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**"REVISED -  
JUNE 20, 2019"**

**Item No. 15.1  
Transportation Standing Committee  
June 20, 2019**

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

Original Signed

**SUBMITTED BY:**

\_\_\_\_\_  
Brad Anguish, P.Eng., Director, Transportation and Public Works

Original Signed

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Denise Schofield, Acting Chief Administrative Officer

**DATE:** April 11, 2019

**SUBJECT:** Non-accepted Streets

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**ORIGIN**

At the October 26, 2017 Transportation Standing Committee meeting, the following motion was passed:

THAT the Transportation Standing Committee request a staff report that:

- 1) estimates the cost of providing the 99 non-accepted streets in HRM with a comparable level of service, maintenance, and replacement as the accepted streets receive;
- 2) outlines various options for "accepting" these streets; and,
- 3) provides a recommendation on a way to proceed with these non-accepted streets.

**LEGISLATIVE AUTHORITY**

Per sub-section 318 (3) of the *Halifax Regional Municipality Charter* (HRM Charter): "No road, or allowance for a road, becomes a street until the Council formally accepts the road or allowance, or the road or allowance is vested in the Municipality according to law."

Per clause 79A (1) (a) the HRM Charter: 79A (1) "Subject to subsections (2) to (4), the Municipality may only spend money for municipal purposes if...(a) the expenditure is included in the Municipality's operating budget or capital budget or is otherwise authorized by the Municipality";

Per clause 104 (1) (g) of the HRM Charter: "The Council may make By-laws imposing, fixing and providing methods of enforcing payment of charges for (g) laying out, opening, constructing, repairing, improving and maintaining private roads, curbs, sidewalks, gutters, bridges, culverts and retaining walls that are associated with private roads, where the cost is incurred (i) by the Municipality, or (ii) under an agreement between the Municipality and a person."

## **RECOMMENDATION**

It is recommended that the Transportation Standing Committee recommends to Halifax Regional Council to:

1. (a) Direct the CAO in preparing the capital budgets for the 2020/21 and 2021/2022 fiscal years to consider allocating funding for Phase 1 pursuant to the budget process and as discussed in the discussion section of this report; and
- (b) If funding has been approved in the capital budget for Phase 1, direct staff to undertake the title/boundary review of all 42 non-accepted streets listed on Appendix A that are in Category 2 (5 non-accepted streets), Category 3 (9 non-accepted streets), Category 4 (28 non-accepted streets).

## **BACKGROUND**

At the October 26, 2017 Transportation Standing Committee meeting, Councillor Cleary requested a staff report that: 1) estimates the cost of providing the 99 non-accepted streets in HRM with a comparable level of service, maintenance, and replacement as the accepted streets; 2) outlines various options for “accepting” these streets; and, 3) provides a recommendation on a way to proceed with these non-accepted streets.

In order to provide adequate background on non-accepted streets, it is important to understand the difference between the varying types of streets within HRM:

**HRM Streets:** These streets are owned, maintained and serviced by the Municipality. They have clear title to HRM by having been deeded, expropriated or established through the acceptance of an official street. Currently, HRM owns and maintains 3869 lane kilometers (1862 kilometers) of public streets.

**Private Streets:** Private streets are owned by an individual or group. The title can be easily traced to a particular party and is known to not be owned by HRM or the Province. These streets generally do not meet HRM standards with some locations receiving limited services (i.e.; snow removal). As a note, private streets can no longer be created as part of the subdivision process as required by Policy S-26 of the Regional Plan which states: “HRM shall, through the Subdivision By-law, prohibit approval of new private roads throughout HRM.”

At times, staff receives inquiries from residents regarding the level of service, and in some cases requests to transfer ownership to the Municipality. Generally speaking, these streets are not constructed to the current HRM standard. HRM does have a private street takeover policy which affords private street residents the opportunity to apply for municipal takeover. The property owners must upgrade the street to the municipal standard (at their cost) prior to consideration.

