estimate</u>
Candy Mountain Drive	Mineville	0.284	102,240
Peter Court	Mineville	0.137	49,320
Sandra Drive	Lake Echo	0.46	165,600
MacFarlane Street	Lake Echo	0.108	38,880
River Drive	Lake Echo	0.185	66,600
Tanlor Drive	Porters Lake	0.472	169,920
Oceanic Drive	Porters Lake	1.231	443,160
Windard Lane	Porters Lake	0.167	60,120
Leeward Court	Porters Lake	0.14	50,400
Wendybrook Drive	Tantallon	0.78	280,800

Mayor Peter Kelly
April 12, 2011
Page 2

Under the terms of Agreement 2009-012, the Municipality has agreed to notify the Minister within 15 Business Days whether it accepts the list of approved projects and the Cost Estimate. If a notice of acceptance is not received within this time period, the Municipality is deemed to not accept the list of approved projects and the Cost Estimate, and the Province will proceed no further with these projects.

We have also approved the below HRM owned subdivision streets to be tendered in 2010 on your behalf as requested. You will be responsible for 100% of the costs associated with these Streets.

<u>Name</u>	<u>Description</u>	<u>Length(km)</u>	<u>Cost Estimate</u>
Stoney Creek Drive	Mineville	0.473	170,280
Beth Court	Mineville	0.138	49,680
Shoreline Drive	Mineville	0.525	189,000
MacFarlane St.	Lake Echo	0.199	71,640

If you choose to accept the list and cost estimate, please have the bottom section of this letter signed and returned to Shelley Winters, Capital Program Administration Officer, PO Box 186, Halifax, NS, B3J 2N2.

Sincerely,




Bill Estabrooks, M.B.
Minister

cc: Honourable Keith Colwell, MLA, Preston
Sid Prest, MLA, Eastern Shore
Peter Hackett, District Director, Central
Shelley Winters, Capital Program Administration Officer

NOTICE OF ACCEPTANCE:

Date :

The Halifax Regional Municipality accepts the list of approved projects and the Cost Estimate, as per the terms of Agreement 2009-012.


.....
Title: **Peter Kelly**



May 24, 2011

Councillor's Office

Halifax Regional Municipality
Post Office Box 1749
Halifax, Nova Scotia
Canada B3J 3A5

Tel: (902) 490-4050
Fax: (902) 490-4122
www.halifax.ca

Councillor David Hendsbee

District 3
Preston-Lawrencetown-
Chezzetcook

Tel: (902) 829-2465
Cell: (902) 483-0705
Fax: (902) 829-3620
Email: hendsbd@halifax.ca
www.halifax.ca

Dear Residents Shoreline Drive & Candy Mountain Road:

After long and considerable review of the facts and details pertaining to the potential paving upgrade of Candy Mountain Road and Shoreline Drive in Mineville, I believe it will be in everyone's best long-term interest to proceed with the project.

The street survey results were as follows: 13 of 24 (54%) said No; 6 of 24 (25 %) said Yes; and 5 of 24 (21%) made no comment. I said I would use the results as a gauge, but would not be the sole determinate of my final decision. I have in the past overruled such results, waived the right to petition, and recommended to proceed with paving of other local roadways. In fact, some streets in the past, and even some on this year's list, were not surveyed at all. I have made my recommendation verbally known to HRM staff, our Mayor and to the NS Minister of Transportation.

There are a host of reasons for my decision and I wish to outline them for you:

- It is my opinion that this will be the only economical opportunity for these two streets to be upgrade and improved. This is the third and final year that HRM will have a cost-sharing agreement with the Province under the Aid to Municipalities Program. In fact, this year's funding has been reduced considerably. Future continuance of the program is not certain at this point.
- Furthermore, HRM has tried to group such capital projects in close geographical proximity to one another. The following 12 local roads in District 3 will be done this year: Peter Court, Beth Court, Stoney Creek Drive (Extension), Candy Mountain Road (Extension), Shoreline Drive, all in Mineville; Sandra Drive, MacFarlane Street, and River Drive, in Lake Echo; Tanlor Drive in Porters Lake; and Leeward Court, Windward Lane and Oceanic Drive in East Lawrencetown. This will be the only opportunity to take advantage of a clustered tender package. The overhead costs for heavy equipment mobilization and engineering charges can be best shared amongst the entire lot. After these dozen streets are done, there are very few "J" Class streets left in the entire district and even those are scattered about the region. But there will be none left in the immediate Lake Echo / Mineville area.
- If these couple of streets were left unpaved, then timely winter maintenance for snow plowing and sanding could become even more problematic because these two roads would become isolated as the only gravel streets left in the entire area. Normally, different plow equipment is used on dirt roads. Having these streets paved will ensure winter service remains continuous and uninterrupted.

- The geological features of these two streets also contribute to the difficult ongoing maintenance issues. The hill, slope and grade of Shoreline Drive contribute to many drainage, rutting and icing problems. And the road bed of Candy Mountain Road experiences constant pitting and potholes due to excessive moisture because the earthen material below the gravel road surface is cradled between a bedrock outcropping. Only proper reconstruction and drainage improvements will ease these soft road woes. Also the problem of road dust will be eliminated.
- Also we are experiencing an annual increase in the cost of asphalt, so waiting for another time into the future may prove to be costly. As well the current bank prime interest base rate is low and not expected to rise until later this year. Locking in and fixing the rate now is to everyone's advantage.
- With respect to the Local Improvement Charge (LIC), I believe it would be most equitable to apply it as a blended rate with calculation based on an estimated cost of half per lot (\$2530), and half per frontage (\$17.50/foot) basis. The actual cost will not be calculated until April of 2012 when HRM receives the invoice from NSTIR for ½ of the tender cost.
- The Local Improvement Charge amount payable may, at the option of the owner of the property, be paid in equal annual instalments for a period not exceeding ten years. Instalments are due on the anniversary date of the original billing until the full debt is paid. This billing may also be paid in full at any time, without interest penalty, if the abutter so desires. The unpaid balance is subject to an interest charge at the rate of 2% above the Municipality's Bankers Prime Rate of Interest at the time the project is approved by Halifax Regional Council.

Hard decisions are not easy to make. From my experience, I know that most of the affected residents will not like nor agree my decision, but in the long run, I trust you will eventually appreciate it.

Respectfully yours,

David

cc Ann Reid
Clary White
David Hubley
Phil Townsend

January 20, 2011

Dear Sir/Madam:

Re: Paving – Gravel Section of Candy Mountain Drive & Shoreline Drive - Mineville

On March 3, 2009, Halifax Regional Council approved a three-year Construction Agreement 2009-012 between Nova Scotia Transportation and Infrastructure Renewal (NSTIR) and Halifax Regional Municipality (HRM). This agreement is for the paving of "J" Class gravel roads under the Aid to Municipality Program. On January 5, 2011, HRM submitted a list of streets for consideration for the 2011 Aid to Municipality Paving Program. Shoreline Drive is owned by HRM, so to ensure that all the streets located within a geographic area are paved at the same time, HRM has requested that NSTIR include Shoreline Drive in their tender. The following streets are located in the same geographic area Beth Court, Candy Mountain Drive, Shoreline Drive, Stoney Creek Drive and Peter Court all of which are on the list for consideration in the 2011 Aid to Municipality paving program. It is difficult to estimate the rate for future paving projects as oil prices and construction inflation can have an impact; however, for the purpose of estimating, we are suggesting \$35.00 per linear foot of property frontage. Councillor Hendsbee has requested that due to the frontages ranging from 100 to 330.57 feet, the fairest way to recovery the LIC cost will be based on a per lot charge. The estimated lot charge would be \$6,189 billed to 21 properties. Under the Aid to Municipality cost sharing program, the actual rate will be calculated on one half of the total cost of the paving tender divided by the recoverable frontage.

Pursuant to the HRM Local Improvement Policy, the Councillor for the area has the right to suspend the survey process with Council's approval. Councillor Hendsbee is choosing to exercise this right, for reasons based on calls he has received from the residents asking to have their street paved. Paving streets located in the same geographic area is more cost effective; therefore, the cost to the property owners is less. The abutting property owners will be responsible for paying the Local Improvement Charges associated with installation of the new paving. The actual rate will be set once HRM receives the final invoice from NSTIR.

The Local Improvement Charge amount payable may, at the option of the owner of the property, be paid in equal annual instalments for a period not exceeding ten years. Instalments are due on the anniversary date of the original billing until the full debt is paid. This billing may also be paid in full at any time, without interest penalty, if the abutter so desires. The unpaid balance is subject to an interest charge at the rate of 2% above the Municipality's Bankers Prime Rate of Interest at the time the project is approved by Halifax Regional Council.

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**Candy Mountain Road &
Shoreline Drive
January 20, 2011 - Page 2**

If you have any question or concerns pertaining to this matter, please do not hesitate to call Ann Reid at 490-6849 or e-mail: reida@halifax.ca.

Respectfully,



Clary White
Supervisor Drafting and Plan Records,
Design & Construction Services

CW/pm

cc: Councillor David Hendsbee, District 3
Phil Townsend Director Infrastructure & Asset Management
David Hubley, P. Eng., Manager Design & Construction Services

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May 25, 2011

Dear Sir/Madam:

**Re: Paving Upgrade of Leeward Lane, Oceanic Drive and Windward Lane -
Lawrencetown**

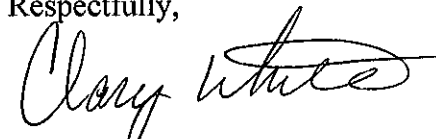
This is to inform you that Halifax Regional Municipality (HRM) received a letter from the Minister of Nova Scotia Transportation and Infrastructure Renewal (NSTIR) on May 2, 2011, confirming that the above noted streets have been approved for paving in the 2011 Aid to Municipality Cost Sharing Program. Under this program, the Province designs, tenders and facilitates the construction of this work. HRM's responsibility is to select the streets for consideration and to recover local improvement charges (LIC). The Province covers 50% of the construction costs and HRM recovers the remaining 50% from the residents through the LIC process.

