



**WESTERN COMMON ADVISORY COMMITTEE  
MINUTES  
May 23, 2018**

**PRESENT:** Shirley Jollimore, Chair  
Jane MacNeill  
Wayne Shellnut  
Frank Johnston  
Councillor Steve Adams

**REGRETS:** Kelly Carlton, Vice Chair  
Tom Musial  
Michael Lamplugh  
Betty Hutchings

**STAFF:** Gareth Evans, Recreational Planning Specialist  
Alex Quinn, Construction Engineer with Parks and Recreation,  
Simon Ross-Siegel, Legislative Support

*The following does not represent a verbatim record of the proceedings of this meeting.*

*The agenda, reports, supporting documents, and information items circulated are online at [halifax.ca](http://halifax.ca).*

*The meeting was called to order at 6:30 p.m., and the Committee adjourned at 7:47 p.m.*

**1. CALL TO ORDER**

**2. COMMUNITY ANNOUNCEMENTS FROM COMMITTEE MEMBERS**

Chair Shirley Jollimore announced that Prospect Community's Resource Opportunities Center (PROC) was continuing to accept and consider nominations for its annual volunteer awards. Shirley Jollimore encouraged any Committee members and other attendees to submit nominations for notable members of their communities deserving recognition for their efforts.

**3. APPROVAL OF MINUTES – March 28, 2018**

Committee members noted a correction to the minutes regarding the proper spelling of Frank Johnston's name.

MOVED by Jane MacNeill, seconded by Frank Johnston

**THAT the minutes of March 28, 2018 be approved, as amended.**

**MOTION PUT AND PASSED.**

**4. APPROVAL OF THE ORDER OF BUSINESS AND APPROVAL OF ADDITIONS AND DELETIONS**

The agenda was approved as circulated.

**5. BUSINESS ARISING OUT OF THE MINUTES**

Simon Ross-Siegel, Legislative Support, addressed the Committee regarding the process to request a change of name for the Committee, should Committee members continue to be interested in adding the words "Wilderness" in some combination to the Committee's current name in order to further clarify that the purpose of the Western Common Wilderness Commons Master Plan and the Western Common Advisory Committee is to create a wilderness park. Staff explained should the Committee wish to pursue a name change the Committee would have to seek approval from Regional Council. Therefore, the Western Common Advisory Committee would have to pass a motion requesting that the Halifax and West Community Council pass a motion requesting Regional Council to change the Committee's name. Staff also expressed that there was another previous advisory Committee which has since been disbanded named the "Western Common Wilderness Advisory Committee". This Advisory Committee was formed to advise the design team for the Wilderness Common on planning and development issues related to these lands. This distinguishes its role somewhat from that of the Western Common Advisory Committee, whose roles as expressed in the July 21, 2015 minutes of Regional Council are to advise the Council on the implementation of the Western Common Wilderness Common Master Plan, and to advise, monitor and report on the phased development of the Western Common. Staff expressed that there is a concern that the use of similar names could cause confusion for stakeholders and members of the public. Nevertheless, staff expressed that should Committee Members wish to pursue a change of name, they may do so in the manner described by staff.

Following discussion, many Committee Members generally expressed that the intention for clarity regarding the addition of the word "Wilderness" to the Committee's name would not likely outweigh concerns that the Committee's name could become cumbersome long, and there was a risk of confusion with the prior Western Common Wilderness Advisory Committee. Furthermore, some Committee Members expressed that the intended objective might better be achieved by other means such as placing a tagline on stationary, documents, signs and other work of the Committee clearly identifying the Committee's role to create a "Wilderness Park" in the Western Commons lands.

**6. CALL FOR DECLARATION OF CONFLICT OF INTERESTS – NONE**

**7. CONSIDERATION OF DEFERRED BUSINESS – NONE**

**8. CORRESPONDENCE, PETITIONS & DELEGATIONS – NONE**

**9. INFORMATION ITEMS BROUGHT FORWARD – NONE**

**10. REPORTS**

**10.1 STAFF**

**10.1.1 Staff-Memorandum – Update on Nichols Lake Trail**

The following was before the Western Common Advisory Committee:

- A staff Memorandum dated May 18, 2018
- A map detailing portions of the Nichols Lake Trail

Alex Quinn, Construction Engineer with Parks and Recreation, updated the Committee regarding the current completed and anticipated construction on the Nichols Lake trail. Staff informed the Committee that grubbing, clearing, surge and graveling for phases 1A and 1B has largely been completed, although a remaining 300 meter stretch of trail in phase 1B requires some additional funds to complete graveling.

Regarding phase 1C, staff informed the Committee that the section of trail extending to the waterfalls has been grubbed, cleared and gravel has been placed. However, portions of phase 1C as well as future phases will require substantial water crossings to accommodate construction equipment and vehicles. Further to information in the staff Memorandum, staff informed the Committee regarding proposed prospective work to be completed in Phase 1C and outlined four options regarding this work.

Members discussed some of the potential benefits and challenges associated with option 3 in detail and directed questions to staff. Members asked staff if option 3 were selected, how close the staging area on McDonald Lake Drive would be to nearby residences. Staff replied that the staging area would be located at the very end of the street, relatively far from nearby residences. Members further asked staff if option 3 were selected, how many trucks would likely travel to and from the staging area on McDonald Lake Drive. Staff replied that there were many variables to consider. Insofar as previous work could provide an answer to this question, it would be reasonable to expect 120 truck deliveries over a six to eight-week period, therefore averaging about three or four trucks per day. These deliveries were likely to be concentrated to certain days during this period. Staff expressed that these deliveries would also likely be concentrated to certain times in the day, which would further limit disruption to the neighbourhood. Members asked staff if option 3 were selected, how large the staging area would likely be. Staff answered that it would not be the size of a parking lot, but rather would be large enough to accommodate a double load of material and room for the delivery truck to reverse and exit the staging area.

