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City Manager: "I think I have probably answered that in a way before, in saying that I thought if we added someone to the staff, perhaps there would be something else he could do besides the personnel function. In other words, someone to assist me in some other way. It could be that this matters in a way because I never want to ask for help for my own sake. I think if it got to the point where I couldn't do what you asked of me; then, I would have to come and tell you. I don't think I've reached that point. I must admit, however, there are times that I would like to get certain jobs done but I just don't seem to get them done because there is so much to do. I'll give you an instance. I have a great deal of material to analyze with regard to parking authorities, but there are about five or six different kinds and I want to present all of those different kinds to Council to see if they are going to have one that they have the kind that they want. It takes a good deal of time to do that and I just haven't got it. I have had it on my mind for two to three weeks so that additional help certainly can be used; but I want to be sure; I think I share the feelings of some of the Aldermen. I just want to be sure that if a person comes here for personnel exclusively, that there really is a full-time job for him. That is the reason I am suggesting this, that it be understood when he comes that there are other fields in which he might be able to work."

Alderman Lloyd: "I think we can answer the Manager if I might defend the resolution in this way, that once again I emphasize; I quickly come to the point myself and recognize the observations I think those who favour the amendment when I said we would add to the original resolution that Payne-Ross, before they call for any applications, consult the City Manager, as Mr. Terris indicated he would tomorrow, and then make a recommendation as to the salary range and the job specification. Mr. DeBard might meet the situation that you fear. I think I provided for that in the resolution. I don't want it either. That is the reason I was so quick to amend the original resolution. I don't think there is any difference between us actually."

Alderman Abbott: "We're committing ourselves if we go through with the motion."

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Alderman Lloyd: "I'm perfectly willing, if that is your wish, to withdraw my original motion and merely move that Payne-Ross Limited be engaged to carry out a job evaluation as described in their letter of submission to us for the amount set forth therein."

The motion was seconded by Alderman O'Brien and on being put was passed.

MOVED by Alderman Lloyd, seconded by Alderman Lane, that the representative of Payne-Ross Limited be requested to confer with the City Manager to consider the need for a Personnel Officer for the City and if it is determined that such a position should be established, that the job specification and salary scale be drafted and submitted to Council.

Alderman Dunlop: "The City Manager says that he doesn't think there is enough work for a personnel man, but he may be able to use him in something else. I would like to know how anyone could draw up job specifications under such conditions and how a salary range can be fixed for such a job with no one knowing what he is going to do."

Alderman Lloyd: "I don't set any time limit on it. I leave it to the judgment of the City Manager and Payne-Ross to report to us. I am quite sure the City Manager will look into it quite carefully before he reports to us the recommendation of Payne-Ross."

Alderman Dunlop asked how much the fee of Payne-Ross would be for such a recommendation.

Mr. Terris said there wouldn't be an extra fee.

Alderman Abbott: "They will report back to Council before they advertise for such a man?"

Alderman Lloyd: "Oh, yes. They have no authority to advertise."

Alderman Wyman: "I would think that under the terms of that resolution that if, after investigation, Payne-Ross feel that there isn't such a job to be created, they will report accordingly."

Alderman Lloyd: "Exactly."

Alderman Butler: "Following along those lines I am quite prepared to go along with that."

The motion was put and passed.

10:55 p.m. His Worship the Mayor assumes the Chair.

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11:00 p.m. Council recessed for a short period.

11:10 p.m. Council reconvened with the Deputy Mayor in the chair and with the following members being present: Aldermen DeWolf, Abbott, Butler, Fox, Lloyd, Trainor, Wyman, Greenwood and O'Brien.

ESTABLISHMENT - PARKING AUTHORITY

MOVED by Alderman Abbott, seconded by Alderman Fox, that this matter be again deferred. Motion passed.

SPRING GARDEN SOUTH REDEVELOPMENT

MOVED by Alderman Abbott, seconded by Alderman Fox, that this matter be again deferred. Motion passed.

RECONSIDERATION - TAX CONCESSION - OCEAN STEEL COMPANY LIMITED

MOVED by Alderman Trainor, seconded by Alderman Lloyd, that Council reconsider the matter of granting a tax concession to Ocean Steel Company Limited.

Alderman Trainor: "In requesting this motion of reconsideration, I would like to know what products are the Company prepared to produce. Are they going to be in a competitive position with local wholesalers and so on? I trust that we will reconsider enough to send it back to the Industrial Commission for further discussion."

11:12 P. M. His Worship the Mayor assumed the Chair.

The motion was put and lost, four voting for the same and five against it as follows:

For the Motion: Aldermen DeWolf, Trainor, Lloyd and O'Brien - 4 -

Against It: Aldermen Abbott, Butler, Fox, Wyman and Greenwood - 5 -

Meeting adjourned. 11:15 P. M.

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There were present His Worship the Mayor, Aldermen Devolf, Elliott, Dunlop, Gaze, Macdonald, Butler, Fox, Ferguson, Gilmour, Gray, Green, Coady, O'Brien and Greenwood.

Also present were Messrs. G. F. West, R. B. Stoddard, M. J. Gandy, Donald Murphy, Assistant City Solicitor, L. H. Rowley, W. W. Mitchell, A. Henson, K. Munnich and Dr. A. R. Norton.

The meeting was called specially as a Public Hearing to consider the Bicentennial Highway Entrance to the

C. A. VAUGHAN,
MAYOR AND CHAIRMAN.

His Worship the Mayor: "I would like to bring up a few points to R. H. STODDARD, CITY CLERK.

At the suggestion of Alderman Lloyd, it was agreed to suspend the Rules of Order of Council so as to permit His Worship the Mayor to address Council as follows:

"Last February we were invited to attend a meeting in the Office of the Deputy Minister of Highways with respect to the entrance of the Bicentennial Highway into Halifax. We were shown a plan which called for an overhead structure crossing Dutch Village Road at the foot of School Avenue, crossing the railroad tracks and Howe Avenue, and entering the bog area owned by the City of Halifax, opposite the Mayors Road Shopping Centre.

