

School Steering Team Minutes

Meeting #7

Halifax South Peninsula School

Date: March 27, 2017

Location: LeMarchant-St. Thomas School (Beaufort School site)

Attendees:

Name	Organization
Judy Obersi	LMST (SAC)
David Jakeman	LMST (SAC)
Stacey Hughes	Architecture 49
James McKee	Vollick McKee Petersmann & Associates
Darrell MacDonald	DTIR
Mike Treffler	DTIR
Gareth Evans	HRM (Parks and Recreation)
Jeanne Boudreau	LMST (principal)
Cindy Littlefair	HRSB (elected Board member)
Earl McMullin	HRSB (Operation Services)
Marie Fagan	HRSB (Operation Services)
Karyn Cooling	HRSB (School Administration)
Peter Howitt	EECD
Tim Schaus	Facilitator

Guest: Joachim Stroink (MLA)

1. Darrell MacDonald from Department of Transportation and Infrastructure Renewal (DTIR) discussed four options for the site plan regarding parking for the Halifax South Peninsula School project. These options were developed from the varied input from many stakeholder groups. Considerations around optimizing green space, snow removal and garbage disposal also factor into the design and decision. No final decision has been made yet. A LeMarchant-St. Thomas New School Parking Information Session will be held on Tuesday, April 4 at 6:30 pm at Gorsebrook School.

Option 1 – No school parking

The project design team, after receiving input from the various stakeholders over the past year, has determined that there is a need for parking for visitors, school operations and HRSB staff. Very few of the school staff live in the neighbourhood and walk to school. The original Space Allocation Program for the school called for 51 parking spaces. Much work and many iterations have been done to identify if reductions are possible. The HRSB has stated that they require upwards of 46 spaces for a well-functioning school.

Option 2 – All parking on the new school site

Parking would be along the Vernon Street side of the building. The project's Crime Prevention Through Environmental Design consultant and urban planning principles strongly recommend that parking not be at the back of a building.

Option 3 – All parking on the Beaufort site

Six parking spaces would remain on the new school site (two barrier-free parking spots, two for electric car plug-in and two visitor spots). These would be located near the front of the building. All the rest of the parking would be on the Beaufort site, along LeMarchant Street. This would have a large impact on the Beaufort site with considerably less parking for the Beaufort building and play area would be gone.

Option 4 – Hybrid option with some parking at both sites (new building and Beaufort)

There could be twenty-nine parking spots on the site of the new school and fourteen spots on the Beaufort site. The drawing presented shows the fourteen spots located in the LeMarchant/Watt Street corner of the Beaufort site close to the new school. This option optimizes green space and leaves space to be potentially developed for play. The transformer and cherry trees create constraints around options for garbage disposal for the new building and impact on parking.

2. Questions and discussion around options for parking:

Judy Obersi: The hybrid option appears to give more green space potential around the front entry of the school than now.

David Jakeman: Does the hybrid option ensure that the play structures remain in place? It appears that the spider web would have to move and I'm not sure it can be.

Jeanne Boudreau: The Green Space committee is investigating the possibility of moving the structure and anchorage could be an issue.

Judy Obersi: Have you considered moving the parking on the Beaufort site southward, so that it is L-shaped and adjacent to the present Beaufort parking? This may have a lesser impact on the Beaufort site and preserve a potentially better, corner green space. Darrell agreed to pursue this option.

Darrell MacDonald: The parking was located in the LeMarchant/Watt Street corner to service the new school. Locating it up by the other Beaufort parking would not increase the walk from parking to the new school significantly.

Earl McMullin: One issue is the fuel tank location on the Beaufort site. Access to the fuel tank is facilitated with the parking in the LeMarchant/Watt Street corner.

David Jakeman: Do we have to have the “kiss and go” loop?

Darrell MacDonald: At a previous stakeholders meeting people wanted to fix the congestion on Watt Street. The loop will calm congestion.

Joachim Stroink: Many of the LeMarchant/St. Thomas students do not walk to the school. The school neighbours want better traffic flow by their houses. A complaint from parents is that the traffic congestion decreases safety for their children. The “kiss and go” lane decreases congestion and makes things safer for the children.

Judy Obersi: It appears from the drawing that the “kiss and go” lane has been moved a little further to the right of the entrance away from the walkway up to the school. Darrell confirmed that this is actually the case and a positive result of the hybrid approach.

Darrell MacDonald: There would be use of vegetation to mitigate the view of the parking for neighbours.

Stacey Hughes: In the hybrid option, the parking located alongside the new building also provides parking for the field and gymnasium for after school use.

David Jakeman: What is the rationale for not parking the cars adjacent to the building, at the north-east?

James McKee: The location of the transformer and cherry trees does not allow the roadway to be built out far enough for cars to turn into spots by the building.

David Jakeman: What about the tender?

Darrell MacDonald: The tender will go out very soon. The project is still on schedule but as a result of all of the uncertainty on the parking issue, we are very tight on time now to follow through with the construction schedule.

3. LeMarchant-St. Thomas New School Parking Information Session will be held on Tuesday, April 4 at 6:30 pm at Gorsebrook School.