

**NORTH WEST COMMUNITY COUNCIL
MINUTES
April 22, 2010**

PRESENT: Councillor Robert Harvey, Chair
Deputy Mayor Brad Johns
Councillor Barry Dalrymple
Councillor Peter Lund

REGRETS: Councillor Tim Outhit, Vice Chair

STAFF: Ms. Krista Tidgwell, Legislative Assistant

TABLE OF CONTENTS

1.	CALL TO ORDER.	4
2.	APPROVAL OF MINUTES - March 25, 2010.	4
3.	APPROVAL OF THE ORDER OF BUSINESS AND APPROVAL OF ADDITIONS AND DELETIONS.	4
4.	BUSINESS ARISING OUT OF THE MINUTES	
4.1	STATUS SHEET ITEMS	
4.1.1	Waterstone Neighbourhood Association - Margeson Drive.	4
4.1.2	Burning Bylaw.	4
4.1.3	Sackville Drive Signage.	4
4.1.4	Petition - Hammonds Plains Children's Centre.	4
4.1.5	Pockwock Road Signage Issues.	5
4.1.6	Hammonds Plains Road - Truck Traffic Concerns.	5
4.1.7	Pine Hill Brook Upgrades.	5
4.1.8	Sunridge and Twinbrooks Subdivisions Sidewalk Area Rate.	5
4.1.9	Extend Water Service Area to Fenerty Road, Springfield Lake.	5
4.1.10	Legacy Court Playground.	5
5.	MOTIONS OF RECONSIDERATION - NONE.	5
6.	MOTIONS OF RESCISSION - NONE.	5
7.	CONSIDERATION OF DEFERRED BUSINESS - NONE.	5
8.	HEARINGS	
8.1	Public Hearings - None.	5
8.2	Variance Hearings - None.	5
9.	CORRESPONDENCE, PETITIONS AND DELEGATIONS	
9.1	Correspondence - None.	5
9.2	Petitions	
9.2.1	Councillor Lund.	6
9.3	Presentations	
9.3.1	Highway 101 - Margeson Drive Interchange and Connector.	6 & 9
10.	REPORTS	
10.1	STAFF REPORTS	
10.1.1	Information Report - Margeson Drive Follow-Up.	6

10.1.2	Information Report - Sidewalk Area Rate for Sunset Ridge and Twin Brooks Subdivisions.	7
10.2	MEMBERS OF COUNCIL - NONE.	7
11.	ADDED ITEMS - NONE	
11.1	Governance and District Boundary Review Committee Vacancy.	7
11.2	Deputy Mayor Johns - Weir Field Artificial Turf Replacement.	7
12.	NOTICES OF MOTION - NONE.	7
13.	PUBLIC PARTICIPATION.	7
14.	NEXT MEETING DATE - May 27, 2010 (location to be determined).	12
15.	ADJOURNMENT.	12

1. CALL TO ORDER

The meeting was called to order at 7:04 p.m. at the Millwood High School Cafeteria, 141 Millwood Drive, Lower Sackville.

2. APPROVAL OF MINUTES - March 25, 2010

MOVED by Deputy Mayor Johns, seconded by Councillor Lund, that the minutes of March 25, 2010 be approved as presented. MOTION PUT AND PASSED.

3. APPROVAL OF THE ORDER OF BUSINESS AND APPROVAL OF ADDITIONS AND DELETIONS

Additions:

- 11.1 Governance and District Boundary Review Committee Vacancy
- 11.2 Deputy Mayor Johns - Weir Field Artificial Turf Replacement

MOVED by Councillor Dalrymple, seconded by Councillor Lund, that the Order of Business be approved, as amended. MOTION PUT AND PASSED.

4. BUSINESS ARISING OUT OF THE MINUTES

4.1 STATUS SHEET ITEMS

4.1.1 Waterstone Neighbourhood Association - Margeson Drive

Information Report dated April 13, 2010 entitled Margeson Drive Follow-Up was submitted to the Community Council, see Item 10.1.1.

4.1.2 Burning Bylaw

No update, item to remain on Status Sheet.

4.1.3 Sackville Drive Signage

The Clerk confirmed that the March 4, 2010 Information Report was forwarded to the Sackville Drive Association for their review. Item to remain on Status Sheet.

4.1.4 Petition - Hammonds Plains Children's Centre

No update, item to remain on Status Sheet.

