

* LOCATION:

"In other words, if plans are to mean anything, they must include a method of implementation". -Guidelines for Municipal Development Plans, Province of Nova Scotia.

specific plans

Chapter I, section A of the M.D.P. contains the following statement:

"It is anticipated, once the present document is reviewed and adopted, that more specific

functional plans will be prepared. In these plans, specific subject matters, such as schools, will be dealt with in greater detail. Also, the neighbourhoods, business centres, and employment areas of a city would be examined in greater detail in local plans."

One objection to this line of thought has been that if the M.D.P. is indeed a plan, it should be as detailed as possible. Since it will be a guide for development over the next two decades or so, it should contain everything that might be relevant to such development.

The Planning Act gives special powers to documents that are bona fide "Municipal Development Plans". They are, to



an extent, legally binding upon Council. This authority would not be extended to ordinary functional plans unless they are officially included in the M.D.P. and approved by the Minister of Municipal Affairs along with the rest of the plan.

"The most effective way of making local government relevant is to take the planning function seriously. Municipalities must strive for forward-looking yet practical Municipal Development Plans. Together with guidelines, implementation measures and financial programs, the plan should be designed so that the entire community can see, understand and hopefully do everything within their power to make their goals and aims come true" - Guidelines for Municipal Development Plans, Province of Nova Scotia.

QUESTIONS: Will functional plans and local schemes prepared for the future have the same authority as a Municipal Development Plan?

When will these local plans be drawn up?

What guarantee do citizens have that such plans will ever appear?

Why not assemble these area plans now and include them in the M.D.P. before giving it final approval?

* LOCATION:

What
does it
mean

?

For example, the M.D.P.'s policy statement on growth objectives is "To sustain and absorb only that population and development increase which will neither strain the fiscal capacity of the city nor detract from its quality amenity and convenience."

QUESTIONS: What is meant by the "fiscal capacity" of the city?

The Halifax M.D.P. claims to be backed by the authority of the Nova Scotia Planning Act. It states that, in accordance with that act, it deals with "statements of policy". The term "policy", however, is defined by neither the Planning Act nor the M.D.P. The word "policy" is defined in the unabridged edition of the Random House Dictionary of the English Language as "a definite course of action adopted for the sake of expediency, facility, etc."

The M.D.P., which is extremely short and cursory in its approach, does not even claim to present a "definite course of action".

How much population growth can Halifax sustain?

Where should it take place?

Why?

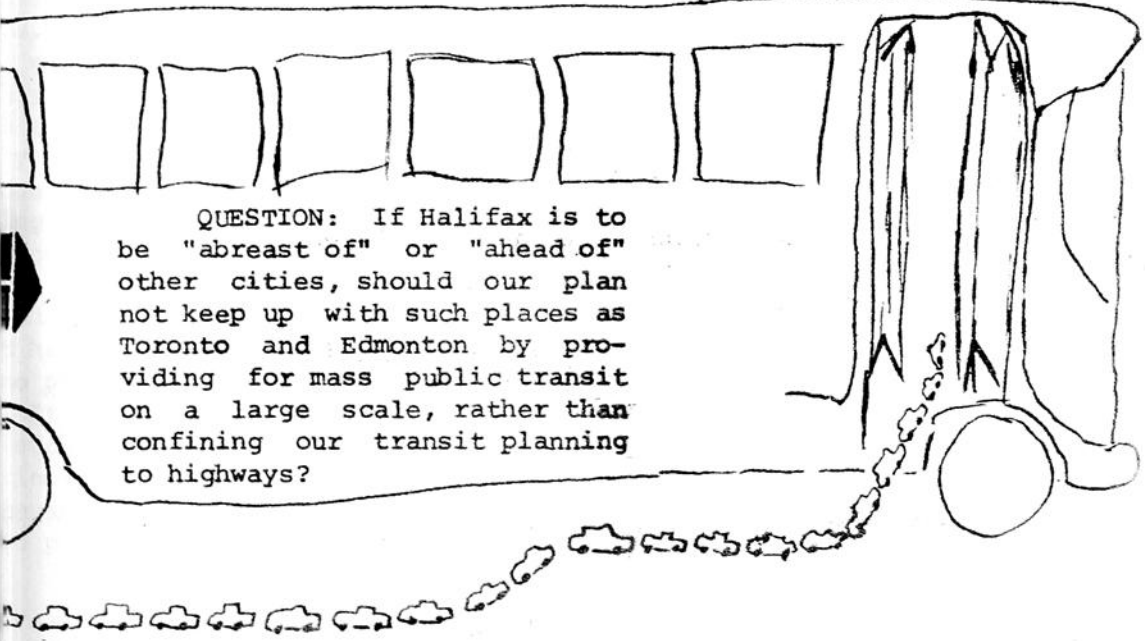
How will population and development growth be limited and/or directed if necessary?



