



Department of Public Works
Building Infrastructure Design & Construction

SITE INVESTIGATION SUMMARY CLAYTON PARK 6 - 9 SCHOOL

February 20, 2024

Clayton Park 6 - 9 School – Site Selection Summary

On April 30, 2018, the government announced the construction of a new junior high school for the Clayton Park – Fairview area.

Section 14B of the [Governor in Council Regulations](#) under the Education Act defines the process by which site selection must be conducted. At the request of the Minister of Education and Early Childhood Development (EECD), the Department of Public Works (DPW) has completed an evaluation and investigation of several locations in the Clayton Park area.

Since the time of the new school project being announced, student enrolment in the Halifax Regional Centre for Education (HRCE) has increased by 19%. In order to give as much flexibility as possible in determining the needs for the community, given increased enrollment growth, EECD requested that DPW explore sites that would be appropriate for grade configurations for not just a junior high school, but potentially elementary grades as well (PP-9).

The school site review included the existing Park West School as well as multiple municipally owned and privately held properties in the area.

The recommended site to meet program is municipally owned parkland on Radcliffe Drive in Clayton Park. While it was another strong potential site, construction at the current Park West site is not recommended due to the logistical challenges related to construction while the current school is still in operation and the limited space for increased school capacity. Eleven other potential school sites were also not recommended due to one or more of the following reasons (see chart in **Appendix A** for greater detail):

- Topography
- Insufficient size
- Traffic and accessibility concerns
- Lack of interest in selling the land parcel on the part of the developer
- Potential disruption of local ecological feature such as ponds and watercourses

Figure 1 identifies the locations of potential sites that were considered:

The Department of Public Works has performed an evaluation and investigation of several locations in the Clayton Park area for the development of a new 6 – 9 school. The review included the existing Park West School as well as multiple municipally-owned and privately held properties in the area.

The following report summarizes the analysis relative to two sites, the existing Park West School and HRM Parkland at Radcliffe Drive. Based on our findings to date, it is our recommendation that the new school be located at Radcliffe Drive. The Park West and Radcliffe Drive sites are adjoining, with an HRM sports field between them.

The Park West site would require new construction to accommodate the increased student population. The existing school would remain open during construction, presenting many difficult logistical challenges to be managed during the construction. The Radcliffe Drive site will require purchasing land from HRM, clearing the existing trees, alteration of a wetland, and imported material to infill a low area on the site. Figure 2 demonstrates the location of both the Radcliffe Drive and Park West sites.

Clayton Park 6 – 9 School – Site Investigation Summary



Figure 1 – Other Sites Considered

Clayton Park 6 – 9 School – Site Investigation Summary



Figure 2 – Radcliffe Drive and Park West Sites

Prospective Site Locations

Several sites were reviewed and assessed during the site investigation process but were deemed unsuitable for this project. A summary of the conditions at other sites considered can be found in **Appendix A**.

The following information is regarding the Radcliffe Drive and Existing Park West School sites only.

Site 1 – Radcliffe Drive

The Radcliffe Drive site is located between Raleigh Court and the Mainland North Linear Parkway. The existing zoning is Schedule K – Comprehensive Development District. Regional Council authorized the Chief Administrative Officer to negotiate and execute an Agreement of Purchase and Sale with the Province based on a request from the Province to use the lands for a new school. There are three land parcels affected, see Figure 3.

- Parcel U-1, PID 40774077 – 1.30 acres
- Block P, PID 40724619 – 1.71 acres
- A portion of Block U, PID 40682411 (approximately 3.81 acres of the existing 7.5-acre parcel)

The adjacent sports field and track are owned by HRM, as is the adjacent Mainland North Linear Parkway (MNLN). The MNLN is a 4.3 km long trail extending from Parkland Drive in the north to Washmill Lake Drive in the south. There is a Nova Scotia Power (NSP) transmission line on the east side of the MNLN and NSP has clearing rights over a 5.182 metre (17 ft) strip of land within the parcel boundary.

