



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

Item No. 15.3.1
Halifax Regional Council
April 9, 2024

TO: Mayor Savage Members of Halifax Regional Council

Original Signed

SUBMITTED BY:

Councillor Pam Lovelace, Chair, Transportation Standing Committee

DATE: March 28, 2024

SUBJECT: **Removal of Hammonds Plains Rd from By-law S-900**

ORIGIN

March 28, 2024 meeting of Transportation Standing Committee, Item 13.1.1.

LEGISLATIVE AUTHORITY

Legislative Authority is outlined in the attached staff report dated February 16, 2024.

Administrative Order One, *Respecting the Procedures of the Council*, schedule 7 Transportation Standing Committee Terms of Reference, section 5 states:

4. The Transportation Standing Committee shall oversee and review of the Municipality's Regional Transportation Plans and initiatives, as follows:

(b) overseeing and reviewing the Regional Transportation policies, bylaws and functional plans;

RECOMMENDATION

The Transportation Standing Committee recommends that Halifax Regional Council maintain Hammonds Plains Road as a controlled access street under By-law S-900, *Respecting the Establishment of Controlled Access Streets for Streets within the Halifax Regional Municipality*.

BACKGROUND

The Transportation Standing Committee received a staff recommendation report dated February 16, 2024 to consider maintaining Hammonds Plains Road as a controlled access street under By-law S-900.

For further information refer to the attached staff report dated February 16, 2024.

DISCUSSION

The Transportation Standing Committee considered the staff report dated February 16, 2024 and approved the recommendation to Halifax Regional Council as outlined in this report.

FINANCIAL IMPLICATIONS

Financial implications are outlined in the attached staff report dated February 16, 2024.

RISK CONSIDERATION

Risk consideration is outlined in the attached staff report dated February 16, 2024.

COMMUNITY ENGAGEMENT

Meetings of the Transportation Standing Committee are open to public attendance and members of the public are invited to address the Standing Committee for up to five (5) minutes during the Public Participation portion of the meeting. Meetings are live webcast on Halifax.ca. The agenda, reports, video, and minutes of the Standing Committee are posted on Halifax.ca.

For further information on Community Engagement refer to the attached staff report dated February 16, 2024.

ENVIRONMENTAL IMPLICATIONS

Environmental implications are outlined in the staff report dated February 16, 2024.

ALTERNATIVES

Alternatives are outlined in the attached staff report dated February 16, 2024.

ATTACHMENTS

Attachment 1 – Staff recommendation report dated February 16, 2024.

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Elizabeth Macdonald, Legislative Assistant, Municipal Clerk's Office 902.497.7548



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Item No. 13.1.1
Transportation Standing Committee
March 28, 2024

TO: Chair and Members of Transportation Standing Committee

SUBMITTED BY: -Original Signed-

John Traves, K.C., Acting Chief Administrative Officer

DATE: February 16, 2024

SUBJECT: Removal of Hammonds Plains Rd from By-law S-900

ORIGIN

Item 14.1 of the November 23, 2023 meeting of the Transportation Standing Committee:

MOVED by Councillor Lovelace, seconded by Councillor Outhit

THAT the Transportation Standing Committee direct the Chief Administrative Officer (CAO) to provide a staff report to consider the removal of Hammonds Plains Road from By-law S-900, *Respecting the Establishment of Controlled Access Streets for Streets within the Halifax Regional Municipality.*

MOTION PUT AND PASSED.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter, Part XII, subsection 319(4) provides:

319(4) The Council may, by by-law,

- (d) designate any street as a controlled access street;
- (e) regulate or prohibit access to a controlled access street.

RECOMMENDATION

It is recommended that Transportation Standing Committee maintain Hammonds Plains Road as a controlled access street under By-law S-900, *Respecting the Establishment of Controlled Access Streets for Streets within the Halifax Regional Municipality.*

BACKGROUND

The Controlled Access Streets By-Law (S-900) was passed by Halifax Regional Council on July 3, 2007 and came into force on July 7, 2007. The intent and purpose of the by-law is to protect the safety and function of specific roadways within the Municipality through the promotion of safe and efficient access / egress via strict regulation of access points.

Prior to the 2006 provincial road transfer, the section of Hammonds Plains Road between Pockwock Road and Highway 103 was under the jurisdiction of the Province of Nova Scotia and was subject to provincial “control of access” restrictions that were put in place in August of 1959. After HRM took over this section of Hammonds Plains Road, provincial access control was rescinded, and municipal access control was put in place as part of the adoption of by-law S-900.

Access control was generally put in place on roads and highways for improved access management or to maintain the functional integrity of important corridors. At the time the provincial access control was put in place, Hammonds Plains Road would have been a primary route connecting the Bedford area and Highway 2 (Bedford Highway) to Highway 3 (St Margaret’s Bay Rd) and points further southwest prior to the completion of Highway 102 and Highway 103.