With respect to maintenance, By-law P-1100 Respecting Charges for Private Road Maintenance, permits residents to manage the maintenance of their respective private streets. As per Section 2 of this By-law:

“2. (1) Upon request of a Property Owner’s Association, incorporated for the purpose of managing the maintenance of a Private Road, the Municipality may enter into an agreement with the Property Owner’s Association under which the Association shall accept responsibility for the implementation and administration of the maintenance services on the private road.

(2) Funding of the costs of private road maintenance and associated administration costs shall be collected by an Area Rate or Uniform Charge from the owners of properties benefiting from the road maintenance.”

By-law P-1100 also states:

"5. Recovery for costs related to the construction or capital improvement of private streets is not provided for in this By-law."

**Non-accepted Streets:** Non-accepted streets are the subject of this report. These streets are often similar to private streets but differ in that there is no clear owner. The former City of Halifax (post 1969 annexation) discovered that there were a number of streets (many being single lanes) that were being utilized as public travel ways; however, they had not been accepted as municipally owned. These "public" streets functioned as part of the transportation system but had been constructed to a different set of standards. During this period, City officials recognized that by accepting these streets as municipally owned it would represent significant costs to upgrade to the appropriate standard (and in many cases unachievable). It therefore adopted a compromise whereby the City agreed to provide minimal maintenance to maintain the street passable and adopted a takeover policy which placed the responsibility of the total cost of upgrading to the abutters.

Non-accepted streets have been used and driven on by the public for many years. However, there appears to be no party claiming title to these streets even though some level of municipal funding has been expended over the years. Based on available information, there are a total of 107 non-accepted streets (refer to Appendix A) within HRM that receive varying levels of service. This level of service (some exceptions apply) may include snow and garbage removal, minor pavement maintenance (pothole filling patching), minor surface treatments (slurry, chip seal and micro surfacing), and maintenance of street lighting.

Additionally, Halifax Water (HRWC) has been maintaining water and wastewater systems on a number of these streets. Some non-accepted streets have stormwater systems, but many do not. Similar to HRM, HRWC has provided minor maintenance; however, no major capital upgrades have been undertaken. Of note, should stormwater systems become public through this process, stormwater charges would apply to properties discharging to the system(s), and would be subject to the HRM right-of-way charge. However, with the system(s) becoming publicly owned, maintenance and capital upgrades would be considered. With respect to municipal solid waste collection, the service level for non-accepted streets is dependent upon factors such as the width of the street, its surface condition, the ability of collection vehicles to properly maneuver, plowing, etc. Where the non-accepted street is not passable, collection is generally provided at the location where the non-accepted street intersects with an accepted HRM or provincial street.

Snow removal is provided on roughly 80 of the 107 non-accepted streets. The rationale for not providing this service on 27 non-accepted streets includes: streets located within a mobile home park, access leads to high density residential buildings, or access leads to a commercial property.

## **DISCUSSION**

### **Non-accepted Streets**

#### **1) Cost estimate of providing the non-accepted streets in HRM with a comparable level of service, maintenance, and replacement as the accepted streets receive:**

Many non-accepted streets do receive some level of service as noted above. With respect to street upgrades, the service has been primarily at the maintenance level. The majority of these streets are very narrow (many with widths at 3.0 meters) and have the appearance of a single lane driveway. Due to physical constraints such as proximity of homes, it is difficult, if not impossible in many cases to consider enhanced lane capacity, as well as the addition of new sidewalks, medians, and curb and gutters. As well, storm drainage systems vary from street to street with some areas having no system at all.

In order to confirm the feasibility and prerequisites to enhance the level of service, maintenance and replacement considerations, significant time and staff resources are required. Each street would necessitate a site visit(s), tests to determine subsurface conditions, legal/surveying reviews and title searches to ascertain property boundaries and ownership (if possible), a review of utility conditions and easements, establishment of the required rehabilitation strategy, preliminary/detailed design, etc.