The LIC recovery for the paving of these streets will be assessed on a per lot charge estimated at \$6,347 as per the successful paving survey. The actual rate will be set once HRM receives the final invoice from NSTIR in April of 2012. The paving will take place this fall, work to be completed by October 31, 2011.

The Local Improvement Charge amount payable may, at the option of the owner of the property, be paid in equal annual instalments for a period not exceeding ten years. Instalments are due on the anniversary date of the original billing until the full debt is paid. This billing may also be paid in full at any time, without interest penalty, if the abutter so desires. The unpaid balance is subject to an interest charge at the rate of 2% above the Municipality's Bankers Prime Rate of Interest at the time the project is approved by Halifax Regional Council.

If you have any question or concerns pertaining to this matter, please do not hesitate to call Ann Reid at 490-6849 or e-mail: reida@halifax.ca.

Respectfully,



Clary White
Supervisor Drafting and Plan Records,
Design & Construction Services

CW/rch.

cc: Councillor David Hendsbee, District 3
Phil Townsend, Director, Infrastructure & Asset Management

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May 25, 2011

Dear Sir/Madam:

Re: Paving Upgrade of – River Drive – Lake Echo

This is to inform you that Halifax Regional Municipality (HRM) received a letter from the Minister of Nova Scotia Transportation and Infrastructure Renewal (NSTIR) on May 2, 2011, confirming that River Drive has been approved for paving in the 2011 Aid to Municipality Cost Sharing Program. Under this program, the Province designs, tenders and facilitates the construction of this work. HRM's responsibility is to select the streets for consideration and to recover local improvement charges (LIC). The Province covers 50% of the construction costs and HRM recovers the remaining 50% from the residents through the LIC process.

The LIC recovery for the paving of River Drive will be assessed on a per lot charge as stated in the letter dated January 25, 2011 with an estimated lot charge of \$940.45. The actual rate will be set once HRM receives the final invoice from NSTIR in April of 2012. The paving will take place this fall, work to be completed by October 31, 2011.

The Local Improvement Charge amount payable may, at the option of the owner of the property, be paid in equal annual installments for a period not exceeding ten years. Installments are due on the anniversary date of the original billing until the full debt is paid. This billing may also be paid in full at any time, without interest penalty, if the abutter so desires. The unpaid balance is subject to an interest charge at the rate of 2% above the Municipality's Bankers Prime Rate of Interest at the time the project is approved by Halifax Regional Council.

If you have any question or concerns pertaining to this matter, please do not hesitate to call Ann Reid at 490-6849 or e-mail: reida@halifax.ca.

Respectfully,



Clary White
Supervisor Drafting and Plan Records,
Design & Construction Services

CW/pm

cc: Councillor David Hendsbee, District 3
Phil Townsend, Director, Infrastructure & Asset Management

H:\ENG\word\Local Improvements\2011 Notification Letter Out side core\River Drive.doc

January 25, 2011

Dear Sir/Madam:

Re: Paving – River Drive Limits from Sunrise Drive to end of Civic # 23.

On March 3, 2009, Halifax Regional Council approved a three-year Construction Agreement 2009-012 between Nova Scotia Transportation and Infrastructure Renewal (NSTIR) and Halifax Regional Municipality (HRM). This agreement is for the paving of “J” Class gravel roads under the Aid to Municipality Program. On January 21, 2011 HRM submitted a list of streets for consideration for the 2011 Aid to Municipality Paving Program. The above noted street was included on the paving list. The section that may be paved is the Provincial owned section from Sunrise Drive to the beginning of the private section of River Drive. Paving of private roads are not included in any cost sharing program.

The following streets are located in the same geographic area River Drive, Sandra Drive and MacFarlane Street all of which are on the list for consideration in the 2011 Aid to Municipality paving program. It is difficult to estimate the rate for future paving projects as oil prices and construction inflation can have an impact; however, for the purpose of estimating we are suggesting \$35.00 per linear foot of property frontage. Since the paving will benefit all the property owners using the road, Councillor Hendsbee has requested that the LIC's be shared equally between the 27 properties owners at an estimated lot charge of \$790.00. Under the Aid to Municipality cost sharing program, the actual rate will be calculated on one half of the total cost of the paving tender divided by the recoverable frontage.

Pursuant to the HRM Local Improvement Policy, the Councillor for the area has the right to suspend the survey process with Council's approval. Councillor Hendsbee is choosing to exercise this right, for reasons based on calls he has received from the residents complaining about the problems with that section of River Court. Paving streets located in the same geographic area is more cost effective therefore the cost to the property owners is less. The affected property owners will be responsible for paying the Local Improvement Charges associated with the installation of the new paving. The actual rate will be set once HRM receives the final invoice from NSTIR.

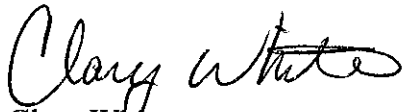
The Local Improvement Charge amount payable may, at the option of the owner of the property, be paid in equal annual instalments for a period not exceeding ten years. Instalments are due on the anniversary date of the original billing until the full debt is paid. This billing may also be paid in full at any time, without interest penalty, if the abutter so desires. The unpaid balance is subject to an interest charge at the rate of 2% above the Municipality's Bankers Prime Rate of Interest at the time the project is approved by Halifax Regional Council.

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**River Drive Limits from Sunrise Drive
to end of Civic # 23
January 25, 2011 – Page 2**

If you have any question or concerns pertaining to this matter, please do not hesitate to call Ann Reid at 490-6849 or e-mail: reida@halifax.ca.

Respectfully,



Clary White
Supervisor Drafting and Plan Records,
Design & Construction Services

CW/rch.

cc: Councillor David Hendsbee, District 3
Phil Townsend Director Infrastructure & Asset Management
David Hubley, P. Eng., Manager Design & Construction Services

H:\ENG\word\General Correspondence\Paving River Drive limits from Sunrise.doc

May 25, 2011

Dear Sir/Madam:

Re: Paving Upgrade of – Peter Court – Mineville

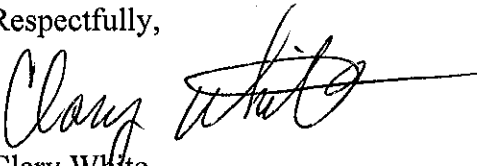
This is to inform you that Halifax Regional Municipality (HRM) received a letter from the Minister of Nova Scotia Transportation and Infrastructure Renewal (NSTIR) on May 2, 2011, confirming that Peter Court has been approved for paving in the 2011 Aid to Municipality Cost Sharing Program. Under this program, the Province designs, tenders and facilitates the construction of this work. HRM's responsibility is to select the streets for consideration and to recover local improvement charges (LIC). The Province covers 50% of the construction costs and HRM recovers the remaining 50% from the residents through the LIC process.

The LIC recovery for the paving of Peter Court will be assessed on a per foot charge as stated in the letter dated January 25, 2011 with an estimated frontage rate of \$35.00 per foot. The actual rate will be set once HRM receives the final invoice from NSTIR in April of 2012. The paving will take place this fall, work to be completed by October 31, 2011.

The Local Improvement Charge amount payable may, at the option of the owner of the property, be paid in equal annual installments for a period not exceeding ten years. Installments are due on the anniversary date of the original billing until the full debt is paid. This billing may also be paid in full at any time, without interest penalty, if the abutter so desires. The unpaid balance is subject to an interest charge at the rate of 2% above the Municipality's Bankers Prime Rate of Interest at the time the project is approved by Halifax Regional Council.

If you have any question or concerns pertaining to this matter, please do not hesitate to call Ann Reid at 490-6849 or e-mail: reida@halifax.ca.

Respectfully,



Clary White
Supervisor Drafting and Plan Records,
Design & Construction Services

CW/pm

cc: Councillor David Hendsbee, District 3
Phil Townsend, Director, Infrastructure & Asset Management

H:\ENG\word\Local Improvements\2011 Notification Letter Out side core\Peter Court.doc

January 25, 2011

Dear Sir/Madam:

Re: Paving –Peter Court - Mineville

On March 3, 2009, Halifax Regional Council approved a three-year Construction Agreement 2009-012 between Nova Scotia Transportation and Infrastructure Renewal (NSTIR) and Halifax Regional Municipality (HRM). This agreement is for the paving of “J” Class gravel roads under the Aid to Municipality Program. On January 5, 2011, HRM submitted a list of streets for consideration for the 2011 Aid to Municipality Paving Program. The following streets are located in the same geographic area Beth Court, Candy Mountain Drive, Shoreline Drive, Stoney Creek Drive and Peter Court all of which are on the list for consideration in the 2011 Aid to Municipality paving program. It is difficult to estimate the rate for future paving projects as oil prices and construction inflation can have an impact; however, for the purpose of estimating, we are suggesting \$35.00 per linear foot of property frontage. The LIC's for Peter Court will be recovered based on a per foot charge of your property frontage. Under the Aid to Municipality cost sharing program, the actual rate will be calculated on one half of the total cost of the paving tender divided by the recoverable frontage.

Pursuant to the HRM Local Improvement Policy, the Councillor for the area has the right to suspend the survey process with Council's approval. Councillor Hendsbee is choosing to exercise this right, for reasons based on calls he has received from the residents asking to have their street paved. Paving streets located in the same geographic area is more cost effective; therefore, the cost to the property owners is less. The abutting property owners will be responsible for paying the Local Improvement Charges associated with installation of the new paving. The actual rate will be set once HRM receives the final invoice from NSTIR.

The Local Improvement Charge amount payable may, at the option of the owner of the property, be paid in equal annual instalments for a period not exceeding ten years. Installments are due on the anniversary date of the original billing until the full debt is paid. This billing may also be paid in full at any time, without interest penalty, if the abutter so desires. The unpaid balance is subject to an interest charge at the rate of 2% above the Municipality's Bankers Prime Rate of Interest at the time the project is approved by Halifax Regional Council.

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Peter Court - Mineville

January 20, 2011

Page 2

If you have any question or concerns pertaining to this matter, please do not hesitate to call Ann Reid at 490-6849 or e-mail: reida@halifax.ca.

