

The Board, in a statement already quoted in this report, commented that the annexation it now proposes "should have taken place years ago and it is clearly apparent that the longer it is postponed the greater will be the cost involved."

The implication in the Board's comment is that had boundaries been appropriately changed "long ago" some savings would have accrued to the public purse, and if the changes are now postponed, more public money will be wasted.

In the area known as Greater Halifax (the Halifax-Dartmouth metropolitan area and about two thirds of the remainder of Halifax County) the 1961-1966 population increase was 19,361, or 9.0%. The increase was from 215,276 to 234,637. In all of the rest of Nova Scotia, in the 1961-1966 period there was no population increase. There was actually a slight drop of 329 people, from 521,731 to 521,402.

Stated in another way, the 1961-1966 population increase for the whole Province was 2.7%, but that increase was not spread over the whole Province. It was concentrated entirely in the Greater Halifax area.

In the Greater Halifax area itself, most of the increase was in the Metropolitan area. There, population rose from 183,946 to 198,191, an increase of 14,245 - a 7.7% rise in the 1961-1966 period.

But the rate of increase was much higher in the portion of the Greater Halifax area outside the Metropolitan area. In that area, the outer Halifax area, population rose in the 1961-1966 period by 5,116, from 31,330 to 36,446. The five-year rate of increase was 16.3%, equivalent to a doubling of the population every 23 or 24 years.

The outer Halifax area is entirely in Halifax County, as is a considerable portion of the Metropolitan area.

Recalling that the five-year 1961-1966 rate of increase for the Province was 2.7%, all of which was in the Greater Halifax area, the following population statistics are of interest and significance:

D.B.S. <u>CENSUS AREA</u>	<u>1961</u>	<u>1966</u>	<u>Increase</u>
- Halifax	92,511	86,792	- 6%
- Herring Cove & Spryfield	14,794	15,816	7%
- Armdale	10,136	11,485	13%
- Rockingham	5,045	8,488	68%
Bedford and Waverley	5,274	5,678	7%
Sackville-Windsor Junction	9,058	11,380	25%
- Dartmouth	46,966	58,745	25%
North Dartmouth	1,589	3,059	92%
Cole Harbour and Eastern Passage	7,631	8,038	6%

Of the nine areas listed, only two, Halifax and Dartmouth, have urban government at present. With the annexation proposed by the Board, all or most of three others, Herring Cove and Spryfield, Rockingham, and Armdale will transfer from county government to urban government. The Bedford and Waverley, Sackville-Windsor Junction, North Dartmouth, and Cole Harbour and Eastern Passage areas are, for the time, excluded from urban government.

Is there any real doubt, though, that those fast expanding areas will within the foreseeable future also make the switch from county to urban government?

In the Bedford-Sackville-Waverley area, "The Suburban Mirror" of March 7, 1968 reported:

Small town governments are unnecessary when strong city government is available to do the job.



Committee to Study the Future of Bedford

"Concern over the fact that when annexation takes place the Bedford-Sackville-Waverley area will be left to pay 40% of the taxes of the remainder of Halifax County has prompted the Service Commission to sponsor a study on the possibility of incorporating Bedford as a town. A committee headed by Chairman lawyer R. M. Rodgers will report in about three months' time. A similar study conducted in the early 1960's concluded that it was not financially wise to incorporate. The Service Commission agreed to make a study because the annexation of the suburbs might have changed the situation. Other possibilities to be studied are requesting that Bedford be annexed by Halifax, incorporated as a village, continue as part of the municipality or join Dartmouth. Some Commission members thought Bedford should keep its tax monies even if incorporation meant higher taxes. Others thought the Board of Public Utilities should have included Bedford in the annexation study."

For another area a news item in "The Suburban Mirror" of February 29, 1968, contains the following item:

Want to Join City

"Some residents of Kearney Lake are circulating a petition requesting that their area be annexed by the City of Halifax. Residents are concerned over possible rising tax rates and school transportation problems when Rockingham joins the City."

Adequate boundaries are unquestionably a means of saving public money, but they are more than that. They have to do also with the quality of life, and in particular with the quality of life for the urban dweller.

Large urban areas such as the Halifax-Dartmouth metropolitan area, which includes the Bedford and Waverley, Sackville-Windsor Junction, North Dartmouth, and Cole Harbour and Eastern Passage areas, require strong city government.

Small incorporated towns with less than 50,000 population are not the answer in a metropolitan area. Small town councils cannot afford highly skilled administrative staff, nor can they take advantage of the economies and diversity of large-scale operation.

Small town governments are unnecessary when strong city government is available to do the job.

This report is framed in the context of two city governments in the Halifax-Dartmouth area and does not consider the question whether there should be only one city government. The present suggestions are appropriate whether there are one or two city governments in the area.

City government in close proximity to one or more nearby incorporated towns, or new villages, or county-governed urban areas would, however, be both economically unsound and administratively wasteful.

Strong city government with adequate boundaries is capable of:

- (a) answering effectively the problems of urban growth and urban renewal;
- (b) controlling and checking incipient urban sprawl and unwanted and disorderly fringe area growth;
- (c) answering with reasonable economy and effectiveness the housing, transportation, health, welfare and educational needs of a growing population.

But there are other needs that cannot be answered by city government, however effective it may be in other respects, if its boundaries are restricted to urban or embryo-urban areas.

City dwellers and those who live near cities have two loyalties that are not in conflict. One loyalty is to the city itself, to its opportunities for convenient residential living, employment, shopping, sport, culture, entertainment. The second loyalty is to the larger region beyond the city, the region on which, quite often, the city depends for its water supply. It is the region beyond the city that is, or should be, the outdoor recreational area for city dwellers who need the forests, the lakes, the rivers and streams, the picnic areas, the boating areas, the beaches, the trailer



camps, and the highways and byways of the city's hinterland.

It is the region beyond the city that offers nature's contribution, that adds diversity and variety to the technological and electronic satisfactions and conveniences of every-day urban living.

The region surrounding the city can, however, be spoiled and despoiled by small, scattered, unserviced, sub-standard, often squalid urban communities; by having housing where housing should not be; by unsightly and uneconomical ribbon development; by pollution of its lakes, rivers and streams. Moreover, if there is no well-planned transportation network between the city and its region, and within the region itself, the recreational areas and beauty spots can be largely unknown and inaccessible to the city dweller.

Logic, and a healthy respect for the shadow that the future casts back on the present, demand therefore that the city's region be controlled, gradually developed and opened up, that its man-made deficiencies be corrected or removed, that its beauties be preserved and its attractions enhanced.

The city's region is its recreation area, its playground, its garden. Who has more right to control, make accessible and make good use of that region than the city dwellers themselves? For most hours of most days they live and work indoors. The region is their great outdoors.

It follows, then, that the city's boundaries, the jurisdiction of city government, should not be confined to its central core and to the urban and semi-urban communities that surround the central city. The city's boundaries should extend to encompass its region.