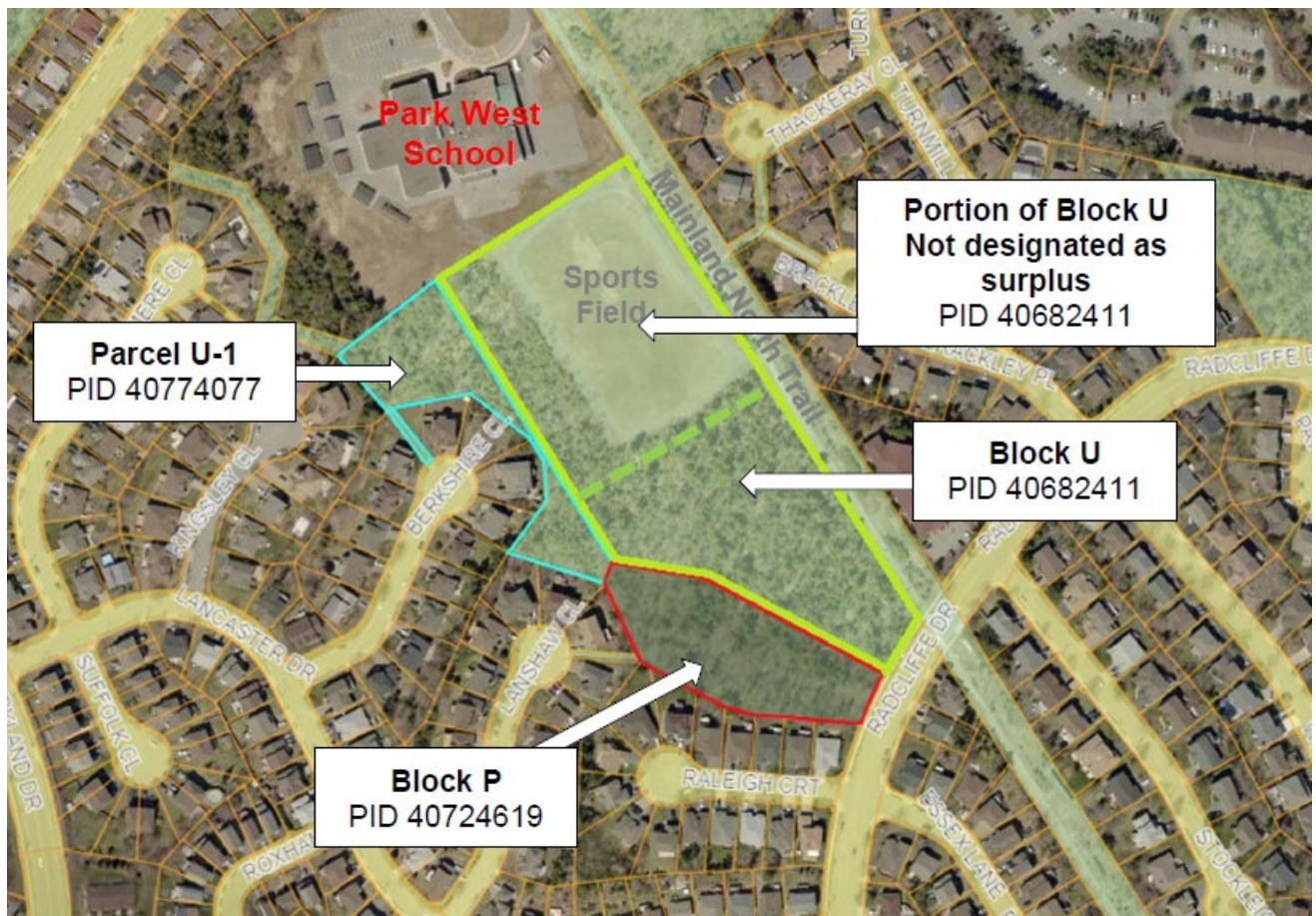


Figure 3 Radcliffe Drive Land Parcels

1. Site Location and Size – Radcliffe Drive

The proposed location of the school is the current parkland on Radcliffe Drive in Clayton Park. The site is bounded by an HRM sports field and park land to the immediate north, with Park West School located adjacent to the north end of the sports field. The site is within 500 meters of Lacewood Drive to the south, and Dunbrack Street to the east. The site is otherwise surrounded by residential developments. The site is approximately 6.82 acres in size, and there is sufficient area on site to accommodate parking, driveways and school bus access. The new school would utilize the existing HRM sports field to the north.

2. General Terrain & Topography – Radcliffe Drive

The land at the Radcliffe Drive side of the site is relatively flat and is currently occupied by wooded parkland. There is a wetland at the centre of the proposed school portion of the Block U lands, and the land adjacent to the sports field generally slopes towards the Mainland North Greenway and the wetland. Radcliffe Drive is at a lower elevation than the site and the sports field is higher. The Block P lands adjacent to Raleigh Court generally slope towards the wetland to the north. The Parcel U-1 lands straddle the northeast end of Berkshire Close and slope away from a high point on the north end of the parcel.

3. Transportation & Accessibility – Radcliffe Drive

The site currently has no driveway access from Radcliffe Drive. There is a pedestrian walkway on the Block P parcel that connects Radcliffe Drive with Lanshaw Close. The school buses accessing the site are expected to be based on student accommodation, not on distance. Exp Services completed a traffic impact study (TIS) of Radcliffe Drive and adjacent intersections at Dunbrack Street and Lacewood Drive. The TIS indicated that the existing municipal road network and traffic infrastructure can accommodate the proposed increase in the student population at the new school. The TIS was reviewed by HRM's Traffic Management group and HRM's comments were incorporated into the final TIS report.

4. Active Transportation – Radcliffe Drive

The site is ideally located for Active Transportation; the grades of adjacent streets are not excessive, the MNLP is adjacent to the site and all students are within walking distance. There are sidewalks on both sides of Radcliffe Drive as well as walking paths connecting adjacent streets to the site. There is an existing crosswalk where the MNLP crosses Radcliffe Drive, leading directly to the southeast corner of the site. During the review of the TIS and site test fit with HRM Traffic Management, DPW highlighted that a traffic calming crosswalk like the crosswalk at Langbrae Drive would be beneficial for this location.

5. Hazards, Legal Issues, & Environmental Concerns – Radcliffe Drive

The site is not adjacent to any known hazards that impact noise or air quality. One wetland was identified within the site; the wetland is a small, isolated treed basin swamp. There are no watercourses or wetlands immediately down gradient from the site.

HRM has received complaints from residents regarding parking congestion on Langbrae Drive. The nature of the complaints is generally related to illegal parking during student drop-off and pick-up times. Review of the Radcliffe Drive site with HRM Traffic Management indicates that accommodating these drop-offs and pick-ups within the site as much as possible would minimize potential parking congestion on Radcliffe Drive.

6. Access to Services – Radcliffe Drive

Power:

Three phase power is available on Radcliffe Drive.

Water:

There is a municipal water distribution system on Radcliffe Drive, the new school would be serviced via a new water lateral to supply the domestic and sprinkler systems. There nearest fire hydrants on Radcliffe Drive are adjacent to the MNLP, and Essex Lane.

Sanitary sewer:

There is municipal sanitary infrastructure in Radcliffe Drive. The new school would connect to this infrastructure with a new sanitary lateral. The elevation of the new school would determine if pumping would be required to access the municipal sanitary collection system.

Storm Sewer:

There is municipal stormwater collection infrastructure at Radcliffe Drive. A stormwater management plan would be required for the school site.

Communications:

Communication services are available from existing services on Radcliffe Drive.