"At that meeting there were present Mr. Wickwire, Deputy Minister of Highways, Mr. Blois, Mr. Thompson, Mr. Hume and Mr. O'Connell. The City was represented by Alderman Greenwood, Mr. DeBar, Mr. West and myself. This entrance was to have a traffic breakup by means of a traffic circle on grade

CITY COUNCIL MINUTES
SPECIAL MEETING

Dr. Marton

Council Chamber,
City Hall,
Halifax, N. S.
April 13, 1960
8:00 P. M.

A meeting of the City Council was held on the above date.

After the meeting was called to order by the Chairman, the members of the City Council attending, led by the City Clerk, joined in repeating the Lord's Prayer.

There were present His Worship the Mayor, Chairman; Aldermen DeWolf, Abbott, Dunlop, Lane, Macdonald, Butler, Fox, Ferguson, Trainor, Lloyd, Wyman, Connolly, O'Brien and Greenwood.

Also present were Messrs. G. F. West, R. H. Stoddard, W. J. Clancey, Donald Murphy, Assistant City Solicitor, L. M. Romkey, V. W. Mitchell, J. F. Thomson, K. Munnich and Dr. A. R. Morton.

The meeting was called specially as a Public Hearing to consider the Bicentennial Highway Entrance to the City of Halifax.

His Worship the Mayor: "I would like to bring up a few points to give you something on the background of this matter."

At the suggestion of Alderman Lloyd, it was agreed to suspend the Rules of Order of Council so as to permit His Worship the Mayor to address Council as follows:

"Last February we were invited to attend a meeting in the Office of the Deputy Minister of Highways with respect to the entrance of the Bicentennial Highway into Halifax. We were shown a plan which called for an overhead structure crossing Dutch Village Road at the foot of School Avenue, crossing the railroad tracks and Howe Avenue, and entering the bog area owned by the City of Halifax, opposite the Bayers Road Shopping Centre.

"At that meeting there were present Mr. Wickwire, Deputy Minister of Highways, Mr. Blois, Mr. Thompson, Mr. Hamm and Mr. O'Connell. The City was represented by Alderman Greenwood, Mr. DeBard, Mr. West and myself. This entrance was to have a traffic breakup by means of a traffic circle on grade

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on the bog area. According to notes taken by Mr. West, the Commissioner of Works, I opened the discussion by asking why traffic should be dispersed within the City as proposed by the Department of Highways. I stated that, in my opinion, traffic should be dispersed in the County at the top of the hill; that is, at the top of School Avenue or somewhere in that area. Alderman Greenwood said he would like to know what traffic we were trying to disperse. Mr. DeBard asked where the traffic originated and why it was necessary to take such a large area of Bayers Road for a traffic interchange. Mr. Blois interjected that it was actually up to the City to decide what they want to do in the City. The Department of Highways maintain the Bicentennial Highway into the City boundaries.

"I said there was danger of considering Halifax as a political entity instead of considering the physical aspects of the problem. I asked if Bayers Road was the best dispersal route. Mr. DeBard suggested it would be better to have the Bicentennial Highway enter the City by way of Central Avenue. Mr. Thompson from the Department of Highways said it would be more expensive to develop the Central Avenue route. We asked Mr. Wickwire then to have a plan of the area beyond the City boundary, in the County, showing all the streets in relation to the present and proposed entrance by way of School Avenue. We also discussed the proposal to construct the highway to Dutch Village Road or Howe Avenue with an ordinary grade crossing for the time being. We suggested the City should hold any land it now holds within its present boundaries for future development for five or ten years.

"Then again, on April 20th, we further discussed the matter about bringing forward any new thoughts. We discussed the matter again on April 23rd in Mr. Wickwire's office and this meeting was attended by Mr. Wickwire, Mr. Thompson, Mr. Munnich and Mr. West. They discussed purely technical matters at that time.

"On May 13th we met with the Minister of Highways, Mr. Blois, Mr. Wickwire, the Deputy Minister, Mr. Kennedy, Mr. Thompson; and I had present with me on that occasion, Mr. Munnich and Mr. West. At that time we placed

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before the Department of Highways' Officials the proposals of Mr. Munnich with respect to using Mumford Road as the entrance and constructing a traffic grade separation device immediately west of Dutch Village Road. Mr. Thompson of the Department of Highways stated that we should develop our own plan because the Department of Highways did not have staff available at that time. I replied that we didn't have the staff either because our staff was tied up on other projects. Mr. Wickwire and Mr. Thompson criticized Mr. Munnich's proposal. They pointed out some disadvantages. Mr. Smith was of the opinion that the Department of Highways should study Mr. Munnich's plan and suggestions and evaluate the advantages. He further stated he did not wish to get involved in moving any part of a cemetery because, in Mr. Munnich's plan, a certain corner of the Mount Olivet Cemetery was slated for removal. We adjourned to give the Department of Highways an opportunity to discuss and examine the plan of Mr. Munnich.

"We had a further meeting on May 13th when no further information was placed before us by the Department of Highways. On Friday, June 19th, we again met in the Minister's Office. Mr. Smith asked me what the basic objections were to the highway plan for the Bicentennial Entrance to the City of Halifax. I replied that the cost is not a major factor at this time but, in my opinion, the entrance is designed without regard for traffic distribution within the City. A great volume of traffic will be channelled through built-up residential streets. Mr. Smith said it appeared the City is aware that people are against the Department of Highways' proposal. The City is trying to base its objection to this fact. Mr. Smith added that, in his opinion, there would be less interference with traffic with the Highway Plan than with Mr. Munnich's plan. Dr. Morton, who was representing Mr. DeBard at that time, stated it was the feeling of the Works Committee that the area referred to should remain as open space for future Civic purposes. This was the bog area. I suggested at that time that the Bayers Road Shopping Centre would be adversely affected by the Highway proposal which would result in a loss of revenue to the City by means of lowered assessment values. Mr. Smith suggested an independent

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person be engaged to carry out a survey for the entrance. It would be the expert's report. The expert would act as a referee and recommend the better of the City and Province's proposals. I agreed with the proposal but requested that a bridge across the Arm be considered at the same time. Mr. Smith stated that the bridge may come a lot sooner than many people think. He felt that the Bayers Road entrance should not be by-passed now to consider a bridge. If we agree on an expert, he said, we should give priority to the Bicentennial Entrance. I stated I would be willing to recommend to Council that we engage a Consultant. A letter was sent from Mr. West to Mr. Fiske with respect to the engaging of a Consultant, when Mr. Fiske and Mr. West acting for the City and Province, agreed on Margison and Associates.