Another policy statement on objectives reads as follows:

"To provide for change so that Halifax may enter the 21st century abreast of, if not ahead of, other cities in this land."

Although this may be considered a laudable goal in today's competitive society, it is, like most of the Halifax M.P., open to a wide variety of interpretations. This is because there are many ways to be "abreast of" or "ahead of" other cities. One important area of change is transportation.



QUESTION: If Halifax is to be "abreast of" or "ahead of" other cities, should our plan not keep up with such places as Toronto and Edmonton by providing for mass public transit on a large scale, rather than confining our transit planning to highways?

* LOCATION:

Bases for Decisions

There are a variety of topics which may be dealt with by municipal plans...Part of the planning act reads as follows:

"Before preparing a municipal development plan the council shall make studies of the economy, finance, resources, population, land use, transportation facilities and municipal facilities and services of the municipality and any other matter related to the present or future physical, social or economic conditions of the municipality."

But the M.D.P. includes no studies of any type. There is no analysis of future transportation needs and the ways they will be met.

The M.D.P. says nothing of economy, finance, resources or population. On land development there are 19 statements, many of which are either unclear or so obvious as to be unnecessary. For example, number 10, in its entirety, reads as follows:

"Industrial redevelopment shall be encouraged in peninsular Halifax."

Likewise, the Plan's policy on public transit reads as follows:

"It shall be the City's policy, in connection with the major street network, to enhance the use and success of mass transit, thereby depressing expenditures for street construction."

This statement represents nearly the total mass transit "policy" for Halifax, a provincial capital of over 100,000 people.

QUESTIONS: Have such studies and projections as recommended by the Planning Act in connection with an M.D.P. been carried out?

If so, why are they not included in the M.D.P.?

In what way is the City prepared to "enhance" the use and success of mass transit?

all practical purposes,
group (Planning Advisory
Committee) is the body which
normally plays the most active
role in the preparation of a plan!
Guidelines for Municipal Develop-
ment Plans, Prov. of Nova Scotia

Planning Advisory Committee

The Nova Scotia Planning
Committee makes allowance for a Plan-
ning Advisory Committee to keep
the Council aware of citizens' view-
points. The "Master Plan!",
in which the M.D.P. was suc-
cessfully distilled, places a
great deal of emphasis on com-
munity involvement and speaks of
"a core group of people" repre-
senting the community at large
to become an advisory board for
the Council. This group, as de-
scribed in the "Master Plan!",
should have a voice in every step
of the planning process.

It is interesting to note
that such a committee is now
functioning successfully in
Halifax, actively partaking
in the preparation of their plan

- not reviewing it after someone
else has written it.

Halifax's master plan of
1945 viewed public participation
as an essential ingredient for
the city's planned development.
They utilized a citizen's com-
mittee and a series of public
meetings. Invitations were ex-
tended to service clubs, organ-
ized groups and individuals to
submit briefs and offer sugges-
tions. A unique feature of the
public response was the partici-
pation of several hundred high-
school students in an essay
writing contest concerning com-
munity planning.

