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The Beaver Bank Bypass

January 24, 2023

Local Councillor Fall Newsletter - 2022

A little of the background since Halifax took over Beaver Bank in relation to the Beaver Bank bypass that was passed by Halifax county in both 1986 & 1996. It was taken out by the downtown crowd each time.

The only notice I know of to the community of Beaver Bank was from the district 14 newsletter in Fall of 2022. The newsletter states that the Beaver Bank Bypass Phase 2 and Phase 3 of Margeson Drive were put on hold until further notice. This I believe, is the first official notice to the Beaver Bank community that says the Beaver Bank bypass had been null and void since March 16, 2002 (over 20 years) without the community knowing about the status.

This document includes the following:

- A report made March 11, 1998 by the Beaver Bank community awareness association Transportation Committee. This is the last report I am aware of.
- A report from a Secretary of a Group of Beaver Bank property Owners on March 19, 1998.
- An Environmental Assessment report made where Beaver Bank Project states “Null and void on March 16, 2002”.

What I don't know is why the Beaver Bank Community Awareness Association (BBCAA) hasn't held a community meeting in Beaver Bank for years, in order to discuss the traffic problems around Beaver Bank. A strong committee of Beaver Bankers like we had for the Water and Sewage Committee or the BB Recreational Centre Committee needs to be elected. This committee would pursue the construction of Phase 2 and Phase 3 of the Beaver Bank Bypass without allowing the downtown crowd make decisions for Beaver Bankers.

The BBCAA Chairman was asked to hold a public meeting last August to get answers. This was over five months ago in an attempt to move the Beaver Bank Bypass along to a favorable conclusion. As of yet, no meeting has been called.

Yours Truly,



David F. Barrett

P.S. A Beaver Bank woman said to me, “I take my life in my hands whenever I turn onto the Beaver Bank Road.”

Transportation Committee Report

BBCAA 11 March 1998

Beaver Bank Bypass:

1. Open House – 5 Feb. 1998 – Sackville Lions Club.
 - Posted signs around the community to let the community know about the meeting.
 - Attended Open House
 - Invited Mike Croft, Transportation and Public Works to display at the BBCAA annual meeting
2. BBCAA Annual meeting – 11 Feb 1998 – HTB.
 - Mike Croft presented the Highway plan to Beaver Bank
 - Received a copy of the proposed highway map
3. Landowners meeting – 17 Feb 1998 – Barrett Lumber Company.
 - Presented the issues that may be of concern to the community:
 - Road should:
 - Relieve congestion on current road
 - Provide alternate route for BB road in case of blockage
 - Provide traffic relief for future development
 - Cost efficient to ensure quick implementation
 - Road should not:
 - Provide a means to divert traffic from other communities through Beaver Bank
 - Detract from the rural nature of Beaver Bank
 - Direct current maintenance (plowing, paving, etc.) away from the current road
 - Discussed four phase bypass development.
 - Other issues raised at meeting were:
 - Danger to wildlife
 - Road should be like Dunbrack and not a 100 series road
 - Berms for noise abatement
 - Rapid firm commitments by Highways so people can plan for future
 - The alternate route around Rosley Lake is the only acceptable route
 - People felt that the Bypass should be on the other side of the Beaver Bank Road
 - There was concern that the feeder roads would not be effective
4. Landowners meeting – 25 Feb 1998 – Barrett Lumber Company
 - An alternate alignment of the current bypass was presented and accepted by the meeting
 - Concluded that we should propose that the other side of the BB road would better serve the community
 - All land owners of significant tracks of land should be given direct access to the bypass
 - We should press that Highways should make a firm commitment within one year
 - Three motions were drafted:
 - Realignment of alternate route
 - All land claims be made within 1 year
 - All large parcels of land should have direct access

5. Area Advisory Council – 26 February 1998 – Sackville Library Building
 - Alan Taylor presented present and predicted future traffic patterns and congestion areas. Beaver Bank is not projected to be very bad
 - Map was presented that indicated the ring from the airport, through attach to Hammonds Plains Road at English Corner
 - Map was sent to us from Grace Hoe of HRM
 - Got a copy of the Sackville Comprehensive Transportation Study from HRM
6. Beaver Bank Bulletin – March 1998
 - Wrote article for newsletter to begin a dialog with the community
 - Solicited for volunteers to serve on the committee
7. Landowners meeting – 4 March 1998 – HTB
 - Mike Croft was invited to answer questions and review the new alignment of the alternate route
 - Highway is now a 90km design like Northwest Arm Drive instead of the original 80km design like Dunbrack Street
 - Sidewalks will be considered
 - Alternate realignment as presented will be considered and should pose no problems
 - Diagonal extension at the northern end of Rosley Lake will be considered but the ultimate goal is to extend this road to the aeroteck park.
8. Presentation to the three candidates for the next Provincial election 24 March 1998 such that each candidate put his signature on a pledge of the nature:
 - “If elected, I pledge that all my efforts with respect to the Beaver Bank Bypass will be done in consultation with the BBCAA and with the support of the majority of residents in Beaver Bank.”