7. Adjacencies – Radcliffe Drive

The site is centrally located in a large residential area. The MNLP is located to the east and an HRM sports field is to the north. The HRM sports field includes a gravel running track. The current condition of both the field and track is not ideal due to significant dips, hollows, uneven ground, and intrusion of larger stones on the track. The Lacewood Transit Terminal, Canada Games Centre, and Keshen Goodman Public Library are located within 500 metres of the site.

8. Cost Factors – Radcliffe Drive

The site development costs will be impacted by the wetland alteration and fill required to bring up the site elevation. To facilitate the construction process, the existing sports field would likely be required for construction purposes, and reinstatement would be necessary once the building construction is completed. This would need to be coordinated with HRM. The proposed school site is currently owned by HRM, the Province would purchase the land from HRM. The intention would be for the HRM Parcel U01 and Block U to be subdivided.

9. Site Geotechnical Characteristics – Radcliffe Drive

A limited geotechnical investigation was completed to identify soils, depth to bedrock, presence of fill and the groundwater depths at the time of the geotechnical exercise. The geotechnical work was limited to test pits to minimize disruption to the treed parkland. The test pit investigation generally identified wet to saturated silty sand with gravel fill over moist to wet silty gravel till over inferred bedrock. Nova Scotia bedrock mapping indicates that Sulphide bearing slate materials are not expected at the site. The new construction may require removal of some bedrock or design of the building configuration to accommodate. A comprehensive Geotechnical Investigation will be completed on confirmation of the school site.

10. Site Test Fit – Radcliffe Drive

A test fit exercise was completed to identify the possible location of a new school at the Radcliffe Drive site.

A sample test fit can be found in Appendix B. The purpose of the test fit exercise is to confirm to DPW that the school program and construction activities can be accommodated on the site. It is not intended to represent an actual design plan. Final site layout and building configuration would be determined during the design phase of the project. The test fit took into consideration several factors including:

- a. Minimize the impact to the existing wetland.
- b. Optimize parking for staff and visitors.
- c. Provide age-appropriate play areas.
- d. Provide a means for school buses to drop off and pick up students adjacent to the building.
- e. Provide a space for student drop off and pick up.
- f. Provide sufficient space for construction activities and access.

11. Challenges – Radcliffe Drive

There are several challenges that will require attention during the planning, design, and construction phases. These challenges include:

- a. Working within a small site that has frontage on a single roadway.
- b. Minimizing disturbance to the existing wetland.
- c. Adjusting the site grades to suit a new school.
- d. Providing school bus access immediately adjacent to an entrance.
- e. Minimizing traffic congestion during student drop off and pick up times.
- f. Set building elevation to limit need for sewage pumping to municipal system.
- g. Protect users of MNLP during construction.

Radcliffe Drive Site Review Relevant Information:

Number of students	<ul style="list-style-type: none"> • The target student population is 800 - 1000 students, the exact number will be confirmed during the design process.
Topographic	<ul style="list-style-type: none"> • Existing HRM sports field is relatively flat but not in good condition. • Site is generally lower than surrounding properties. • Radcliffe Drive is higher than the site. • Langbrae Drive to the north is downslope of school property. • Adjacent properties between the site and Langbrae Drive are lower than the site. • Significant infilling is anticipated.
Environmental	<ul style="list-style-type: none"> • Confirmed wetland (Swamp) on site. • A Phase 1 ESA was completed, further assessment was not recommended as a result of the Phase 1 ESA. • The information gathered and observations of the site revealed no evidence of actual or potential environmental contamination at the site.
Legal Survey	<ul style="list-style-type: none"> • A boundary survey would be completed by the Province during subdivision of the existing land parcels.

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<p>Transportation</p>	<ul style="list-style-type: none"> • Traffic Impact Statement (TIS) and 2023 update indicate that Radcliffe Drive has sufficient capacity to accommodate a population of 1050 students. • Two access driveways are anticipated. • Sight lines on Radcliffe Drive are acceptable. The maximum speed is posted for 50 kph; anticipate a new 30 kph speed limit for a new school. • Upgrading the existing Radcliffe Drive crosswalk to a traffic-calming crosswalk would be beneficial. • Restricting on-street parking in the sightlines during school hours is recommended. • Mini-buses provide transportation for students requiring accommodation. • There are significant opportunities for active transportation. • The projected number of parking stalls that can be accommodated on the site is 115, based on the site test fit. • HRM Traffic will expect to see a student drop off area accommodated within the site
<p>Geotechnical</p>	<ul style="list-style-type: none"> • The presence of bedrock was identified in all five test pit locations, at depths of 0.5 metres to 2.8 metres below existing ground surface. • Fill was encountered in 3 test pits, with thickness ranging from 0.7 to 1.1 metres. The fill material varied for each test pit: • TP23-03 Silty sand with gravel, some angular cobbles and boulders. • TP23-02 Gravel with sand (angular rockfill), some boulders. • TP23-01 Gravel and cobbles (angular rockfill), some sand. • Test pits TP-01, TP-02, and TP-03 encountered heavy groundwater seepage at depths of 0.3m, 0.2m, and 0.4m respectively. Test pit 23-04 encountered light groundwater seepage at a depth of 1.3m. Typical dewatering methods are expected to be effective during construction. • Removal of existing fill and organic rootmat/peat and importation of structural fill will be required.

Radcliffe Drive Summary

The site evaluation and investigation completed for the Radcliffe Drive site indicates that this site could be considered as a location for a new school building. Several challenges exist, outlined as follows:

1. Careful planning will be necessary on the site during construction to ensure the safety of users of the MNLP, and to provide efficient and effective construction access.
2. The provision of sufficient parking spaces on the site will be a challenge.
3. The planning and design phase will require careful consideration of the existing wetland.
4. It is anticipated that significant removals of unsuitable soil and replacement with structural fill will be required.
5. It is anticipated that the existing grades will need to be raised.
6. Providing school bus access adjacent to the building will require careful attention during the site planning stage.
7. Minimizing traffic congestion on Radcliffe Drive by accommodating student drop off and pick up within the site as much as possible.
8. Consideration of building elevation relative to municipal services.

