



P.O. Box 1749  
Halifax, Nova Scotia  
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**Info Item No. 4**  
**Transportation Standing Committee**  
**September 22, 2016**

**TO:** Chair and Members of the Transportation Standing Committee

Original Signed

**SUBMITTED BY:**

\_\_\_\_\_  
Bob Bjerke, Director and Chief Planner, Planning and Development

**DATE:** July 25, 2016

**SUBJECT:** Margeson Drive Extension and the Integrated Mobility Plan

**INFORMATION REPORT**

**ORIGIN**

At its September 13, 2005 meeting, Halifax Regional Council endorsed the creation of the Westpoint Drive Extension Corridor, now referred to as Margeson Drive, and directed staff to acquire the corridor as development proposals necessitate.

At its June 16, 2009 meeting, Halifax Regional Council authorized the Mayor and Clerk to sign an agreement with the Province of Nova Scotia to share the cost of Margeson Drive interchange project.

At its April 5, 2016 meeting, Halifax Regional Council requested a staff report to separate the Margeson Drive project and the property acquisition process from the hold that has been placed on all road projects awaiting the Integrated Mobility Plan.

**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.

## **BACKGROUND**

Margeson Drive follows a portion of a major roadway corridor that was originally established by the Province, and ran from the Aerotech Interchange on Highway 102 to the Hammonds Plains Road near the Pockwock Road intersection. A portion of this alignment is shown on Attachment A.

When the regional roadway was abandoned by the Province in 2000, HRM adopted a shortened version and classified it as a collector road rather than a regional highway. This new alignment, which is also shown on Attachment A, was adopted by Halifax Regional Council at its meeting held on September 13, 2005. At this meeting, Halifax Regional Council directed staff to acquire the corridor as development proposals necessitate.

In 2007, an environmental constraint study recommended that the proposed Sackville River crossing location not be used due to impact on wetlands and that the crossing location be relocated approximately 150 metres downstream to avoid that impact. The environmental benefit of the crossing location change was reinforced by the determination that the crossing distance, and therefore the bridge cost, would be lessened and that utilizing an existing street (Westpoint Drive) could be avoided. This revised alignment, which is also shown on Attachment B, formed the basis of a cost sharing agreement signed with the Province of Nova Scotia in 2009. In the corresponding report to Council, staff identified the Margeson Drive sections that would be constructed by the Province, HRM, and Developers.

The section of Margeson Drive from Trunk 1 to Lucasville Road was included in the 2014 Regional Plan. The project, identified as the Middle Sackville Connector in Table 4-1, was broken down into two phases. The connection from Highway 101 to Trunk 1 was identified as Phase 1 and has been completed by the Province, and the connection from Highway 101 to Lucasville Road was identified as Phase 2. The projects listed in Table 4-1 are subject to Policy T-13 which states that no road project shall be approved for construction until the completion of the Roadway Network Functional Plan.

The Roadway Network Functional plan is expected to be completed by February 2017 as part of the Integrated Mobility Plan, and will include or consider the following:

- A public consultation process that provides the rationale for all of the road network projects listed in Table 4-1,
- Growth targets outlined in the Regional Plan,
- Sustainable transportation initiatives, and
- Capital and operating costs for the road construction projects.

## **DISCUSSION**

Attachment C shows the corridor acquisition completed by the Province to date. The next steps are to update the land appraisals, and to continue negotiations with the property owners.

The land appraisals are expected to be completed within three months, and property negotiations are expected to take another six months. Should negotiations be successful, staff will be returning to Council with an acquisition report. Should negotiations be unsuccessful, staff will be returning to Council with a report outlining the options to acquire the right-of-way.

As mentioned earlier, Policy T-13 of the Regional Plan states that no road project in Table 4-1 shall be "approved for construction" until the completion of the Roadway Network Functional Plan. Furthermore, by the time the negotiations referenced above are completed, the Integrated Mobility Plan will either be complete or will be nearing completion and can provide guidance to Council regarding property acquisition for the Middle Sackville Collector. In the interim, negotiations can continue on a "without prejudice" basis.

The approved 2016/17 Capital Budget includes a planned \$3,100,000 for construction work in 2017/18. Since detailed design will not start until the approval of the Roadway Network Functional Plan, it is unlikely that construction will take place in 2017/18.

### **FINANCIAL IMPLICATIONS**

There are no financial implications at this time. Funding for the detailed engineering design and property acquisition has been approved by Regional Council (Project No. CTU01287 – Margeson Drive).

### **RISK CONSIDERATION**

There is insignificant risk to completing the land appraisal and continuing negotiations with the property owners. Should negotiations be successful, Council will be asked to re-confirm its commitment to the project with a follow up report.

### **COMMUNITY ENGAGEMENT**

A public open house meeting was held at the Sackville Heights Community Centre on Thursday, October 17, 2013 with both HRM staff and representatives from the engineering design consultant (WSP) present to explain the project, answer questions, and receive feedback. Approximately 120 residents attended. The session was publicized through a postcard bulk mail out, an ad in the community newspaper, and a media advisory. An information report was presented to North West Community Council at its November 13, 2013 meeting on the results of that session.

### **ENVIRONMENTAL IMPLICATIONS**

Environmental issues associated with the implementation of this roadway project will be identified and mitigated to the degree possible through the detailed engineering design.