"We met on July 13th again to discuss two proposals. Mr. Smith agreed that Margison and Associates be engaged to study the proposals. Again I pointed out that the bridge should not be held outside of consideration of the report and that we should consider the feasibility of the bridge across the Arm in all these studies. City officials met on October 15th to discuss the matter with the Chief of Police, Inspector O'Brien, Mr. Munnich and Mr. West. After discussing the proposed Bicentennial Entrance into the City, it was stated by the Chief of Police representative that the modified Margison scheme was the best scheme from the traffic point of view for the termination of the new highway. The approach from the Bicentennial Highway terminus to other major routes was also discussed. Highway traffic routing within the City was also advanced and studied. That is routes 1, 2, 3 and 7 via Lady Hammond Road, Duffus Street, Devonshire Avenue and Barrington Street.

"We met again on October 16th. I suggested that the Margison Report has some advantage over the other schemes. I asked the Minister to give us some information about sharing of the cost. The Minister replied that a 60-40 sharing of the cost would be acceptable to him - 60% for the Province and 40% for the City. I discussed underground wiring for lighting. I also suggested that the problem of traffic and trolley coaches using this interchange which had not been studied at this time. We also discussed the cost of maintenance.

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"The Minister said that if this highway were entered at this point that the Province would be prepared to share in the cost of maintaining the entrance to the intersection of Young Street and Kempt Road by way of Bayers Road, Windsor Street and Young Street. We discussed certain no-right turns and so on in the area. I brought forward the question of drainage of the bog area and Mr. Smith agreed that this might well be considered as part of the project. Mr. Wickwire pointed out that Dutch Village Road from the Rotary to Howe Avenue would have to be improved at the same time. It should be a 50-50 cost sharing on this proposition. It was agreed that the City and Province should develop plans for Dutch Village Road somewhat the same as Howe Avenue. The City staff, in addition to preparation of the Margison Report, through Mr. West's department, had prepared an entrance plan following the general lines of School Avenue with a depressed entrance to the City entering the open area opposite the Bayers Road Shopping Centre by means of an underpass. That plan is before you now. It means a grade of 6% throughout the whole length of the new entrance. I think that represents, at least, the background of discussions arising out of the meetings we had with the Department of Highways with respect to the Highway Entrance. The question was asked in City Council sometime in November with respect to Margison's Report and the Fairview Overpass. I spoke to Mr. Burns who conducted the survey for Margison on December 2nd, by telephone. I said to him that one of the questions raised by several of the Aldermen was this: 'Was the idea of taking this Highway Entrance into the Fairview Overpass area considered in making the report?'

"Mr. Burns: 'It was not a direct study. I understood there was an entrance coming in from the Fairview area in the present highway and my own impression was that it would not improve things in any way to bring another entrance into the same location'.

"His Worship the Mayor: 'In your report you state the completion of the Fairview Overpass project will alleviate the traffic bottleneck at this entrance to the City but its capacity to handle much larger volumes of traffic will be limited by ribbon development along the Bedford Highway'.

"Mr. Burns said 'Yes'.

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Mr. Eric Murray, the spokesman for the Pinehurst Civic Improvement Association, addressed Council as follows:

"We, the members of the Pinehurst Civic Improvement Association feel that the recommendations contained in the Margison Report should be rejected by the City of Halifax for the following reasons: First and foremost we feel that the terms of reference to the Margison firm were not wide enough in their scope. The firm was presented with two alternatives, namely, the Provincial proposal to enter the City from Bicentennial Drive via School Avenue, Elliott Street and Bayers Road, and the City proposal to enter the City from the Drive via School Avenue and a traffic circle at Mumford Road and Dutch Village Road, and it was directed to consider and recommend the better of the two.

"In our opinion, the terms of reference should have been to examine all possible routes and points of entry from Fairview to the Arm Bridge and to recommend several alternatives in order of preference.

"Even with the limited term of reference we feel that the Margison firm was not given a completely free choice when the time factor is considered. The terms of reference were only finalized on July 9th by which the firm was to make a survey of entry points into the City from Bicentennial Drive via Elliott Street and via Mumford Road, Dutch Village Road. The report of this firm was drafted, printed and returned to the City and Province on July 23rd, 1959, a matter of 14 days. Gentlemen, this is a farce!! It would be virtually impossible for an engineering firm to do the field work in this short space of time with unlimited staff, much less for one man, which is the number we understand, were employed by the firm on this project. It certainly is questionable if the City got its money's worth for its share of the \$2,400.00 or so dollars this report cost.

"The Circumferential Highway is an excellent project and the Provincial Government and all concerned in its conception are to be congratulated and the members of our organization would be the last to deny this. It represents the best type of community planning for the present and the future that present minds can devise for the City and Metropolitan Area of Halifax generally. It

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ties in with the International Airport at Kelly Lake which has been rightly called the Airport of the future. All the planning in connection with this tremendous project has been excellent except in one connection.

"The most essential point of the whole scheme is to enable traffic to flow freely into and out of the City and it is on this vital point that, in the opinion of the members of our organization, the planning fails. It not only fails; it seems that planning stopped entirely as soon as the City boundary was reached.