Respectfully,



Clary White
Supervisor Drafting and Plan Records,
Design & Construction Services

CW/rch.

cc: Councillor David Hendsbee, District 3
Phil Townsend Director Infrastructure & Asset Management
David Hubley, P. Eng., Manager Design & Construction Services

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May 24, 2011

Dear Sir/Madam:

Paving Upgrade of –Sandra Drive – Lake Echo

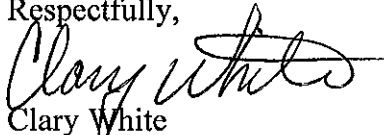
This is to inform you that Halifax Regional Municipality (HRM) received a letter from the Minister of Transportation and Infrastructure Renewal (NSTIR) on May 2, 2011, confirming that Sandra Drive has been approved for paving in the 2011 Aid to Municipality Cost Sharing Program. Under this program, the Province designs, tenders and facilitates the construction of this work. HRM's responsibility is to select the streets for consideration and to recover local improvement charges (LIC). The Province covers 50% of the construction costs and HRM recovers the remaining 50% from the residents through the LIC process.

The LIC recovery for the paving of Sandra Drive will be assessed on a per lot charge as stated in the letter dated January 25, 2011 the estimated lot charge is \$5,592. The actual rate will be set once HRM receives the final invoice from NSTIR in April of 2012. The paving will take place this fall, work to be completed by October 31, 2011.

The Local Improvement Charge amount payable may, at the option of the owner of the property, be paid in equal annual instalments for a period not exceeding ten years. Instalments are due on the anniversary date of the original billing until the full debt is paid. This billing may also be paid in full at any time, without interest penalty, if the abutter so desires. The unpaid balance is subject to an interest charge at the rate of 2% above the Municipality's Bankers Prime Rate of Interest at the time the project is approved by Halifax Regional Council.

If you have any question or concerns pertaining to this matter, please do not hesitate to call Ann Reid at 490-6849 or e-mail: reida@halifax.ca.

Respectfully,



Clary White
Supervisor Drafting and Plan Records,
Design & Construction Services

CW/rch.

cc: Councillor David Hendsbee, District 3
Phil Townsend Director Infrastructure & Asset Management
David Hubley, P. Eng., Manager Design & Construction Services

H:\ENG\word\Local Improvements\2011 Notification Letter Out side core\Sandra Drive.doc

January 25, 2011

Dear Sir/Madam:

Re: Paving – Sandra Drive – Lake Echo

On March 3, 2009, Halifax Regional Council approved a three-year Construction Agreement 2009-012 between Nova Scotia Transportation and Infrastructure Renewal (NSTIR) and Halifax Regional Municipality (HRM). This agreement is for the paving of “J” Class gravel roads under the Aid to Municipality Program. On January 5, 2011, HRM submitted a list of streets for consideration for the 2011 Aid to Municipality Paving Program. The following streets are located in the same geographic area River Drive, Sandra Drive and MacFarlane Street all are on the list for consideration in the 2011 Aid to Municipality paving program. It is difficult to estimate the rate for future paving projects as oil prices and construction inflation can have an impact; however, for the purpose of estimating, we are suggesting \$35.00 per linear foot of property frontage. Councillor Hendsbee has requested that due to the frontages ranging from 66 to 174 feet, the fairest way to recover the LIC cost will be based on a per lot charge. The estimated lot charge would be \$5,592 billed to 13 properties. Under the Aid to Municipality cost sharing program, the actual rate will be calculated on one half of the total cost of the paving tender divided by the recoverable frontage.

Pursuant to the HRM Local Improvement Policy, the Councillor for the area has the right to suspend the survey process with Council’s approval. Councillor Hendsbee is choosing to exercise this right, for reasons based on calls he has received from the residents asking to have their street paved. Paving streets located in the same geographic area is more cost effective; therefore, the cost to the property owners is less. The abutting property owners will be responsible for paying the Local Improvement Charges associated with installation of the new paving. The actual rate will be set once HRM receives the final invoice from NSTIR.

The Local Improvement Charge amount payable may, at the option of the owner of the property, be paid in equal annual installments for a period not exceeding ten years. Installments are due on the anniversary date of the original billing until the full debt is paid. This billing may also be paid in full at any time, without interest penalty, if the abutter so desires. The unpaid balance is subject to an interest charge at the rate of 2% above the Municipality’s Bankers Prime Rate of Interest at the time the project is approved by Halifax Regional Council.

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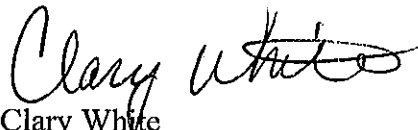
Sandra Drive – Lake Echo

January 20, 2011

Page 2

If you have any question or concerns pertaining to this matter, please do not hesitate to call Ann Reid at 490-6849 or e-mail: reida@halifax.ca.

Respectfully,



Clary White

Supervisor Drafting and Plan Records,
Design & Construction Services

CW/rch.

cc: Councillor David Hendsbee, District 3
Phil Townsend, Director Infrastructure & Asset Management
David Hubley, P. Eng., Manager Design & Construction Services

H:\ENG\word\General Correspondence\Sandra Drive.doc

May 24, 2011

Dear Sir/Madam:

Re: Paving Upgrade of – Tanlor Drive– Porters Lake

This is to inform you that Halifax Regional Municipality (HRM) received a letter from the Minister of Nova Scotia Transportation and Infrastructure Renewal (NSTIR) on May 2, 2011, confirming that Tanlor Drive has been approved for paving in the 2011 Aid to Municipality Cost Sharing Program. Under this program, the Province designs, tenders and facilitates the construction of this work. HRM's responsibility is to select the streets for consideration and to recover local improvement charges (LIC). The Province covers 50% of the construction costs and HRM recovers the remaining 50% from the residents through the LIC process.

The LIC recovery for the paving of Tanlor Drive will be assessed on a per lot charge as stated in the letter dated January 25, 2011 with an estimated lot charge of \$5,347. The actual rate will be set once HRM receives the final invoice from NSTIR in April of 2012. The paving will take place this fall, work to be completed by October 31, 2011.

The Local Improvement Charge amount payable may, at the option of the owner of the property, be paid in equal annual installments for a period not exceeding ten years. Installments are due on the anniversary date of the original billing until the full debt is paid. This billing may also be paid in full at any time, without interest penalty, if the abutter so desires. The unpaid balance is subject to an interest charge at the rate of 2% above the Municipality's Bankers Prime Rate of Interest at the time the project is approved by Halifax Regional Council.

If you have any question or concerns pertaining to this matter, please do not hesitate to call Ann Reid at 490-6849 or e-mail: reida@halifax.ca.

Respectfully,



Clary White
Supervisor Drafting and Plan Records,
Design & Construction Services

CW/pm

cc: Councillor David Hendsbee, District 3
Phil Townsend, Director, Infrastructure & Asset Management
David Hubley, P. Eng., Manager, Design & Construction Services

H:\ENG\word\Local Improvements\2011 Notification Letter Out side core\Tanlor Drive.doc

January 25, 2011

Dear Sir/Madam:

Re: Paving –Tanlor Drive, Porters Lake

On March 3, 2009, Halifax Regional Council approved a three-year Construction Agreement 2009-012 between Nova Scotia Transportation and Infrastructure Renewal (NSTIR) and Halifax Regional Municipality (HRM). This agreement is for the paving of “J” Class gravel roads under the Aid to Municipality Program. On January 5, 2011, HRM submitted a list of streets for consideration for the 2011 Aid to Municipality Paving Program. The following streets are located in the same geographic area Tanlor Drive, Leeward Lane, Oceanic Drive and Windward Lane all of which are on the list for consideration in the 2011 Aid to Municipality paving program. It is difficult to estimate the rate for future paving projects as oil prices and construction inflation can have an impact; however, for the purpose of estimating, we are suggesting \$35.00 per linear foot of property frontage. Councillor Hendsbee has requested that due to the frontages ranging from 30 to 230 feet, the fairest way to recover the LIC cost will be based on a per lot charge. The estimated lot charge would be \$5,347 billed to 13 properties. Under the Aid to Municipality cost sharing program, the actual rate will be calculated on one half of the total cost of the paving tender divided by the recoverable frontage.

Pursuant to the HRM Local Improvement Policy, the Councillor for the area has the right to suspend the survey process with Council’s approval. Councillor Hendsbee is choosing to exercise this right, for reasons based on calls he has received from the residents asking to have their street paved. Paving streets located in the same geographic area is more cost effective; therefore, the cost to the property owners is less. The abutting property owners will be responsible for paying the Local Improvement Charges associated with installation of the new paving. The actual rate will be set once HRM receives the final invoice from NSTIR.

The Local Improvement Charge amount payable may, at the option of the owner of the property, be paid in equal annual instalments for a period not exceeding ten years. Installments are due on the anniversary date of the original billing until the full debt is paid. This billing may also be paid in full at any time, without interest penalty, if the abutter so desires. The unpaid balance is subject to an interest charge at the rate of 2% above the Municipality’s Bankers Prime Rate of Interest at the time the project is approved by Halifax Regional Council.

.../2

Tanlor Drive
January 25, 2011
Page 2

If you have any question or concerns pertaining to this matter, please do not hesitate to call Ann Reid at 490-6849 or e-mail: reida@halifax.ca.

Respectfully,



Clary White
Supervisor Drafting and Plan Records,
Design & Construction Services

CW/pm

cc: Councillor David Hendsbee, District 3
Phil Townsend Director Infrastructure & Asset Management
David Hubley, P. Eng., Manager Design & Construction Services

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May 24, 2011

Dear Sir/Madam:

Paving Upgrade of MacFarlane Street - Lake Echo

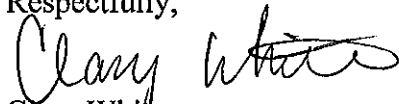
This is to inform you that Halifax Regional Municipality (HRM) received a letter from the Minister of Transportation and Infrastructure Renewal (NSTIR) on May 2, 2011, confirming that MacFarlane Street has been approved for paving in the 2011 Aid to Municipality Cost Shared Program. Under this program, the Province designs, tenders and facilitates the construction of this work. HRM's responsibility is to select the streets for consideration and to recover local improvement charges (LIC). The Province covers 50% of the construction costs and HRM recovers the remaining 50% from the residents through the LIC process.