### **ATTACHMENTS**

Attachment A – Original NSTIR and HRM Alignment  
Attachment B – Original and Revised HRM Alignment  
Attachment C – Corridor Acquisition Completed to Date  
Attachment D – Margeson Drive Cost Sharing Agreement  
Attachment E – Margeson Drive Public Engagement

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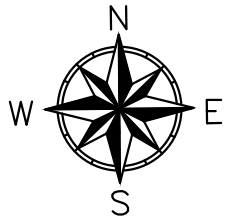
A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.php> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

Report Prepared by: Paul V. Burgess, M.Eng., P.Eng., Program Engineer 902.490.5578

Original Signed

Report Approved by: Peter Duncan, P.Eng., Manager, Infrastructure Planning, 902.490.5449

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NSPI Transmission Line

Indigo Shores

Lower Sackville

McCabe Lake

Webber Lake

Original HRM Alignment

Sandy Lake

Glen Arbour

Stonewick Cross

Original NSTIR Alignment

Highway 101

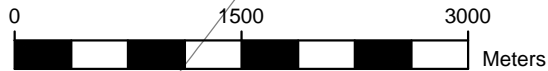
Pockwock Road

Lucasville Road

Potential Connection to Hammonds Plains Rd

Hammonds Plains Road

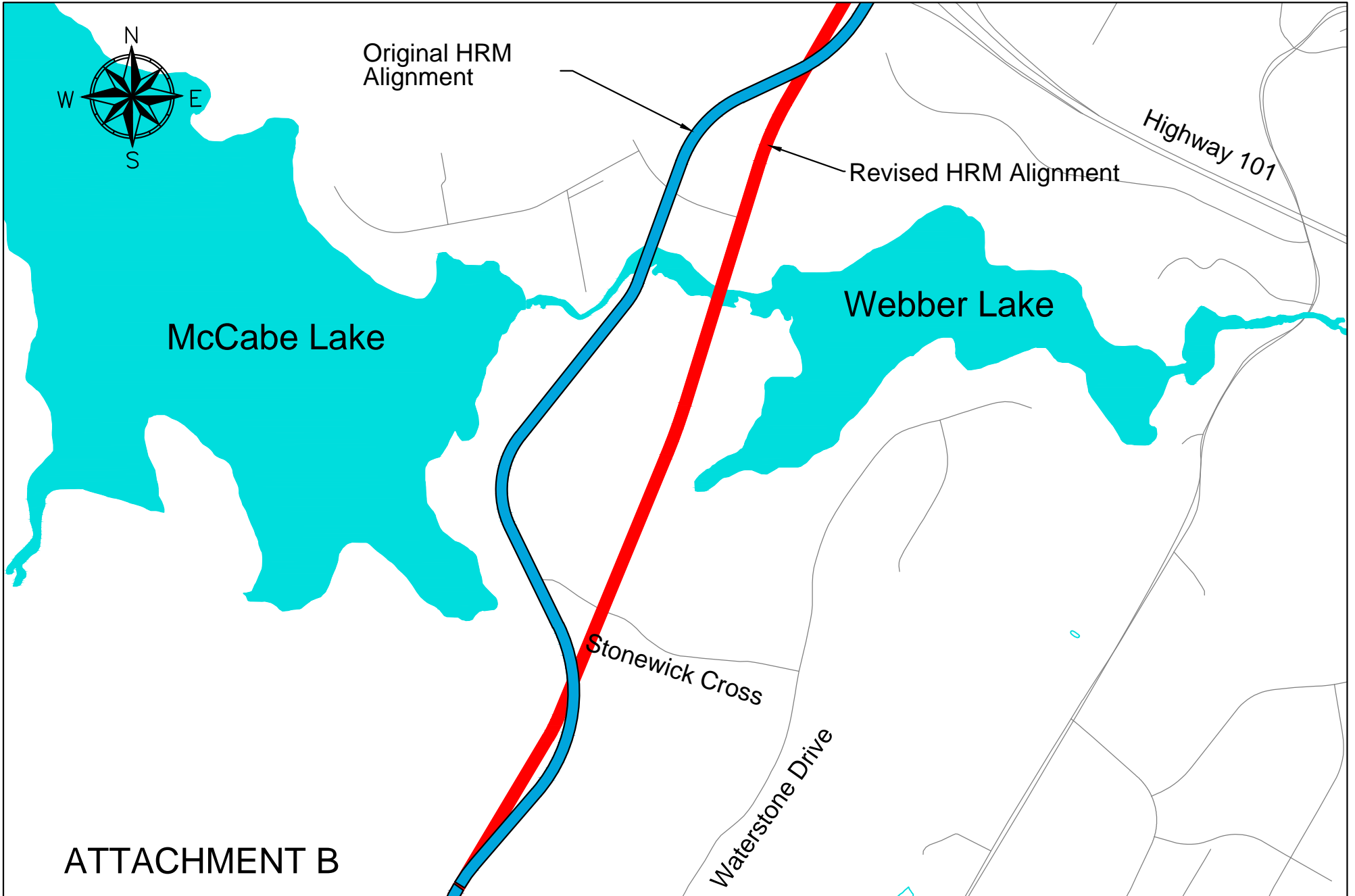
Highway 102



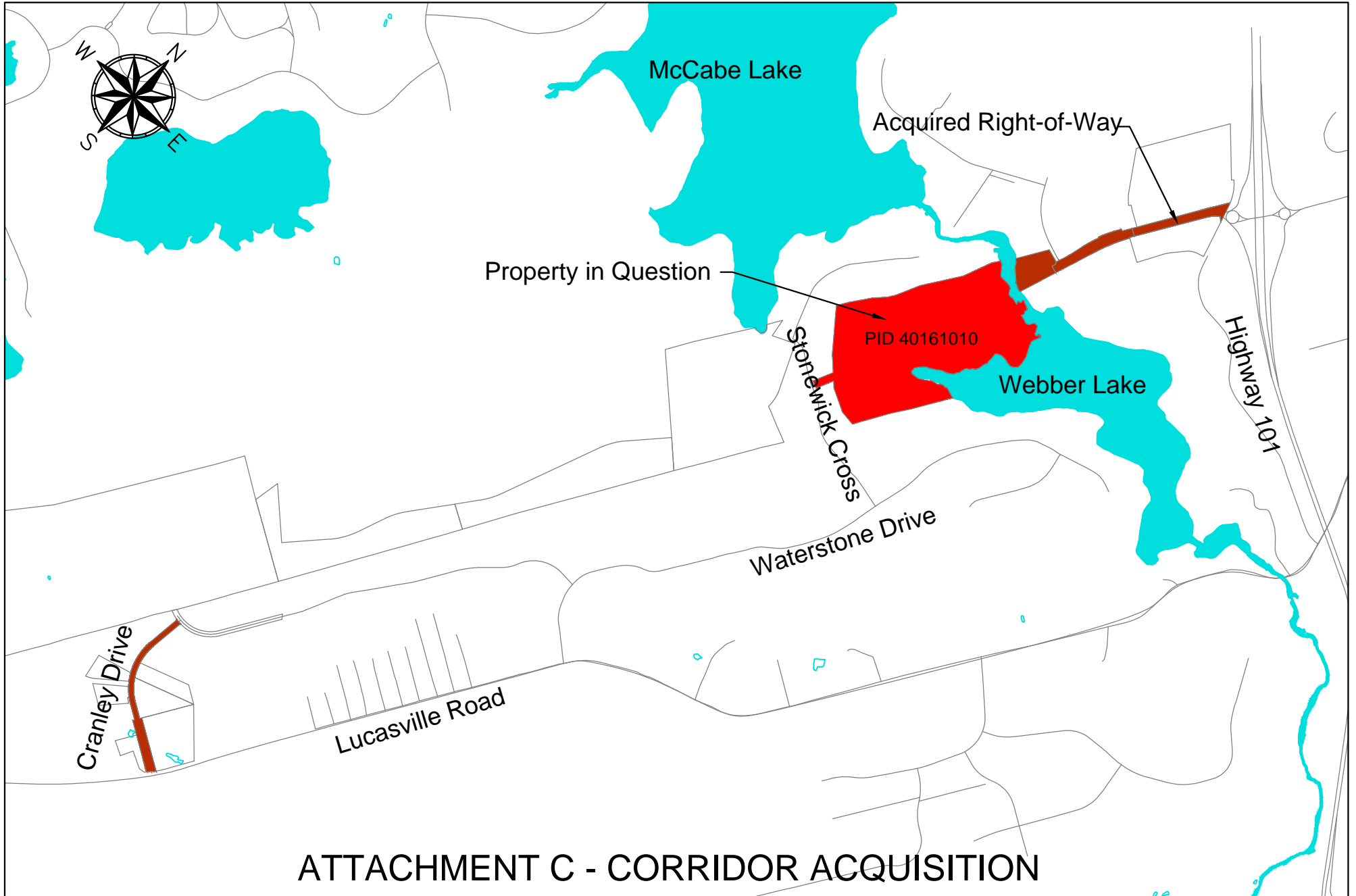
Larry Uteck Boulevard

Bedford West

ATTACHMENT A



ATTACHMENT B



**ATTACHMENT C - CORRIDOR ACQUISITION**



PO Box 1749  
Halifax, Nova Scotia  
B3J 3A5 Canada

**Item No. 10.1.4**

**Halifax Regional Council  
June 16, 2009**

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

**SUBMITTED BY:** Original Signed  
\_\_\_\_\_  
Dan English, Chief Administrative Officer

Original Signed  
\_\_\_\_\_  
Wayne Anstey, Deputy Chief Administrative Officer - Operations

**DATE:** June 2, 2009

**SUBJECT:** Margeson Drive Cost Sharing Agreement

**ORIGIN**

Approval of Sackville Area Road Corridor Plan and the approved five-year Capital Plan

**RECOMMENDATION**

It is recommended that Regional Council authorize the Mayor and Clerk to sign an agreement with the Province of Nova Scotia to share the cost of constructing an interchange on Highway 101 at Margeson Drive.

**BACKGROUND**

At the August 9, 2005 meeting of Halifax Regional Council a motion was passed to approve several roadway corridors in the Middle Sackville Area including the Beaver Bank Bypass (now called Margeson Drive) and its interchange with Highway 101. This corridor and interchange are part of the Transportation Plan included in the HRM Regional Plan approved in 2006.