"Here we have a project based on planning for the future and it is proposed in the Margison Report to introduce the heavy burden of provincial traffic into the center of a residential district and drop it there to find its own way out. Now out of this residential district there is only one main artery, namely, Bayers Road, a street which is already burdened almost to excess with urban traffic -- a street moreover which is a dead-end street a few short blocks away at Windsor Street; a street which has a greivous traffic problem already at the Connaught Avenue intersection; a street from which the commercial traffic cannot turn south through the Westmount Subdivision as this area is already barred to truck traffic by our City Traffic Authority; a street which must be crossed four times daily by school children travelling to and from five city schools in the vicinity; a street which separates a large shopping area on the north from the residential area on the south and which I venture to predict, if the Margison Report is adopted, will no longer be separated but will be completely isolated and cut off to wither and die in time; a street which serves eight churches in the near vicinity.

"How does the Margison Report propose to bring the traffic from School Avenue in the County to Bayers Road in the City? By means of an overhead structure some 1,200 or so feet in length and some 40' in height to the top of the structure and not 15' as has recently been reported on television, passing directly through the centre of a first rate residential area. What will be the status of this area if such a structure is built? What happens to property values in the vicinity? Most of the homes in the areas are privately owned and the owners have invested their life savings in them. Who

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will reimburse those citizens and taxpayers of this section for their resulting financial loss? What happens to tax revenues in the district?

"It has been estimated that the proposed entrance to the City will cost \$2,200,000.00, of which the City's share will be 40% or \$880,000.00; can any member of the Council seriously contend that such an expenditure is justified in the scheme as presently proposed? This gentlemen, would only be the beginning. Bayers Road would have to be widened, extensive improvements needed at the Connaught Avenue intersection; and Bayers Road would have to be extended by whatever means may be necessary such as expropriation, etc., through the Kempt Road and Robie Street. How much would this cost? Who is to pay it? The Province? No, gentlemen! that would be purely a City undertaking if the Margison Report is adopted by you.

"Gentlemen, I think it should be abundantly clear to you now that the Margison Report must be rejected by this Council tonight. Many of you, and I hope all of you, probably agree with this and no doubt all of you are mentally asking 'if we reject this report and refuse to join the Province in this proposed entrance, what next?'

"At this point I would like to remind Council that we are planning for the future. I say by all means let's plan for the future and not just for the present.

"When the Canadian British Engineering Consultants report on the Metropolitan area was first drawn up as far back as 1953 or 1954, the Circumferential Highway was mooted. Also one of the main recommendations in that report was a truck terminal on the outskirts of the City. This should now be built in conjunction with the new entrance to Bicentennial Drive.

"A Bridge across the North West Arm has been approved and will tie in with the Bicentennial Drive. I say the new entrance via School Avenue should terminate at the Dutch Village Road and should only be regarded as a third point of entry and not as at present, the main and only entrance.

"However, I am not going to dwell on these points as someone else will deal with them and present to you our suggestions for alternate entrances.

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"Gentlemen, may I urge on you in closing that no matter what entrance plan is finally adopted, by all means let the safety and welfare of the future citizens of this City namely our children, be adequately and properly protected and the interests of the citizens and property owners generally, safeguarded."

Mr. E. A. Dryden, President of the Pinehurst Civic Improvement Association, addressed Council as follows:

"In view of what has been previously expressed by our Mr. Murray regarding the basic objections, it is now my responsibility and duty to present for your consideration the reasons why we propose an alternative location for the City entrance for Bicentennial Drive.

"Firstly, we would like to convey to all concerned the important fact that our organization was recently informed by the Honourable G. I. Smith, Minister of Highways, that neither he, personally, nor the Provincial Government were committed to the School Avenue entrance. We submit, that this most important statement should be kept foremost in mind during these deliberations.
Point #2 - "Since the Margison Report decision was specifically confined to the selection of either Mumford Road or Bayers Road as city entrance sites, we submit that superior locations are available to us and, therefore, to disregard such alternatives would be a grave and serious error. We, therefore, implore this Council to approach this problem objectively and to pursue the recommendations of our Association for an alternative location.

Point #3 - "It is our considered opinion, somewhat substantiated by the recommendations of the Canadian-British Engineering Consultants' Report dated 1956, that this major city entrance should be located in the Fairview area, we suggest immediately adjacent to the present Overpass. We recommend this site for the following reasons:

- A. The interference to home owners is virtually nil, which we suggest is a major consideration.
- B. The availability of land and its topography is most conducive to a simplified and efficient entrance project of this magnitude.
- C. The existing City facilities of traffic dispersal, by virtue of connecting arteries, namely; Lady Hammond Road, Kempt Road, Windsor Street, and Connaught Avenue, plus the proposed development of the Industrial Mile and corresponding North Barrington Street, present

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in our estimation an ideal possibility for this major city entrance. We would also respectfully point out that these same streets are now carrying provincial traffic, therefore, we would not create a new pattern of traffic dispersal.

- D. The increasing critical problem of heavy truck traffic would be simply diverted off this city entrance by prompt direction into North Barrington Street via a right-hand underpass turn. This North Barrington entrance into the Industrial Mile area would service all heavy traffic at a truck terminal, from which city deliveries would be made by appropriate vehicles, thus eliminating the too frequent traffic interferences now so evident on our downtown streets. We suggest this plan as an efficient, desirable and urgent requirement.

Point #4 - "With the proposed bridge over the Arm, a substantially large portion of provincial traffic will remain on the non-access highway by choice and enter the city at the south end via this bridge, giving two major city entrances, one serving provincial traffic from the north end and the other from the south.

The north entrance in particular located as we propose at Fairview and entering a fan-out rotary at the junction area of Lady Hammond Road and Kempt Road, would offer unparalleled opportunities for traffic dispersal to the north end via Kempt Road, to the south and central area via a magnificent artery for this purpose, Connaught Avenue, plus Windsor Street to handle additional traffic destined for the centre of the city. The west-end bound traffic need only turn right off Connaught Avenue at Bayers Road.

Point #5 - "With the provincial development of School Avenue in Fairview we can readily appreciate a golden opportunity for the city in utilizing this improved highway as a linking pattern with Howe Avenue and the Fairview Overpass and also a 1960 widened Dutch Village Road to the Armdale Rotary. This potentially excellent service connection with Bicentennial Drive could be simplified by the construction of an overpass across the C. N. R. tracks with a fan-out entrance for both south and north bound traffic, plus the easy access to both Bayers Road and Mumford Road. This could be accomplished without any major disturbance to property and certainly would enhance the general area immensely and improve traffic flow and control. We recommend this suggestion as an alternative plan for your consideration.

