



Subject: *Motion C25(236): Costs of Upgrading K-Class Roads - Single Egress/Ingress Development*

To: CAO for Planning Advisory Committee, November 18, 2025

Date Prepared: November 12, 2025

Related Motions: C23(210), C23(237), PAC24(5), C24(15), PAC24(48), C24(257), PAC25(16), PAC25(20), C25(67), C25(68), C25(69), PAC25(85), C25(247), and C25(236)

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Approved by: John Woodford, Director of Planning and Development

Summary

Since the wildfires in the spring of 2023, East Hants Council has directed staff to undertake the following:

- restrict the number of dwelling units permitted on a single egress/ingress as part of development agreement negotiations;
- directed staff to review the number of areas with one access and over 50 dwelling units;
- requested staff to develop amendments to the Subdivision Bylaw that may allow more than 100 lots to be created on a single access;
- requested staff consult with the East Hants Fire Service on their ability to service single access developments with more than 100 lots;
- asked for research on when and why the 100 lot rule was developed;
- passed a motion in July 2025 to maintain the current 100 lot Subdivision Bylaw regulation; and
- requested that staff prepare an estimated cost to upgrade K-class roads for emergency use.

In July of 2025 Council passed a motion to maintain the current Subdivision Bylaw regulations but also directed staff to prepare rough estimates to upgrade k-class roads for emergency use. This report responds to Motion C25(236).

Financial Impact Statement

There are no immediate financial impacts with the adoption of this report.

Alternative Recommendation 1

If the rough cost estimates are acceptable to Council, provide additional direction to staff.

Alternative Recommendation 2

Accept the cost estimates and put the report on file but do not proceed with any additional work.

Background

East Hants Council has expressed concerns regarding the number of lots and/or dwelling units that access a single ingress/egress road during an emergency event, such as the wildfires in the spring of 2023. As a result, Council has passed the following motions:

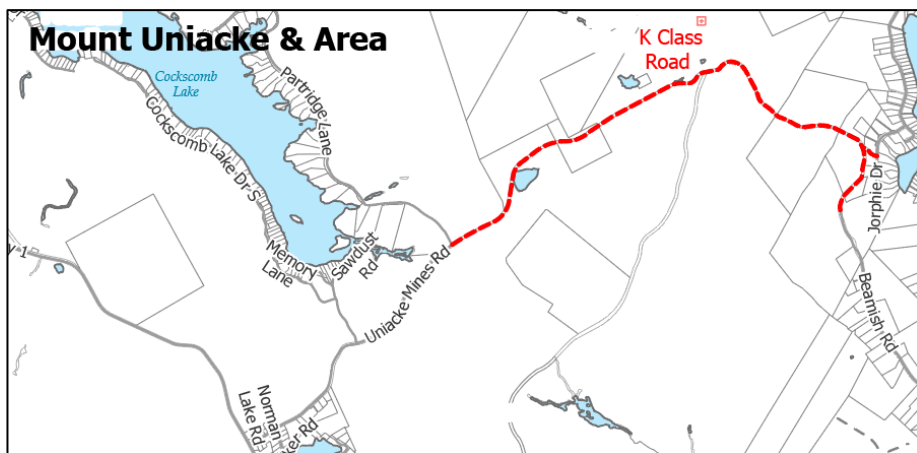
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| Motion C23(210) | <i>Direct staff to discontinue allowing developments to exceed the 100 unit minimum before requiring a second entrance/exit when negotiating development agreements prior to coming to Council.</i> |
| Motion C23(237) | <i>Direct staff to create a report highlighting the single way in and single way-out subdivisions in the Municipality (over 50 homes, or what is deemed appropriate) to send to EMO and explore lands available to provide the possibility of second exits within those subdivisions.</i> |
| Motion C24(15) | <i>Authorize staff to take the Secondary Access Report dated December 20, 2023, to EMO Planning Committee for prioritization of communities for the Fire Smart Assessment; and that Council authorize staff to review planning and subdivision regulations to aid in the implementation of Fire Smart principles.</i> |
| Motion C24(257) | <i>Moved that Council authorize staff to create lot access regulations based on the length of road, number of lots, and number of dwelling units.</i> |
| Motion C25(67) | <i>Moved that Council authorize staff consult through Fire Advisory Committee or the East Hants Fire Service (that service the development areas) for input on fire services in local areas regarding the department's comfort level and concerns regarding developments in their service area and ask for feedback based on what they see in their own service area.</i> |
| Motion C25(68) | <i>Moved that Council authorize staff send a letter to Provincial Public Works Department and copying MLAS and the Premier asking for reconsideration on performing maintenance on K Class roads (or other) in case they are required to be accessible for emergency access.</i> |
| Motion C25(69) | <i>Moved that staff be authorized to review the Single Access Road discussion and come back to committee with any suggestions on amendments to the Bylaw that they may have (if any), that they feel would perhaps reflect on what was considered the original intent of this when first brought into force approximately fifteen years ago.</i> |
| Motion C25(133) | <i>To direct staff to write a letter to the province regarding the K Class roads, particularly the Renfrew Road (with over 172 residents residing in the area) explaining the circumstances around Emergency Services; and to, direct Staff to take the previous report defining K Class Roads that could be used for emergency services and include them in the letter to the Minister of Public Works, also outlining the number of residents affected or potentially affected if these roads would be opened up, with a copy to go to the Minister of Emergency Management, and Minister of Municipal Affairs.</i> |
| Motion C25(236) | <i>Moved that staff come back with a report on the costs and what standards should a K-Class Road be to be accessible as an emergency exit.</i> |