Staff expressed that a benefit of option 3 is it enables a portion of the existing trail to open to the public sooner. Options 1 and 2 may open a portion of trail, but they would then have to close these portions later for construction to haul material back over completed stages to other portions of uncompleted trail. Likewise, staff reiterated a downside of option 4 identified in the Memorandum, that while option 4 allows opening segment of completed trail, it requires future closure of the trail to accommodate further construction. Members inquired what in staff's opinion would be the specific benefit of option 3. Staff replied that the main benefit of option 3 would be that by Autumn of 2018 a segment of the completed trail would likely be accessible to the public. Several Committee Members inquired if there was a general demand for early access to the trail, to which some other Committee Members stated that the fact that community members are currently traveling along the uncompleted trail and disregarding trail closure construction signs indicated to the Committee Members that there was a strong interest in early access. Many Committee Members expressed that service users are often more receptive to a delay in providing a service than to retracting and restricting access to an already existing service. Several members also expressed concern that there would likely be a perception of unfairness from residents if construction were diverted from McDonald Lake Drive and instead concentrated in areas which may limit entrance to the existing trails. Staff also expressed that concerns about potentially cutting off community access to

the existing trail currently used to access the Western Commons outweighed their concerns about construction traffic.

Regarding water crossings generally, staff clarified to the Committee that bridges will be required under any of the four provided options, but options 1 and 2 would require more substantial bridges to accommodate material and construction access to deeper parts of the trail.

In discussing costs associated with the options before Committee, staff expressed that there may be a small cost saving associated with option 3, however otherwise the options are similar. Most of the anticipated savings would depend on the volume of materials which would be delivered in a faster and easier manner, and the extent to which later stages of the plan get completed.

Committee members discussed methods to provide notice and information as well as how to obtain public feedback regarding potentially disruptive options. Members proposed that in this instance, where public notice is not officially required, it would be an appropriate mode of public consultation to post written notice on the proposed staging and construction area detailing the starting date for the proposed work, the period expected for the proposed work, and contact information for the supervising engineer. Members further inquired whether there was an appropriate method to obtain community feedback regarding the options. Staff replied that there was not necessarily a formalized process outside of a formal public hearing, which staff did not think was necessary in this matter. Regarding an informal process, staff expressed Committee Members could knock on doors, and speak to committee members. Committee Members could then subsequently bring feedback and comments they receive through such informal consultation and forward a summary of such feedback to the Halifax and West Community Council. Alternatively, the Committee could create a list of options, or describe option 3 alone, and publicly post this information on a flyer which would enable community members to return the flyer to committee with feedback to the proposal. Regarding the process, staff clarified that ultimately the final decision regarding the proposed options will be made by municipal staff. However, in doing so, staff will take the information from this discussion into consideration and any other public consultation.

MOVED by Jane MacNeill, seconded by Frank Johnston

**THAT regardless of which option staff pursues regarding work to be pursued in 2018 on Phase 1C of the Nichols Lake Trail, that the Western Common Advisory Committee ensure that Prospect Community residents and other stakeholders be notified.**

**MOTION PUT AND PASSED.**

#### **11. ADDED ITEMS – NONE**

#### **12. PUBLIC PARTICIPATION**

Amy Hockin, of Prospect Village, stated that from the perspective of the Prospect Road Community Centre, the Centre is not currently prepared to enable trail access in the Fall of 2018 on the basis that there is currently insufficient parking space close to the trail to accommodate visitors. However, the Community Centre continues to be able to operate as a staging area as signs, barriers and procedures continue to be in place to ensure children do not enter the construction space. While the Community Centre currently has municipal funds allocated for the construction of a parking lot, it has no ability to call on those funds at this time without approval from Regional Council.

Amy Hockin also raised the suggestion that a rope be placed across the Prospect Road Community Centre entryway to the Nichols Lake Trail to deter trespassing because children sometimes go down the trail raising safety issues.

Peter Jollimore, of Prospect Village, and past president of the McDonald Lake Residents' Association, expressed his perspective regarding possible construction entryways to the Nichols Lake Trail. The Nichols Lake Trail Owners originally partnered informally with the municipality to complete an ATV trail,

which was subsequently upgraded to a general use trail. Pursuant to this work, Peter Jollimore stated that it was his opinion based on informal discussions with residents on McDonald Lake Drive that they would not feel inconvenienced by noise or disruption caused by two or three trucks per day delivering supplies to the proposed trail staging area contemplated in option 3. Peter Jollimore suggested instead that it would be a greater priority to coordinate with the school to ensure that truck deliveries are scheduled outside of school arrival times and possibly lunch hours. Also, St. Margaret's Bay ATV Association has very recently been given permission to survey a section of land from Old Coach Rd to the nine-mile bridge. Based on this, Peter Jollimore expressed his belief that the area may be available for use by staff as an alternative staging area within the next two years.

**13. DATE OF NEXT MEETING – Wednesday, July 25, 2018** at 6:30 p.m., Prospect Road Community Center Art Room, 2141 Prospect Road, Hatchet Lake.

**14. ADJOURNMENT**

The meeting adjourned at 7:47 p.m.

Simon Ross-Siegel  
Legislative Support