To summarize:

1. "We would have an efficient north end major entrance of arterial construction and independent of the present Overpass.

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2. "We would have a traffic pattern scientifically developed incorporating a modern traffic circle, a commendable City Entrance readily accessible to linking streets in all directions. Whereas, we suggest at Bayers Road unnecessary congestion of traffic into a dead-end street with visible control problems at the Connaught Avenue intersection, is not practical.
3. "We will have a south end Arm Bridge constituting a major entrance, incorporating the overall design for provincial traffic dispersal, and co-ordinating with Fairview Bicentennial Drive city entrance.
4. "We would have important inter-city traffic patterns all converging into an overall design without radical changes and at minimum costs. The inter-city link would incorporate the Armdale Traffic Circle, Dutch Village Road with the School Avenue fan-out. This link continuing along Howe Avenue to the Fairview Overpass and distributing traffic into Bayers Road and Mumford Road.
5. "We would have a much desired heavy truck artery in North Barrington Street ideally located and incorporated into future planning for the Industrial Mile area.
6. "The bridge over the Harbour Narrows and the connecting highway to Bicentennial Drive would link perfectly into the recommended Fairview location for the city entrance. If Bayers Road is used this Dartmouth link would not properly connect and the overall plan would suffer. The entrance at Bayers Road would eventually become one of minor importance. If we propose to establish a major city entrance let us by all means locate it properly and co-ordinate the location with the overall metropolitan plan.
7. "Another alternative strongly suggests that this problem of dispersing provincial traffic from the Bicentennial Drive should be accomplished somewhere in the County prior to entry into the City. With existing facilities, plus the Arm Bridge, we suggest that this idea has merit and deserves consideration. With the present rate of metropolitan area expansion it is not difficult to visualize some wisdom in considering an entirely county dispersal project.
8. "Let us complete this project in the spirit of good will and with complete co-operation of all concerned. The finished product must represent the best

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in vision, planning and workmanship.

"To conclude, our Association would like to emphasize that in our considered opinion, the Bayers Road area is far from satisfactory and related to the advantages of alternative sites, we feel we have good reason to oppose present planning for our area. However, we hasten to add that we heartily endorse the overall plan as most commendable. Therefore, we trust these representations being submitted to you will find favour in your judgment.

"At this time we respectfully refer you to our Mr. Kaulbach for his particular presentation."

Mr. Dexter Kaulbach addressed Council as follows:

"The Pinehurst Area has grown up over the past ten or so years and is now nearly fully developed. We are very proud of our sub-division and feel that our properties are well kept and are an asset to this growing city of ours. To the north of us has grown the Bayers Road Shopping Centre which we feel is an integral part of our complete area. Between these two lies that area so aptly called by our local press 'the bog'. This is the land proposed to be used as the dispersal area for the new entrance to the City from Bicentennial Drive.

"The people of our area of the City have other hopes for this land. A large portion of the land bounded by Ashburn Avenue, Bayers Road, Ralston Avenue, and the Power easement is at present zoned for Park and Institutional purposes. We, in this area, for the most part, have young families of elementary school and pre-school age. We have and have always had a strong hope that eventually this area would be used for the purpose for which it is zoned.

"If our City is to grow not only must the number of business blocks, shopping centers and highways increase, but also the number of park and recreational areas. We admire the foresight of our City Fathers in zoning this area Park and Institutional for they clearly foresaw that facilities of this kind were needed in a thriving City.

"In this area of the City we have no playgrounds or any athletic improvements such as a combined small public park and playground area would

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provide. We have gone so far as to prepare a sketch of this area developed as a park and recreational centre. We have this sketch with us tonight and are willing to discuss it with anyone at any time.

"Therefore, not only would the use of this land as a highway entrance void the possibility of this area ever gaining recreational and aesthetic improvement but would impose upon it a colossus that would deteriorate its appearance and endanger the life and limb of our children. We, therefore, urgently appeal to you, the Members of City Council, that this land be used only for the purpose for which it is zoned."

Mr. F. A. Diblee, P. Eng., M.E.I.C., Executive, Pinehurst Civic Improvement Association addressed Council as follows:

"If the proposed entrance to Bayers Road were allowed, consider the problems immediately incurred by the city traffic and planning departments, with regard to incoming traffic in particular, (bearing in mind that outgoing traffic must be controlled as well).

"First of all visualize what heavy traffic would be involved; and traffic density is increasing by at least nine per cent each year. The current stage - Bicentennial Drive - would provide a limited access, unimpeded short cut for traffic from three main highways; these are: 1. Bay Road. 2. Windsor and 3. Truro Routes; as well as from Bedford to Moirs' Mills and even nearer.

"All this combined traffic at highway speeds (and reasonable rates probably would be enforced to prohibit dawdling) would arrive at this single proposed entrance structure only to contend with the now even more important civic safeguard of reduced urban speed limits. This would be the main contributing factor for all the ensuing problems.

1. Problems

(a) "Peak traffic would pile up solid back past School Avenue (who knows how far), and would continue solid on into the city from the St. Andrews School until finally dispersed at Windsor Street. It would be most difficult for residential traffic to join with or get across this heavy stream. Also, it would be difficult for incoming vehicles bound for the Shopping Centre to

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work across an additional third lane of east-bound traffic entering on the transfer link from Desmond Avenue, (where Bayers Road would be restricted to one-way traffic, going west).

(b) "Again at this point three lanes of traffic would have to be squeezed into two, from Pennington to Bayers Road, creating further congestion where school children now cross. Any further interference with the flow of this heavy traffic at intersections along Bayers Road would only aggravate these initial problems. Modifications, involving city funds probably have been advocated for the following, but here they are as they exist today: (Outgoing traffic will involve still more than are listed, such as at the Shopping Centre).

2. Incoming Traffic Bottlenecks created by:

(a) "Vehicle and pedestrian traffic to and from the present Shopping Centre.