The LIC recovery for the paving of MacFarlane Street will be assessed on a per lot charge as stated in the letter dated January 25, 2011 the estimated lot charge is \$4,769. The actual rate will be set once HRM receives the final invoice from NSTIR in April of 2012. The paving will take place this fall, work to be completed by October 31, 2011.

The Local Improvement Charge amount payable may, at the option of the owner of the property, be paid in equal annual instalments for a period not exceeding ten years. Instalments are due on the anniversary date of the original billing until the full debt is paid. This billing may also be paid in full at any time, without interest penalty, if the abutter so desires. The unpaid balance is subject to an interest charge at the rate of 2% above the Municipality's Bankers Prime Rate of Interest at the time the project is approved by Halifax Regional Council.

If you have any question or concerns pertaining to this matter, please do not hesitate to call Ann Reid at 490-6849 or e-mail: reida@halifax.ca.

Respectfully,



Clary White
Supervisor Drafting and Plan Records,
Design & Construction Services

CW/rch.

cc: Councillor David Hendsbee, District 3
Phil Townsend Director Infrastructure & Asset Management
David Hubley, P. Eng., Manager Design & Construction Services

H:\ENG\word\Local Improvements\2011 Notification Letter Out side core\MacFarlane Street.doc

January 25, 2011

Dear Sir/Madam:

Re: Paving –MacFarlane Street – Lake Echo.

On March 3, 2009, Halifax Regional Council approved a three-year Construction Agreement 2009-012 between Nova Scotia Transportation and Infrastructure Renewal (NSTIR) and Halifax Regional Municipality (HRM). This agreement is for the paving of “J” Class gravel roads under the Aid to Municipality Program. On January 5, 2011, HRM submitted a list of streets for consideration for the 2011 Aid to Municipality Paving Program. The following streets are located in the same geographic area River Drive, Sandra Drive and MacFarlane Street all are on the list for consideration in the 2011 Aid to Municipality paving program. It is difficult to estimate the rate for future paving projects as oil prices and construction inflation can have an impact; however, for the purpose of estimating, we are suggesting \$35.00 per linear foot of property frontage. Councillor Hendsbee has requested that due to the frontages ranging from 51 to 178 feet, the fairest way to recover the LIC cost will be based on a per lot charge. The estimated lot charge would be \$4,769 billed to 13 properties. Under the Aid to Municipality cost sharing program, the actual rate will be calculated on one half of the total cost of the paving tender divided by the recoverable frontage.

Pursuant to the HRM Local Improvement Policy, the Councillor for the area has the right to suspend the survey process with Council’s approval. Councillor Hendsbee is choosing to exercise this right, for reasons based on calls he has received from the residents asking to have their street paved. Paving streets located in the same geographic area is more cost effective; therefore, the cost to the property owners is less. The abutting property owners will be responsible for paying the Local Improvement Charges associated with installation of the new paving. The actual rate will be set once HRM receives the final invoice from NSTIR.

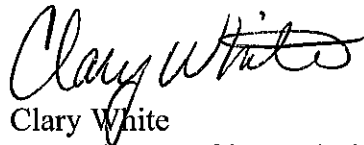
The Local Improvement Charge amount payable may, at the option of the owner of the property, be paid in equal annual installments for a period not exceeding ten years. Installments are due on the anniversary date of the original billing until the full debt is paid. This billing may also be paid in full at any time, without interest penalty, if the abutter so desires. The unpaid balance is subject to an interest charge at the rate of 2% above the Municipality’s Bankers Prime Rate of Interest at the time the project is approved by Halifax Regional Council.

.../2

MacFarlane Street
January 25, 2011 - Page 2

If you have any question or concerns pertaining to this matter, please do not hesitate to call Ann Reid at 490-6849 or e-mail: reida@halifax.ca.

Respectfully,



Clary White
Supervisor Drafting and Plan Records,
Design & Construction Services

CW/rch.

cc: Councillor David Hendsbee, District 3
Phil Townsend Director Infrastructure & Asset Management
David Hubley, P. Eng., Manager Design & Construction Services

H:\ENG\word\General Correspondence\MacFarlane Street.doc

May 25, 2011

Dear Sir/Madam:

Re: Paving Upgrade of – Wendybrook Drive , Tantallon

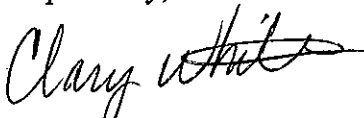
This is to inform you that Halifax Regional Municipality (HRM) received a letter from the Minister of Nova Scotia Transportation and Infrastructure Renewal (NSTIR) on May 2, 2011, confirming that Wendybrook Drive has been approved for paving in the 2011 Aid to Municipality Cost Sharing Program. Under this program, the Province designs, tenders and facilitates the construction of this work. HRM's responsibility is to select the streets for consideration and to recover local improvement charges (LIC). The Province covers 50% of the construction costs and HRM recovers the remaining 50% from the residents through the LIC process.

The LIC recovery for the paving of Wendybrook Drive will be assessed on a per foot charge as stated in the paving survey with an estimated per foot charge of \$35.00. The actual rate will be set once HRM receives the final invoice from NSTIR in April of 2012. The paving will take place this fall, work to be completed by October 31, 2011.

The Local Improvement Charge amount payable may, at the option of the owner of the property, be paid in equal annual instalments for a period not exceeding ten years. Instalments are due on the anniversary date of the original billing until the full debt is paid. This billing may also be paid in full at any time, without interest penalty, if the abutter so desires. The unpaid balance is subject to an interest charge at the rate of 2% above the Municipality's Bankers Prime Rate of Interest at the time the project is approved by Halifax Regional Council.

If you have any question or concerns pertaining to this matter, please do not hesitate to call Ann Reid at 490-6849 or e-mail: reida@halifax.ca.

Respectfully,



Clary White
Supervisor Drafting and Plan Records,
Design & Construction Services

CW/rch.

cc: Peter Lund , Councillor District 23
Phil Townsend, Director, Infrastructure & Asset Management

H:\ENG\word\Local Improvements\2011 Notification Letter Out side core\Wendybrook Drive.doc

November 17, 2010

All Property Owners

Dear Sir/Madam:

Re: Survey Results - Wendybrook Drive – Tantallon

This is to inform you of the result of the survey that closed on **November 12, 2010**, regarding the paving of the above-noted street. Wendybrook Drive is owned/maintained by Nova Scotia Department of Transportation Infrastructure Renewal (NSTIR).

Under the HRM Local Improvement Policy, By-Law Number S-400, and subject to budget considerations, street paving may be implemented provided there has been a successful survey of the property owners showing that 50% of the total recoverable frontage is in favor of the project. Wendybrook Drive was successfully surveyed with 60% of the recoverable frontage in support of the paving. HRM will include this street in the 2011 submission to NSTIR for consideration for paving under the 2011 Aid to Municipality Program. However, at this time, staff cannot confirm when the work will be carried out.

When HRM is notified as to what streets have been approved for the 2011 paving program, the property owners will be notified in writing as to the status of the paving of Wendybrook Drive. The Local Improvement Charge payable to HRM may, at the option of the property owner, be paid in equal annual installments for a period not exceeding ten years. Installments are due on the anniversary date of the original billing, until the full debt is paid. This billing may also be paid in full at any time if the abutter so desires. The unpaid balance is subject to an interest charge at the rate of 2% above the Municipality's Bankers Prime Rate of Interest at the time the project is approved by Halifax Regional Council.

Should you have any questions pertaining to this matter, please do not hesitate to contact me at 490-6849 or e-mail: reida@halifax.ca.

Yours very truly,



Ann Reid
LIC Technician

CC: Peter Lund, Councillor District 23
Phil Townsend, Director IAM's
David Hubley, P.Eng., Manager, Design and Construction Services

AR/pm

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INFRASTRUCTURE & ASSET MANAGEMENT, Design and Construction

*Facilities Planning/
Capital Projects*

*Real Property/
Parks Planning*

*Sustainable Environmental
Management Office (SEMO)*

Tel: (902) 490-6849
E-mail: reida@halifax.ca

Fax: (902) 490-4858
Website: www.halifax.ca

May 24, 2011

Dear Sir/Madam:

Re: Paving Upgrade of –Beth Court – Mineville

This is to inform you that Halifax Regional Municipality (HRM) received a letter from the Minister of Nova Scotia Transportation and Infrastructure Renewal (NSTIR) on May 2, 2011, confirming that Beth Court has been approved for paving in the 2011 Aid to Municipality Cost Sharing Program. Under this program, the Province designs, tenders and facilitates the construction of this work. HRM's responsibility is to select the streets for consideration and to recover local improvement charges (LIC). The Province covers 50% of the construction costs and HRM recovers the remaining 50% from the residents through the LIC process.

The LIC recovery for the paving of Beth Court will be assessed on a per lot charge as stated in the letter dated January 20, 2011 with an estimated lot charge of \$4,746. The actual rate will be set once HRM receives the final invoice from NSTIR in April of 2012. The paving will take place this fall, work to be completed by October 31, 2011.

The Local Improvement Charge amount payable may, at the option of the owner of the property, be paid in equal annual installments for a period not exceeding ten years. Installments are due on the anniversary date of the original billing until the full debt is paid. This billing may also be paid in full at any time, without interest penalty, if the abutter so desires. The unpaid balance is subject to an interest charge at the rate of 2% above the Municipality's Bankers Prime Rate of Interest at the time the project is approved by Halifax Regional Council.

If you have any question or concerns pertaining to this matter, please do not hesitate to call Ann Reid at 490-6849 or e-mail: reida@halifax.ca.