Street Lighting – No progress

Sidewalks – No progress

Other Issues – No progress

Respectfully Submitted:
Allen Clay
Transportation, BBCAA

*Dr. Stephen Noonan
Secretary of A Group of Beaver Bank Property Owners
Rosley Road
Beaver Bank, Nova Scotia
B4G 1C4
March 19, 1998*

*Mr. Don Downe
Minister of Transportation
Nova Scotia Department of Transportation
P. O. Box 186
Halifax, Nova Scotia
B3J 2N2*

*Reference: A Group of Beaver Bank Property Owners
Affected by the Proposed Beaver Bank Bypass*

Dear Sir:

We recommend this route for three reasons:

- 1. This route will not displace as many homeowners, nor inconvenience as many landowners as the original proposed route and should be achieved at a similar cost.*
 - 2. We believe his route will provide a safer junction on the Beaver Bank Road north of Lake Ridge Estates.*
 - 3. Should there be a need to extend the Beaver Bank Bypass northwest towards Rawdon, we believe our route would accommodate this more easily.*
- A. We, as a group of landowners in Beaver Bank strongly recommend that the final alignment for the Bypass be announced within one (1) year of this letter. All land claims pertaining to a Beaver Bank Bypass should be settled forthwith so that landowners can plan for the future. This is especially important for individual homeowners.*
- B. We, as a group of landowners in Beaver Bank recognize that landowners will suffer economic hardship if their lands are severed by the Beaver Bank Bypass.*

Landowners must be allowed to access their lands from the Bypass.

In addition to the signalized intersections already planned, two other access points must be provided. One is needed between the Green Forest Extension and the Beaver Bank River to allow Alan Clay and David Young access to their lands. An access point is also required between the Beaver Bank River and Rosley Lake to allow Barrett Lumber, Lockland Holdings and James Cullen to access their lands. These access points are located on the map for your convenience.

We understand this is a complex project. Our group has met on a number of occasions to discuss the Bypass amongst ourselves and with members of your department. I am sure you can understand this project has created some uncertainty and created anxiety among individuals potentially impacted by the Bypass. Our group will meet again at the end of May. It is our fond wish that you will acknowledge this letter and send us a reply for discussion at this meeting.

Sincerely,

Dr. Stephen Noonan

*c.c Acting Deputy Minister Delaney
Graydon Bushell, Dept. of Transportation Right-of-Way Officer
Mike Croft, Department of Transportation Engineer
Phil Corkum, Department of Transportation Engineer
Bill MacDonald, MLA
Ken Silver, HRM Traffic and Transportation Officer
Barry Barnet, HRM Councillor
Beaver Bank Community Awareness Association*

Environmental Assessment

<https://novascotia.ca/nse/ea/beaverbankbypass.asp>

Beaver Bank Bypass

Project Highlights

- **Proponent:** Nova Scotia Department of Transportation and Public Works
- **Class:** II
- **Project Status:** Null and Void on March 16, 2002

Location

The proposed Beaver Bank Bypass is located in Upper Sackville and Beaver Bank in the Halifax Regional Municipality. The Bypass roughly parallels the existing Beaver Bank Road along the west side beginning at Highway No. 1 east of Wilson Lake Drive and extends northward between Fenerty and Wilson Lakes and between Hamilton and Tucker Lakes. It passes around Rosley Lake to the west and north terminating on the Beaver Bank Road south of Birch Road. Two connectors, one south of Feely Lake and another north of the Greenforest subdivision, join the proposed Beaver Bank Bypass to the Beaver Bank Road and form part of the proposal.

Description

The purpose of the proposed undertaking is to construct an arterial roadway extending from Highway 101 to the Beaver Bank Road. The proposed roadway is a 10.4 km limited access four-lane divided arterial intended to alleviate current and projected congestion on the local highway network.

The Department of Transportation and Public Works considers the proposed Beaver Bank Bypass as an integral and necessary element of the future transportation network serving Beaver Bank and Middle Sackville.

Opportunities for Public Input

Review of [Registration Document](#) (PDF:321k) and [Proposed Terms of Reference](#) (PDF:36k) deadline was February 7, 2000. Comments submitted on Proposed Terms of Reference at available at the [Department of Environment and Climate Change Library](#).

Project Documents

- [Public Notice of Registration](#) (PDF:71k)
- [Registration Document](#) (PDF:321k)
- [Proposed Terms of Reference](#) (PDF:36k)
- [Final Terms of Reference](#) (PDF:41k)