

# HALIFAX

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**Item No. 7**  
**Halifax Regional Council**  
**September 24, 2019**

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

**SUBMITTED BY:**

Original Signed by 

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

Original Signed by 

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Jacques Dubé, Chief Administrative Officer

**DATE:** July 31, 2019

**SUBJECT:** Connecting True North Crescent to Farthington Place

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## INFORMATION REPORT

### ORIGIN

Item 14.7.1, May 22, 2019, Regional Council, MOVED by Councillor Mancini, seconded by Councillor Hendsbee THAT Halifax Regional Council request a staff report on identifying the anticipated costs and benefits of connecting True North Crescent and Farthington Place. The staff report should also include information on:

- the alignment of this action with Council's priorities and policies (Integrated Mobility Plan, Active Transportation, Fire services, etc.);
- required actions (purchase of private property, etc.);
- an estimate of funding required both capital and on-going operating (snow-clearing, lighting, surface maintenance and litter); and
- prioritization of the funding of this item versus others.

### LEGISLATIVE AUTHORITY

The Halifax Regional Municipality Charter:

61 (3) The property vested in the Municipality, absolutely or in trust, is under the exclusive management and control of the Council, unless an Act of the Legislature provides otherwise.

61 (5) states (in part) that:  
The Municipality may

(a) acquire property, including property outside the Municipality, that the Municipality requires for its purposes or for the use of the public;

79 (1) states (in part) that:

The Council may expend money required by the Municipality for

(f) snow and ice removal;

(x) lands and buildings for a municipal purpose;

(aa) streets, culverts, retaining walls, sidewalks, curbs and gutters;

## **BACKGROUND**

### **Existing Conditions and Context**

Within the Regional Centre, an existing informal walkway, connecting True North Crescent to Farthington Place (see map in Attachment A), has provided a direct pedestrian connection between many residences in the community to transit stops and shops along Highfield Drive for many years. There is a wear path there that demonstrates its frequent use. The current informal walkway consists of a gravel surface.

Although a small section of this walkway is located on private property (PID No. 40414203), the walkway is mostly situated on a property owned by the Halifax Regional Municipality—Civic No. 50 True North Crescent (PID No. 40414195). Civic No. 50 True North Crescent was acquired by the City of Dartmouth in 1993.

Pedestrians taking the informal walkway between the two streets do not have any existing connecting sidewalk on the True North Crescent end. On the Farthington Place end, there is an existing connecting concrete sidewalk.

The existing walkway does not receive any municipal winter maintenance, therefore, walking conditions during the winter season may be impeded due to uncleared snow and ice. Also, the walkway does not have any lighting for night time users.

True North Crescent and Farthington Place are both local streets that, although they are geographically beside one another, are considerably isolated for motor vehicle drivers due to the layout of the current road network. As an example, the shortest possible travel distance from Civic No. 51 True North Crescent to Civic No. 3 Farthington Place is currently approximately 0.08 kms for a pedestrian who is able to use the informal walkway, however, for a motor vehicle, it is 2 kms. Thus, the shortest distance between the two addresses is approximately 25 times more for a motor vehicle or someone unable to walk over the informal walkway.

There is a 7-meter-wide natural gas easement to Heritage Gas on 50 True North Crescent (PID 40414195) along its boundary with PID 40414203. In the easement agreement, Heritage Gas acknowledged and agreed that subject to the approval of the Utility and Review Board, the Halifax Regional Municipality may create a public street and install other municipal infrastructure over the lands in which the easement was granted.

## **DISCUSSION**

This report discusses the possibility to replace the existing informal walkway connecting True North Crescent to Farthington Place with a proposed new road, complete with a new concrete sidewalk or multi-use pathway running alongside it.

Part of this possible new infrastructure can be constructed on property owned by the Halifax Regional Municipality—Civic No. 50 True North Crescent (PID No. 40414195). However, it is estimated that the Halifax Regional Municipality will need to acquire a minimum of approximately 285 m<sup>2</sup> of land from Civic No. 34 True North Crescent (PID 40414203), which is privately owned, to connect the street.