The purpose of this report is to provide an estimated cost of upgrading k-class roads to be used as an emergency access.

Discussion

The Municipal Department of Infrastructure and Operations have developed a rough cost estimate to upgrade k-class roads to permit them to be used for emergency access. The estimates make some general assumptions:

- Assuming a gravel 6.6m width only (less than the municipal standard, but would be close to the Private Road Standards) and that portions of the k-class roads are currently usable.
- Additional money for engineering is required to ensure that any culverts or other unknowns will be documented and determined before construction. Engineering work could change the cost estimates as the Engineers find out more about these roads, what sort of infrastructure exists or is needed.
- The cost estimate does not take into consideration ongoing maintenance of the K-class roads. Roads would be gated without regular winter maintenance.



The very rough cost estimate from I&O is approximately \$400,000 per km of road. Therefore, the k-class road extending from Uniacke Mines Road to Beamish Road is approximately 4.7 km, which would cost approximately \$1,880,000 to upgrade.

For the k-class road extending from Renfrew Road to Renfrew Road, the length of the road is approximately 7 km for an approximate cost of \$2,800,000.

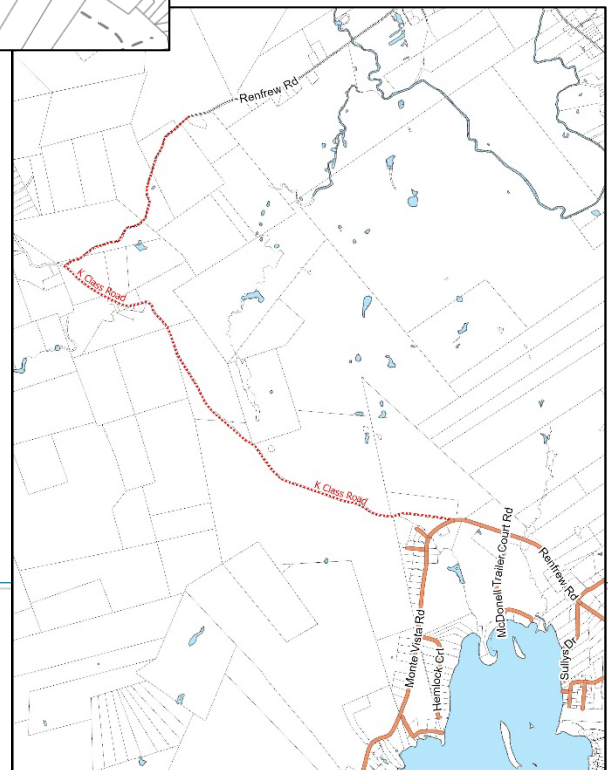
NSPW will provide \$5,000 maximum for the upgrade of each k-class road.

Upgrading the k-class road in the Grand Lake area would only allow property owners with land having frontage on the Renfrew Road to subdivide their lots. Monte Vista Road would still be a dead-end road with over 100 lots on a single road access.

Options

Municipal staff have provided two options for the consideration of Planning Advisory Committee:

1. If the rough cost estimates are acceptable to Council, provide additional direction to staff.



2. Accept the cost estimates and put the report on file but do not proceed with any additional work.

STRATEGIC ALIGNMENT

Amendments to the East Hants Official Community Plan aligns with Council Strategic goal to build strong communities by “Ensure[ing] the East Hants official community plan is effective in managing changes in the community, reducing land use conflict and protecting both natural resources and community character.”

LEGISLATIVE AUTHORITY

The Municipality has Legislative Authority to create land use policies and regulations under Part 8 of the Municipal Government Act.

FINANCIAL CONSIDERATIONS

There are no immediate financial impacts from the adoption of this report.

Attachments