4.1.5 Pockwock Road Signage Issues

No update, item to remain on Status Sheet.

4.1.6 Hammonds Plains Road - Truck Traffic Concerns

No update, item to remain on Status Sheet.

4.1.7 Pine Hill Brook Upgrades

The design for the upgrades has been completed and is part of the Five Year Capital Plan. Item to remain on Status Sheet.

4.1.8 Sunridge and Twinbrooks Subdivisions Sidewalk Area Rate

Information Report dated April 16, 2010 entitled Sidewalk Area Rate for Sunset Ridge and Twin Brooks Subdivisions was submitted to the Community Council, see Item 10.1.2.

4.1.9 Extend Water Service Area to Fenerty Road, Springfield Lake

No update, item to remain on Status Sheet.

4.1.10 Legacy Court Playground

Staff are presently reviewing the matter, item to remain on Status Sheet.

5. MOTIONS OF RECONSIDERATION - NONE

6. MOTIONS OF RESCISSION - NONE

7. CONSIDERATION OF DEFERRED BUSINESS - NONE

8. HEARINGS

8.1 Public Hearings - None

8.2 Variance Hearings - None

9. CORRESPONDENCE, PETITIONS AND DELEGATIONS

9.1 Correspondence - None

9.2 Petitions

9.2.1 Councillor Lund

Councillor Lund submitted a petition containing 46 signatures requesting that North West Community Council implement the following speed limits for the following portions of Pockwock Road:

- from the Water Reserve to Mic Mac be reduced to 60km/h
- from the Mic Mac to Pockwock Road and Hammonds Plains Road intersection be reduced to 50 km/h (school zone area)

Further correspondence was received from various residents and Neighbourhood Associations within District 23 requesting that the street lighting be improved along the Hammonds Plains Road, from Pockwock Road to Yankeetown West and at the intersection of Pockwock Road and White Birch Hills.

Councillor Lund further noted that staff will be conducting a traffic study of the Hammonds Plains Road. Information regarding speed reduction will be included within the report, which will be provided to Community Council for review.

9.3 Presentations

9.3.1 Highway 101 - Margeson Drive Interchange and Connector

This item was deferred until later in the meeting, see page 9.

10. REPORTS

10.1 STAFF REPORTS

10.1.1 Information Report - Margeson Drive Follow-Up

- An Information Report dated April 13, 2010 was before the Community Council.

**MOVED by Deputy Mayor John, seconded by Councillor Dalrymple, that North West Community Council defer item 10.1.1 Information Report - Margeson Drive to the next Community Council meeting and forward the April 13, 2010 Information Report to the Waterstone Neighbourhood Association for review.
MOTION PUT AND PASSED.**

10.1.2 Information Report - Sidewalk Area Rate for Sunset Ridge and Twin Brooks Subdivisions

- An Information Report dated April 16, 2010 was before the Community Council.

Deputy Mayor Johns advised that he has spoken to staff regarding additional information. It was **Moved by Deputy Mayor Johns, seconded by Councillor Dalrymple, that North West Community Council refer the April 16, 2010 Information Report back to staff to provide additional information for the next Community Council meeting. MOTION PUT AND PASSED.**

10.2 MEMBERS OF COUNCIL - NONE

11. ADDED ITEMS

11.1 Governance and District Boundary Review Committee Vacancy

MOVED by Deputy Mayor Johns, seconded by Councillor Lund, that North West Community Council appoint Councillor Lund as a Committee representative to the Governance and District Boundary Review Committee. MOTION PUT AND PASSED.

11.2 Deputy Mayor Johns - Weir Field Artificial Turf Replacement

MOVED by Deputy Mayor Johns, seconded by Councillor Lund, that North West Community Council request a report identifying staff's plans for replacing the artificial turf on Weir Field. MOTION PUT AND PASSED.

12. NOTICES OF MOTION - NONE

13. PUBLIC PARTICIPATION

Walter Regan, Sackville Rivers Association, asked whether members of the Community Council and Regional Council could consider during future budget deliberations, the possibility of setting aside \$5 million for trails. He noted that the Nova Scotia Liquor Commission provided 1,000 trees towards their Adopt-A-Stream program and that the Sackville Rivers Association will be planting 50 trees on Lucasville Road on April 24th. He invited members of the Community Council and the public to assist with the Sackville River clean up for Earth Day. He indicated that residents interesting in planting their own tree could contact him at 865-9238. He further requested a copy of the Pine Hill Book development plans. Councillor Harvey advised that he could not

confirm whether the Pine Hill Brook development plans are available to the public but would follow up with staff respecting this request.