## **DISCUSSION**

In 2006, the Province of Nova Scotia announced plans to construct a new interchange on Highway 101 at Margeson Drive, contingent on funding from HRM. Beginning in the 2008-09 capital budget, \$2.9 million was included in HRM's five year plan in fiscal year 2010-11 for HRM's portion of the interchange. At the time it was expected that the project would be split three ways with the inclusion of Federal infrastructure funding, which did come to be realized.

Nova Scotia Transportation & Infrastructure Renewal have indicated a desire to begin construction of the interchange this year, with the bulk of the work to be completed in 2010. They are aware that HRM is unable to contribute funding to the project until the 2010-11 budget year. Nevertheless, a cost sharing agreement is require to begin the project.

Attachment A shows the location of the cost-shared portion of the work and the proposed ownership of each. The segment of Margeson Drive between the interchange and Trunk 1 will be constructed in 2010 along with the intersection, but is cost-shared between the Federal and Provincial governments only.

The current estimate for the project is \$7.5 million, bringing HRM's share to \$2.5 million. The project is being led by the Province and HRM will be transferring its portion of the project cost to them. Any funds surplus to HRM's contribution towards the interchange will be used towards corridor acquisition for the HRM portion of Margeson Drive.

## **BUDGET IMPLICATIONS**

There are no budget implications in this budget year. Signing the agreement will commit HRM to contributing funding towards the project next budget year. This funding is included in the approved five-year capital plan for CTX01111 Margeson Drive Interchange.

## **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**

Regional Council may choose not to enter into a cost-sharing agreement. This is not recommended, as failure to contribute is likely to result in the cancellation of a project. This is a key piece of our planned roadway network. There is no requirement for the Province to grant access to its 100-series highway network for municipal streets and it is reasonable to expect an equal municipal contribution when creating these municipal-provincial connections.