Site 2 – Existing Park West School

The existing Park West School was a P-3 school and in 2020 it was purchased by the Province from the P-3 owner. The existing zoning is Schedule K – Comprehensive Development District. This site has already been approved by Halifax Regional Municipality (HRM) for a school. The adjacent sports field and track are owned by HRM, as is the adjacent Mainland North Linear Parkway (MNLP). The MNLP is a 4.3 km long trail extending from Parkland Drive in the north to Washmill Lake Drive in the south. There is a Nova Scotia Power (NSP) transmission line on the east side of the MNLP and NSP has clearing rights over a 5.182 metre (17 ft) strip of land within the school boundary.

1. Site Location and Size – Park West

The Park West site is located at the existing Park West School in Clayton Park. The site is bounded by Langbrae Drive to the north and is within 500 meters of Parkland Drive to the west and Dunbrack Street to the east. HRM dedicated parkland is located to the south and the site is otherwise surrounded by residential developments. The site is approximately 7.9 acres in size and there is sufficient area on site to accommodate an expansion of the existing Park West school building, parking, driveways and school bus access. Park West School currently utilizes the HRM sports field located to the south of the building.

2. General Terrain & Topography – Park West

The land at the centre of the site is relatively flat and is currently occupied by Park West School, a parking lot, a bus loop and a modular 12 classroom building installed in 2021. Otherwise, the site generally slopes from south to north. Langbrae Drive is at a lower elevation than Park West School and the sports field is higher. There is a steep elevation change along portions of the northwest corner of the site, between the existing parking lot and the houses fronting Langbrae Drive. There is a plateau at the southwest corner adjacent to the HRM parkland with some visible rock outcroppings.

3. Transportation & Accessibility – Park West

The current driveway access to the site is from Langbrae Drive, there are no opportunities to provide additional driveway access from the east, south, or west. The only buses accessing the site are provided based on student accommodation, not on distance. Students arriving and departing via personal vehicles are dropped off curbside at Langbrae Drive. Exp Services completed a traffic impact study (TIS) of Langbrae Drive and adjacent intersections at Dunbrack Street and Parkland Drive. The TIS indicated that the existing municipal road network and traffic infrastructure can accommodate the proposed increase in the student population at Park West School.

4. Active Transportation – Park West

The site is ideally located for Active Transportation; the grades of adjacent streets are not excessive, the MNLP is adjacent to the site and all students are within walking distance. There are sidewalks on both sides of Langbrae Drive as well as walking paths connecting adjacent streets to the site. There is a traffic-calming crosswalk at Langbrae Drive leading directly to the northeast corner of the site.

5. Hazards, Legal Issues, & Environmental Concerns – Park West

The site is not adjacent to any known hazards that impact noise or air quality and there are no watercourses or wetlands on or immediately down gradient from the site.

HRM has received complaints from local residents regarding parking congestion on Langbrae Drive. The nature of the complaints are generally related to illegal parking during student drop-off and pick-up times. HRM enforcement of parking restrictions would alleviate this issue. There is an existing pedestrian/vehicle conflict between the curbside student drop off, entrance driveway, playground and building entrance. There is an opportunity to reconfigure the existing pedestrian and vehicle patterns on the Park West School grounds to improve safety.

6. Access to Services – Park West

Power:

Three phase power is available on Langbrae Drive. The power supply to the existing Park West School is underground.

Water:

The site is serviced from the municipal water distribution system on Langbrae drive via a 200 mm water lateral that supplies the domestic and sprinkler systems. There is a fire hydrant on Langbrae Drive and a private fire hydrant on the site. There are backflow prevention devices inside the existing school at the service entrance point.

Sanitary sewer:

The site is connected to the municipal sanitary sewer collection system on Langbrae Drive via a 200 mm sanitary lateral.

Storm Sewer:

The site is connected to the municipal storm sewer collection system on Langbrae Drive via a 450 mm sanitary lateral. There is also an existing storm water collection system on the site.

Communications:

Communication services are available from existing services on Langbrae Drive.

7. Adjacencies – Park West

The site is centrally located in a large residential area. There are vegetated buffers located between the school site and the adjacent residential properties. The buffers include a 9.25 metre (30 ft) no-cut area between the site and residential properties on Langbrae Drive, a 9.25 metre wide HRM parkland parcel to the west, the MNLP to the east and HRM parkland and sports field totaling 10.5 acres to the south. The HRM sports field includes a gravel running track. The current condition of both the field and track is not ideal due to significant dips, hollows, uneven ground, and intrusion of larger stones on the track.

8. Cost Factors – Park West

The site topography is such that excessive development costs are not expected. To facilitate the construction process, the existing sports field would be required for construction purposes throughout the duration of construction and therefore reinstatement will be necessary. This would need to be coordinated with HRM. The school was purchased by the Province in 2020, negating the requirement to purchase the site.

9. Site Geotechnical Characteristics – Park West

There is exposed bedrock at the southwest corner of the site consisting of sandstone locally interlayered with siltstone. The exposed bedrock noted on site and the Nova Scotia bedrock mapping indicate that Sulphide bearing slate materials are not expected at the site. The area of exposed bedrock is also higher in elevation than the central area of the site. The new construction may require removal of some bedrock or design of the building configuration to accommodate. The slopes at the northwest side of the site indicate that the area has been partially filled, most likely

during the construction of the original school. The site is not expected to contain any geologic or soils conditions that would prevent new construction on the site. A comprehensive Geotechnical Investigation would be completed if this site is selected.

10. Site Test Fit – Park West

A test fit exercise was completed to identify the possible location of new construction at the Park West School site.