Peter Jubeck, Springfield Lake, asked when the water service extension will begin.

Deputy Mayor Johns advised that the last phase completed was up to Lively Road. Lively Road had an independent system, which included a well that serviced the residents and an on site sewage treatment plant, which was malfunctioning. The next phase is intended to be an extension up to the road in front of the Springfield Estates Mobile Home Park. It is up to the Mobile Home Park owner to extend the water service. Until a year ago sewer was addressed through HRM. Approximately a year ago Regional Council passed a motion to transfer those forms of responsibilities and assets to Halifax Water. The time frame on the extension has since stalled. The Water Commission is presently conducting an assessment to determine the level of priority for the next extension phase. He indicated that he is unable to confirm the extension date until the assessment has been completed.

In response to a concern raised by **Ena Tease, Old Sackville Road**, regarding water quality and sewer, Deputy Mayor John advised that the water service extensions have been based on environmental issues. He noted that there are a number of residents along the Old Sackville Road that have on site sewage systems that are experiencing issues. He reiterated that he is unable to confirm an extension date until an assessment has been completed by the Water Commission.

Robert Wilde, Lower Sackville, submitted two pieces of correspondence dated April 22, 2010, which express concern regarding winter maintenance on the two parking lots at the Cobequid transit terminal.

The Chair provided clarification regarding the two parking lots, noting that the parking lot with "inferior service" was a Provincially owned parking lot. Within the last year, the Province agreed to allow HRM to extend their service standards to the parking lot. HRM's service standards are presently applied to both parking lots.

Christina Parker, Chairperson, Highland Park Ratepayers Association, submitted correspondence dated April 22, 2010 in support of Item 9.2.1 - Petition submitted by Councillor Lund regarding speed reduction and lighting on Hammonds Plains Road.

Nick Antoff, Chair of the Waterstone Neighbourhood Association, asked whether the Lucasville Road would be included as part of the traffic study of the Hammonds Plains Road. He expressed concern that traffic from Lucasville Road could potentially be redirected onto Margeson Drive.

Councillor Lund advised that he was unsure whether Lucasville Road is included within the study and noted that he would follow up with staff and report back. He commented that if Lucasville Road is not included, he would make a request to staff that it be included as part of the traffic study for Hammonds Plains Road.

9.3.1 Highway 101 - Margeson Drive Interchange and Connector

The following items were circulated to the Community Council for their review:

- A copy of the presentation entitled: Highway 101 - Margeson Drive Interchange and Connector.
- An information booklet entitled: Roundabouts in Nova Scotia.

Deputy Mayor Johns provided an overview of the proposed roundabout at the intersection of Margeson Drive. Highlights were as follows:

- Margeson Drive is a connector road between Sackville Drive and Highway 101
- the Province anticipates the completion of the overpass on Highway 101 by November/December 2010
- HRM has reviewed the traffic counts for the intersection of Margeson Drive, which is showing an increase in volumes over those originally anticipated
- based on the new traffic counts, the Province is proposing a roundabout as opposed to intersection lights

Keith Boddy, P. Eng, Senior Highway Design Engineer, Highway Planning and Design, Transportation and Infrastructure Renewal, Province of Nova Scotia, delivered a presentation to the Community Council respecting the proposed roundabout at the Margeson Drive interchange. Highlights were as follows:

- the Province spent three years studying the science around roundabouts:
 - safety aspects
 - traffic accommodations
 - greenhouse gas emission reduction (decreases idling)
- the proposed roundabout has been installed throughout various areas of the Province
- a diamond style roundabout was installed in Avonport, NS that is next to an elementary school and across from a trucking company; staff tested a model prior to installation to ensure its success; the installation of the roundabout saved money and reduced the amount of land required, which saved homes from been demolished; traffic speeds were reduced, which increased safety near the school