There is no existing sidewalk or multi-use pathway on True North Crescent. An additional proposed new sidewalk or multi-use pathway project may be warranted on True North Crescent to extend the proposed new concrete sidewalk or multi-use pathway that runs alongside of the connector road to Highfield Park Drive. This will allow for a complete connection from the existing sidewalk on Farthington Place to Highfield Park Drive. This possible future new sidewalk project is beyond the scope of this report, but it is mentioned here for consideration. The new concrete sidewalk or multi-use pathway will receive winter maintenance which will improve safety for pedestrian users during that time of year.

A street connection between Farthington Place and True North Crescent would complete a connectivity gap within the neighbourhood. Various Halifax Regional Municipality departments indicate several perceived benefits and concerns with the proposed connector road. Departments consulted include, Halifax Regional Police, Halifax Fire, Halifax Transit, Traffic Management, Active Transportation, Strategic Transportation Planning, Project Planning and Design, and the Office of Diversity and Inclusion.

Benefits indicated include the following:

- Time savings for emergency services and the residents in the area.
- Quicker response time from the Halifax Regional Police East Division office to Farthington Place and surrounding streets.
- Improved connectivity to more frequent transit service on Highfield Park Drive and providing some possible alternative transit routing options in the future.
- Better fire service delivery and improved response times in North end Dartmouth, and also in Lancaster Ridge, Crichton Park, and other adjoining neighbourhoods.
- Better accessibility to facilities and infrastructure in the vicinity, thus contributing to building a more healthy, vibrant community.
- Better accessibility for those with mobility issues.
- Expanded options for the local street bikeway that is currently designated for this area.
- Appropriate lighting can be added which will enhance safety and visibility for nighttime users of the connector road.
- Eliminating the existing pathway, which sometimes may be used as a “hangout” corridor; may contribute to overall safety of the community.

Concerns indicated include the following:

- Making the connection would result in an increase in traffic volume, whether that be neighbourhood traffic or non-local traffic.
- Traffic speeds may potentially increase with non-local traffic trying to get through the area at a faster pace, which is rarely seen as a positive to abutting residents. A set of traffic calming measures may be required to mitigate the impacts.

Construction of the proposed new connector road may include constructing a three-way stop intersection, with appropriate curb radii, at the intersection of True North Crescent and the extension of Farthington Place. A large amount of asphaltic concrete may be removed and replaced with green space near the new intersection; however, prior to finalizing an appropriate design layout, surveying and engineering staff require additional time to conduct a more detailed assessment to ascertain if this proposed connection is technically feasible. Design elements such as vertical/horizontal road alignment, impacts to private property, and possible land acquisition must be reviewed in more detail prior to arriving at a final decision. This additional design work will be conducted in the Fall, 2019, and once completed, staff will return to Regional Council with a recommendation.

### **FINANCIAL IMPLICATIONS**

Possible costs associated with this recommendation include the following:

- Cost of land acquisition.
- The capital cost to construct the proposed new road, complete with a new concrete sidewalk or multi-use pathway running alongside it.
- Year-round maintenance costs, including winter service and landscape upkeep.
- Streetlights.

The estimated cost to construct the proposed new road, complete with a new concrete sidewalk is estimated to be \$425,000, including land acquisition costs (Class D). This estimate will be reassessed upon completion of the detailed design phase.

The total operating cost per year to maintain the facility is approximately \$1,000. This estimate includes winter maintenance of the proposed new road, complete with a new concrete sidewalk running alongside, and grass cutting.

If Regional Council was to ultimately approve this connection, the project would be reviewed and prioritized through future capital budget procedures. Currently there is no funding source for this type of project work.

### **COMMUNITY ENGAGEMENT**

To date, there has been no community engagement, although it is recommended if Council chooses to proceed.