A sample test fit can be found in **Appendix B**. The purpose of the test fit exercise is to confirm that the program and construction activities can be accommodated on the site; it is not intended to represent an actual design plan. The test fit took into consideration several factors including:

- a. Minimize the impact to the existing school.
- b. Optimize, to the greatest extent possible, parking opportunities for staff and visitors (adequate parking spaces on the site continues to be a challenge).
- c. Provide age-appropriate play areas.
- d. Revise the current oversized bus loop to a suitable size for the student population.
- e. Provide a space for student drop off.
- f. Minimize site topography changes.
- g. Provide sufficient space for construction activities and access.

11. Challenges – Park West

There are several challenges that will require attention during the planning, design, and construction phases. These challenges include:

- a. Working adjacent to an existing occupied school.
- b. Provision of sufficient parking and construction/school administration access.
- c. Rock breaking at the south west corner of the site.
- d. Providing on site school bus access plus student drop-off and pick up area.
- e. Minimizing traffic congestion on Langbrae Drive during student drop off and pick up times.
- f. Protect users of MNLP during construction.
- g. The existing playgrounds would be removed at some point during construction in order to construct site works.
- h. The HRM sports field would not be available to the school and community for the duration of construction and a full growing cycle following completion of construction.
- i. Due to significant coordination required with the existing school and the limited access to the site, the construction time frame and costs would be increased.

Park West Site Review Relevant Information:

<p>Number of students</p>	<ul style="list-style-type: none"> • The existing Park West School has a reported capacity of 590 students and is currently operating at approximately 159% capacity. • The target student population is a total of 1400 - 1600 students, existing plus new.
<p>Topographic Information</p>	<ul style="list-style-type: none"> • Existing HRM sports field is relatively flat but not in good condition. • Parking lot and areas adjacent to existing school are relatively flat. • Areas south of the existing school are at a higher elevation. • Langbrae Drive to the north is downslope of school property. • Adjacent properties between the site and Langbrae Drive are lower than the site.
<p>Legal Survey</p>	<ul style="list-style-type: none"> • Existing school and driveways are fully within property boundaries. • A boundary survey was completed by the Province in 2020.
<p>Transportation</p>	<ul style="list-style-type: none"> • Traffic Impact Statement (TIS) indicates that Langbrae Drive has sufficient capacity to accommodate additional student population. • There is a single driveway accessing the site from Langbrae Drive. • Sight lines on Langbrae Drive are acceptable. The maximum speed is posted for 50 kph, 30 kph when students are present. • There is a traffic calming crosswalk on Langbrae Drive. • Student drop off is on Langbrae Drive; there is an issue with illegal parking. There is an opportunity to alleviate this with staggered bell times. • The existing bus loop is oversized for the number of buses. • Mini-buses provide transportation for students requiring accommodation. • There are significant opportunities for active transportation. • The projected number of parking stalls requested by the school administration can not be accommodated on the site for the full target of 1800 students. • HRM Traffic will expect to see a student drop off area accommodated within the site.
<p>Geotechnical</p>	<ul style="list-style-type: none"> • The presence of bedrock was identified in all nine boreholes completed as part of the Geotechnical program, at depths of 0.3 metres to 9.8 metres below existing ground surface. There are some areas of the site that have bedrock exposed at the surface. The bedrock was submitted for analysis of sulphur content, and the results indicate that the bedrock is not classified as a “Sulphide Bearing Material”. • The site is underlain by fill with thicknesses of between 0.1 and 9.1 metres. There is a layer of cobbles and boulders at five of the borehole locations, this layer is between 0.3 and 8.8 metres thick. • Static groundwater levels were encountered at depths of 1.2 to 4.8 metres below existing ground surface. Typical dewatering methods are expected to be effective during construction.

Park West Summary

The site evaluation and investigation completed for the existing Park West School site indicates that this site would be a suitable location for a new school building. Several challenges exist, outlined as follows:

1. Extensive planning, coordination, and phasing would be necessary on the site during construction to ensure the safety of all users and to provide efficient and effective construction access.
2. The provision of parking spaces on the site will be a challenge and may require an additional space to deal with the shortfall. Existing parking on the site will also be significantly impacted during the construction of the new school.
3. The existing bus loop/drop off area will require modifications to provide separate access for school buses and a student drop off area as required by HRM.
4. The available space on site for a new structure is extremely limited and will limit layout options during design. It is expected that a new school structure would be 3 to 4 stories in height.
5. Rock breaking will be required for a portion of the site.
6. The existing modular classrooms occupy a portion of the site that will contain new construction. If they must remain in use until the new structure is complete, the available site footprint is further challenged. If they, or a portion of them, can be relocated on site, then more priority space on site will become usable. Given the size of the modulators, identifying an appropriate temporary alternate location on site will be challenging, and would put further pressures on the site through construction.
7. There is a significant cost element to moving the existing modular classrooms.
8. A detailed design process will be required to optimize the enrolment capacity on the site. The total number of classrooms that can be effectively incorporated will be determined during the design process.

Recommendation

The recommended site is the Radcliffe Drive Site, comprising land parcels currently owned by Halifax Regional Municipality. The site is adjacent to an existing sports field and Park West School, is well located for community access, and is not an active school site. The Radcliffe Drive site would provide more design solutions than Park West and presents fewer safety concerns.