Currently HRM staff has data (length and width) for 80 of the 107 non-accepted streets listed in Appendix A. Notionally, if the 80 non-accepted streets required a full reconstruction (i.e., new gravels and asphalt), the estimated cost would be approximately \$5,300,000 (Class D estimate). This estimate pertains to construction only, and does not take into consideration testing, surveying, easements or titles, and design. The estimate also does not include widening requirements (where possible), the addition of sidewalks, curb and gutter, utility upgrades, new utility systems (i.e., stormwater), etc. It should be noted that in many cases streets dead-end (without turning circles) and would not warrant a new sidewalk based on the new sidewalk rating criteria. Additionally, as outlined above, a significant number of streets (lanes) are very narrow, and therefore raise questions as to whether standard paving equipment can be utilized to pave the streets.

## **2) Options for “accepting” non-accepted streets:**

The geometric configuration of non-accepted streets broadly varies. A number of non-accepted streets offer two-way traffic, and function similar to a typical municipal road. In many situations though, they operate as a single lane driveway, and cannot be upgraded beyond the existing alignment due to proximity of houses, steepness of grades, etc. Enhancing overall service levels would be very difficult (if not impossible) in many cases.

Appendix A outlines (in categories) the list of the 107 non-accepted streets. Appendix B provides photographs of relevant examples. Below summarizes the variation in configuration and appearance of each category:

1. Number of non-accepted streets functioning as a single lane with a driveway appearance, no turning circle = 62 locations.
2. Number of non-accepted streets that offer 2-way traffic and located in a mobile home park = 5 locations. Note: Typically, streets located in a mobile home park are privately owned therefore, services such as paving and underground operations are a private matter.
3. Number of non-accepted streets that lead to commercial/high density residential property with the appearance of a driveway = 9 locations.
4. Number of non-accepted streets that offer 2-way traffic and has the appearance similar to a typical municipal street = 28 locations.
5. Number of non-accepted streets that require further investigation = 3 locations.

Staff recommends that locations listed in categories 2, 3, and 4 be considered as the priority (defined as Phase 1 below). Additionally, staff recommends that locations under category 1 continue to operate pursuant to the current practice (i.e., upholding the designation as non-accepted, maintenance level service only, property owners responsible for future capital improvements) for the foreseeable future as they function as single lane driveways.

### Funding Approaches

As noted above, attempting to increase the level of capital improvement to the fullest extent of the current municipal standard is, in many situations, not feasible due to existing street layout and associated restrictions. A more realistic approach would be to provide an increased level of capital improvement within the existing right-of-way for each street. As an example, the road right-of-way may not have sufficient width to allow for a typical urban local road cross section (i.e., 9.0 meter wide road surface, 16 meter right-of-way, sidewalk, curb and gutter). However, the existing road asphalt surface could be improved by removing the existing asphalt and granulars, and replacing with new materials. This option may not enhance certain services such as snow and/or garbage removal, but would improve the rideability without compromising the existing road boundaries and adjacent features. The feasibility and extent of improvement (i.e., drainage, potential to widen the street) would be assessed on a case by case basis.

With respect to funding potential upgrades to non-accepted streets the following options include:

1. In keeping with the *Street Improvement Bylaw*, property owners would be responsible to cover 1/3 of the total construction costs while the remaining 2/3's would be funded through the capital program. Similar to the HRM owned gravel road paving program, there would be no petitioning requirement (since HRM would be paying a greater portion of the costs), and it would be necessary to create a By-law in order to recover the residents' portion of the local improvement charge. This option would generate a funding pressure on the municipality's capital budget since HRM would be paying 2/3's of the cost;
2. HRM could undertake the necessary upgrades and fund the work 100% from the capital program. Under this option there would be no local improvement charge as HRM would bear the full cost. This option would create a funding pressure on the municipality's capital budget (but to a greater degree than option 1);
3. HRM may contemplate full execution of the current practice for the non-accepted streets (i.e., the property owners bear the full cost of any future upgrades). It is believed some property owners would be reluctant to cover the full costs for repairs made to the street, and there may be financial hardship in several cases. However, this option may be most feasible in some situations, and should be explored in more detail.

