


HALIFAX

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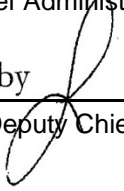
Item No. 11.1.2
Halifax Regional Council
September 08, 2015

TO: Mayor Savage 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

DATE: July 10, 2015

SUBJECT: Acquisition of Lands - Connector Road

ORIGIN

At its meeting of February 3, 2015 Regional Council passed a motion requesting a staff report giving consideration to acquiring the lands of Timber Trail Homes and Annapolis for a connector road.

LEGISLATIVE AUTHORITY

The Halifax Charter Section 322(1) states that Council may design, layout, open, expand, construct, maintain, improve, alter, repair, light, water, clean, and clear streets in the Municipality.

RECOMMENDATION

It is recommended that Halifax Regional Council make no effort to acquire lands to assemble a road right of way from Newbury Road to Lucasville Road through the lands of Timber Trails and the Annapolis Group.

BACKGROUND

When Newbury Road was constructed in the Lucasville Road area, several road reserves were established to allow future opportunities to make roadway connections to adjacent lands. This is the normal practice when creating subdivision streets. One road reserve, extending both eastward and westward from Newbury Road, was placed to be in alignment with an anticipated extension of White Hills Run. Recently, Timber Trail Homes Ltd. applied for a contract development to undertake a Phase 2 expansion onto lands they owned. This expansion, as proposed, would have blocked a future direct connection of White Hills Run to Lucasville Road. HRM Regional Transportation and Traffic Services staff reviewed the application and determined that extension of a future White Hills Run directly to Lucasville Road was unnecessary and would be harmful to the operation of Lucasville Road by adding another intersection.

North West Community Council refused the development agreement amendment request on December 15, 2014 citing concern with the development blocking a future roadway connection. The matter was appealed to the UARB, the Board allowed the appeal on February 27, 2015 and the development agreement is currently in the process of being executed.

DISCUSSION

The 2006 Regional Municipal Planning Strategy and the 2014 Regional Plan Update (RP+5) identified additions to the roadway network (refer to Table 4-1 and Map 6 in the 2014 Plan) to deal with corridors where traffic demand is high and is anticipated to increase with additional growth. In the Lucasville area, the plan identified Margeson Drive as a future collector roadway to intercept traffic from streets like the White Hills Run extension.

In reviewing the need to extend a future White Hills Run connection all the way to Lucasville Road, staff felt that the following factors suggested that extending only as far as Newbury Road is more appropriate:

- The future Margeson Drive is intended to intercept traffic from the White Hills/Glen Arbour areas so that traffic volumes are reduced at the Lucasville Road end of the connection.
- Should White Hills Run be extended prior to construction of Margeson Drive, traffic can access Lucasville Road using Newbury Drive and Waterstone Run.
- Effort should be made to reduce the number of intersection points on Lucasville Road and consolidate traffic at well-designed major intersections. Such an intersection currently exists where Waterstone Run intersects Lucasville Road. Constructing a new, additional intersection only 250 metres away from the existing intersection would harm the performance of Lucasville Road.
- A new section of roadway between Newbury Road and Lucasville Road in this location would not create new street frontage and, therefore, would have no prospect of a cost-sharing agreement with adjacent property owners. Local and collector streets such as this one are, with very few exceptions, funded 100% by the developer.

Attachment One shows the three pieces of land that would be required to assemble a 20 metre right of way needed for the connector roadway between Newbury Road and Lucasville Road. The table below summarizes the approximate acquisition costs

	PID	Approx. Size (acres)	Approx. Cost
HRM Road Reserve		0.59	0
Timber Trails Homes	40202814 (portion)	0.55	\$41,000
Annapolis Group	40593519	1.07	\$14,000

Note: Cost estimates are based on current comparable market sales in the local community and assessed values and assume negotiation with a willing landowner. Should acquisition require expropriation, costs would be higher. Further approved development of the Timber Trails lands, such as installation of services, will also add to the cost. Final purchase price would be subject to verification by a third party appraisal.

The cost of constructing a two-lane minor collector roadway within this corridor has been estimated to cost between \$600,000 and \$700,000.

FINANCIAL IMPLICATIONS

There are no financial implications to the staff recommendation. A high level estimate of the cost to proceed with acquisition of the corridor and construction of the roadway is \$650,000 to \$750,000.