Appendix A

Summary of sites reviewed other
than Radcliffe Drive and Park West

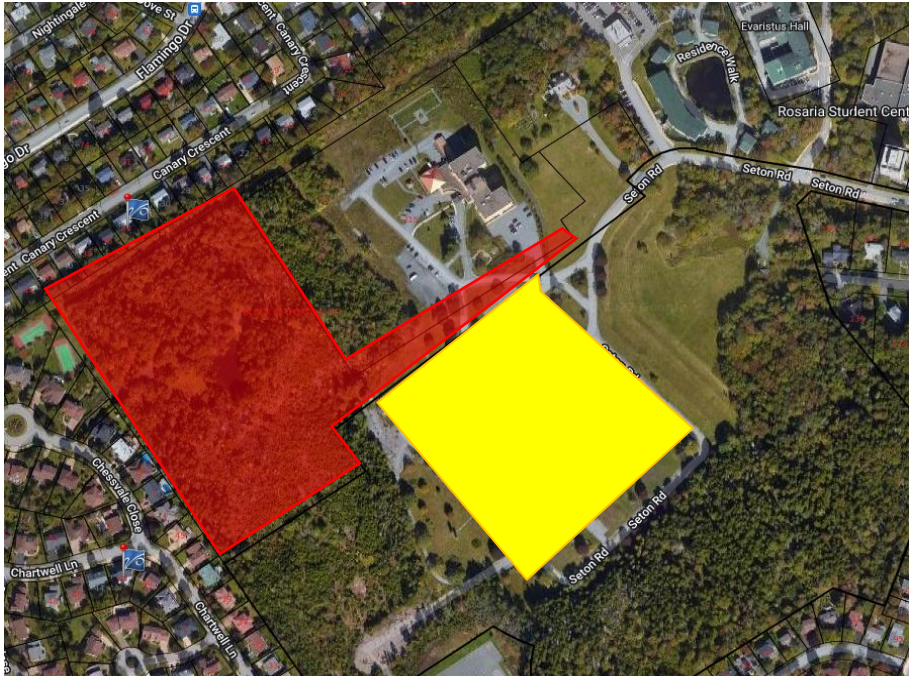
Clayton Park 6-9: Summary of sites reviewed

Site #	Site	Location	Reason Site Not Selected
1	Seton Road	Location of former MSV Motherhouse	Portion of site available from Developer is not suitable for school due to size and topography.
2	47 Meadowlark Cres.	Facing Dunbrack Street	HRM dedicated Parkland. Site too small for school plus sports field. Issues with site access from Meadowlark.
3	Bayers Lake	North of Kent Building Supplies	LnF protected wilderness. Significant issue with access from Lacewood Drive.
4	Washmill Lake Drive	Halifax Water property between Washmill and Hwy 102	Land is not available - part of HW protected watershed.
5	Washmill Lake Drive/Regency Park Drive extension	East of Halifax Water tank, between Washmill Lake and Regency Park Drive.	Private Developer currently holds an approved HRM Development Agreement for a residential development and is proceeding with design and construction.
6	Washmill Lake Drive/Regency Park Drive extension	North of Halifax Water tank, south of current termination of Regency Park Drive.	Developer currently holds an approved HRM Development Agreement for a residential development.
7	274 Willett Street	Willett Street Park located between Willett Street and Mainland North Linear Parkway	HRM Parkland. 16 metre differential in site topography from west to east. Difficult to fit school and sports field due to size of site.
8	Thomas Raddall Drive	Between Halifax West HS and Soccer Nova Scotia	Pond occupies portion of site. Watercourse bisects site. Available area insufficient.
9	Thomas Raddall Drive/Regency Park Drive	South of Halifax West HS and Soccer Nova Scotia	Multiple wetlands and watercourses occupy site. Forms part of Halifax Mainland Common.
10	Regency Park Drive	Between Regency Park Drive and Halifax West HS	Site size is insufficient.
11	Corner of Radcliffe Drive and Dunbrack Street	Former Canadian Tire location	Owner has plans to develop site, land not available. Site not large enough for school plus sports field.

Other sites not on this list were reviewed at a high level, all are HRM parkland or other HRM lands. These sites were rejected during the site selection process due to obvious issue with topography, parcel size, significant watercourses and/or wetlands, or a combination of several factors.

Site	Existing Park West School
Location	206 Langbrae Drive, Halifax
Property Identifier (PID)	40867400
Size	7.9ac
Availability	Currently owned by Province
Traffic	Municipal infrastructure is sufficient for the project vehicle load
Zoning	Schedule K (Comprehensive Development Disdtrict)
Site Comments	Existing school site requiring significant new construction to optimize enrolment capacity on the site. Site is owned by the Province as of 2020. Sports field is owned by HRM.
Site Recommended for School?	No
Map View	


Site	HRM Parkland
Location	Radcliffe Drive, Halifax
Property Identifier (PID)	40682411
Size	7.5ac
Availability	Municipally-owned parkland
Traffic	Municipal infrastructure is sufficient for the project vehicle load
Zoning	Schedule K (Comprehensive Development Disdtrict)
Site Comments	Requires land acquisition from HRM
Site Recommended for School?	Yes
Map View	

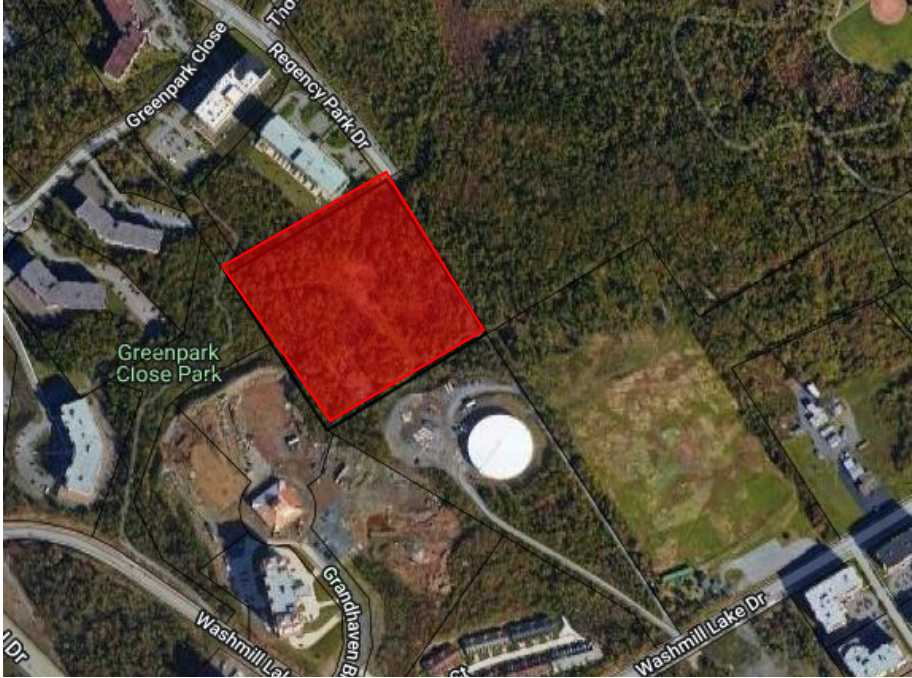
Site	Seton Rd - Motherhouse
Location	BLOCK 8F (PORTION OF) Seton Road, Halifax
Property Identifier (PID)	41282724
Size	16.5ac
Availability	Privately held
Traffic	Current road network not sufficient
Zoning	SRCCD (Seton Ridge Comprehensive Development District)
Site Comments	DPW requested an area of land that could support the school within the Developer's larger parcel.
Site Recommended for School?	No - The Developer was interested in selling the area noted in red below as an alternate to the land requested by the Province (noted in yellow). The parcel of land offered for a school is not suitable due to the topography, size, a watercourse and a pond located within the parcel.
Map View	