In the case of the cities of Halifax and Dartmouth, the appropriate regions for each can be approximately determined without much difficulty. The suggested boundaries are:

Halifax Regional City

From Herring Cove, stretching in an arc around Timberlea and Hammond Plains, Bedford and the Sackvilles, to join a proposed new City of Dartmouth boundary to the north of the Department of National Defence property on which the Naval Magazine is now located.

Dartmouth Regional City

From the proposed northern boundary around Waverley and Lake Major to Cole Harbour.

The area of the two regional cities would be very roughly circular in shape, broken only by the ocean from Cow Bay to Herring Cove.

Outside of the two-city region there is a larger area, the boundaries of which run from St. Margaret's Bay to Pockwock Lake, then along the Halifax-Hants County boundary line, east to Enfield, Elmsdale and Lantz, and south-south-west to south of Lawrencetown and the ocean.

The suggested boundaries of the two-city region and the larger area outside it are shown on the map attached to the present report.

For this larger county area there is no special need for annexation, but it would be appropriate for the proposed new regional cities of Halifax and Dartmouth to have extra-territorial powers in their respective portions of the area west and east respectively of Grand Lake. Such powers would give the two cities the right to appeal to the Minister of Municipal Affairs on matters concerning planning, zoning and



the subdivision of land, similar to the powers extended to the cities concerning subdivision control under Section 27 of the Town Planning Act. The cities could thereby safeguard their own region against unwanted development outside their boundaries.

The proposals here made are felt to be a bold and imaginative answer to the boundary needs of the Halifax, Dartmouth, Metropolitan area that will prove adequate for the next half century.

For the most part the annexation of their region by each of the two cities is not a present expense item and will not be a large expense item in the future. In many ways it constitutes a saving, because unsuitable development can be controlled now instead of becoming a heavy cost item in future years.

The growing urban areas within the two regions, Bedford, the Sackvilles, Waverley, North Dartmouth, Cole Harbour and Eastern Passage do present expenditure problems, perhaps particularly those of a capital nature. In this respect the final order of the Board of Commissioners of Public Utilities, following the Board's present annexation decision, and the Provincial Government's assessment of the amount of transitional grant it is willing and able to contribute, should have considerable bearing on the financial feasibility of annexation of the areas herein suggested.

In conclusion, it should go on record that the concept developed in this memorandum is by no means entirely my own. For the most part, it represents the thinking of Mr. Robert MacKenzie, Senior Planner at City Hall, whose own memorandum is part of the present report. It has been checked out too in discussions with all City department heads, and although there may be minor differences of opinion, I believe it is

true to say that City staff are virtually unanimous in their acceptance of the general approach as sound and in the best interests of the City and of the urban and rural areas outside the present City boundaries.

If local government activities are to be carried out in a beneficial manner, it is first necessary to establish a proper framework.

In determining the boundaries of municipal government, it is necessary to consider not only present needs but also future requirements.

Population forecasts indicate that the Halifax Metropolitan Area will increase from approximately 200,000 at present to about 300,000 in the year 2000 which is only just over 50 per cent of the population increase planned on the Halifax side of the Harbour.

Accommodating 100,000 additional people in the Halifax Harbour within the next 30 years is a big enough task in itself. The challenge will be in providing the highest standards of living within the limitations of the resources available.

The annexation area proposed by the Board of Planning has in round figures about 6000 acres of vacant land which can be serviced. This includes about 2000 acres within the present City limits which will likely become available for urban development as the lake area is developed as a new water park area. This area could accommodate 50,000 persons if the population density is the same as the density likely to prevail.

The proposed annexation area, therefore, is required to accommodate 50 per cent of the population increase which can be accommodated on the Halifax side of the Harbour. It should be noted that the density of population from the existing built-up areas of the City and more spacious environment was not taken into account. It is likely that many such people will actually be displaced by the expansion of development in the existing City. This factor will also contribute to the new urban land.

It is then evident that an area of 12,000 acres is required to accommodate 50 per cent of the population increase which can be accommodated on the Halifax side of the Harbour to arise over the next 30 years. The area required is in the vicinity of 12,000 acres.



MEMORANDUM "F"

Submission by Robert W. Mackenzie, Senior Planner,  
Respecting Boundaries.

Broadly speaking, the purpose of organizing and carrying out planning activities within the framework of urban government is to enable the urban community to make intelligent and coherent decisions about its own physical, social and economic evolution.

If local government activities are to be carried out in the most beneficial manner, it is first necessary to establish a proper urban government area. If the urban government area is not the best possible area within which to plan and administer urban government activities, then it will be impossible to carry out those activities in the most efficient manner.

In determining the boundaries of an urban government area, it is necessary to consider not only present needs but also future requirements.

Population forecasts indicate that the Halifax Metropolitan Area will increase from approximately 200,000 at present to about 300,000 in 1985. It is quite possible that the Metropolitan Area population will double to about 400,000 in the year 2000 which is only just over 30 years from now. It is reasonable to assume that about 50 per cent of this population increase will take place on the Halifax side of the Harbour.

Accommodating 100,000 additional people on the Halifax side of the Harbour within the next 30 years is a big enough task in itself, but the real challenge will be in providing the highest standard of urban environment possible within the limitation of the resources available.

The annexation area proposed by the Board of Public Utilities would have in round figures about 6000 acres of vacant land capable of being economically serviced. This includes about 2000 acres within the present water catchment area which will likely become available for urban development if the Pockwock Lake area is developed as a new water catchment area. It is probable that approximately 50,000 persons could be accommodated in the proposed annexation area at the densities likely to prevail.

The proposed annexation area, therefore, is only likely to be adequate to accommodate 50 per cent of the population increase which can be foreseen on the Halifax side of the Harbour. It should be noted that the probable movement of population from the existing built-up areas to suburban areas which offer a more spacious environment was not taken into account in the above calculation. Many such people will actually be displaced by the expansion of non-residential development in the existing City. This factor will also add to the demand for new urban land.

It is then evident that an area twice the size of the proposed annexation area is required to meet the demand for new urban land that is likely to arise over the next 30 years. The area required for urban development is in the vicinity of 12,000 acres.

If the resources available for urban development are to be put to their best use, the area selected for inclusion within the City should contain approximately 12,000 acres of land which can be adapted for urban development most efficiently. The area should be determined as a result of taking the best combination of its suitability regarding (1) drainage, (2) water distribution, (3) building, (4) location of existing public facilities, and (5) providing access to existing urban areas. These are the main factors which when taken together will lead to the formulation of an overall development concept for the area and establish the boundaries of the future built-up area.

At the same time some provision must be made to control undesirable fringe development that is very likely to appear just outside the proposed urban area. Usually fringe development is of a much lower standard and often urban services can only be provided subsequently at high cost. In addition such growth can distort the proper growth of the urban area and give rise to conditions that might otherwise be avoidable. It is, therefore, highly desirable that all fringe development be limited to only those uses which are directly related to some natural resource, for example, agricultural or forestry uses.