By contrast to the 1945
planning procedure, most Hali-
gonians did not even know about
the 1973 M.D.P. until after it
was approved in principle by
City Council.

QUESTIONS: Why was the
Citizen's Advisory Committee
described in detail in the
"Master Plan!", then eliminated
completely from the final draft
of the M.D.P.?

How much effect can the
average citizen expect to have
on his city's planning process
by attending a public meeting
after the plan has already been
written?

* LOCATION:

a change in PLAN



One statement in the M.D.P. under Land Development reads:

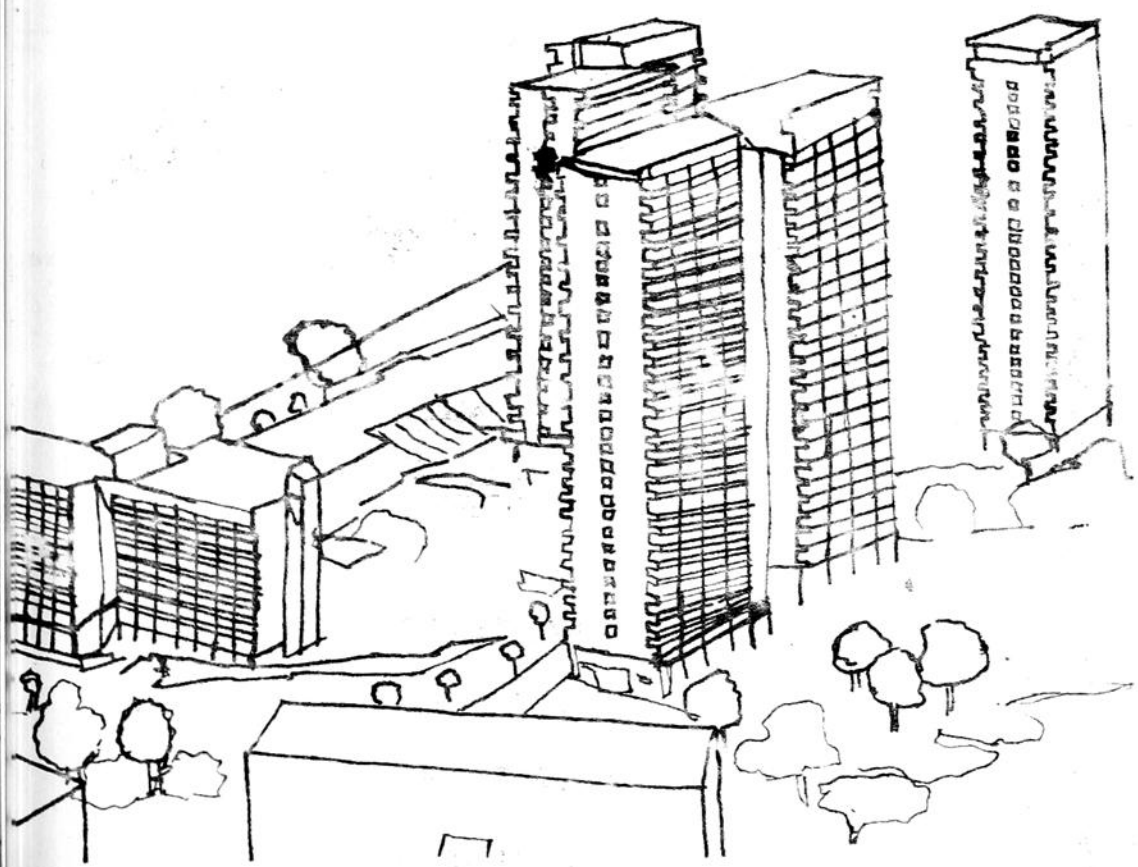
"Major office projects, hotels, cultural, governmental activities and retailing facilities which would strengthen and enhance downtown Halifax as the dominant centre of Atlantic Canada shall be induced to locate therein and discouraged from locating elsewhere."