**ATTACHMENTS**

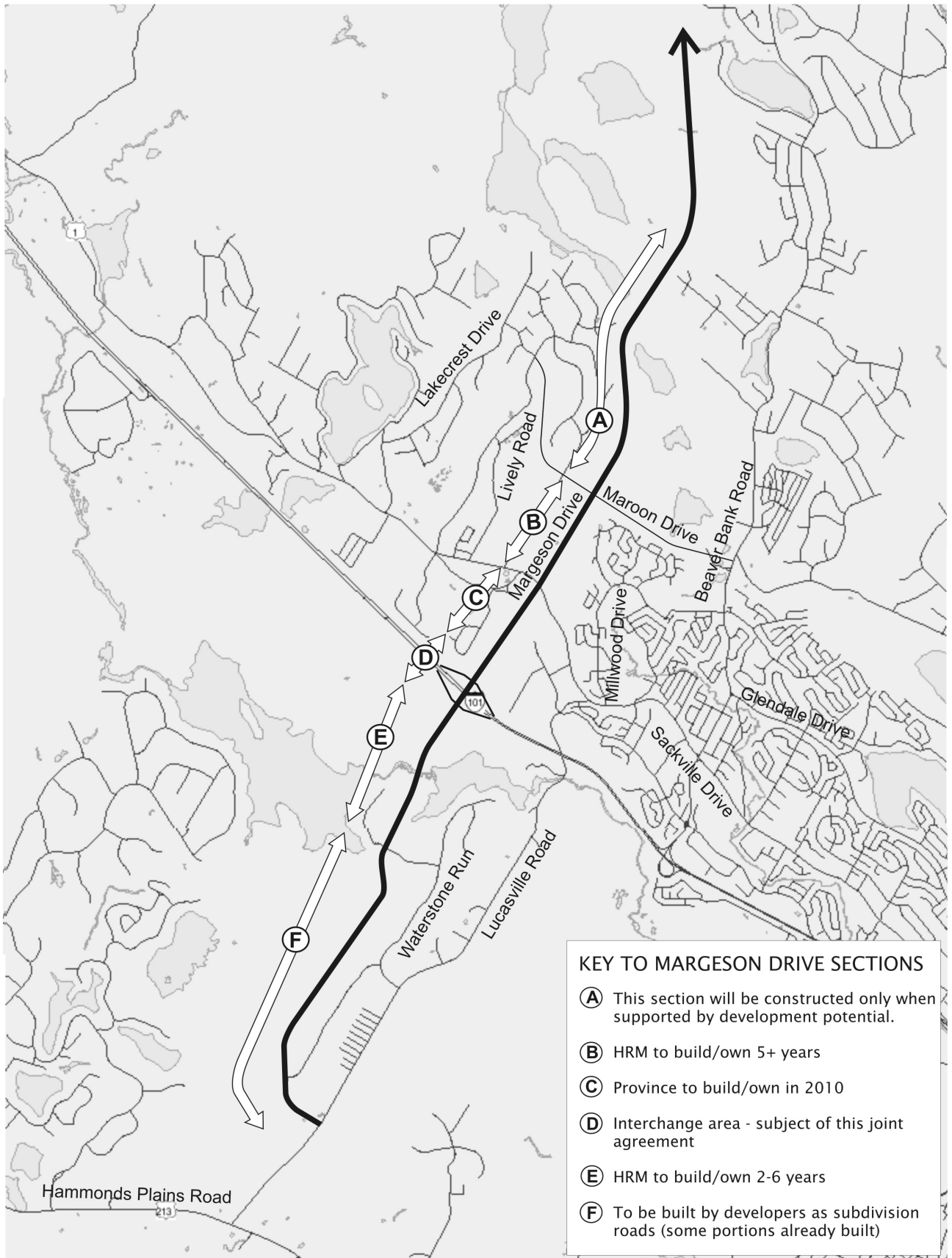
Attachment A - Map of Margeson Drive

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: David McCusker, Manager Strategic Transportation, 490-6696

Financial Approval by: Original Signed  
Paul Fleming, Manager, Budget & Financial Analysis, 490-7203

Report Approved by: Original Signed  
Phil Townsend, Acting Director, Infrastructure & Asset Management, 490-7166



Cost Sharing Agreement - Margeson Interchange

ATTACHMENT 1



## **DISCUSSION**

A public open house meeting was held at the Sackville Heights Community Centre on Thursday, October 17, 2013, with both HRM staff and representatives from the engineering design consultant (Genivar) present to explain the project, answer questions, and receive feedback. Approximately 120 residents attended. The meeting was publicized through a postcard bulk mail out, an ad in the community newspaper, and a media advisory.

Several mechanisms were available for residents to provide comment on the project including a comment sheet and poster board at the meeting, as well as an e-mail address. A compilation of these comments is attached to this report.

In general, there were several comments and concerns that were raised more than once. They are (in no particular order):

1. The roadway connection is long overdue and should be completed as quickly as possible.
2. The roadway connection should not be constructed as it will have a negative impact on noise and safety of nearby residents.
3. There should be guarantees that Margeson Drive will be opened from Highway 101 through to Lucasville Road at one time and not in phases, thereby resulting in vehicle traffic being diverted to other streets.
4. Residents living on Cranley Road were unaware they were buying a lot on what would become Margeson Drive and the alignment should be altered to avoid using Cranley.

A number of other comments, directly related to elements of the design, have been forwarded to the consultant for consideration in producing the final design document.

Staff response to the key points above is as follows:

1. Construction of the section of Margeson Drive across the Sackville River to Stonewick Cross is in the 2015/16 Project Plan.
2. Staff indicated to residents that the roadway has been planned for many years and that over \$1 million has already been invested in securing land for the corridor and the Highway 101 interchange. A large part of the justification for investing in the Highway 101 interchange was the ability to collect traffic from both sides of Highway 101.
3. The section of Margeson Drive between Stonewick Cross and Lucasville Road is intended to be constructed by developers as part of the subdivision (refer to Project Plan attached). Although discussion between staff and the developer suggests that the timing of construction of that section of Margeson Drive appears to have a similar timeline to that of the HRM portion of Margeson Drive (planned for construction in 2015), there is no guarantee that both will open concurrently. This would result in traffic using other streets in the interim to connect to Lucasville Road.
4. Cranley Road was constructed as a segment in the collector road alignment approved in 2005 and its intersection with Lucasville Road is well suited to managing moderate volumes of turning traffic. Staff has investigated alternative alignments, but this would add significant cost and Halifax Water has expressed concern regarding the construction of a road across the watermain from Pockwock.

There are two ways to overcome the concern about Margeson Drive being constructed in segments:

- One approach is to delay construction of the HRM portion of Margeson Drive until construction begins on the subdivision portion of the road.
- The second is to include the subdivision portion in the HRM Capital Budget with the intent of recovering the construction cost as part of the subdivision approval process.

The latter approach adds cost and risk for HRM and may be unnecessary should the developer construct the remainder of the road as expected. Staff will report back to Community Council in advance of budget preparation for the 2015/16 fiscal year to advise on the status of the subdivision road portion of the project, so that a better determination of the need to consider this option (or to delay budgeting of the HRM section of the road) can be made.