Site	Meadowlark
Location	45 Knightsridge Drive, Halifax
Property Identifier (PID)	40264525
Size	5.8ac
Availability	Municipally-owned parkland
Traffic	Access to site is restricted
Zoning	Schedule K (Comprehensive Development Disdtrict)
Site Comments	HRM dedicated Parkland.
Site Recommended for School?	No - Site too small for school plus sports field. Issues with access to site from adjacent streets.
Map View	<p>The map view shows an aerial perspective of the site, which is a large, irregularly shaped area highlighted in red. The site is located at the intersection of Knightsridge Drive and Dunbrack Street. To the west of the site is a residential area with several houses. To the east, there are more residential streets including Dipper Crescent, Kingfisher Crescent, and Swan Crescent. A green area labeled 'Sheffield Park' is visible south of the site. The map also shows various street names and a blue 'R' icon indicating a residential zone.</p>

Site	Bayers Lake
Location	North or West of Kent Building Supplies
Property Identifier (PID)	00323154
Size	130ac
Availability	Privately held and Provincially owned
Traffic	Access not available directly from Lacewood/Chain Lake intersection
Zoning	UR (Urban Reserve)
Site Comments	Protected Wilderness
Site Recommended for School?	No Significant issue with access from Lacewood Drive. Significant school bus and traffic implications. There are currently no safe pedestrian routes for children.
Map View	

Site	Washmill - HW
Location	475 Washmill Lake Drive, Halifax
Property Identifier (PID)	41177395
Size	12.4ac
Availability	Halifax Water
Traffic	Access from Washmill Lake Drive
Zoning	Schedule K (Comprehensive Development Disdtrict)
Site Comments	Land is not avaiable - part of HW protected watershed.
Site Recommended for School?	No - Halifax Water advises the land is not available
Map View	

Site	Washmill - East
Location	460 Washmill Lake Drive, Halifax
Property Identifier (PID)	40550774
Size	23ac
Availability	Privately held
Traffic	Access from Washmill Lake Drive
Zoning	Schedule K (Comprehensive Development Disdtrict)
Site Comments	Private Developer currently holds an approved HRM Developent Agreement for a residential development and is proceeding with design and construction.
Site Recommended for School?	No - Developer was approached about selling the site, was not interested in selling this parcel.
Map View	

Site	Regency Park Dr
Location	440 Washmill Lake Drive, Halifax
Property Identifier (PID)	00330845
Size	10ac
Availability	Privately held
Traffic	New road extension required at Regency Park Drive
Zoning	Schedule K (Comprehensive Development Disdtrict)
Site Comments	Private Developer currently holds an approved HRM Developent Agreement for a residential development.
Site Recommended for School?	No - Developer was approached about selling the site, there was no consensus of the amount of land availabe or the costs. The Province would be required to extend municipal infrastructure including roads, sidewalk, water, sanitary and storm sewers. The Developer has committed significant funds in preparing deveelopment applications and would look to recoup these costs.
Map View	

Site	Regency Park Dr - Adjacent to HFX West
Location	Regency Park Drive, Halifax
Property Identifier (PID)	41089640
Size	4.6ac
Availability	Municipally-owned
Traffic	Access from Regency Park Drive
Zoning	Schedule K (Comprehensive Development Disdtrict)
Site Comments	Located west of Halifax West High School
Site Recommended for School?	No- site size, grades and configuration are not suitable for a school.
Map View	

Site	Willett
Location	274 Willett Street, Halifax
Property Identifier (PID)	40090169
Size	8ac
Availability	Municipally-owned Parkland
Traffic	Access from Willett Street
Zoning	P (Park & Institutional)
Site Comments	HRM Parkland.
Site Recommended for School?	No - HRM Parkland. 16 metre differential in site topography from west to east. Difficult to fit school and sports field due to size of site.
Map View	

Site	Thomas Raddall - North
Location	330 Lacewood Drive, Halifax
Property Identifier (PID)	41334723
Size	87.6ac
Availability	Municipally-owned
Traffic	Access from Thomas Raddall Ave.
Zoning	Schedule K (Comprehensive Development Disdtrict)
Site Comments	Site located between Keshen Goodman Library and Halifax West High School
Site Recommended for School?	No - Pond occupies portion of site. Watercourse bisects site. Available area is insufficient.
Map View	<p>The map view shows an aerial perspective of the site, which is highlighted in red. The site is located between Halifax West High School to the south and Mainland Common to the east. Key streets shown include Lacewood Dr, Thomas Raddall Dr, Regency Park Dr, and Solutions Dr. Other nearby landmarks include Stratford Way Park, Mary Clayton Memorial Park, and a baseball field. The site is bisected by a watercourse and contains a pond, which is noted in the site comments as being a significant constraint for school development.</p>