Unfortunately the usual standards used to control fringe development around urban areas leaves much to be desired from the point of view of the urban area. Rural orientated local governments have on the whole shown very little desire to prevent fringe development. After all, such development does bring in taxes, requires very little services, and when the development becomes a problem the area can be turned over to an expanding urban local government. To protect itself, the urban local government must obtain adequate powers to control development in the fringe areas.

This problem could be overcome in the Halifax area by either (1) extending the City boundary to encompass a substantially large area surrounding the area proposed for future urban development, or (2) by giving the City of Halifax extraterritorial power over an extended area in matters of planning, zoning, and subdivision control, or (3) a combination of the first two alternatives.

The first alternative, that of extending the boundary should be given careful consideration. Much of the area which would be involved in the Halifax area is uninhabited, and therefore, the City would only be required to assume a relatively small additional service burden. The loss of the raw land would only have a minor effect on the tax base of the County of Halifax. If the City were to do this, it would mean that the City could absolutely protect itself from future expenditures which would otherwise be required to overcome the problems created by fringe development.

The second alternative, that of seeking extraterritorial powers would not be a completely new approach. The Town Planning Act at present allows the City to make appeals to the Minister of Municipal Affairs concerning County subdivisions approvals involving land within 3 miles of the City. The use of extraterritorial powers has the advantage of creating relatively little disturbance in the political status quo. On the other hand the use of such powers can be expected to give rise to disputes between the City and the County of Halifax.



The third alternative involves a combination of extending the boundaries outwards from the proposed urban area to a distance less than would be appropriate if the first alternative were to be relied upon exclusively to control fringe development, but far enough to give the City full control close to the proposed urban area where fringe development would be most likely to appear. In the outer area where there was still a danger that fringe development would take place the City would be in a position to influence the control of development by exercising extraterritorial powers relating to planning, subdivision and zoning controls.

The attached map indicates how the third alternative might be applied in the Halifax urban region. In locating the boundaries, consideration was also given to the problem of how best to determine the boundaries for the urban region as a whole. The map, therefore, shows new boundaries for the City of Dartmouth based on the same approach.

On the map the Halifax boundary is shown in red. It encloses the original study area of the Board of Public Utilities from Herring Cove to Prince's Lodge and in addition encloses the Hammond Plains, Bedford, Windsor Junction and the Sackvilles areas. The population of these latter areas is growing and they are increasingly becoming urban orientated. This larger area would be able to accommodate a 30 year population increase of 100,000 with some degree of flexibility and also provide close in protection against fringe development.

The Dartmouth boundary, shown in blue, has also been extended. It includes the Lake Major water catchment area and the rapidly urbanizing Cole Harbour, Westphall and Eastern Passage areas. The suggested boundary between Halifax and Dartmouth in the Bedford area has been drawn so as to follow the northern boundary of the Department of National Defence property on which the Naval Magazine is located, then along the Bicentennial Highway to the Interchange at Fall River. This line would appear to interfere the least with existing communities and divide the area appropriately from the point of view of road access to the centers of Halifax and Dartmouth. The Bedford and Sackville areas will be better related by limited access roads to existing Halifax whereas the Lake Williams and Waverly area would be better related to existing Dartmouth when the proposed limited access road from Dartmouth to Fall River is completed.

The area in which extraterritorial powers might best be exercised is also shown on the map as that area between the proposed boundaries of Halifax and Dartmouth on the one hand and the boundary of the Halifax Region as defined in the Halifax Housing Survey which was carried out in 1961. This area extends to the Halifax County line from St. Margaret's Bay to Porter's Lake. According to this proposal, Halifax would have such powers to the north and west of its boundaries as far east as Lake Thomas and Grand Lake. East of that point Dartmouth would have similar extraterritorial powers. This extended area contains many uses which are of importance to the Halifax-Dartmouth urban area such as the airport, part of the proposed Pockwock water catchment area, an existing major golf club, a proposed major golf club, and seaside and inland recreation areas. In addition a substantial proportion of the people living in this area are employed in the Halifax-Dartmouth area and use the full range of urban facilities to be found in the Halifax-Dartmouth area.

In conclusion, urban boundaries should be drawn so as to establish the most efficient areas for urban government administration as seen not only against today's needs, but also as judged against foreseeable requirements. Extending a local government boundary in itself does not give rise to extra costs and in fact greater government efficiency should reduce costs. Costs will only be increased if the level of service is increased. It should not be considered necessary to extend the present City level of services to all parts of the area proposed in this report. Different service areas could be established with each having its own varying level of service. The tax rate in each service area could be adjusted to correspond to the level of service. The burden of costs would, of course, change with any boundary alteration but this is a matter for the government bodies involved to resolve. For the most part the question of boundaries can be considered separately from financial considerations.

In considering new boundaries for the City of Halifax, one should recall that the existing boundary was established in 1848 when the development in the City was for the most part concentrated to the east of Citadel Hill and extended as far north as the Old Northern Suburb. In those days it would have been a 30 minute trip by horse and carriage over rough roads to travel from town to the boundary. Today it is possible to get to almost any part of the Halifax Region by car travelling on modern limited access roads in the same period. In the past, for example, people working in the Halifax region who wished to live on the seashore established their residence on the Northwest Arm. Today similar people can live on St. Margaret's Bay. The scale of our community has changed considerably over the past 100 years and our local government boundary should reflect the new scale. There is no reason to believe that the scale of our community in a world of quickly expanding technology and increasing personal wealth will not continue to expand.

/db



MEMORANDUM "G"

Submitted by Charles L. Dodge, City Engineer,  
Respecting Boundaries.

At a recent annexation meeting, this writer stated, "I am not in favour of new City boundaries extending from Herring Cove to Upper Sackville, on account of utilities".

This is not exactly the point, and perhaps at this time, I can clarify the situation. My main reason for making the statement is that the City would acquire highways (Bicentennial, No. 3 and No. 1) which in a short time would need two additional lanes.

The long narrow corridor would have a highway running through, the responsibility being that of the City. If a financial arrangement can be made whereby the cost of these facilities is shared by the Provincial Government, I would be in agreement.

The same holds true for sewers. The City, at the present time, is constructing separate sewers in new work and the same would be required in any new section of the County. If financial arrangements can be made for sewers, then once again I am not opposed to the larger city boundaries.

Speaking as a lay person, the additional built-up areas will certainly add to the City, but I believe vacant land for new industrial and commercial use is what we require for more tax revenue.

Street Maintenance		\$ 147,000
Street Cleaning	102,834	
Snow & Ice Control	<u>227,027</u>	<u>53,000</u>
Total	\$ 550,897	\$ 200,000

We will comment on each item:

Paved Street Repairs

/db

This item would include patching and seal coating of paved streets and would appear to be reasonable for approximately 73 miles of paved streets based on our experience on City streets.

Unpaved Street Repairs

This cost is based on our experience on City streets which includes mainly the north end of Barrington Street which requires a great deal of maintenance due to heavy traffic to the Dumping Area.

Our figures are based on 26 miles of unpaved streets.