### **FINANCIAL IMPLICATIONS**

Any financial implications associated with design or construction of Margeson Drive, will be dealt with through the annual project budgeting process.

### **COMMUNITY ENGAGEMENT**

Community engagement is identified in the Discussion section of this report.

### **ATTACHMENTS**

1. Compilation of Input – Margeson Drive Public Engagement Meeting (October 17, 2013)
2. Project Plan - Margeson Drive – Highway 101 to Lucasville Road

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

Report Prepared by: David McCusker, P.Eng., Manager, Strategic Transportation Planning, 490-6696

Original signed \_\_\_\_\_

Report Approved by: Austin French, Manager, Planning, 490-6717

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**SUBMISSIONS BY COMMENT SHEET**

<ul style="list-style-type: none"> <li>• Handicapped access to future trail.</li> <li>• Major trail head near future trail/bridge parking on right hand bank.</li> <li>• HRM retain all park land near/or Sackville River.</li> <li>• Park and ride to have oil grit separators/tree planting.</li> <li>• Road to have sidewalk, bike lanes.</li> <li>• All ditch storm water to be held in retention ponds - no dive/discharge to river.</li> <li>• Acidic slate.</li> <li>• Sediment and erosion control.</li> <li>• Instead of rock use green gabion.</li> <li>• Bridge to have look offs up/down river on bridge.</li> <li>• Keep bridge footing out of 1/100 flood plain.</li> <li>• Unnamed stream culvert to be 3 sided culvert or bridge for fish passage.</li> <li>• Access to river from road.</li> <li>• Large purge north end of Webber lake.</li> <li>• What will the impact of the bridge to the river be?</li> <li>• Make bridge actually nice, cast iron sides make it pretty.</li> <li>• Drainage easements in Webber lake be driven by retention pond and not into lake (0+960).</li> </ul>
<p>Intersection of Margeson &amp; Stonewick Cross: There are a lot of children and adults walking/biking, etc. on Stonewick Cross. Either a set of lights or a 4 way stop at this area would be appropriate (and necessary). Also, speed limit up to (and eventually beyond) Stonewick Cross should reflect the residential nature of our subdivision.</p>
<p>I live at [redacted] Stonewick, my big concern is, there was never a road designed to go next to my house. Then it's decided to demolish the house next to me and put in the road. I have many concerns, my kids (3) will not be able to bike the neighbourhood or walk to the lake in safety. Noise next to my peaceful land. Increased burglary etc. Is there anything going to be done for my inconvenience, will there be a fence or noise barriers by the side of my property. Again the road was never planned to go next to my house. The community itself will be greatly affected as well with the traffic be unsafe for all Waterstone.</p>
<ul style="list-style-type: none"> <li>• Do not end Margeson drive at Waterstone.</li> <li>• Do not end at Lucasville Rd.</li> <li>• Add piece to end Cranley/not Lucasville end over to power line – go water line power line to Kearney lake. This will reduce traffic to Hammonds plns.</li> <li>• Build road up back power line to new road east of Sandy Lake (between White hill and Glen Arbor).</li> </ul>
<ul style="list-style-type: none"> <li>• Please build in one piece.</li> <li>• Move to west of Cranley Rd.</li> <li>• Build bridge with concrete sides to deflect noise. Pedestrian area should have open rails.</li> <li>• Road profile should divert noise u7p (swale).</li> <li>• Build a park east side of the bridge.</li> </ul>
<p>I live on [redacted] Stonewick Cross. Main concerns:</p> <ul style="list-style-type: none"> <li>• Violation of subdivision shortcut policy by HRM if stop at Stonewick.</li> <li>• Should be all or none for road and bill developer for road, like it would be done if water came for residence.</li> <li>• Must be 4 way stop between new and Stonewick.</li> <li>• Road not suitable for 6,000 extra cars in Waterstone subdivision.</li> <li>• Environmental assessment for rock in area as it is acidic for ? in water/lakes.</li> <li>• People walk/jog/bike in area; dangerous for people and jeopardize a way of life.</li> <li>• Impact on well water due to blasting/construction.</li> <li>• Becomes through way for large trucks going to 103; noise.</li> <li>• This road will make fear for my children's lives who are under 8.</li> </ul>
<ul style="list-style-type: none"> <li>• Concerned about issues/impacts on ground water quality.</li> <li>• Concerned about impacts on wet lands and rare species.</li> <li>• Concerned about Halifax formation bedrock (ARD) at Stonewick.</li> <li>• Concerned about traffic volume and safety of children.</li> <li>• Concerned about impact on elementary school/over population.</li> </ul>