Site	Thomas Raddall - South
Location	331 Lacewood Drive, Halifax
Property Identifier (PID)	41334724
Size	87.6ac
Availability	Municipally-owned
Traffic	
Zoning	Schedule K (Comprehensive Development Disdtrict)
Site Comments	Located between Regency Park Drive and Soccer Nova Scotia facility
Site Recommended for School?	No - Multiple wetlands and watercourses occupy site. Forms part of Halifax Mainland Common.
Map View	<p>The map view shows an aerial photograph of the site, which is highlighted in red. The site is located between Regency Park Drive and Soccer Nova Scotia facility. Surrounding areas include Halifax West High School, Mary Clayton Memorial Park, Greenpark Close Park, and Mainland Common. The map also shows various streets such as Regency Park Dr, Thomas Raddall Dr, Westridge Dr, Covington Way, Birkdale Crescent, Washmill Lake Dr, and Mt Royale Park.</p>

Site	Lacewood - Canadian Tire
Location	10 Radcliffe Drive, Halifax
Property Identifier (PID)	40555294
Size	6.4ac
Availability	Privately held
Traffic	Direct access from Radcliffe Drive
Zoning	C-2 (General Business)
Site Comments	<p>Located at the corner of Dunbrack and Radcliffe</p> <p>Former Canadian Tire location</p> <p>Close proximity to commercial/retail.</p> <p>Site shares parking lot and driveways with retail establishments.</p>
Site Recommended for School?	<p>No - Owner was approached about selling land, they have plans to develop site, land not available.</p> <p>Site not large enough for school plus sports field.</p>
Map View	

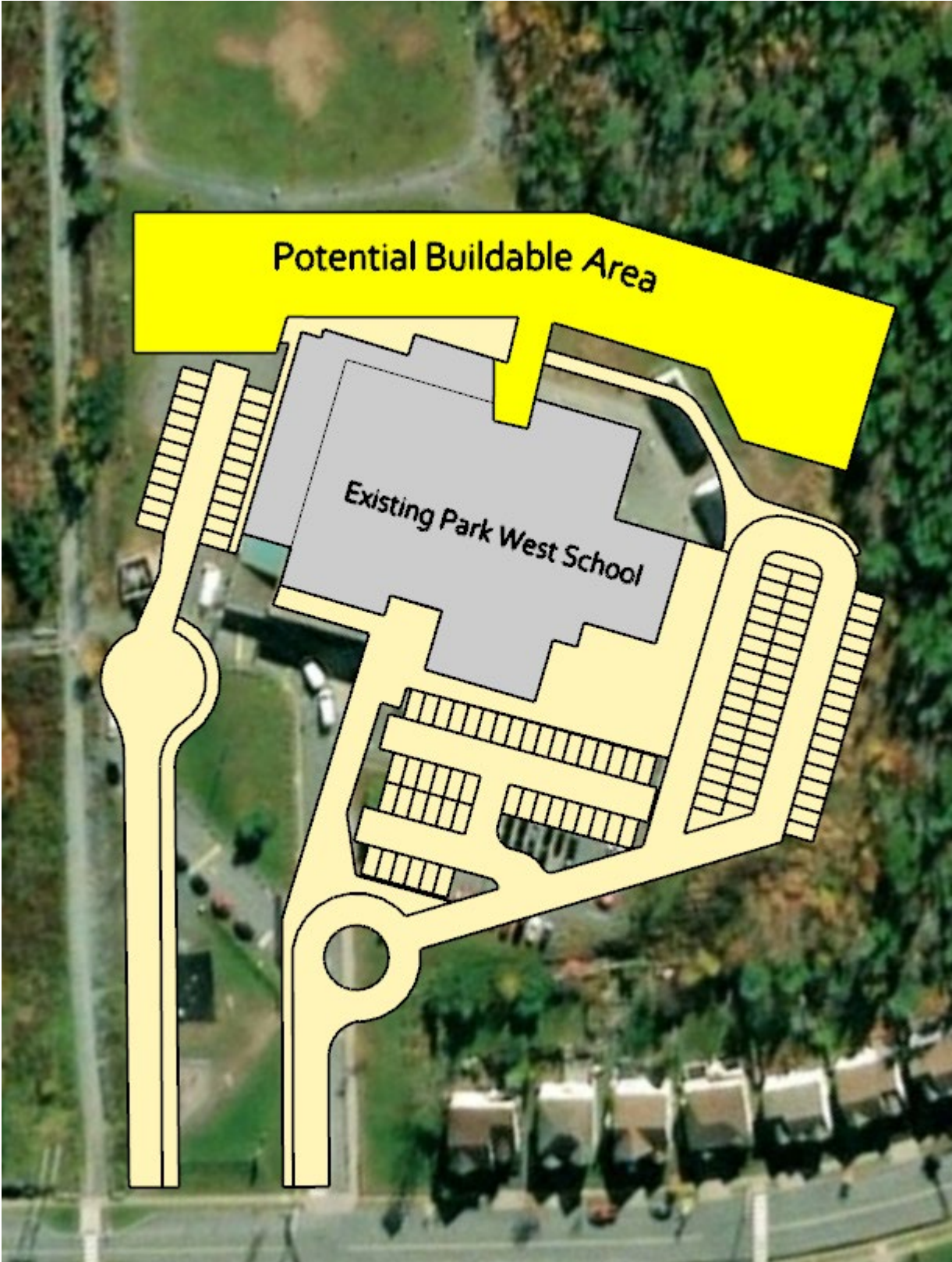
Appendix B

Site Test Fits

The following test fit sketches are not representative of the actual final site layout. Specifics such as driveway, parking, play spaces, building location, etc. would be determined during the design phase.

The test fits are strictly an exercise to determine if the site can support the program identified for the new school.

Appendix B – Site Test Fit Park West School Site



Appendix B – Site Test Fit Radcliffe Drive School Site