MEMORANDUM "H"

Submission by George F. West, Director of Works

Respecting Street Maintenance etc. Costs in the Study Area.

We were requested by Mr. Larry Sandford to consult the Department of Highways concerning their costs for Districts 1, 3, 4, 5 and 12 areas that are proposed to be annexed by the City of Halifax in particular with regard to Street Maintenance and Snow and Ice Control Costs.

We visited the Highways office in Fairview and discussed these items with Mr. Earle MacLean, Regional Manager and Mr. Percy Wright, Divisional Engineer for the areas under study.

A table is shown below showing the estimates made by City Staff on September 20, 1967 and the comparative costs submitted by H.R. Doane and Co., for the Department of Highways:

<u>CITY OF HALIFAX ESTIMATE</u>	<u>H. R. DOANE - FIGURES</u>
Paved street repairs \$ 23,008	
Unpaved street repairs 124,398	
Dust laying 42,588	
Street Sign Maintenance 8,224	
Guard Rail Maintenance 1,737	
Ditching 21,081	
<u>\$ 221,036</u>	
Street Maintenance	\$ 147,000
Street Cleaning 102,834	
Snow & Ice Control <u>227,027</u>	<u>53,000</u>
Total \$ 550,897	\$ 200,000

We will comment on each item:

1. Paved Street Repairs

This item would include patching and seal coating of paved streets and would appear to be reasonable for approximately 73 miles of paved streets based on our experience on City streets.

2. Unpaved Street Repairs

This cost is based on our experience on City streets which includes mainly the north end of Barrington Street which requires a great deal of maintenance due to heavy traffic to the Dumping Area.

Our figures are based on 26 miles of unpaved streets.



3. Dust Laying of Unpaved Streets

This again is based primarily on our experience on the North End of Barrington Street.

4. Street Sign Maintenance

These figures are based on our experience with our street signs which are superior to the present ones now located in the County.

5. Guard Rail Maintenance

This again is based on our experience on City Work which would seem reasonable for maintenance of County Installations.

6. Ditching

Due to the lack of Sidewalks on the unpaved streets in the annexed areas ditching would have to be done and costs seem reasonable.

The total cost of the above six (6) items total \$ 221,036. The Highways Department list their cost as \$ 147,000 or a difference of approximately \$ 74,000. We feel that administrative costs and perhaps projected improved services would help to explain this difference.

7. Street Cleaning

We have based our costs on the present City's cost for street cleaning that we would hope to institute in the annexed areas. On the other hand the Department of Highways program is practically nil in this regard.

Snow and Ice Control

There is a widespread difference between the City of Halifax estimates and the costs reported by the Department of Highways. The main factors involved here would be:

1. Methods of Plowing

The Department of Highways use Heavy Wing Plows (one way plows which make only two cuts one each way on County Streets and then the streets are salted.) On City streets it is necessary generally to make as many as four cuts, two on each side with salting. We also open intersections quite wide and remove snow from catchpits.

2. Salting Operations

Due to the Trolley Bus Routes and the number of intersections with stop lights and signs, we continually salt these streets when weather conditions dictate. The Department of Highways do not have to contend with this problem in any where near our demands for City streets.

3. Removal of Snow

We in the City remove snow, in the County this is not done at all.

4. Sidewalk Snow Plowing and Salting

This is not done in the County.

In conclusion we have based our estimates on 73 miles of paved streets and 26 miles of unpaved streets for a total of 99 miles.

The Department of Highways have based their figures on a total of 80 miles which would account for approximately 1/5 of the difference.

The main trunk Highways are not included in the Highways costs as they are done by another division of the Department of Highways. (County Division)

Administrative costs of the Highways work is not included as near as we can ascertain which would also allow for a large difference.

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BOUNDARIES

THE REGIONAL

PROPOSED HALIFAX

PROPOSED DARTMOUTH

HALIFAX REGION




PROPOSED BOUNDARIES

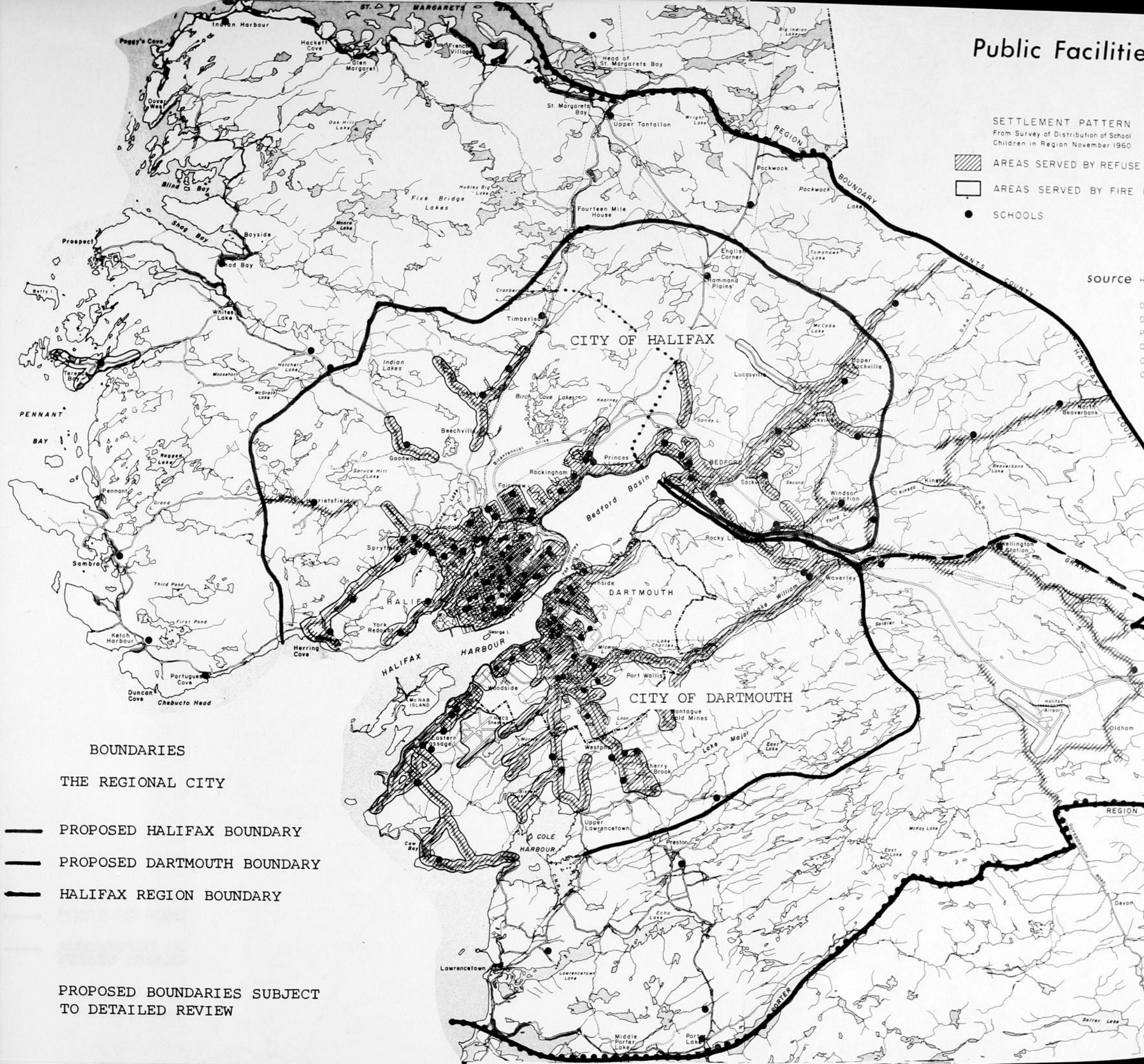
TO DETAILED MAP



# Public Facilities




SETTLEMENT PATTERN  
From Survey of Distribution of School  
Children in Region November 1960