### **3) Recommendations to proceed with non-accepted streets**

Since the streets identified in categories 2, 3, and 4 are not deeded to the Municipality, an assessment will be required to determine title and boundary issues. The title/boundary review should be Phase 1, and initiated prior to moving forward with any acceptance and service level/maintenance/capital improvement decisions.

Due to the complexity and level of effort, staff recommends outsourcing to a consultant to undergo a survey and title search. Once completed, staff would return to Transportation Standing Committee and Council for an update on the right-of-way ownership status, and to outline next steps. It is conceivable that upon completion of Phase 1, the ownership of some non-accepted streets outlined in categories 2, 3, and 4 may be determined (i.e., privately owned), and thus removed from the non-accepted list. In other cases, ownership may still be unknown, leaving the option to maintain the status quo, expropriate, acquire the parcel through a land titles clarification action, or consider terminating some/all services.

If Council approves the Phase 1 approach, a funding source would need to be confirmed in a future capital budget. It is anticipated the survey and title search phase of the 42 non-accepted locations may require up to 18-24 months to complete at an estimated total cost of \$500,000 (Class D). Upon conclusion of Phase 1, staff will be in a better position to advise on recommended next steps. If Council chooses to proceed with additional phases beyond Phase 1 (Note: all phases are subject to the budget process), the timelines and scope of work may include (but not limited to) the following:

Phase 1 (as noted above) – a review of title/boundary issues for non-accepted streets identified in categories 2, 3 and 4 (2020/21, 2021/22);

Phase 2 – a conceptual design (which may include testing of subsurface and surface materials), and cost estimate of rehabilitation strategies for each non-accepted street noted in category 4, a review of next steps for the remaining categories, a review with Halifax Water, Nova Scotia Power, and other utilities (if necessary) regarding easements and related infrastructure issues, a review of current levels of service (i.e., snow and garbage removal), the creation of prioritization criteria, and determination of a funding source/cost recovery methodology for future capital improvements (2022/23, 2023/24);

Phase 3 – public notification and first round of implementation of capital improvements associated with category 4 streets (2023/24).

As a note, staff would report back to Transportation Standing Committee at the end of each phase with updates and recommendations.

### **Private Streets**

Regarding private streets, staff's recommendation for future private street capital considerations is to continue with the current takeover policy. As outlined in the Background section of this report, HRM has a private street takeover policy which enables private street owner(s) to apply for municipal takeover provided the property owners upgrade the street to the appropriate municipal standard (at their cost). Therefore, capital considerations would not be contemplated by the Municipality, and would solely rest with the property owner(s). As well, new requests for minor street maintenance work, such as road grading and snow removal, will continue to be addressed through the 2004 amendments (2004, S.N.S. c. 7, which is now outlined in the Charter and allows Council to expend money and impose by-law charges respecting private roads) and By-law P-1100.

### **Existing HRM Streets and Sidewalk Infrastructure**

Following are statistics that outline the quantity, the cost to upgrade and the average annual capital expenditure regarding the existing publicly owned and maintained HRM streets/sidewalks:

- Public Streets - HRM owns and maintains 3869 lane kms (1862 kms) of public streets. Of this total, 2545 lane kms (1218 kms) require some form of rehabilitation. The estimated cost to rehabilitate these streets is roughly \$330,000,000 (Class D), and a recommendation was made to allocate \$33,000,000 annually over a 10-year period to sustain the average condition rating of the road network. The amount of funding allocated to street recapitalization related work (i.e., paving, curb replacements, etc.) has ranged from \$25,000,000 to \$30,000,000 in recent years.
- Existing sidewalks - HRM owns and maintains 965 kms of existing sidewalks. Approximately 45 kms must be upgraded through the capital program at an estimated cost (Class D) of \$15,000,000 (curb work excluded). Traditionally, HRM spends approximately \$2,500,000 - \$3,000,000 on sidewalk renewals which allows for approximately 4 kms to be upgraded yearly.
- New Sidewalks - There are over 400 requests for new sidewalks. Each year HRM allocates roughly \$3,000,000 on new sidewalks which translates into 8-10 new locations annually.
- Additionally, street and road capital funding demands are directed to HRM owned bridges, other active transportation facilities, gravel road paving, retaining walls, guiderails, walkways, curb and gutter, traffic signals, lane and intersection improvements, strategic transportation initiatives, transit, etc.