What are the estimated traffic counts in both directions?
I like the proposal as it is. I would enjoy more high density housing in Indigo shores. The route for Margeson Dr. will improve my travel time. Good Luck !
Provide detention ponds rather than direct drainages into Sackville river. Provide walkway access from street to river across HRM property. Provide look off/viewing platform on upstream and downstream sides of bridge.
As a resident of Glen Arbour I favor the overall project. It will take traffic of the Hammonds Plains Road.
I am writing this for the majority of Water Stonevillage where on 2 occasions the majority of the residence said NO!! to the road. This road has never been addressed to the community as a whole. It's been silent and kept under the covers to says. This road from the get go has been jammed down our throats. There must be a community meeting in Lucasville a study of the impact of the community must be done. As well it will destroyed our tranquility and wild life.
Margeson drive through Waterstone should not be constructed. This road with 5,000 cars or more will destroy this community.
I am a 10 year + resident on Waterstone Run. Over the years I have seen losts of development in this area. I am not opposed to the Margeson Drive development but the <u>whole</u> road needs to be constructed all at once. If not, to much traffic will be on Stonewick and Waterstone Run. This roads are residential roads – they were not design for high traffic. Also, there are no sidewalks and myself and neighbour will not be able to go for walks or allow our kids to drive their bikes due to the safety concerns. Also, large trucks will destroy this roads. Please the whole bridge and extension all the way to Lucasville Road in one phase, not stages, that would depend on developers to construct the rest of the road.
Our family lives on Waterstone Run, we <u>strongly</u> feel the road needs to go all the way through to Lucasville because Waterstone Run and Stonewick Cross are not set up to handle that volume or speed of traffic. We don't even have sidewalks. Children, adults and pet lives would be at high risk by the volume and speed of traffic and lack of safety considerations, especially if trucks starts using the road.
Build Margeson now! I want it! I want access to the 101 !.
<ul style="list-style-type: none"> <li>• Build the road straight through.</li> <li>• No value in stopping at Stonewick.</li> <li>• Want to see crosswalk light crossing Margeson.</li> <li>• Want to see sidewalks for kids if you stop at Stonewick.</li> <li>• Why not go on Westpoint - original design.</li> <li>• I understand the value of the road connecting Glen Arbour. I want commitment the whole road will be built at once.</li> </ul>
<ul style="list-style-type: none"> <li>• Built the full road all the way to Lucasville road.</li> <li>• Concerned about stopping at Stonewick cross.</li> <li>• Traffic volume on subdivision roads not equipped to handle it.</li> <li>• No sidewalks for kids when traffic flows increase.</li> <li>• No lines on roads.</li> <li>• Will drastically alter quality of life for those on Waterstone and Stonewick running biking and walking.</li> <li>• Increase speed by none resident traffic.</li> <li>• Many young families with kids playing.</li> </ul>
<ul style="list-style-type: none"> <li>• Build the Margeson all the way through or don't build it at all.</li> <li>• Building it part way will increased traffic through an area that is not designed for it.</li> <li>• Make the developers commit before the road is built.</li> </ul>
<u>More urban sprawl.</u>
Maps at this public meeting should <u>all</u> show proposed roads where they starts, where they go and where they end.
On the map dated October 2013, Margeson drive is shown in a green line which runs parallel to Lucasville road until it joins into the existing Cranley road. This is unsafe on many levels. I suggest that Margeson drive should run completely parallel to Lucasville road. It should end at a traffic circle on Hammonds Plns road. P.S. The existing traffic lights at Lucasville road and Hammonds Plns road should have a traffic circle A.S.A.P.
The termination of Margeson Drive to Cranley makes no sense considering the perfectly excellent location at the power line just a short distance away. This would eliminate <u>any</u> hassle for home owners. Considering this power line is proposed to expand it is the logical choice. We don't need any more traffic. Please do the right thing.
Road cannot come out from Cranley to the Lucasville rd. There is more land behind Cranley that could be used or else bring it out to the water line. There should be roundabouts along the road to ensure speed is maintain. Speed needs to be no more than 60 km./hr.
Request info item: Margeson dr. bridge and extension: archeological resource impact assessment, study by Davis MacIntyre and Associates Ltd. when release to the public.
Margeson Dr. needs to extend beyond current plans to join Lucasville rd. as an immediate priority.

**SUBMISSIONS BY EMAIL**

I attended the Margeson Drive Information Session on Thursday, October 17, 2013; my comments are as follows.

After reviewing the various maps, charts, diagrams etc. on display and speaking with the HRM and Genivar representatives in attendance, I am opposed to any Highway 101 connector road through the Waterstone subdivision.

If the HRM position is that the connector road to Highway 101 was already planned at the time the Waterstone subdivision was being constructed and therefore Waterstone residents should have been aware of the connector road when they purchased their properties, then to be consistent and fair, HRM must use Westpoint Drive as originally planned and not the new route presented.

From my own research and discussions with HRM representatives it is clear that Westpoint Drive was designed and built to be used as part of the connector road to Highway 101. Because HRM originally intended to use Westpoint Drive there cannot be any insurmountable environmental or land expropriation issues etc. that would prevent the use of Westpoint Drive. That HRM has expropriated property and demolished a house on Stonewick Cross clearly demonstrates that HRM can expropriate property if required. If HRM no longer considers Westpoint Drive capable of handling the expected traffic volume then HRM can upgrade Westpoint Drive as required. Any connector road through the Waterstone subdivision must use Westpoint Drive.

Further, based on the projected minimum daily volume of 6000 vehicles, the entire road from Highway 101 through Westpoint Drive to Cranley Drive must be constructed at the same time to limit the traffic on Waterstone Run and Stonewick Cross because they were not built for this volume.

If HRM insists upon using the new route presented, then HRM should provide financial compensation to the Waterstone home owners who purchased their properties when the HRM plan was to use Westpoint Drive as part of the Highway 101 connector road. Those that purchased their properties understanding that the road would be on Westpoint Drive should not have to suffer now because HRM failed to plan adequately.

Examples of compensation include: (1) the suspension of property taxes as long as the property is owned by the current owner, (2) HRM buyout of existing home owners and then reselling the properties to buyers who are made fully aware of the connector road location. Westpoint Drive properties would not be eligible as these property owners have already benefited greatly from having the connector road relocated away from their properties.

I am a resident of the Waterstone subdivision, and have been following for some time the communications regarding the implementation of the Margeson Drive connector to the 101. I attended the recent Open House regarding the Margeson Drive Bridge.

I have broad concerns with the negative impact of increased noise and light pollution, and am disappointed to hear that the developer intends to add additional density along the length of Margeson Drive. BUT, I feel like we've lost any attempt to win the battle to STOP the ROAD. The interests of the smaller-population of Waterstone have been swamped by the regional demand for highway access. It distresses me that our neighbourhood will suffer as a result.

I am not in favour of the current intersection with Stonewick Cross, and feel that the proposed design is unsafe for the many adult and children pedestrians who would need to cross that street. Our area rate was used to pay for park improvements on McCabe Lake, and we now will essentially be unable to walk our children and dogs safely to that area from our homes on the other side of the subdivision. **Full four way stop, or well-lit crosswalk with flashing sign should be installed and policed** to improve the odds of safe passage.

The neighbourhood association has proposed all along that, if it must be built to meet regional needs, then **Margeson Drive must be built in its entirety at one time** ... not built only as far as Stonewick Cross. HRM was swayed by 17 property owners to MOVE the road off its original path to the current design -- it CANNOT now allow the traffic from potential shortcutters to the 101 to drive existing Stonewick and Waterstone roadways -- adversely affecting safety, and property values of many more residents!