-  AREAS SERVED BY REFUSE
-  AREAS SERVED BY FIRE
-  SCHOOLS



## BOUNDARIES

THE REGIONAL CITY

-  PROPOSED HALIFAX BOUNDARY
-  PROPOSED DARTMOUTH BOUNDARY
-  HALIFAX REGION BOUNDARY

PROPOSED BOUNDARIES SUBJECT  
TO DETAILED REVIEW

(a) Amendments to Ordinance #35 - Reg. Serv. - Planning - 1960  
(b) Amendments to Committee Ordinance #1 - Reg. Serv. - Planning - 1960

3

Journal of Law

Blind Bay Planning and Zoning

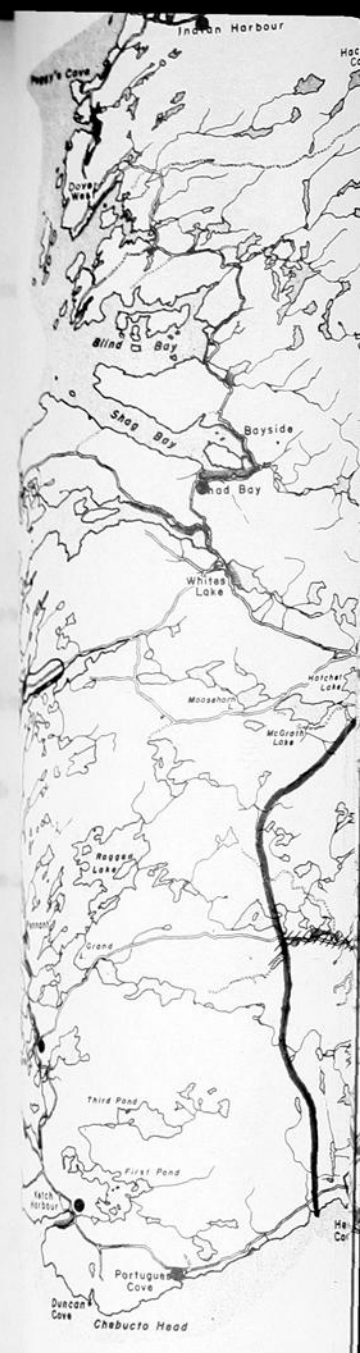
This is not done in the County.

In conclusion we have based our estimates on 75 miles of paved  
 and 25 miles of unpaved streets for a total of 100 miles.

The Department of Highways have based their figures on a total of  
 100 miles which would account for approximately 1/3 of the difference.

The main trunk highways are not included in the Highway costs as they  
 are by another division of the Department of Highways. (County Division)

Administrative costs of the Highway work is not included as they are  
 an amount which would also allow for a large difference.



BOUNDARIES

REGIONAL CITY

POSED HALIFAX BOUNDARY

POSED DARTMOUTH BOUNDARY




HALIFAX REGION BOUNDARY

POSED BOUNDARIES SUBJECT  
 DETAILED REVIEW

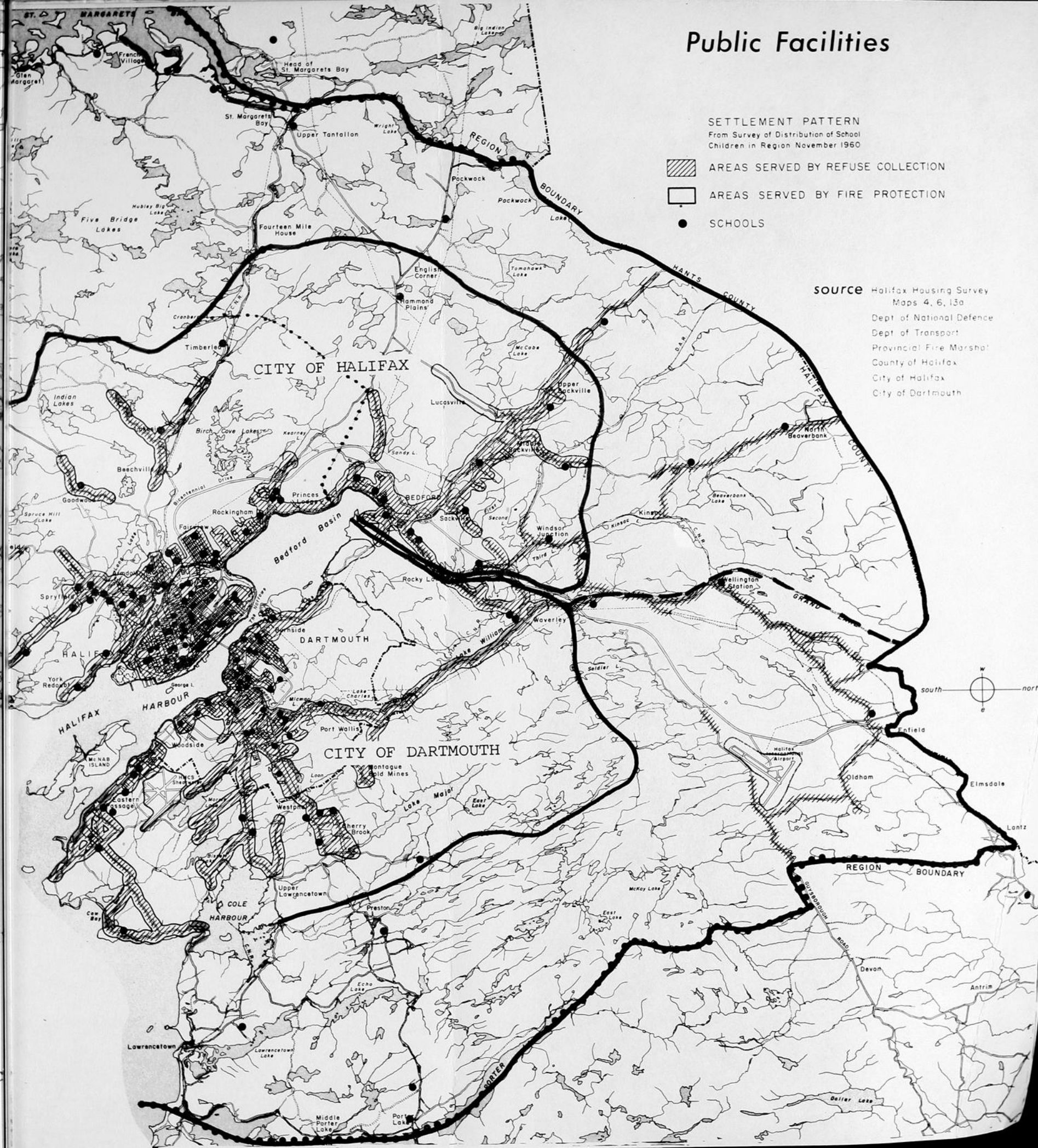


# Public Facilities

SETTLEMENT PATTERN  
From Survey of Distribution of School Children in Region November 1960