Respectfully,



Clary White
Supervisor Drafting and Plan Records,
Design & Construction Services

CW/pm

cc: Councillor David Hendsbee, District 3
Phil Townsend, Director, Infrastructure & Asset Management
David Hubley, P. Eng., Manager, Design & Construction Services

HA\ENG\word\Local Improvements\2011 Notification Letter Out side core\Beth Court.doc

January 20, 2011

Dear Sir/Madam:

Re: Paving –Beth Court – Mineville

On March 3, 2009, Halifax Regional Council approved a three-year Construction Agreement 2009-012 between Nova Scotia Transportation and Infrastructure Renewal (NSTIR) and Halifax Regional Municipality (HRM). This agreement is for the paving of “J” Class gravel roads under the Aid to Municipality Program. On January 5, 2011, HRM submitted a list of streets for consideration for the 2011 Aid to Municipality Paving Program. Beth Court is owned by HRM, so to ensure that all the streets located within a geographic area are paved at the same time, HRM has requested that NSTIR include Beth Court in their tender. The following streets are located in the same geographic area Candy Mountain Drive, Stoney Creek Drive, Shoreline Drive and Peter Court all of which are on the list for consideration in the 2011 Aid to Municipality paving program. It is difficult to estimate the rate for future paving projects as oil prices and construction inflation can have an impact; however, for the purpose of estimating, we are suggesting \$35.00 per linear foot of property frontage. Councillor Hendsbee has requested that due to the frontages ranging from 31.28 to 239.67 feet, the fairest way to recovery the LIC cost will be based on a per lot charge. The **estimated** lot charge would be \$4,746 billed to 8 properties. Under the Aid to Municipality cost sharing program, the actual rate will be calculated on one half of the total cost of the paving tender divided by the recoverable frontage.

Pursuant to the HRM Local Improvement Policy, the Councillor for the area has the right to suspend the survey process with Council’s approval. Councillor Hendsbee is choosing to exercise this right, for reasons based on calls he has received from the residents asking to have their street paved. Beth Court has been on the list since 2002. Paving streets located in the same geographic area is more cost effective; therefore, the cost to the property owners is less. The abutting property owners will be responsible for paying the Local Improvement Charges associated with installation of the new paving. The actual rate will be set once HRM receives the final invoice from NSTIR.

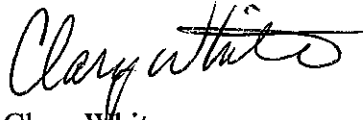
The Local Improvement Charge amount payable may, at the option of the owner of the property, be paid in equal annual instalments for a period not exceeding ten years. Instalments are due on the anniversary date of the original billing until the full debt is paid. This billing may also be paid in full at any time, without interest penalty, if the abutter so desires. The unpaid balance is subject to an interest charge at the rate of 2% above the Municipality’s Bankers Prime Rate of Interest at the time the project is approved by Halifax Regional Council.

.../2

Beth Court
January 20, 2011 - Page 2

If you have any question or concerns pertaining to this matter, please do not hesitate to call Ann Reid at 490-6849 or e-mail: reida@halifax.ca.

Respectfully,



Clary White
Supervisor Drafting and Plan Records,
Design & Construction Services

CW/pm

cc: Councillor David Hendsbee, District 3
Phil Townsend Director Infrastructure & Asset Management
David Hubley, P. Eng., Manager Design & Construction Services

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May 24, 2011

Dear Sir/Madam:

Re: Paving Upgrade of – Stoney Creek Drive – Porters Lake

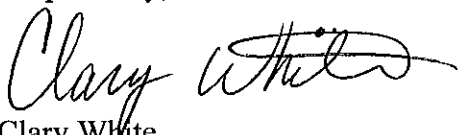
This is to inform you that Halifax Regional Municipality (HRM) received a letter from the Minister of Nova Scotia Transportation and Infrastructure Renewal (NSTIR) on May 2, 2011, confirming that Stoney Creek Drive has been approved for paving in the 2011 Aid to Municipality Cost Sharing Program. Under this program, the Province designs, tenders and facilitates the construction of this work. HRM's responsibility is to select the streets for consideration and to recover local improvement charges (LIC). The Province covers 50% of the construction costs and HRM recovers the remaining 50% from the residents through the LIC process.

The LIC recovery for the paving of Stoney Creek Drive will be assessed on a per lot charge as stated in the letter dated January 20, 2011 with an estimated lot charge of \$6,904. The actual rate will be set once HRM receives the final invoice from NSTIR in April of 2012. The paving will take place this fall, work to be completed by October 31, 2011.

The Local Improvement Charge amount payable may, at the option of the owner of the property, be paid in equal annual installments for a period not exceeding ten years. Installments are due on the anniversary date of the original billing until the full debt is paid. This billing may also be paid in full at any time, without interest penalty, if the abutter so desires. The unpaid balance is subject to an interest charge at the rate of 2% above the Municipality's Bankers Prime Rate of Interest at the time the project is approved by Halifax Regional Council.

If you have any question or concerns pertaining to this matter, please do not hesitate to call Ann Reid at 490-6849 or e-mail: reida@halifax.ca.

Respectfully,



Clary White
Supervisor Drafting and Plan Records,
Design & Construction Services

CW/pm

cc: Councillor David Hendsbee, District 3
Phil Townsend, Director, Infrastructure & Asset Management
David Hubley, P. Eng., Manager, Design & Construction Services

H:\ENG\word\Local Improvements\2011 Notification Letter Out side core\Stoney Creek Drive.doc

January 20, 2011

Dear Sir/Madam:

Re: Paving – Stoney Creek Drive – Mineville

On March 3, 2009, Halifax Regional Council approved a three-year Construction Agreement 2009-012 between Nova Scotia Transportation and Infrastructure Renewal (NSTIR) and Halifax Regional Municipality (HRM). This agreement is for the paving of “J” Class gravel roads under the Aid to Municipality Program. On January 5, 2011, HRM submitted a list of streets for consideration for the 2011 Aid to Municipality Paving Program. Stoney Creek Drive is owned by HRM, so to ensure that all the streets located within a geographic area are paved at the same time, HRM has requested that NSTIR include Stoney Creek Drive in their tender. The following streets are located in the same geographic area Candy Mountain Drive, Beth Court, Shoreline Drive and Peter Court all of which are on the list for consideration in the 2011 Aid to Municipality paving program. It is difficult to estimate the rate for future paving projects as oil prices and construction inflation can have an impact; however, for the purpose of estimating, we are suggesting \$35.00 per linear foot of property frontage. Councillor Hendsbee has requested that due to the frontages ranging from 120.18 to 276.25 feet, the fairest way to recovery the LIC cost will be based on a per lot charge. The **estimated** lot charge would be \$6,904 billed to 10 properties. Under the Aid to Municipality cost sharing program, the actual rate will be calculated on one half of the total cost of the paving tender divided by the recoverable frontage.

Pursuant to the HRM Local Improvement Policy, the Councillor for the area has the right to suspend the survey process with Council’s approval. Councillor Hendsbee is choosing to exercise this right, for reasons based on calls he has received from the residents asking to have their street paved. Stoney Creek Drive has been on the list since 2002. Paving streets located in the same geographic area is more cost effective; therefore, the cost to the property owners is less. The abutting property owners will be responsible for paying the Local Improvement Charges associated with installation of the new paving. The actual rate will be set once HRM receives the final invoice from NSTIR.

The Local Improvement Charge amount payable may, at the option of the owner of the property, be paid in equal annual instalments for a period not exceeding ten years. Instalments are due on the anniversary date of the original billing until the full debt is paid. This billing may also be paid in full at any time, without interest penalty, if the abutter so desires. The unpaid balance is subject to an interest charge at the rate of 2% above the Municipality’s Bankers Prime Rate of Interest at the time the project is approved by Halifax Regional Council.

.../2

Stoney Creek Drive
January 20, 2011 – Page 2

If you have any question or concerns pertaining to this matter, please do not hesitate to call Ann Reid at 490-6849 or e-mail: reida@halifax.ca.