Since the draft M.D.P. was approved in principle by Council a large development firm has tendered a proposal for a site on Quinpool Road. This is in direct opposition to the spirit and the letter of the plan, since it states (as clearly as the M.D.P. states anything) that such major facilities are to be located in the downtown.

Yet when Council and staff learned of the developer's scheme, they went to considerable trouble to pass an amendment to the plan, specifically to accommodate the Quinpool Road proposal. The amendment reads as follows:

"on sites in excess of five acres located in areas designated on the overall Development Policy Plan for particular uses (e.g. "residential developments" or "industrial, defense and Port - related facilities"), inter-related mixed uses may be sanctioned in accordance with specific comprehensive development schemes when approved by Council, after due notice and Public Hearing."

Presently, the land for which the addition was designed is zoned "park and institutional", and would have to be re-zoned by Council for commercial use.



QUESTIONS: Why has Council
wed the idea of a strong
town, which was at least
ely present throughout the
, to be destroyed by this
age?

If Halifax is serious about
wanting a plan in order to guide
development, why do we contin-
ually allow developers to guide
our planning?

* LOCATION:

This pamphlet was produced by the Ecology Action Centre in the interests of sound planning for our urban environment.

The first, but hopefully not the last, public hearing on the proposed Municipal Development Plan is to be held at Queen Elizabeth High School on January 10, at 8:00 P.M. It is hoped that no plan will be adopted until all of the questions raised in this pamphlet (as well as any others you may have) are answered satisfactorily.

THIS PAPER CONTAINS RECYCLED DE-INKED FIBRE



**ECOLOGY
ACTION
CENTRE
422-4311**

RM 20-A, FORREST BLDG.,
DALHOUSIE UNIVERSITY,
HALIFAX, N.S.



Heritage Trust of Nova Scotia

P. O. BOX 217

HALIFAX, N. S.

January 10, 1973

Brief Presented to the Public Meeting on the
Proposed Municipal Development Plan
Queen Elizabeth High School, Halifax, N. S.

The Heritage Trust is a voluntary organization with a membership drawn almost completely from the Province of Nova Scotia. The largest proportion of these members live in the City of Halifax, so I speak on their behalf, but I also speak on behalf of the members from the metropolitan area and the rest of the province whose capital city Halifax is.

The Heritage Trust has worked for many years to promote the appreciation and retention of a part of our architectural heritage, a significant proportion of which is in the City of Halifax, and we welcome the production of a Municipal Development Plan as a necessary first step in the ordered development of a City which must of necessity combine both the old and the new.

We view the proposed Development Plan primarily as a statement of goals with the details and methods of implementation to be worked out. We do feel, however, that one Public Meeting at this stage does not provide sufficient opportunity for the citizen, whose city this is, to influence decisions, especially when the specifics are

not included. We ask therefore that provision be made for significant continuity of citizen input throughout the planning process, so that the people who must live with the result can help shape their city in a meaningful way.

We support the goals outlined in Section A, especially "to preserve, rehabilitate and restore those precincts and structures which impart to Halifax its historic sequence of development and which are relevant to important occasions, eras, and personages in the histories of Nova Scotia and Canada,";and "to preserve and enhance the historic character of downtown Halifax. To enhance vistas and to preserve views from Citadel Hill to the Waterfront and in areas of distinct character"; as well as the references to the City Centre.

We wish to point out that in cases of rehabilitating older districts of architectural significance or distinctive character it is not a question of choosing between development or preservation on an either/or basis. Preservation is development of a particular kind, and the investment of millions of dollars of private money in such places as the old wharf district in San Fransisco has proven exciting and profitable to both investor and city alike, as well as to the man on the street and tourists. Development need not start with a bulldozer.

With regard to Downtown, the Heritage Trust has prepared a survey of historic buildings and streetscapes in this area through the funding of an L.I.P. grant, entitled: Historic Buildings in Halifax Urban Design. Part 1. Downtown. The downtown area was examined in detail and from this research recommendations were advanced for the establishment of certain historic precincts for controlled development, and the means to achieve these precincts. This survey and analysis has been adopted as a basis for preservation by the Downtown Committee and by the Halifax Landmarks Commission and is completely compatible with the outline plan which was recently approved by Committee-of-the-Whole Council. We urge that the preservation of our architectural heritage be provided for and adhered to in the plans which will follow and in their execution. The resulting city which treasures its landmarks and retains significant areas of human scale can be both efficient and beautiful.