### **FINANCIAL IMPLICATIONS**

If Council approves the Phase 1 recommendation (title/boundary review) outlined above, funding in the amount of \$500,000 will be required in a future capital budget.

Following Phase 1, and based on the direction from Council, future capital and operating budgets may be impacted.

### **RISK CONSIDERATION**

There are no significant risks associated with the recommendations in this Report. The risks considered rate low.

### **COMMUNITY ENGAGEMENT**

There was no requirement for community engagement at this stage.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications.

### **ALTERNATIVES**

1. Transportation Standing Committee could choose to take no action. Since the non-accepted streets have acted as "public" travel ways for many years, staff does not recommend maintaining the status quo (i.e., no capital improvements, limited maintenance service) on some of the streets as noted above. In particular the locations identified in category 4 have the appearance of a typical municipal street and transferring ownership to the municipality may be a consideration upon the outcome of the title/boundary search.
2. Transportation Standing Committee could choose to include all 107 streets in Phase 1. Staff does not recommend this alternative as many of the 62 streets identified in Category 1 function as a single lane driveway, and consideration to take over as a municipal street is questionable. Further analysis of the Category 1 streets may be contemplated at a later date.

### **ATTACHMENTS**

Appendix A - List of Non-accepted Streets by Category  
Appendix B - Photos of Non-accepted Streets by Category

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A copy of this report can be obtained online at [halifax.ca](http://halifax.ca) or by contacting the Office of the Municipal Clerk at 902.490.4210.

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# APPENDIX A – LIST OF NON ACCEPTED STREETS

APPENDIX A - NON-ACCEPTED STREETS				
Category 1 - Single lane with a driveway appearance				
STREET NAME	STREET TYPE	DISTRICT	FROM	TO
OLD FAIRBANKS	RD	2	OCONNELL RD	END
PICKARD	LANE	7	PORTLAND PL	END
CROMWELL	RD	7	SOUTH ST	CUL DE SAC
FAYS	LANE	7	TOWER RD	END
MARLBOROUGH	WOODS	7	BELLEVUE AVE (CNR BRIDGE)	EASTERLY, SOUTHERLY AND WESTERLY TO END
THORNVALE	AVE	7	COBURG RD	END
WAVERLY	TERR	7	MITCHELL ST	END
GARRICK	LANE	8	ROBIE ST	CLIFTON ST
GERRISH	LANE	8	BUDDY DAYE ST	END
IMO	LANE	8	VESTRY ST	END
ALBION	RD	9	CIVIC 37	KIRK STREET (AND EXTENSION TO CIVIC 53)
BIRCHES	DR	9	ST MARGARETS BAY RD	END
BOULDERWOOD	RD	9	PURCELLS COVE RD	END
CHOCOLATE LAKE	RD	9	HERRING COVE RD	END
DOUGLAS	DR	9	ST MARGARETS BAY RD	END
FAIRVIEW	AVE	9	WITHROD DR	MOUNTAIN RD
FEATHER	LANE	9	FINCH LN	END
FERNDALE	DR	9	BALCOMES DR	ST MARGARETS BAY RD
FINCH	LANE	9	CROWN DR	END
FINDLAY	RD	9	BRAEBURN RD	END
HART	RD	9	ST MARGARETS BAY RD	END
IDA	ST	9	HERRING COVE RD	CIRCLE DR
JOLLY	DR	9	PURCELLS COVE RD	END
KEDDY	RD	9	HERRING COVE RD	END
KIRK	RD	9	PARKHILL RD	ALBION RD
KNOB HILL	CRES	9	MOUNTAIN RD	MARGARET RD
MCMANUS	RD	9	KIRK RD	END
MILTON	DR	9	PARKHILL RD	END
PINERIDGE	DR	9	WITHROD DR	END
RAINFORTH	AVE	9	WILLIAMS LAKE RD	END
RESERVE	RD	9	CIVIC 10	END
SULLIVAN	TERR	9	WITHROD DR	END
WINDERMERE	RD	9	HERRING COVE RD	END