Respectfully,

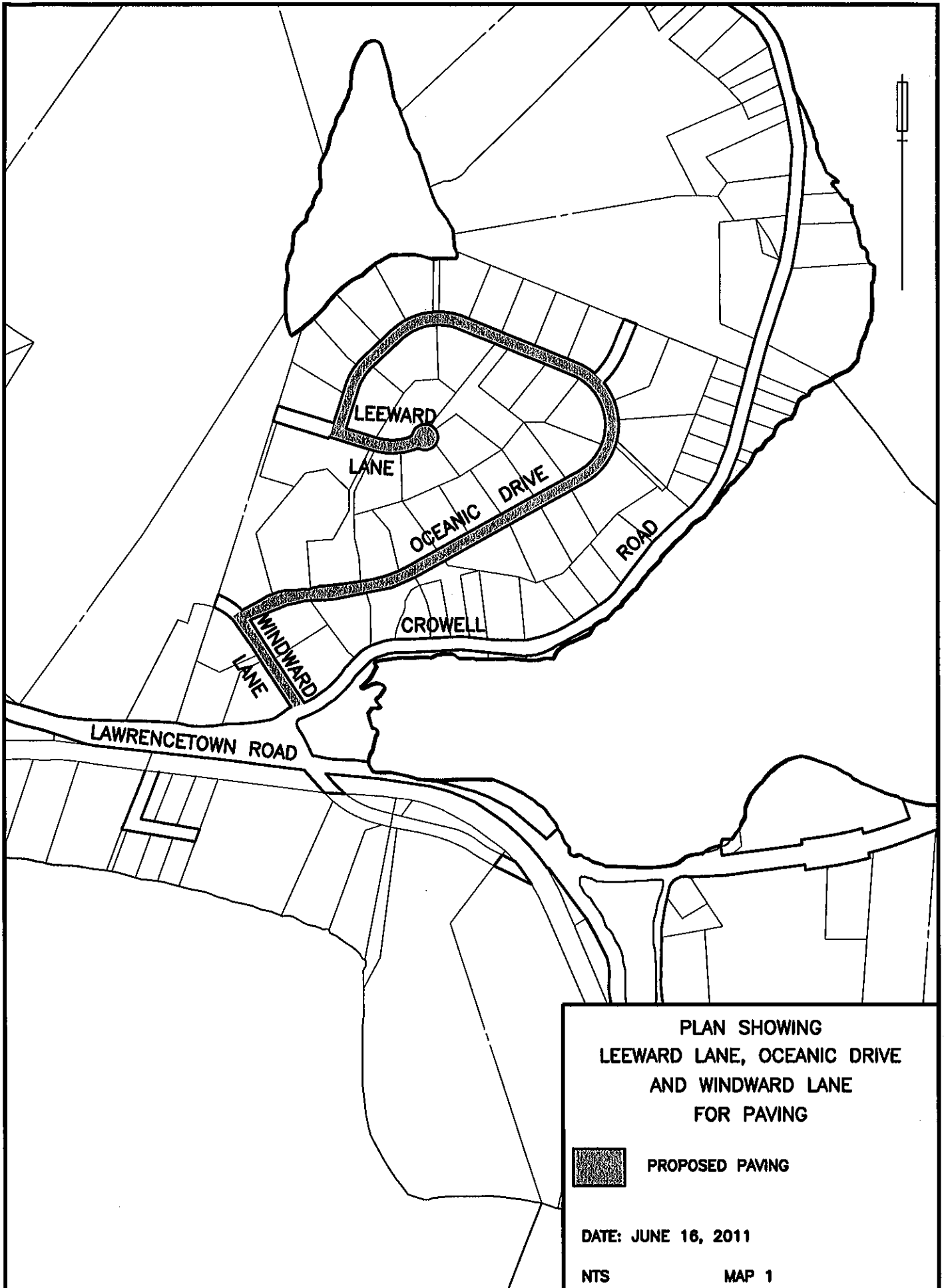


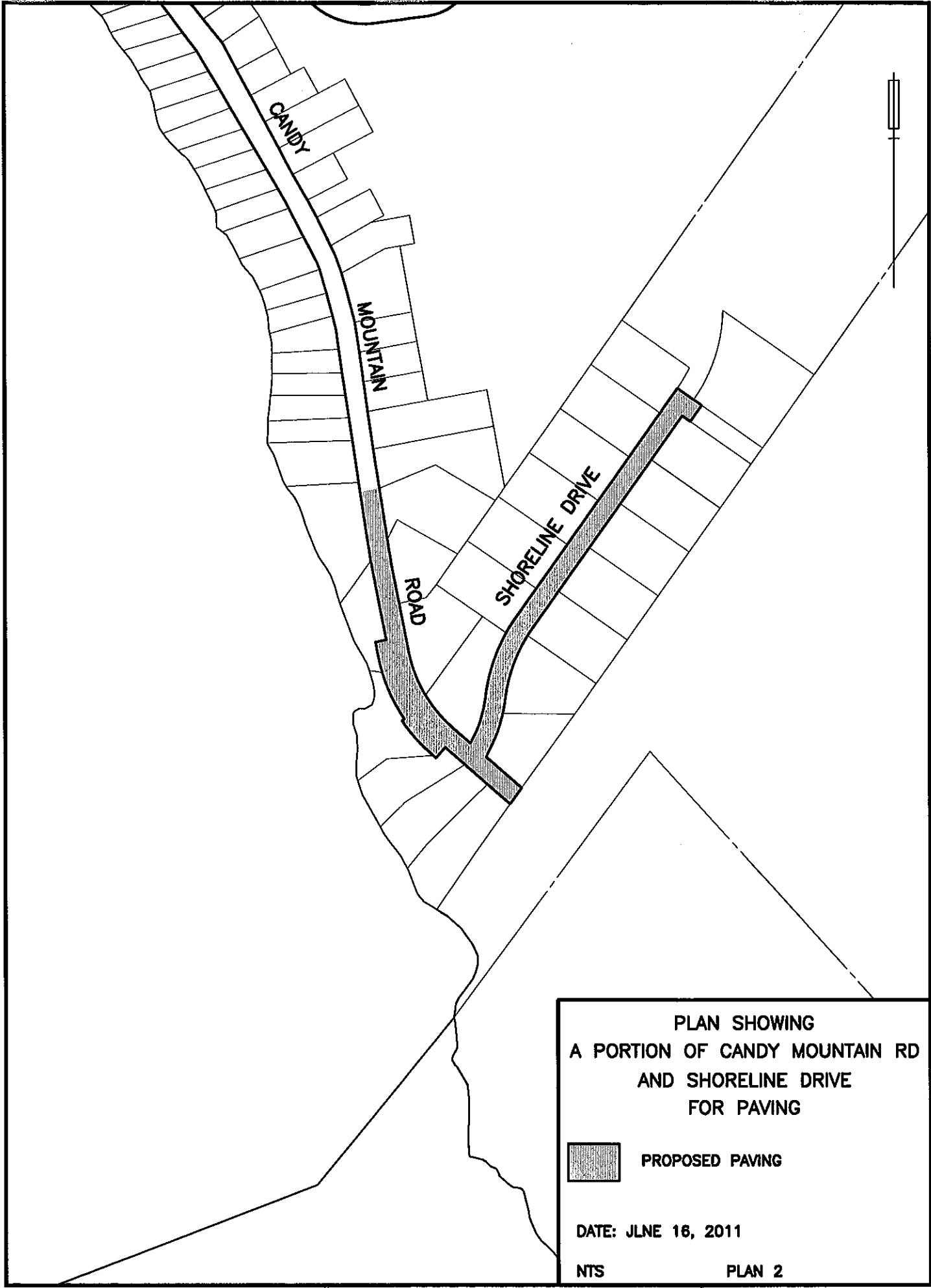
Clary White
Supervisor Drafting and Plan Records,
Design & Construction Services

CW/pm

cc: Councillor David Hendsbee, District 3
Phil Townsend Director Infrastructure & Asset Management
David Hubley, P. Eng., Manager Design & Construction Services

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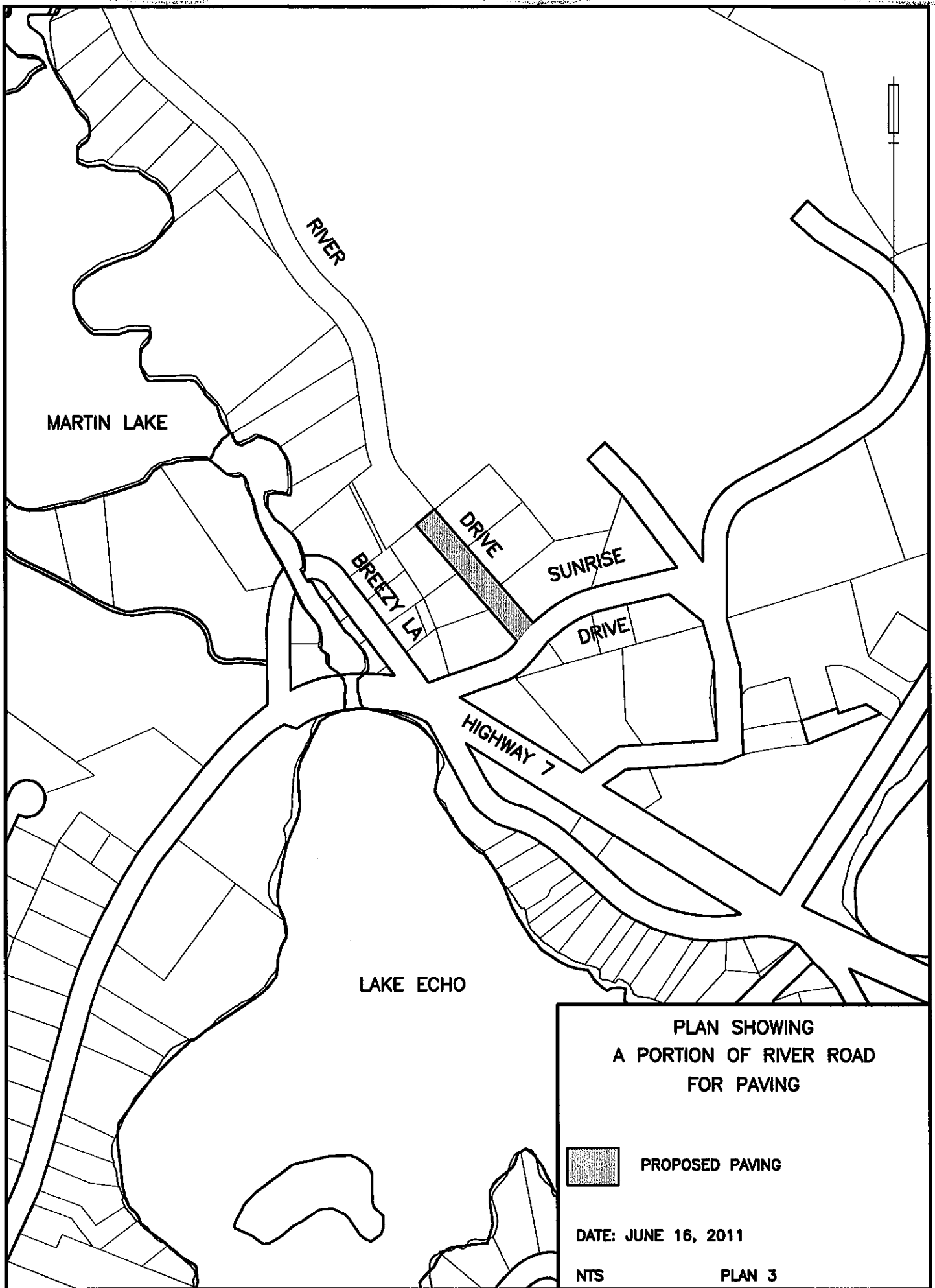