If the developer will not build the extension to Cranley Road (or - ideally - beyond that into vacant land), then HRM should take on that burden and bill back the future developer OR block the construction of Margeson Drive at Indigo Lakes access, and go no further until there is a reasonable outlet for other traffic. To do otherwise simply shifts current Lucasville Road traffic to a narrower, curvier Waterstone Run, with narrow shoulders .. making it unsafe for residents. Do not ruin the property value of the majority of our neighbourhood residents by allowing this traffic to pass by their front doors.

This neighbourhood was developing nicely into a quiet, family-oriented, safe, walkable place to live. The addition of the Margeson Drive Connector puts that at risk. I fear that Council will wait for the inevitable accidents, and property value reductions to occur before doing the right thing with the planned design.



PROJECT PLAN																							
MARGESON DRIVE: HIGHWAY 101 to LUCASVILLE ROAD										Version 1.4 April, 2013													
<b>PROJECT DESCRIPTION</b>																							
<p>Margeson Drive is a collector road which will connect Trunk 1 in Middle Sackville to Lucasville Road in the vicinity of Atlantic Playland. In future, the road may be extended northward to Beaver Bank.</p> <p>From Highway 101 to the Sackville River, the roadway will be controlled access with well-spaced intersections and no driveways. From the Sackville River to Lucasville Road, the road will be built as a subdivision street with driveways along it. The road will be two lanes wide with bike lanes. It is expected that the posted speed limit will be 50 km/h on the subdivision street portion and 70 km/h on the controlled access portion.</p> <p>See the attached maps for additional detail.</p>																							
<b>JUSTIFICATION / RATIONALE</b>																							
<p>This road alignment was originally part of a major provincial roadway that extended from the Highway 102 interchange at Aerotech to the Highway 103 interchange at Upper Tantallon. In 2000, the Province turned over responsibility for this corridor to HRM. The roadway then became classified as a collector street. As subsequent subdivision applications were submitted for approval, the corridor for Margeson Drive was preserved and, in the case of Cranley Drive, a section of the collector street was constructed.</p>																							
<b>TIME LINE</b>																							
	2013									2014		2015											
	A	M	J	J	A	S	O	N	D			J	F	M	A	M	J	J	A	S	O	N	D
Engineering Design	■																						
Public Consultation	■																						
Tendering												■											
Construction														■									
<b>COST ESTIMATE</b>																							
A preliminary cost estimate will be determined during the Engineering/Environmental pre-design stage.																							
<b>PUBLIC CONSULTATION</b>																							
Public consultation will be held in early 2013 to receive input on the design features for the Sackville River Bridge and the roadway.																							
<b>RISKS</b>																							
There are a number of environmental considerations to be accounted for in the design of the Sackville River crossing.																							

**DEPENDENCIES**

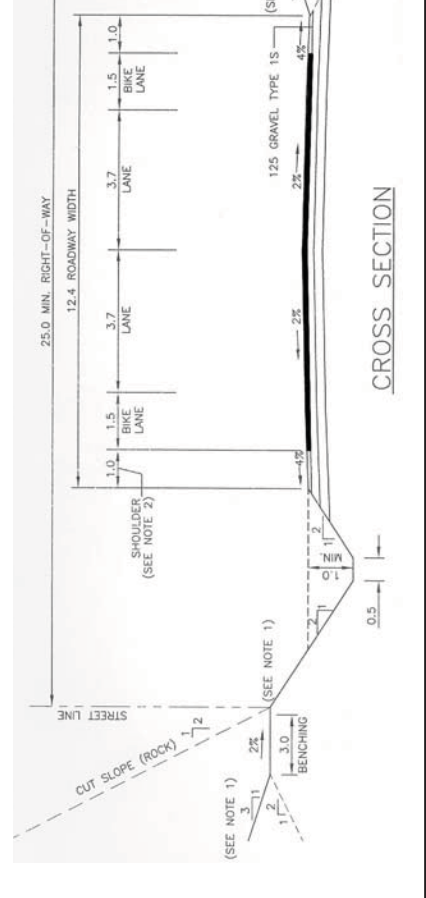
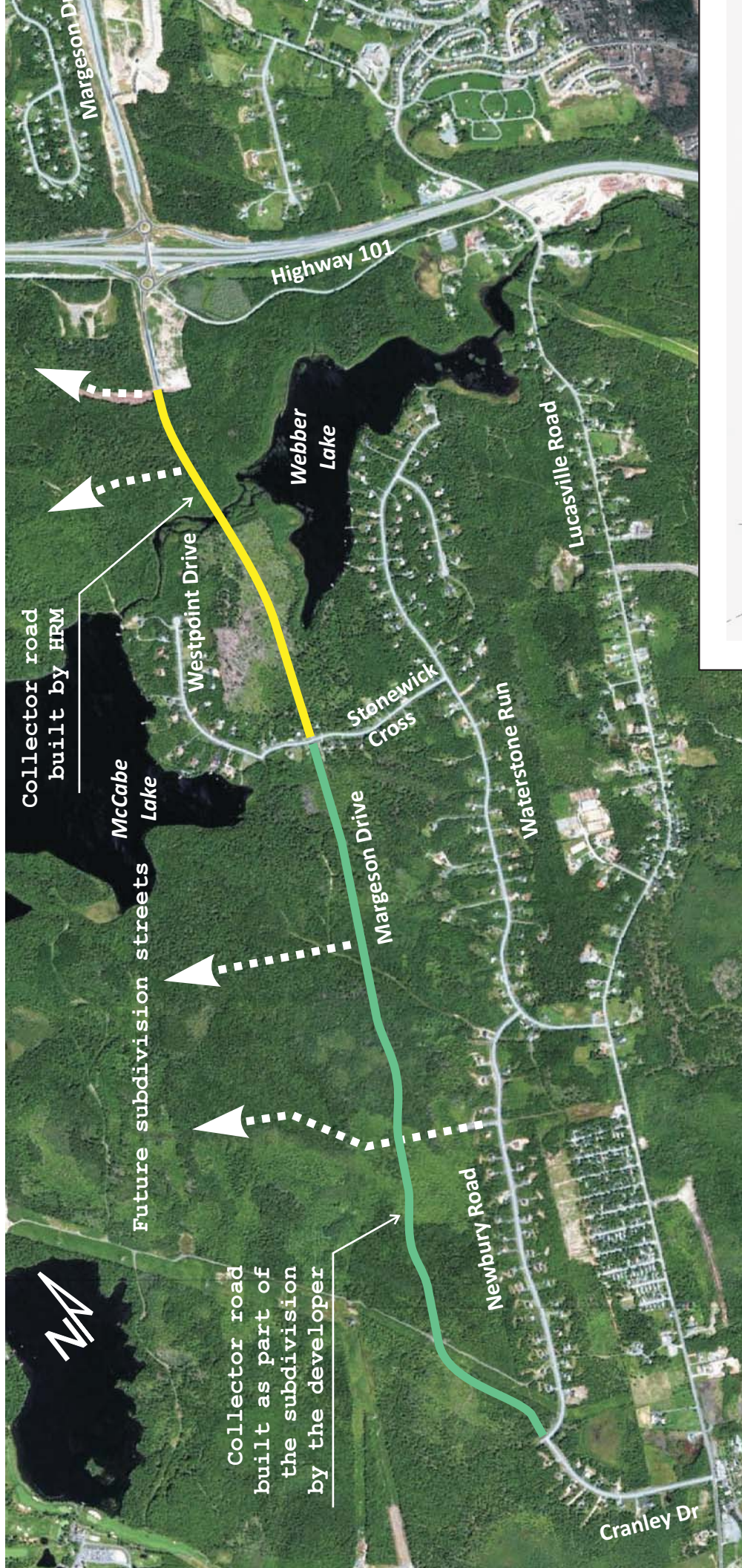
Margeson Drive is intended to collect traffic from the Waterstone, Glen Arbour and White Hills area and convey it to Lucasville Road and Highway 101. To be fully functional, a portion of the road and connections to it must be built by developers as part of their subdivisions.