- roundabouts angle traffic; consequently, drivers exposure to risk is reduced
- traffic signals force delays
- roundabouts are self-governing devices
- travel wait times are reduced to 15 seconds
- drivers yield upon entry and enter when there is a safe gap to do so; once in the roundabout, drivers have priority to proceed through
- based on the roundabout's geometry, drivers are forced to reduce speeds
- there will be a number of informational signs (ie. Yield, pedestrian warning, destination) as drivers approach the roundabout to assist with decision making
- roundabouts are designed for all users (ie. motorists, cyclists, pedestrians)
- staff monitor the roundabout once installed for approximately a year to gain further understanding of the installation
- the installation of three roundabouts is being proposed; by installing two roundabouts on Highway 101, the Province is able to construct a two lane bridge instead of a four lane bridge; there is a greater return on investment, as well as, long term investment of maintenance
- options proposed by the Province for the Margeson Drive interchange:
 - stop sign (no right-of-way required, HRM is responsible for upgrades within 2-3 years, expected delays)
 - light signals (right-of-way required, HRM is responsible for upgrades within 5-10 years, expected delays)
 - roundabout (no right-of-way required, cost is similar to signals, HRM is responsible for upgrades within 20+ years, delays reduced)
- public education is key

Deputy Mayor Johns advised that he and MLA Mat Whynott encourage positive/negative feedback from the public to assist with making the correct decision.

Members of the public entered into discussion, with staff responding to questions. The following points were noted by staff:

- Victory Lane will be blocked off and is not connected to Margeson Drive
- the roundabout will assist with diverting/reducing traffic that is accessing Highway 101

Concerns expressed by members of the public were as follows:

- lack of understanding/confusion regarding use
- putting faith in other drivers (yield on entry); motorists going too fast or lack of understanding regarding the mechanics

- length of construction period

The Chair indicated that education will need to be a key factor to ensure the roundabouts success.

In response to a question raised by a member of the public, Mr. Boddy indicated that Margeson Drive will remain open during the construction of the roundabout. He further noted that the roundabout will be constructed by the March 31, 2011 deadline. The Department of Transportation's project presently runs from the park-and-ride, west of Highway 101, through to the Margeson Drive intersection. Road connections from beyond Margeson Drive's intersection is HRM's responsibility.

Deputy Mayor Johns advised that once the Province has completed the project, HRM has long term plans for both the Beaverbank Road and the Upper Sackville Road, as well as, crossing Highway 101 going into the Waterstone subdivision. HRM is projecting that the connector road will come out onto Lucasville Road near Atlantic Play Land.

Further points noted by staff:

- there will be a dip in the road to assist in slowing down motorists
- the roundabout will have an advisory speed in and around 30 km; unable to Provincially post speed limits under 50 km

MLA Mat Whynott commented that he and Deputy Mayor Johns had expressed similar concerns when they originally met with HRM staff to review the proposal. He visited the Avonport roundabout and watched how traffic maneuvered through the roundabout. He noted that over time motorists in Avonport have become accustomed to it and agreed that education is key. Motorists will know as they approach and enter the roundabout to reduce their speed.

Further concerns expressed by members of the public:

- lack of vision while travelling through the roundabout due to blinding sunlight; concern for motorists that are unfamiliar with the area not being aware of the protocol
- silt run off; issues with unearthing slate; staff needs to ensure tight silt controls

Mr. Boddy advised that all aspects of the project will be inspected and approved by the Department of Environment. Environmental screenings will be done, as well as, erosion sediment control plans will be prepared by the contractor. There are unforeseeable circumstances that can arise during construction; however, measures

will be taken to ensure the protection of the environment. He further confirmed that geological studies have been done for the area. Staff have procedures in place to address slate if it is unearthed during construction.

In response to a question raised by a member of the public regarding the difference between a roundabout versus a cloverleaf design, Mr. Boddy advised that the cloverleaf design, such as the one in Bedford, is a highway to highway connection. The cost associated with this infrastructure is approximately \$25 million. The cost for the roundabout is approximately \$1 million. Traffic volumes on Margeson Drive are not high enough to warrant the expenditure of that amount of money.

Further concerns raised by members of the public:

- cost to HRM taxpayers
- build up of snow piles during Winter month; blocking pedestrian pathways

Mr. Boddy noted that maintenance crews will responsible to clear snow away from the roundabout.

Deputy Mayor Johns advised that members of the public could contact him or MLA Mat Whynott with any additional questions or concerns. Mr. Whynott further encouraged residents to speak to neighbours to get the word out.

14. NEXT MEETING DATE - May 27, 2010 (location to be determined)

15. ADJOURNMENT

The meeting was adjourned at 8:54 p.m.

Krista Tidgwell
Legislative Assistant

INFORMATION ITEMS
April 22, 2010

None.