PLAN SHOWING
A PORTION OF CANDY MOUNTAIN RD
AND SHORELINE DRIVE
FOR PAVING

 PROPOSED PAVING

DATE: JLNE 16, 2011

NTS PLAN 2

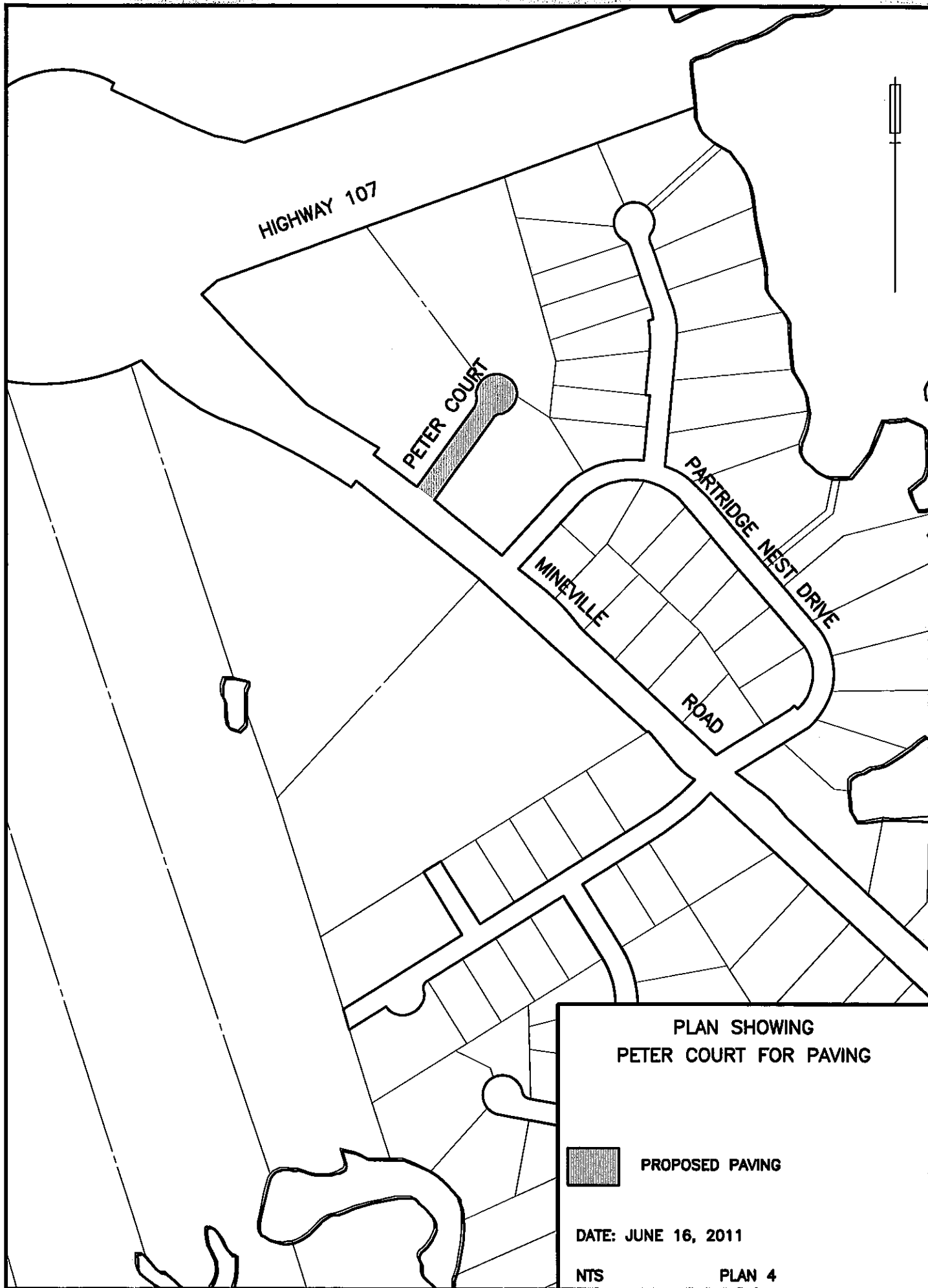


PLAN SHOWING
A PORTION OF RIVER ROAD
FOR PAVING

 PROPOSED PAVING

DATE: JUNE 16, 2011

NTS PLAN 3



HIGHWAY 107

PETER COURT

MINEVILLE
ROAD

PARTRIDGE NEST DRIVE

**PLAN SHOWING
PETER COURT FOR PAVING**

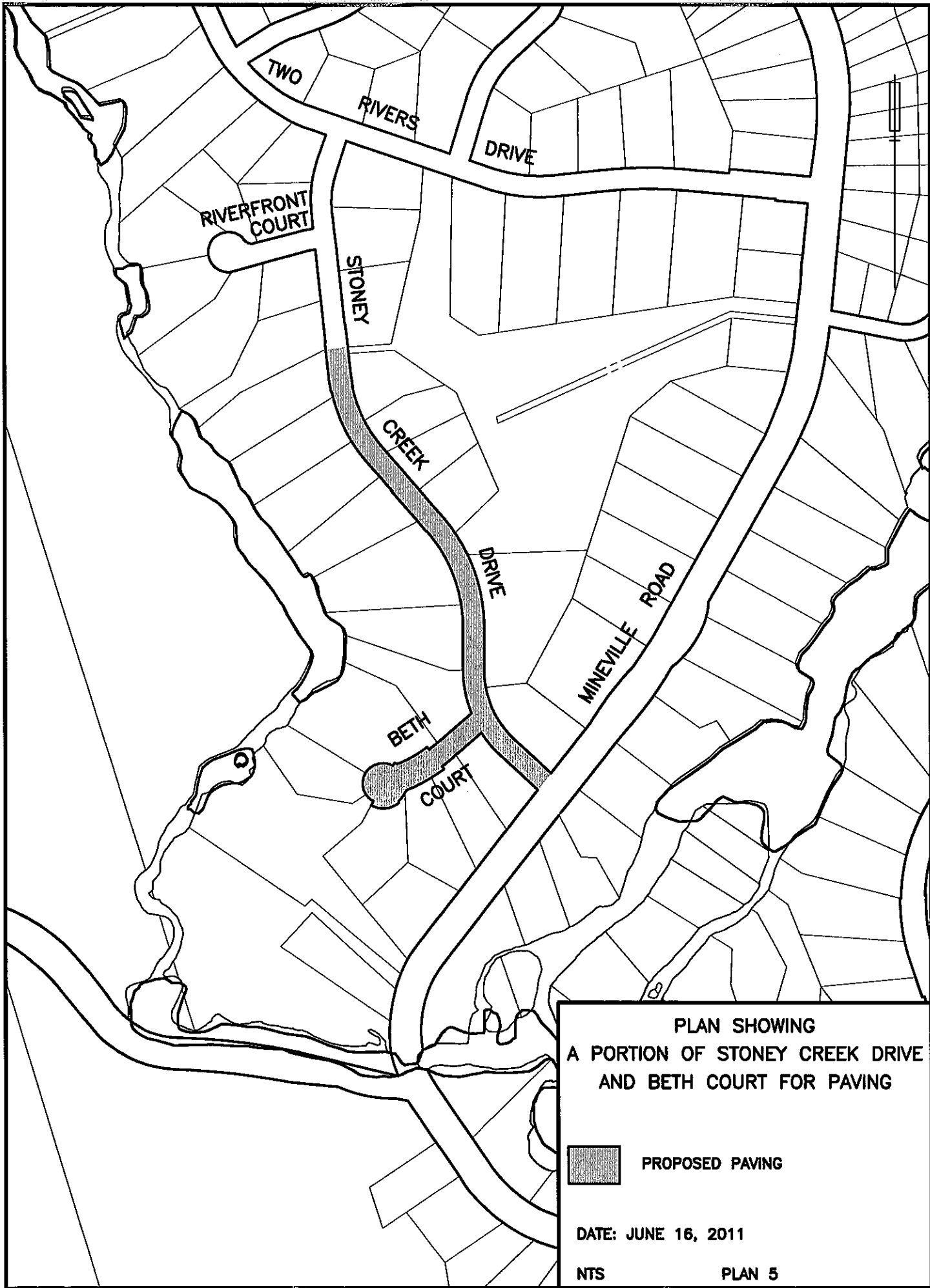


PROPOSED PAVING

DATE: JUNE 16, 2011

NTS

PLAN 4

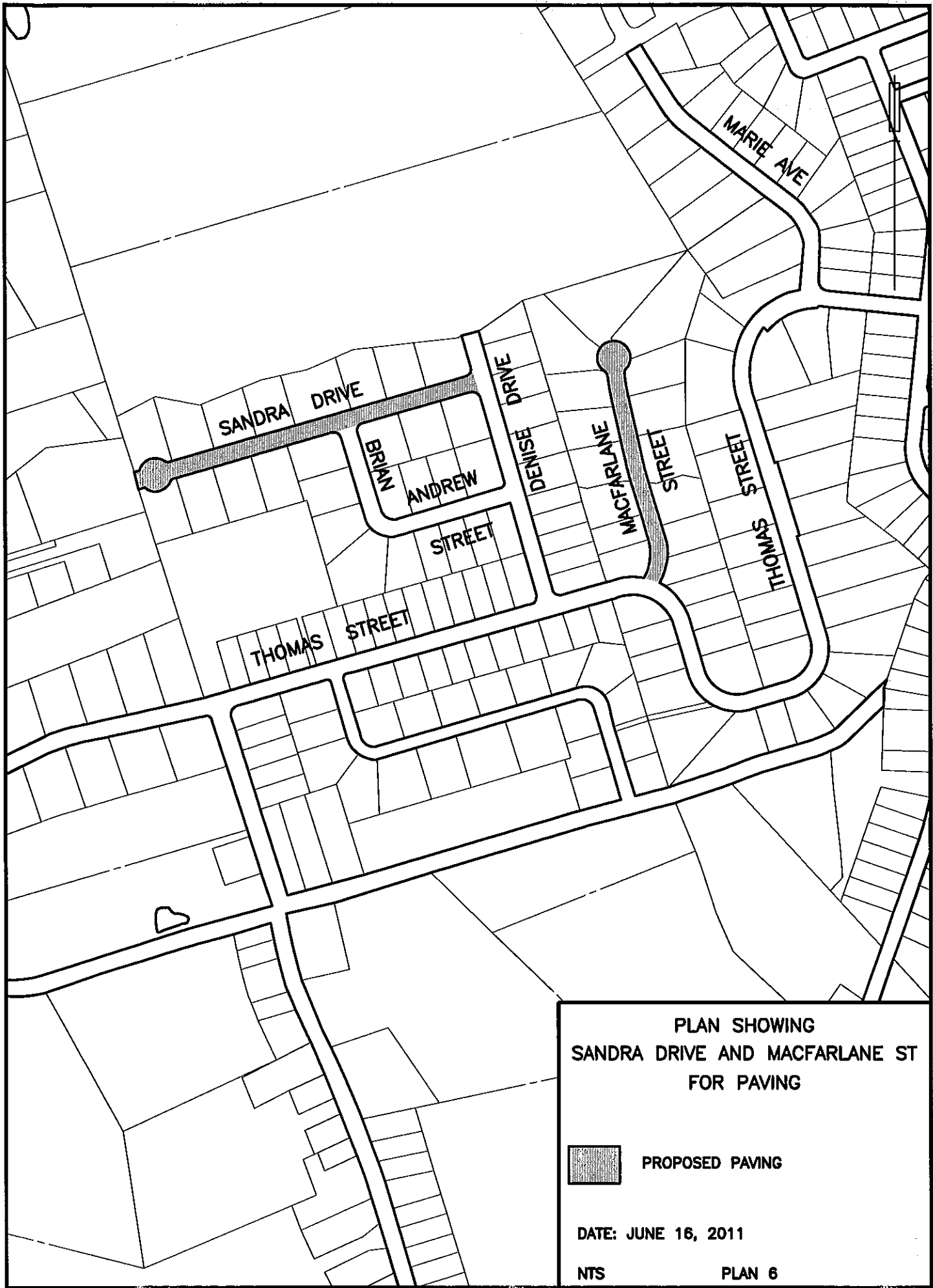