-  AREAS SERVED BY REFUSE COLLECTION
-  AREAS SERVED BY FIRE PROTECTION
-  SCHOOLS

source Halifax Housing Survey  
Maps 4, 6, 13a  
Dept of National Defence  
Dept of Transport  
Provincial Fire Marshal  
County of Halifax  
City of Halifax  
City of Dartmouth






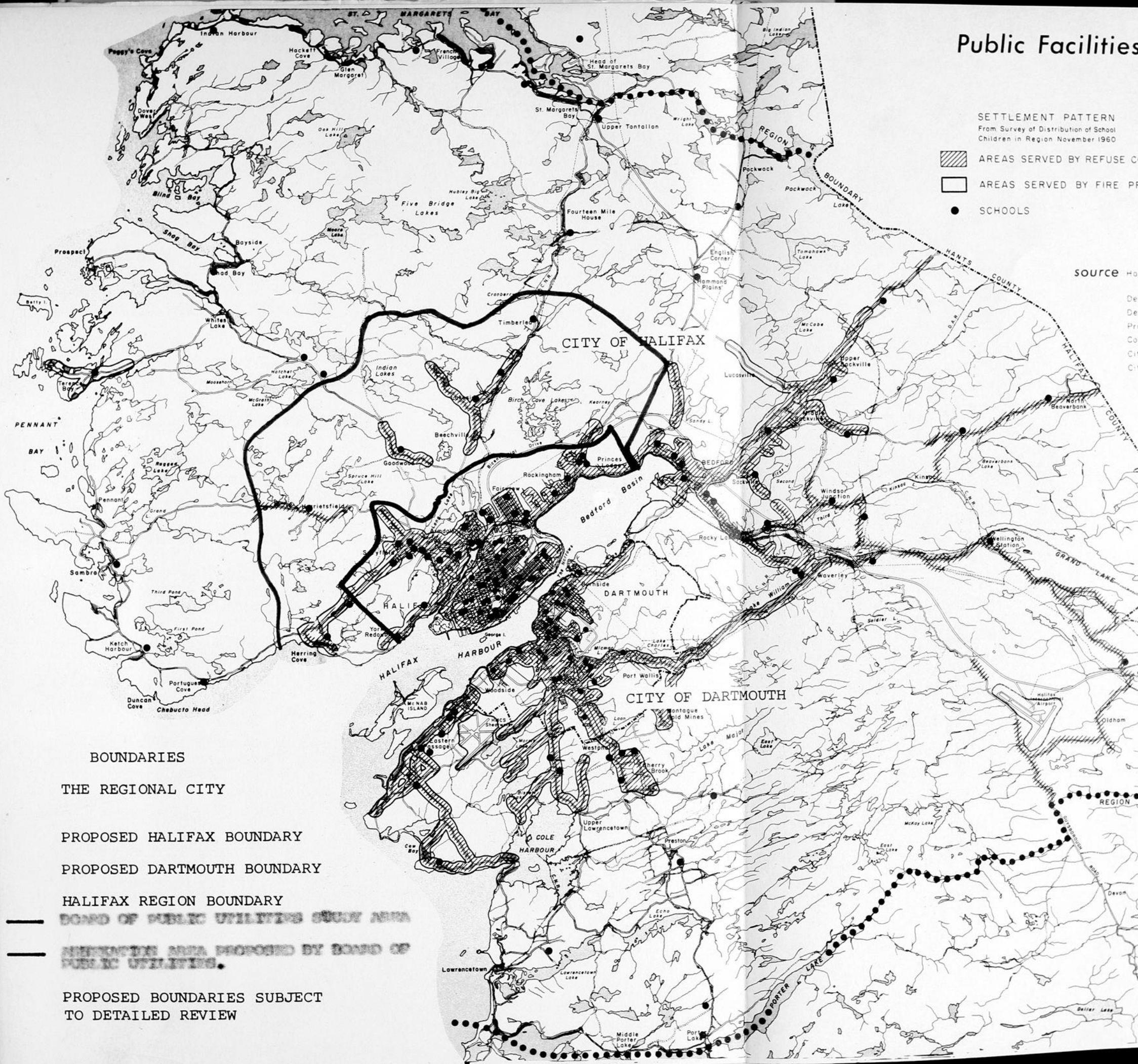
Finance #55 - 'Tag Days' - Sec. 2, Second Reading - DEPR  
Committee Ordinance #107 - Second Reading



# Public Facilities

SETTLEMENT PATTERN  
From Survey of Distribution of School  
Children in Region November 1960

-  AREAS SERVED BY REFUSE COLLECTION
-  AREAS SERVED BY FIRE PROTECTION
-  SCHOOLS



## BOUNDARIES

THE REGIONAL CITY

PROPOSED HALIFAX BOUNDARY

PROPOSED DARTMOUTH BOUNDARY

HALIFAX REGION BOUNDARY

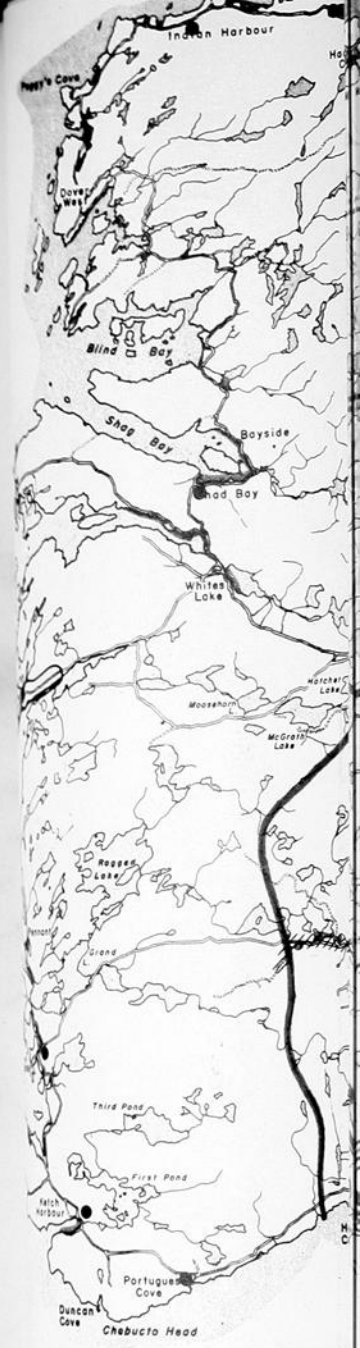
BOARD OF PUBLIC UTILITIES STUDY AREA

ALTERNATIVE AREA PROPOSED BY BOARD OF PUBLIC UTILITIES.