### **ATTACHMENT**

Attachment A—Site Plan Proposed Connector Road, True North Crescent to Farthington Place, Dartmouth

Attachment B—Key Plan Proposed Connector Road, True North Crescent to Farthington Place, Dartmouth

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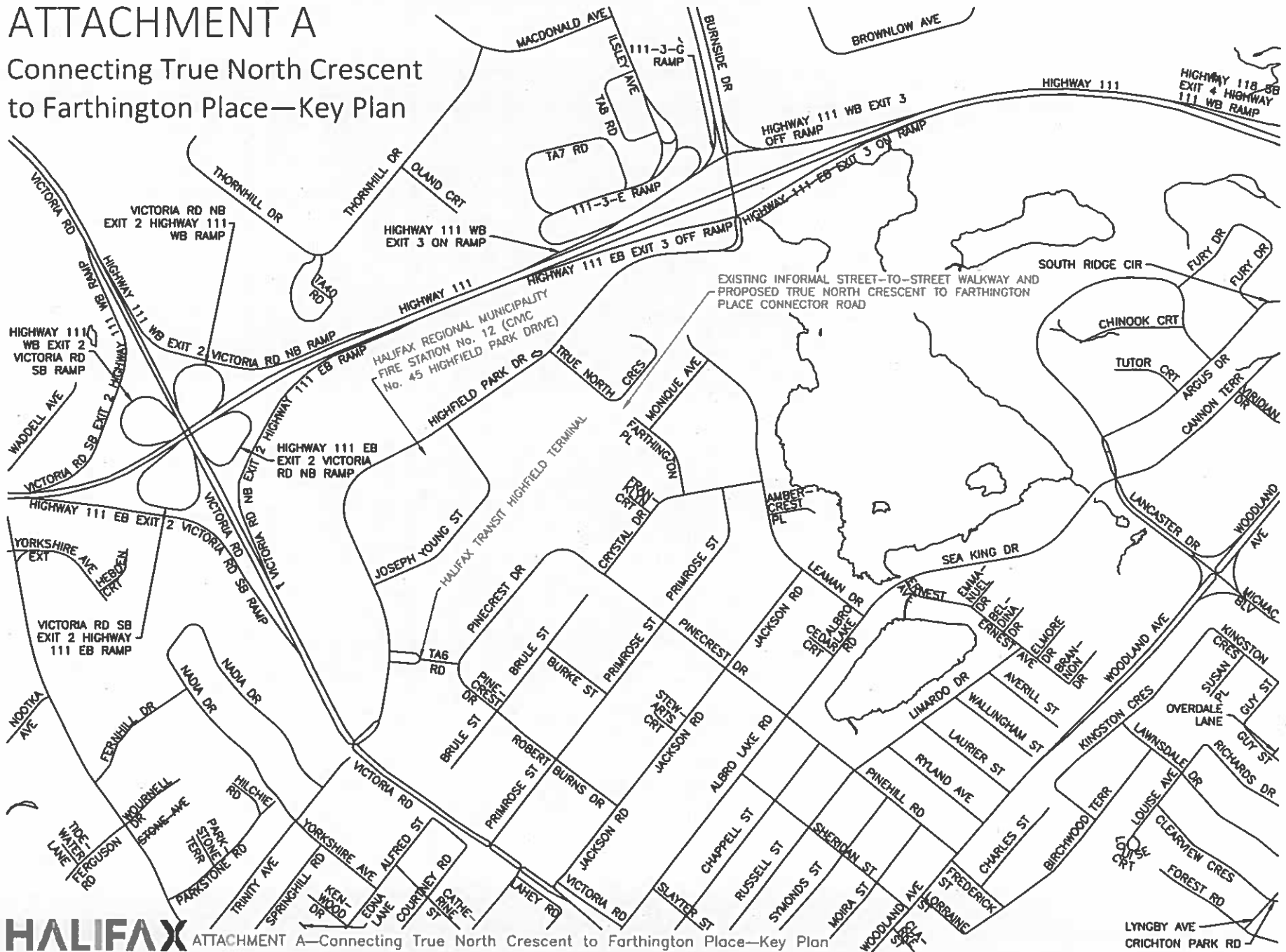
A copy of this report can be obtained online at [halifax.ca](http://halifax.ca) or by contacting the Office of the Municipal Clerk at 902-490-4210.

Report Prepared by: Peter Lynds, P.Eng., 902-490-6898

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# ATTACHMENT A

## Connecting True North Crescent to Farthington Place—Key Plan



# ATTACHMENT B

## Connecting True North Crescent to Farthington Place—Site Plan