**PLAN SHOWING
A PORTION OF STONEY CREEK DRIVE
AND BETH COURT FOR PAVING**

 **PROPOSED PAVING**

DATE: JUNE 16, 2011

NTS PLAN 5



PLAN SHOWING
SANDRA DRIVE AND MACFARLANE ST
FOR PAVING

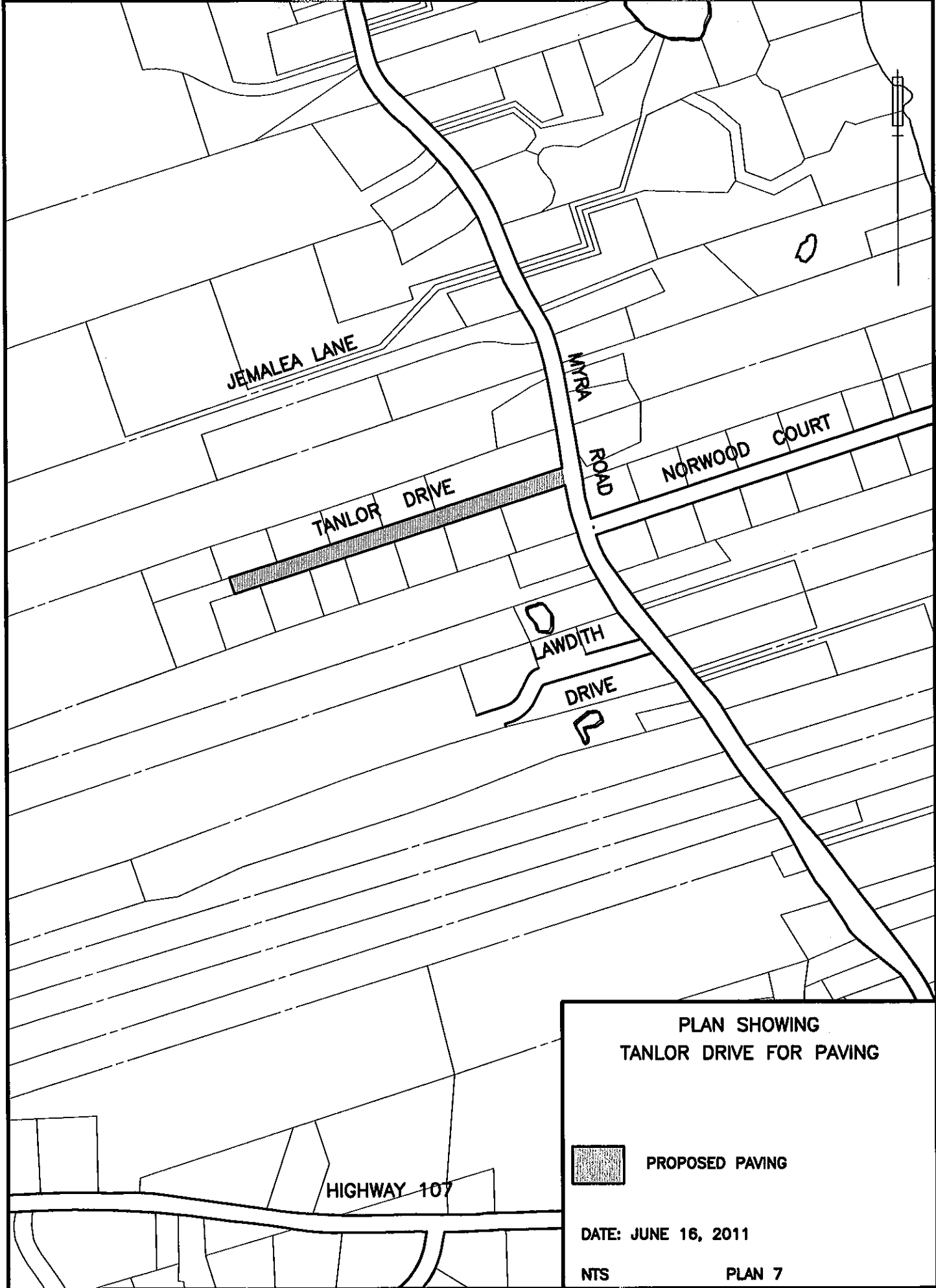


PROPOSED PAVING

DATE: JUNE 16, 2011

NTS

PLAN 6

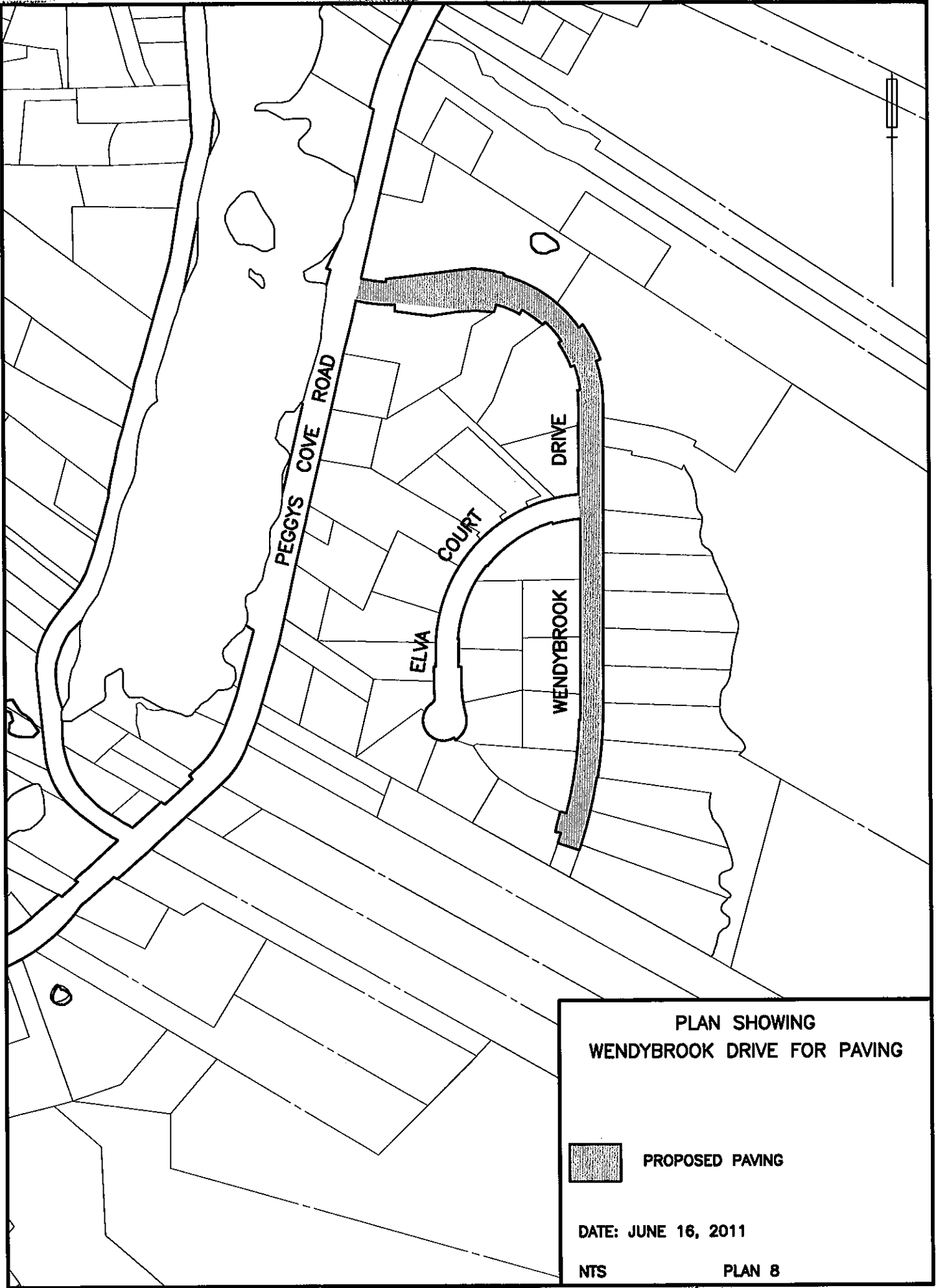


PLAN SHOWING
TANLOR DRIVE FOR PAVING

 PROPOSED PAVING

DATE: JUNE 16, 2011

NTS PLAN 7



**PLAN SHOWING
WENDYBROOK DRIVE FOR PAVING**



PROPOSED PAVING

DATE: JUNE 16, 2011

NTS

PLAN 8