DISCUSSION

After the completion of the provincial Highway 102 and Highway 103, Hammonds Plains Road continued to function as an important corridor and link between the two highways and is still considered an important corridor today.

Maintaining the current access control under by-law S-900 would not preclude allowing new accesses to be created for emergency access / egress purposes, nor would it expressly prevent other potential accesses. The by-law does provide for consideration of new access points, in exceptional circumstances, and in consideration of good access management principles.

Increasing the number of access points increases the number of potential conflict zones decreasing road safety for both vehicles and vulnerable users. In addition, increased access points also slow traffic potentially increasing congestion and driver frustration. The existing access control will help to ensure safe and efficient travel along this corridor by avoiding frequent and poorly designed accesses.

FINANCIAL IMPLICATIONS

No financial implications at this time.

RISK CONSIDERATION

There were no risks identified in association with the recommendation provided in this report.

COMMUNITY ENGAGEMENT

No community engagement was required.

ENVIRONMENTAL IMPLICATIONS

No environmental implications were identified.

ALTERNATIVES

Transportation Standing Committee could choose to recommend that Regional Council direct the CAO to proceed with amendments to remove Hammonds Plains Rd from By-law S-900 *Respecting the Establishment of Controlled Access Streets for Streets within the Halifax Regional Municipality*. Based on the information provided in this report, this is not recommended.

ATTACHMENTS

Attachment 1 – By-law S-900

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Roddy MacIntyre, P.Eng., Manager - Traffic Services & Road Safety, Public Works

BY-LAW NO. S-900
RESPECTING THE ESTABLISHMENT OF CONTROLLED ACCESS STREETS
FOR STREETS WITHIN THE HALIFAX REGIONAL MUNICIPALITY

BE IT ENACTED by the Regional Council of the Halifax Regional Municipality, under the authority of the Halifax Regional Municipality Charter, 2008, s.39 including Section 188 as amended, as follows:

Number and Short Title

1. This by-law shall be known as By-Law No. S-900, and may be cited as the AControlled Access Streets By-Law@. This by-law shall apply to those areas of the Halifax Regional Municipality located in the Urban Core Service Area.

Purpose And Intent

2. The purpose of this by-law is to promote the safe and efficient ingress and egress to specific Halifax Regional Municipality streets in the interest of public safety, convenience and general welfare; to protect the public investment in streets by preventing premature functional obsolescence; to reduce accidents caused by frequent and poorly designed points of access; to promote the balanced use of land for the mutual protection of land owners, motorists and Halifax Regional Municipality; and to enhance the street appearance by making street travel more pleasant. This by-law also provides for the review and approval of proposed new points of access onto streets designated as Acontrolled access@.

Definitions:

3. In this by-law:
 - (a) Amunicipality@ means the Halifax Regional Municipality.
 - (b) Astreet@ means all public streets, roads, lanes, sidewalks, thoroughfares, bridges and squares, and all curbs, gutters, culverts and retaining walls in connection therewith, and without restricting the generality of the foregoing, includes the full right of way width of a street.
 - (c) "private road" is a road that is not accepted by the municipality as a public right of way and includes a driveway.
 - (d) "controlled access street" means a street or a portion thereof listed in Schedule AA@.
 - (e) "Engineer" means the Director of Transportation and Public Works and includes a person acting under his/her authority.

(f) Acore area@ means that portion of the municipality for which the municipality has assumed responsibility for maintenance of public streets and is more particularly described in Agreement No. HRM - 01 between the municipality and the Minister of Transportation & Public Works which became effective on June 24, 1996, as may be amended from time to time.

(g) Aexisting parcel@ means any parcel of land which legally exists on the date this by-law is approved by Halifax Regional Council.

(h) "Appeals Committee" means the Appeals Committee established pursuant to Halifax Regional Municipality By-law A-100, the Appeals Committee By-law;

Designated Streets

4. The streets, or portions thereof, within the core area and under the control of the municipality as listed in Schedule A are hereby designated as controlled access streets where no new access will be permitted except in exceptional circumstances and only in accordance with good street access management principles.

By-Law S-300

5. Where there is a conflict between By-Law S-300 Respecting Streets - Section V and this by-law, this by-law prevails.

Prohibited Activity on Schedule A Streets

6. (1) Where a street, or a portion thereof, or any land has been designated as a controlled access street, as listed in Schedule AA@, no new public roadway or driveway connections shall be permitted except as approved by the Engineer.

(2) On a street listed in Schedule A, no person shall, without a written permit from the Engineer:
 - (a) construct, use or allow the use of, any public road, private road, entrance-way or gate which or part of which is connected with or opens upon the controlled access street; or
 - (b) sell, or offer or expose for sale, any vegetables, fruit, meat, fish or other produce, or any goods, wares or merchandise upon or within forty-five meters of the limit of the controlled access street.