**DESIGN CONSIDERATIONS**

Environmental surveys will be undertaken in connection with the crossing of the Sackville River.

**LAND ACQUISITION**

Some property for the corridor remains to be acquired.



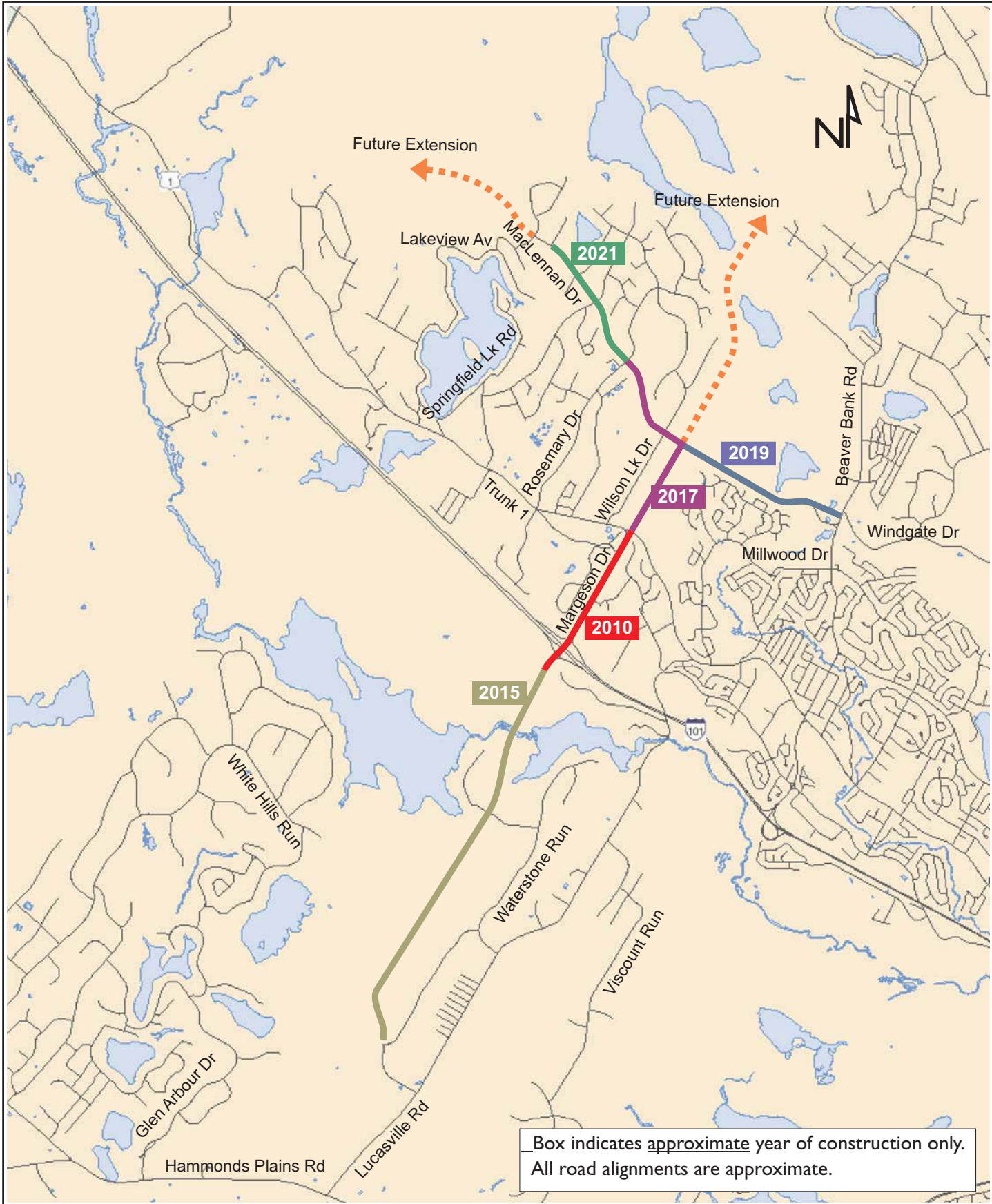
1:20 000 Scale

November 2012

Margeson Drive - Lucasville Road to Trunk 1

# Alignment Plan





Box indicates approximate year of construction only.  
 All road alignments are approximate.

# Margeson Drive and MacLennan Drive