(b) "School children crossing for St. Andrews and at least four other schools.

3. Intersections congested at:

(a) "Romans Avenue, Connaught Avenue, Oxford Street and Windsor Street. Major congestion and dispersal junctions with transport, commuter, and pedestrian traffic criss-crossing, whether incoming, outgoing, turning right or left.

(b) "Vaughan, Coleman, Micrac, George Dauphinee, Connolly and Dublin. Same problem to a lesser degree.

"With only one proposed entrance for the current construction stage, the traffic involved would include vehicles bound for all parts of the City and Dartmouth. Some Dartmouth traffic may turn off at Connaught, but most transports bound for the North, East and Southern commercial and business districts would stick to Bayers Road until they reach Windsor Street. Then, another bottleneck would develop at the Windsor and Young Street junction.

HIGH COST TO CITY

1. Additional Expense: "All the foregoing simply implies that there would be further strain on the city budget over and above the city's share of the

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"Gentlemen, may I urge on you in closing that no matter what entrance plan is finally adopted, by all means let the safety and welfare of the future citizens of this City, namely our children, be adequately and properly protected and the interests of the citizens and property owners generally, safeguarded."

Mr. E. A. Dryden, President of the Pinehurst Civic Improvement Association, addressed Council as follows:

"In view of what has been previously expressed by our Mr. Murray regarding the basic objections, it is now my responsibility and duty to present for your consideration the reasons why we propose an alternative location for the City entrance for Bicentennial Drive.

"Firstly, we would like to convey to all concerned and the important fact that our organization was recently informed by the Honourable G. I. Smith, Minister of Highways, that neither he, personally, nor the Provincial Government were committed to the School Avenue entrance. We submit, that this most important statement should be kept foremost in mind during these deliberations.

Point No. 2 - "Since the Margison Report decision was specifically confined to the selection of either Mumford Road or Bayers Road as City entrance sites, we submit that superior locations are available to us and, therefore, to disregard such alternatives would be a grave and serious error. We, therefore, implore this Council to approach this problem objectively and to pursue the recommendations of our Association for an alternative location.

Point No. 3 - "It is our considered opinion, somewhat substantiated by the recommendations of the Canadian-British Engineering Consultants' Report dated 1956, that this major City entrance should be located in the Fairview area, we suggest immediately adjacent to the present Overpass. We recommend this site for the following reasons:

- A. The interference to home owners is virtually nil, which we suggest is a major consideration.
- B. The availability of land and its topography is most conducive to a simplified and efficient entrance project of this magnitude.
- C. The existing City facilities of traffic dispersal, by virtue of connecting arteries, namely; Lady Hammond Road, Kempt Road, Windsor Street, and Connaught Avenue, plus the proposed development of the Industrial Mile and corresponding North Barrington Street, present

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ties in with the International Airport at Kelly Lake which has been rightly called the Airport of the future. All the planning in connection with this tremendous project has been excellent except in one connection.

"The most essential point of the whole scheme is to enable traffic to flow freely into and out of the City and it is on this vital point that, in the opinion of the members of our organization, the planning fails. It not only fails; it seems that planning stopped entirely as soon as the City boundary was reached.

"Here we have a project based on planning for the future and it is proposed in the Margison Report to introduce the heavy burden of provincial traffic into the center of a residential district and drop it there to find its own way out. Now out of this residential district there is only one main artery, namely, Bayers Road, a street which is already burdened almost to excess with urban traffic -- a street, moreover, which is a dead-end street a few short blocks away at Windsor Street; a street which has a greivous traffic problem already at the Connaught Avenue intersection; a street from which the commercial traffic cannot turn south through the Westmount Subdivision as this area is already barred to truck traffic by our City Traffic Authority; a street which must be crossed four times daily by school children travelling to and from five City schools in the vicinity; a street which separates a large shopping area on the north from the residential area on the south and which I venture to predict, if the Margison Report is adopted, will no longer be separated, but will be completely isolated and cut off to wither and die in time; a street which serves eight churches in the near vicinity.

"How does the Margison Report propose to bring the traffic from School Avenue in the County to Bayers Road in the City? By means of an overhead structure some 1,200 or so feet in length and some 40' in height to the top of the structure and not 15' as has recently been reported on television, passing directly through the centre of a first rate residential area. What will be the status of this area if such a structure is built? What happens to property values in the vicinity? Most of the homes in the areas are privately owned and the owners have invested their life savings in them. Who

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quite adequate so that they can pay the amount. It just makes it a little harder for us to collect it from individuals rather than from the Government. I suppose we do lose some as against the deductions, but we worked on that quite a bit. We were unable even in Ottawa to get anywhere with it."

Alderman O'Brien: "Have you stopped deducting Income Tax from Civic employees?"

City Manager: "I think that would be inadvisable."

His Worship the Mayor: "We wrote to Mr. Nowlan, the member of the Cabinet for Nova Scotia and a member of the Treasury Board; to Mr. Fleming, to Mr. Diefenbaker and back to Mr. Fleming again. They agreed among themselves it would not be wise to give us that right."

"With respect to the Federal Government employees, they probably are the least difficult to collect from because all the City of Halifax has to do is write a letter to the Officer or Director of the branch concerned, enumerating the employees who have failed to pay the tax, and he will direct them to pay; and, failing to do that, disciplinary action is taken. Quite often it can mean dismissal from the Federal Civil Service for people who refuse to pay their taxes. I think this is probably the least objectionable one of the whole lot."

RATS ON CITY DUMP

Alderman Trainor: "Some weeks ago the new Incinerator was put into action. I'm wondering if the City Manager or the Commissioner of Works could tell me who is looking after the problem of rats. Have they anything to report as to the status of the situation out there and how they are getting along with the professional exterminator?"

Commissioner of Works: "Mr. Mackie was out of town for a few days, but he is back now. I'm only mentioning that to give you just a little bit of a background and the fact that we were accumulating containers. Dr. Morton ordered the poison. There was no supply of the particular poison we wanted in town until just recently, yesterday actually. Dr. Morton has it and we have quite a few containers and we have to supply the bait for Mr. Mackie and mix it and everything. He acts only as a consultant and he makes appraisals as to how the rats take to it and so on."