COMMUNITY ENGAGEMENT

No community engagement has been undertaken specific to this potential roadway connection.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications to the staff recommendation. Environmental implications of constructing a roadway have not yet been determined.

ALTERNATIVES

Regional Council may choose to give direction to proceed with negotiation to acquire the two properties needed to assemble this road right of way. This is not recommended as this roadway connection is not required for the reasons listed in this report. There are currently no funds budgeted for this acquisition should Council choose this alternative.

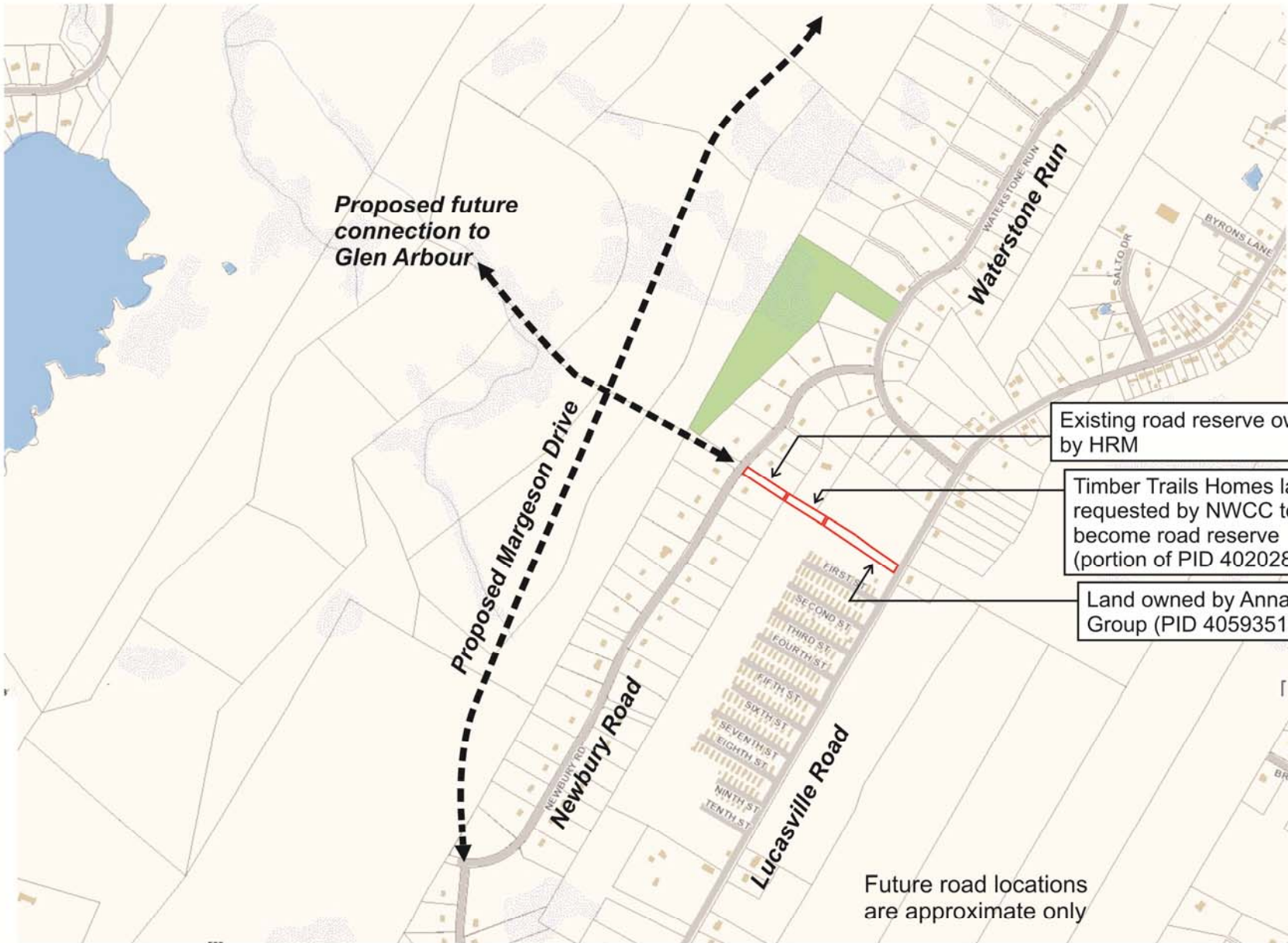
ATTACHMENTS

Attachment One: Potential Right-of-Way

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.php> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

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