APPENDIX A - NON-ACCEPTED STREETS				
Category 1 - Single lane with a driveway appearance				
STREET NAME	STREET TYPE	DISTRICT	FROM	TO
HOLLAND	ST	10	HAMSHAW DR	END
NORTHUMBERLAND	LANE	10	BEDFORD HWY	END
SPRUCE	LANE	10	HAMSHAW DR	END
TRIDENT	LANE	10	SKYLARK ST	END
ARMADA	DR	10	TRIDENT LANE	BONAVENTURE DR
BONAVENTURE	DR	10	ARMADA DR	END
BOND	ST	10	EVANS AVE	VIMY AVE
CROSS	ST	10	MELROSE AVE	CENTRAL AVE
DANVILLE	DR	10	ARMADA DR	END
AIKENHEAD	RD	11	HERRING COVE RD	END
ALDERGROVE	DR	11	HERRING COVE RD	END
BATTERY 18TH	RD	11	PURCELLS COVE RD	END
BLUESTONE	RD	11	PURCELLS COVE RD	END
COLONIAL	CRES	11	MCINTOSH RD	END
DOBBIN	LANE	11	OLD SAMBRO RD	END
FERGUSON	LANE	11	SPRY AVE	END
HALLS	RD	11	PURCELLS COVE RD	END
KEEFE	DR	11	PURCELLS COVE RD	END
LEARNING	LANE	11	LEVIS ST	END
LEVIS	ST	11	HERRING COVE RD	END
MANSION	RD	11	CIVIC 44	HERRING COVE RD
MELVIN	RD	11	PURCELLS COVE RD	END
MILITARY	RD	11	PURCELLS COVE RD	END
POTTERY	LANE	11	UMLAHS DR	END
ROY	ST	11	HERRING COVE RD	END
TRELYN	RD	11	LAYTON RD	END
UMLAHS	DR	11	BATTERY DR	END
WHALEN	AVE	11	HERRING COVE RD	END
SILVERLACE	LANE	15	PINEHILL DR	END



# APPENDIX A – LIST OF NON ACCEPTED STREETS

APPENDIX A - NON-ACCEPTED STREETS				
<b>Category 2 - located in a mobile trailer park</b>				
STREET NAME	STREET TYPE	DISTRICT	FROM	TO
SHAMROCK	DR	10	GENERAL AVE	END
SHASTA	LANE	10	GENERAL AVE	SHAMROCK DR
HOMEWARD	AVE	10	MAIN AVE	GENERAL AVE
GLENDA	CRES	10	HOMEWARD AVE	GLENDA CRES (loop section)
GENERAL	AVE	10	HOMEWARD AVE	END
<b>Category 3 - leads to a commercial/high density residential area</b>				
STREET NAME	STREET TYPE	DISTRICT	FROM	TO
FOUNDRY	LANE	7	BARRINGTON ST	END
HEATHERWOOD	CRT	8	NOVALEA DR	HEATHERWOOD CRT (loop section)
BARNSTEAD	LANE	9	BAYERS RD	END
WESTGROVE	PL	10	WESTRIDGE DR	WESTRIDGE DR
VERONICA	DR	10	MAIN AVE	END
MANOR	LANE	10	BAYVIEW RD	END
CAMELOT	LANE	10	KNIGHTSRIDGE DR	KNIGHTSRIDGE DR
FOXWOOD	TERR	11	RIVER RD	FOXWOOD TERR (loop section)
ARTHUR	ST	11	HERRING COVE RD	END
<b>Category 4 - functions similar to a municipally owned street</b>				
STREET NAME	STREET TYPE	DISTRICT	FROM	TO
ACORN	RD	9	WILLIAMS LAKE RD	END
ARNOLD	DR	9	CLOVIS AVE	END
WILDWOOD	AVE	9	MOUNTAIN RD	END
WILLOWBEND	CRT	10	GLENFOREST DR	END
RANDALL	AVE	10	GEBHARDT ST	GORDON AVE
			EVANS AVE	GEBHARDT ST
				END
SMITHS	RD	16	HAMMONDS PLAINS RD	END