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things they gave any serious consideration to. This is the big point at issue, whether there isn't a practical possibility of developing a leg from the Bicentennial Highway into the Fairview Overpass, whether modified or otherwise, which will syphon off a lot of the heavy truck traffic which can go in through Kempt Road, Barrington Street, Lady Hammond Road, to the north end industrial areas and down to the waterfront area without having to pass through all the residential parts of the City including, of course, this area out near Bayers Road. It seems to me this is the thing many of us in Council hoped 'Margison' would consider, and we get no information from 'Margison' which is of any value to us on this point. This we have to consider ourselves since our experts didn't consider it or report seriously on it, so that when this comes before a Committee, it seems to me, this is one of the first things we must consider and make some decision on."

Alderman Lloyd: "I like the suggestion that Alderman Dunlop made, Your Worship. Could we fix another date at which a discussion could be held? I'm quite sure the Pinehurst Subdivision people want it to be a free discussion. They don't want to be involved in political considerations outside of what is important to them as taxpayers of the Community."

It was agreed that the matter be referred to a Special Meeting of Council to be held on April 13, 1960, and a Public Hearing to be held in this connection.

PROPERTY ACQUISITION

March 24, 1960

To His Worship the Mayor and
Members of the City Council.

At a meeting of the Redevelopment Committee, held on the above date, reports were submitted from the Compensation Officer recommending purchase of the following properties:

<u>PROPERTY</u>	<u>OWNER</u>	<u>ASSESSED VALUE</u>	<u>5%</u>	<u>TOTAL</u>
Grafton St. (Vacant Lot)	Harry Long	\$ 250.00	\$ 12.50	\$ 262.50
214-16 Grafton Street	M. S. Clarke	5,550.00	277.50	5,827.50

Your Committee concurs in the recommendation of the Compensation Officer.

Respectfully submitted,

R. H. STODDARD,
CITY CLERK.

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initial estimated capital expenditure of \$2,000,000.00 for the proposed entrance structure and transfers (this \$2,000,000.00 figure would probably increase as the cost exceeds the initial estimates).

"The additional expense would include modification and improving the existing poor facilities from Romans to Windsor, either in favour of outside traffic at the expense of city residents or vice-versa. The total expense would be reflected in taxes levied on all ratepayers in the urban area of Halifax and the Province.

2. Initial Expense and Liabilities:

"Would the initial share of the estimated expense of \$2,000,000.00 minimum, plus the additional expenses as above, really be justified on a long term basis? Let us examine the entire proposed provincial program from the current construction stage on through proposed stages 1, 2, etc. for providing peripheral/or circumferential highways around the entire two metropolitan areas of Halifax and Dartmouth. This highway system would eventually start at the proposed Arm Bridge, would encompass the fast growing Spryfield Area and serve the Herring Cove, Purcell's Cove and Prospect communities. Then the system would join Bicentennial Drive; carry on to a cut-off back to Fairview in through the Industrial Mile to a bridge over the narrows into Dartmouth; thence from this cut-off along to the end of Bicentennial Drive; then on around via Sackville River to Dartmouth and terminate in the vicinity of the Shearwater Naval Station; with still another harbour bridge over George's Island.

"The two proposed bridges over the Arm and the Narrows would not only relieve the initial traffic congestion on Bayers Road; but would reduce the transport and commuter traffic to such an extent that a much less elaborate entrance could handle it. Then the incoming traffic should not be more but less than is handled at present. This traffic would consist probably of only local residents, trucks for immediate area, summer tourists, shoppers and that portion of commuters for downtown, Dockyard and Dartmouth not using the Arm Bridge or the Rotary; who would be approaching from south-east to west of the Arm Rotary. Heavy transport traffic bound for the Industrial Mile, Kempt Road, Lady Hammond Road, Robie Street, etc., Dockyard and downtown, would enter

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the city at Fairview (and they will pick the more practical routes). We would also like to see more trucks in this city but directed along more suitable routes instead of streaming all through our residential areas. Besides, the streets won't stand it, and damage would only incur further expensive repairs, which is more than obvious right at the present time. Therefore, we feel that serious deliberation should be conducted to consider whether the proposed entrance has any real value on a long term basis or would soon become a non-economical liability to the city after the whole program of suburban encircling highways becomes a reality. It may be felt that the initial traffic from Bicentennial Drive must be endured until relief by later future stages has been established. There is always the possibility that future provincial governments may change the present above plans and then we would be stuck with the only entrance funnel pouring dense traffic out onto Bayers Road forever after. In that event even the proposed Bicentennial entrance would soon become incapable of handling the increasing traffic load.

ALTERNATIVES:

"Only one alternative was studied in any detail, and then only to the point of censure. This Mumford Road alternative would have been just as bad, if not worse, for our particular area, in any case.

"A more valid alternative at Fairview was not considered to any extent. At the present state of provincial construction and with no change or agreement in plans set forth so far by the City, the proposed Bicentennial Entrance presents no traffic dispersal problems, outside the City limits.

"Now, in view of this impeding situation, a compromise solution is respectfully submitted both for present and future commitments. In line with the long delayed improvement to Dutch Village Road, which we believe, at long last, will be started this spring or summer; we suggest that the terrain in the vicinity of Howe Avenue, the C. N. R. cut and crossing at the Dutch Village Road could be jointly developed into a combined overhead railway crossing and traffic dispersal from Bicentennial Drive onto Dutch Village Road and Howe Avenue. This could be as an intermediate traffic solution until future stages are completed. When completed, a substantial proportion of the present heavy

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traffic (and future still heavier traffic) would be able to use the other two proposed routes at Fairview and the Arm Bridge. The Provincial Department of Highways has already implied to our Executive that they feel the City is under no obligation to accept the proposal for the elevated entrance.