PROPOSED BOUNDARIES SUBJECT TO DETAILED REVIEW

(a) Amendments to Ordinance 41  
(b) Amendments to Committee's Recommendations








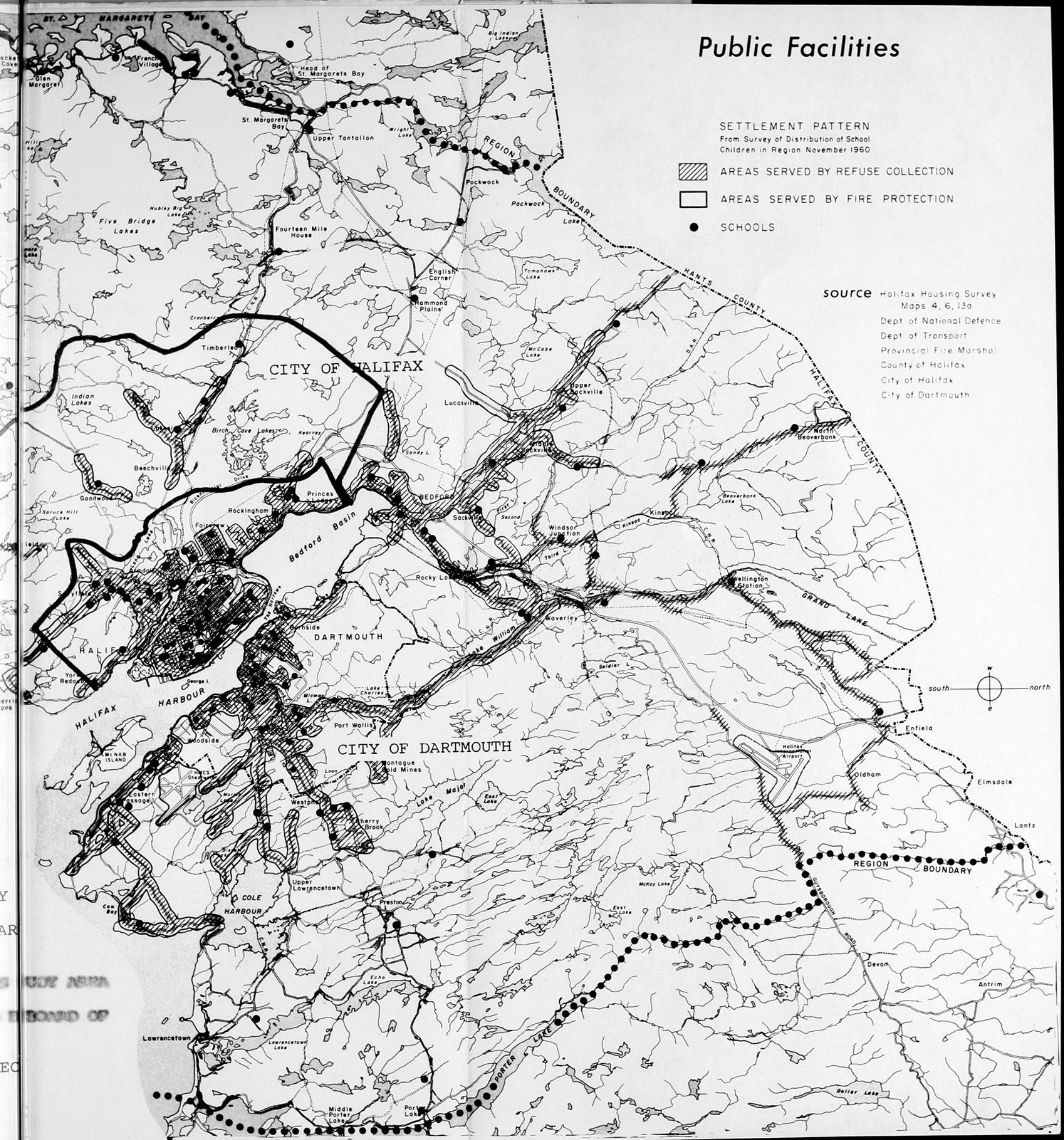
- BOUNDARIES
- REGIONAL CITY
- PROPOSED HALIFAX BOUNDARY
- PROPOSED DARTMOUTH BOUNDARY
- HALIFAX REGION BOUNDARY
- BOUNDARY OF PUBLIC UTILITIES
- PROPOSED BOUNDARIES SUBJECT TO DETAILED REVIEW

# Public Facilities

SETTLEMENT PATTERN  
From Survey of Distribution of School  
Children in Region November 1960

-  AREAS SERVED BY REFUSE COLLECTION
-  AREAS SERVED BY FIRE PROTECTION
-  SCHOOLS

SOURCE Halifax Housing Survey  
Maps 4, 6, 13a  
Dept. of National Defence  
Dept. of Transport  
Provincial Fire Marshal  
County of Halifax  
City of Halifax  
City of Dartmouth



ance #55 - ...  
lter Ordinance #105



ORDER OF BUSINESS

CITY COUNCIL  
MINUTES

CITY COUNCIL

MARCH 14, 1968

8:00 p.m.

1. Lord's Prayer
2. Roll Call
3. Minutes: February 21 and 29, 1968
4. Approval of Order of Business, Additions & Deletions
5. Deferred Items:
  - (a) Expropriation of Land - Africville
  - (b) Tenders - Demolition of Buildings - 2301-03 Brunswick Street
6. Motions of Reconsideration: NONE
7. Motions of Rescission:
  - (a) Motion of Alderman Ahern, Rescission of Council Resolution February 27, 1968 Re: Funds for Seating at Forum
8. Public Hearings & Hearings: NONE
9. Petitions & Delegations:
  - (a) Petition - Halifax Neighbourhood Centre Project Re: Recreation Space - Gottingen Street
10. Report - Finance & Executive Committee:
  - (a) Permission to Expend in Excess of \$1000
  - (b) Preliminary Plans - Gottingen Street Housing Project
11. Report - Committee on Works:
  - (a) Tenders Demolitions - 2322, 2344 Barrington Street, and 2308 Barrington Street and 5190 Gerrish Street
12. Report - Safety Committee:
  - (a) Stabling of Police Horses - Point Pleasant Park
  - (b) Tenders - Towing Privileges
  - (c) Tenders - Uniform Clothing & Footwear - Police Department
  - (d) Tenders - Uniform Clothing - Fire Department
  - (e) Plans - Central Fire Department Headquarters
13. Report - Public Health & Welfare Committee:
  - (a) Settlement Legislation - Social Assistance Program
14. Report - Committee of the Whole Council, Boards & Commissions:
  - (a) Amendments to Ordinance #55 - "Tag Days", etc., Second Reading - DEFER
  - (b) Amendments to "Committee Ordinance #105" - Second Reading