Exemption For Public Utilities

7. This by-law shall not apply to municipal vehicles or public utility vehicles while actively engaged in maintenance and repair work on municipal streets or utility appurtenances included therein, or to emergency vehicles.

Closure of Private Road or Gate

8. The Engineer or any person acting under his authority may at any time block access to a private road, entrance-way or a gate that has been constructed, opened or used in violation of this by-law and, for that purpose, may enter by himself, his servants and agents, if necessary, into and upon any land or part thereof to remedy.
9. The Engineer may seek to recover the costs associated with remedying a violation of this by-law from the person or corporation in violation.

Existing Points of Access

10. All existing points of access approved by The Municipality and/or Nova Scotia Transportation and Public Works as of the date of approval of this by-law may be continued after the implementation of this by-law. However, if the use of an established point of access is discontinued for a period of one year, the Engineer may revoke the access privilege or require alterations or changes to achieve compliance with this by-law.
11. In the interest of public health, safety and general welfare, the Engineer may revoke an access permit or may require modifications to remedy a problem situation.

Revocation of Permits

12. (1) The Engineer may cancel, revoke or suspend any permit where there is a violation of this by-law, any order made pursuant to this by-law and any condition of any permit issued under the authority of this by-law.

(2) Any person who has been refused a permit or whose permit has been revoked pursuant to the exercise of any discretion by the Engineer may appeal to the Appeals Committee.

(3) All appeals shall be in writing, in the form of a notice, and filed with the Municipal Clerk within 15 days of the refusal or revocation and shall clearly state the grounds for the appeal.

(4) The Appeals Committee shall hear the appeal at a time and place as it determines and may confirm the refusal or revocation by the Engineer or direct the

immediate issuance or re-issuance of the permit by the Engineer subject to such conditions as the Appeals Committee may determine.

Penalties

13. (1) Every person who contravenes any of the provisions of this by-law, or who fails to comply with the terms or conditions of any permit issued under the authority of this by-law is guilty of an offence and shall be liable, upon conviction, to a penalty of not less than One Thousand Dollars (\$1,000.00) and not more than Ten Thousand Dollars (\$10,000.00).
- (2) In the case of a violation of this by-law of a continuing nature, in addition to any other remedy and to any other penalty imposed, Council may direct the Clerk to apply to a Judge of the Trial Division of the Supreme Court, by way of action or originating notice for an injunction ordering the person violating to cease the violation and the Judge may make any order that in the Judge's opinion the justice of the case requires.

Done and passed by Council this 3rd day of July, 2007.

Mayor

Municipal Clerk

I, Jan Gibson, Municipal Clerk for the Municipality hereby certify that the above-noted By-law was passed at a meeting of the Council held on July 3, 2007.

Jan Gibson, Municipal Clerk

Notice of Motion:	May 29, 2007
First Reading:	June 12, 2007
Notice of Public Hearing - Publication:	June 16, 2007
Second Reading:	July 3, 2007
Approval of Service Nova Scotia and Municipal Relations:	N/A
Effective Date:	July 7, 2007

Amendment # 1

Amendment to Schedule A

Notice of Motion:	August 3, 2010
First Reading:	August 10, 2010
Notice of Second Reading - Publication:	September 4, 2010
Second Reading:	September 21, 2010
Effective Date:	September 25, 2010

Amendment # 2

Amendment Sections 3 & 12

Notice of Motion:	March 20, 2012
First Reading:	March 27, 2012
Notice of Second Reading Publication:	March 31, 2012
Second Reading:	April 17, 2012
Approval by Service Nova Scotia and Municipal Relations:	N/A
Effective Date:	April 21, 2012

Schedule AA@

Private and Public Roadway Access Prohibited

Street Name

Portland Street
Forest Hills Drive
Burnside Drive
Cogswell Interchange
Dunbrack Street
Glendale Avenue
Glendale Drive
Hammonds Plains Road
Massachusetts Avenue
Mount Hope Avenue
Timberlea Village Parkway
Victoria Road (Dartmouth)
Woodland Avenue
Wright Avenue
Washmill Lake Drive

Between

Green Village Lane & Bruce Street
Main Street & Cole Harbour Road
Highway 111 and Akerley Boulevard
entire
North West Arm Drive & Kearney Lake Road
Cobequid Road & Duke Street
Beaver Bank Road & Cobequid Road
Pockwock Road & Highway 103
Robie Street & McKay Bridge Ramps
Orion Court & south east end
St. Margarets Bay Road & Highway 103
Highfield Park Drive & Windmill Road
Highway 118 & Pinehill Road
Burnside Drive & Highway 118
between a point 170 metres from the centreline of
Chain Lake Drive measured along with centreline of
Washmill Lake Drive and a point 950 metres from
Chain Lake Drive measured along the centreline of
Washmill Lake Drive