"May we further suggest that recommendations be made to the Provincial Government, Department of Highways, to expedite construction of the proposed future stages above, if this Dutch Village Road and Howe Avenue entrance proves satisfactory; and in particular, to expedite the proposed cut-off from Bicentennial Drive via Fairview which could be linked with the Lady Hammond Road, Robie, Barrington Streets, etc.

"In this way, the interests of the Pinehurst Subdivision in particular, as well as the whole City in general, could best be considered by City Council."

Mr. A. M. Kilgour, representing the Calvin Presbyterian Church, Ashburn Avenue, addressed Council as follows:

"At a recent meeting of our Interim Session and Board of Managers the proposed location of the city entrance of Bicentennial Drive was discussed, and particularly the alternative plan recommended in the Margison Report, and referred to as the Bayers Road Plan.

"A study of this plan was made and we are convinced that the elevated entrance or alternative depressed approach will have serious adverse effects on our Church life and work.

"When we entered into negotiations with the City of Halifax to purchase the property on Ashburn Avenue, there was no question raised that the City or Province was contemplating the building of a highway, either elevated or depressed. It was only after the land was purchased, tenders called, contract signed, and work begun, that the recommendation of the Margison Report came to the attention of some members of the congregation. Since it was only a suggestion and not officially confirmed, the congregation felt justified to continue with their plans. Any stoppage of work at this point would have meant the loss of several thousands of dollars to the congregation.

"Our plans provide for the building of a Church, a Church Hall, and Manse, at a total cost of around a quarter of a million dollars. Our Church

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building is now nearing completion and it is expected that construction of the Manse will be undertaken in the very near future. However, if the Bayers Road Plan as recommended in the Margison Report is adopted, it will be impossible to build a Manse, south of the Church on our property as planned, as the road will be too close to our property line. This change in plans alone will mean the initial loss of at least ten thousand dollars.

"A great deal of effort, time and money, has gone into the establishment of Calvin Presbyterian Church in this fast growing section of Halifax and many of our people have moved into the area as a result. The safety of our children attending Day School, Sunday School, and other Church activities, is of paramount importance. Traffic noises would also tend to cause disturbance as well as other problems which undoubtedly would arise.

"We further feel that the building of an elevated or depressed highway in this area will eventually lead to a reduction of real estate values in the community. Anything that affects the people of the community affects the Church.

"While we, as a Church, appreciate the problems City Officials are facing in levelling out the flow of traffic in and out of the City, we respectfully request that the importance of our Church and community work in the growing area of Northwest Halifax be fully realized and that nothing be done to restrict or deter progress in this direction."

Mrs. Kathleen MacDonald, Secretary, St. Agnes Home and School Association, addressed Council as follows:

"The Executive of St. Agnes Home and School Association wish to take this opportunity to express their disapproval of the proposed city entrance of the Bicentennial Highway through a residential district, on the grounds that any extra traffic on these streets would constitute a serious threat to the safety of the children going to and from school.

"We are primarily concerned with the safety of school children, and any extra element of danger is something which we must prevent, especially where it concerns the citizens of the future - our children.

"Therefore, we most heartily endorse the stand taken by the Pinehurst

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Civic Improvement Association on this very vital issue."

Mr. Charles Mitchell, 3 Abbott Drive, representing St. Catherine's Home and School Association, addressed Council as follows:

April 12, 1960
Halifax, N. S.

Mr. C. E. Mitchell,
3 Abbott Drive,
Pinehurst Civic Improvement Association.

Dear Sir:

"This is to advise you that Saint Catherine's Home and School Association formally endorse your Association's stand on the Bicentennial Drive, insofar as vehicle hazards to the school children are concerned. A motion to that effect was duly approved at the April meeting on Tuesday, April 12, 1960."

F. G. McKinnon, President,
Saint Catherine's Home & School Assoc.

Mrs. Allan Dryden, representing the Bayers Road United Baptist Church, read the following letter for the information of Council:

April 12, 1960

To the Mayor and Aldermen
City of Halifax
Halifax, N. S.

Dear Sirs:

"Since Passion Week services of the church prohibit my attending the Public Hearing, Wednesday, April 13th, on the subject of the proposed entrance of the Bicentennial Highway at Bayers Road, I would register my disapproval of the proposal in this way.

"My opposition is based on an understanding of human nature, and a knowledge of community reactions. The proposed highway entrance will have a detrimental effect on the moral and cultural life of the community, not just in this immediate area, but in the surrounding districts.

"To express all my opinions and reasons for same would take too long. I have listened to both sides of the story. I have weighed well the situation and with the alternatives available, to carry out the proposed project of the

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highway entrance, in my estimation, would be to make a very serious blunder in planning for the future of our whole City.

"Thank you for your courteous attention to this plea."

Yours very truly,
Rev. G. S. McGray.

Mrs. Fry, representing the Saint Andrew's Home and School Association addressed Council as follows:

"We, the executive of the St. Andrew's Home and School Association, do hereby endorse the protest by your Association against the proposed city entrance from the Bicentennial Drive onto Bayers Road in front of our school.

"Our main concern would be the increased traffic hazards imposed upon our children attending school; in particular, those children who must approach and leave the school by crossing Bayers Road and also by proceeding along Bayers Road. Our children involved are in the age group from the very young attending primary at 5 years of age and on up to Junior High Grade 9.

"We feel indeed fortunate that our children have been spared any serious traffic accidents to date from the existing traffic threat; although some adults have not been so lucky."

Alderman O'Brien: "We have been considering tonight the Margison Report. It seems to me that the first indication that there should be such a study was in the meeting of the Works Committee on June 16th. That Committee reported to Council on June 25th with a motion which recommended that the City should join with the Province on some kind of an independent study since, apparently, we were not satisfied with the proposal of the Department of Highways and since even Mr. Munnich had indicated certain disadvantages to his preliminary proposal for a Mumford Road entrance.

"On the night of June 25th in Council, when we considered first having this study done, the minutes of that meeting records you, Your Worship, as having said this, among other things: 'There is little that can be done for the next year, so that whatever time is taken up in a more thorough study, it will not be lost but will be time well spent insofar as the City is concerned. We should be considering all these possible entrances because of our geo-