APPENDIX A - NON-ACCEPTED STREETS				
<b>Category 4 (Cont'd) - functions similar to a municipally owned street</b>				
STREET NAME	STREET TYPE	DISTRICT	FROM	TO
BIRCHDALE	AVE	7	COBURG RD	END
PARKWOOD	PL	9	WOODLAWN TERR	BLOOMINGDALE TERR
MCMULLEN	RD	9	HERRING COVE RD	CIRCLE DR
MARGARET	RD	9	COWIE HILL RD	WITHROD DR
IDLEWYLDE	RD	9	HERRING COVE RD	WITHROD DR
CHERRY	LANE	9	HERRING COVE RD	CIRCLE DR
PLYMOUTH	ST	10	EVANS AVE	END
MAPLE	ST	10	ASHDALE AVE	MAIN AVE
FOX GLOVE	LANE	10	SCARLET RD	END
FOREST HILL	DR	10	BEDFORD HWY	WREN ST
BERTS	DR	10	MAIN AVE	EVANS AVE
PENNY	AVE	11	OLD SAMBRO RD	END
MAYOR	AVE	11	LAYTON RD	OLD SAMBRO RD
MCINTOSH	ST	11	HERRING COVE RD	COLONIAL CRES
LEWIS	ST	11	DENTITH RD	SPENCER AVE
			SPENCER AVE	END
HILDEN	DR	11	HERRING COVE RD	END
HAYES	ST	11	CHARLTON AVE	END
CHARLTON	AVE	11	HERRING COVE RD	END
BRONSON	AVE	11	HERRING COVE RD	END
AUTUMN	DR	11	HERRING COVE RD	END
BARCLAY	AVE	11	HERRING COVE RD	END
BARRENS	ST	16	EMMERSON ST	END
<b>Category 5 - Further investigation</b>				
STREET NAME	STREET TYPE	DISTRICT	FROM	TO
DUFFERIN MINES	RD	2	CIVIC 913	END
MARGINAL	RD	7	POINT PLEASANT DR	TERMINAL RD
			MARGINAL RD	LOWER WATER ST
NORTH MARGINAL	RD	8	BARRINGTON ST	AFRICVILLE RD

Compiled from:

1. Former City of Halifax Street Ownership list dated January 1994
2. HRM on-line street directory
3. HRM GIS data

# APPENDIX B – PHOTOS OF NON-ACCEPTED STREETS

## Category 1 – Single Lane with a Driveway Appearance



Keddy Road



Sullivan Terrace



Roy Street



Dobbin Lane

APPENDIX B – PHOTOS OF NON-ACCEPTED STREETS – Category 1



Umlahs Drive



Milton Drive



Keefe Drive



Boulderwood Road

*APPENDIX B – PHOTOS OF NON-ACCEPTED STREETS*

Category 2 – Located in a Mobile Trailer Park



Category 3 – Leads to a Commercial/High Density Residential Area



*APPENDIX B – PHOTOS OF NON-ACCEPTED STREETS*

Category 4 – Similar to a Typical Municipal Street



*APPENDIX B – PHOTOS OF NON-ACCEPTED STREETS*

Revised - June 20, 2019

Category 4 – Similar to a Typical Municipal Street



McMullen Road



Bronson Avenue



Lewis Street



Penny Avenue