15. Report - Town Planning Board:

- (a) Street Furniture - Terms of Reference for Consultants
- (b) Alteration to a Subdivision - Lot "X" Gottingen Street -  
Land owned by Nova Scotia Light & Power Co. Ltd.
- (c) Rezoning R-2 Zone to R-3 Zone - #3309-3317 (Lots 7 & 8)  
Dutch Village Road
- (d) Alterations to A Subdivision - Lot "D" Gorsebrook Avenue  
and Tower Road
- (e) Modification of Lot Area - #3466-68 Claremont Street
- (f) Modification of Front Yard Requirements - #6293 Edinburgh Street
- (g) Rezoning C-1 Zone to C-2 Zone - #5990 Spring Garden Road
- (h) Restaurant Occupancy - #2828 Windsor Street

16. Motions:

- (a) Motion - Alderman Matheson Re: Flags - Tourist Bureau

17. Miscellaneous Business:

- (a) Accounts Over \$1000
- (b) Report Housing Committee
- (c) 1968 Legislation
- (d) Resolutions to Canadian Federation of Mayors & Municipalities
- (e) Expropriation Properties - Cogswell Street/Harbour Drive  
Interchange
- (f) Plans for Harbour Drive and Letter from Mr. L. W. Collins
- (g) Administrative Order #6, "Grants" - First Reading
- (h) Request - Nova Scotia Light & Power Co. Limited Re: Erection  
of Poles
- (i) Report - Test Borings - Court House Site

18. QUESTIONS

19. Notice of Motion

20. Added Items

8:00 P.M.

MARCH 14 1968

- 2 -

ORDER OF BUSINESS



CITY COUNCIL  
MINUTES

Council,  
March 14, 1968  
Council Chamber,  
City Hall,  
Halifax, N. S.,  
March 14, 1968  
8:00 p.m.

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

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

There were present: His Worship the Mayor, Chairman; and Aldermen Abbott, Moir, A. M. Butler, Fitzgerald, LeBlanc, Meagher, Ahern, Connolly, Sullivan, Matheson, Black and Doyle.

Also present: City Manager, City Solicitor, City Clerk and other Staff Members.

MINUTES

Minutes of the meetings of Council held on February 21 and 29, 1968 were approved on motion of Alderman Connolly, seconded by Alderman Abbott.

APPROVAL OF ORDER OF BUSINESS, ADDITIONS & DELETIONS

The Order of Business, as prepared by the City Clerk, was submitted for approval.

The City Clerk asked that the following amendments be made to the Order of Business:

(1) Item 10(b) - "Preliminary Plans - Gottingen Street Housing Project" change word "Gottingen" to read "Maitland" Street and move same up on the Order of Business to become Item 8(a).

Council,  
March 14, 1968

(2) Add Item 20(a) entitled "Creighton Street Housing Project" and move same up on the Order of Business to become Item 8(b).

(3) Add Item 20(b) "Brunswick Street Housing Project" and move same up on the Order of Business to become Item 8(c).

(4) Withdraw Item 15(d) entitled "Alterations to A Subdivision - Lot "D" Gorsebrook Avenue and Tower Road" from the Order of Business at the request of the Applicant.

(5) Add Item 20(c) - "Appointment of Halifax Community Safety Council."

(6) Add Item 20(d) - "1969 Canada Summer Games."

Alderman Sullivan asked that an item be added to the Order of Business as follows: 20(e) "Formation of Committee to Commemorate the Halifax Explosion."

Alderman Ahern asked that an item be added respecting the closing of Upper Water Street from Hurd Street to Buckingham Street, and His Worship the Mayor said that the matter could be discussed under Item 17(e).

Alderman LeBlanc asked that an item be added as 20(f) respecting the Population Statistics Report of the Atlantic Provinces Economic Council.

MOVED by Alderman Abbott, seconded by Alderman Connolly that the Order of Business be amended accordingly. Motion passed.

MOVED by Alderman Connolly, seconded by Alderman Abbott that the Order of Business, as amended, be approved. Motion passed.



Council,  
March 14, 1968

DEFERRED ITEMS

Expropriation of Land - Africville

At the suggestion of His Worship the Mayor, it was agreed to delete this item from the Order of Business until Staff is prepared to submit a report calling for action on the matter.

TENDERS - DEMOLITION OF BUILDINGS - 2301-03 BRUNSWICK STREET

Consideration of the following report of the meeting of Committee on Works held on February 20, 1968 had been deferred at the meeting of Council held on February 29, 1968 pending determination as to whether or not the property involved is an historic building.

The City Manager advised that a check had been made and the building is not one of those on the list of properties which are considered to have historical and/or architectural value.

MOVED by Alderman Black, seconded by Alderman Fitzgerald that as recommended by the Committee on Works, the tender of G. A. Redmond in the amount of \$1,500.00, for the demolition of #2301-03 Brunswick Street, be accepted; funds having been provided in Capital Account No. 59-26. Motion passed.

MOTIONS OF RECONSIDERATION

No Motions of Reconsideration were heard at this time.

8:10 p.m. Alderman H. W. Butler arrives.

MOTIONS OF RESCISSION

Motion of Alderman Ahern, Rescission of Council Resolution Feb. 27, 1968 Re: Funds for Seating at Forum

MOVED by Alderman Ahern, seconded by Alderman Doyle

Council,  
March 14, 1968

that the motion passed by Council at its meeting on February 27, 1968 respecting the deletion of the sum of \$7,000.00 from the 1968 Budget Estimates of the Halifax Forum Commission for the purpose of renewing a section of seats in the Halifax Forum be rescinded. Motion passed.

MOVED by Alderman Ahern, seconded by Alderman Doyle that a supplementary appropriation for the 1968 Budget of the Halifax Forum Commission in the amount of \$7,000.00 be approved for the purpose of renewing a section of seats in the Halifax Forum; funds for this purpose to be provided under the authority of Section 316C of the City Charter 1963. Motion passed.

PUBLIC HEARINGS & HEARINGS

Maitland Street Housing Project

The report of the Finance and Executive Committee reads as follows:

"Your Committee reviewed the preliminary plans for the Gottingen Street Housing Project as prepared by Mr. Gordon Scott, Design Architect on the Staff of Central Mortgage and Housing Corporation.

It is recommended that the preliminary plans for the subsidized Maitland Street Housing Project, which is to be constructed on land adjacent to the northern boundary of the North End Branch Library be approved in principle, subject to submission of a report by Staff with its comments."

The following staff report was submitted:

"Staff have examined the preliminary drawings submitted by Central Mortgage and Housing Corporation for the construction of the Maitland Street Apartment Building with the following comments:

1. Six specially designed units will be provided for paraplegics in the building. Three of these should be one bedroom units and three should be two bedroom units.