We ask for provisions to safeguard the views of and from the Citadel, height controls in the neighbourhood of the Public Gardens, protection for other significant areas not in the immediate downtown such as Brunswick Street, as well as protection for landmarks designated by the Halifax Landmarks Commission.

We note the use in Section C of Development Guide, Update 1972 to provide standards for schools, parks and major streets. This document includes in the section on major streets the suggestion that Harbour Drive continue along Water Street as an arterial level

street. We object again to any extension of Harbour Drive south of Cogswell Street Interchange. We ask that other means be found to handle traffic flow without altering the existing street grid, as, for example, a network of one way streets.

People and cities flourish where there is a reasonable degree of security and stability. Investors large and small should have the assurance that the nature of the area they are considering will not be changed to a few years hence by a decision of City Council. Any provision for zoning, whether residential, business, or historic precinct, needs to make it very difficult for the piecemeal planning that results from rezoning on demand. The amendment of the proposed Development Plan less than a month after its approval in principle suggests that very real protection is needed.

In conclusion, we urge that the final plan be worked out with continuous input from the citizens of the city and that adequate provision be made for protection of the heritage of Halifax, which also belongs to the Province and the Nation. We stress that unless the final plan has enough teeth in it to eliminate future spot - rethinking which considers the needs of particular projects rather than the needs of the city as a whole - we are all wasting our time. We commend City Staff on a good beginning and hope for the future 'fleshing out' to continue at the same high level.

Submission re: development plan, Halifax, Jan. 16, 1973

This is not a plan, it is a philosophy. It leaves the citizen at the mercy of the whim of city council. It deals with stopgap solutions to rapidly expanding problems (consider the first three proposals on sewers), and future intentions so hazy as to be virtually worthless. Conspicuously absent in the document are:

1. Provisions for a sewage treatment plant.

Can it be that we are not planning to have one?

2. Commitments concerning areas anticipated for high rise and high density development, with accompanying improvement of sewers and services, in old Halifax.

If we are to be dotted in a whimsical manner with high rise and high density dwellings, you have got to improve the sewers. There is no such thing as an inconsequential sewer problem.

3. A statement of policy concerning the expensive separate school system.

4. Effective plans concerning transportation of commuters.

If we do not figure out quick, effective means of transportation into town from at least as far as Herring Cove, St. Margaret's, Sackville, and Hammonds Plains for commuters, we must be prepared to house their families, which means high rise and high density, or provide for their cars, which means highways and parking. I cannot see adequate provision in this document for either eventuality. It is discussed only in stopgap number 9 under the heading, Schools, parks and streets.

This is an expanding problem, and will not be solved by widening a few city streets.

5. Provision for avoidance of air pollution.

We have no serious atmospheric pollution at present. The dirtiest chimneys in the city are mostly city-owned. There are, however, no laws in either city or province which would effectively prevent serious air pollution. We need laws regulating emission, and laws requiring petroleum companies to provide low sulfur fuels at local outlets. These laws should be put into effect before we have vested interests fighting them.

Respectfully submitted,

Eleanor Wangersky
6071 South St.

To : His Worship the Mayor and the Members of Halifax City Council
From : L.W. Collins, Chairman, Halifax Landmarks Commission
Item : Municipal Development Plan, Halifax, Nova Scotia
Date : January 10, 1973

Introduction: The Director of Planning and the members of the City's Planning Department are to be congratulated on drawing together a Draft Master Plan and the statement of Planning Policy that has been presented tonight for the consideration of concerned citizens. The work done to date should help to bring into focus many of the aspects of municipal development in the Halifax area that ought to be the concern of all responsible citizens.

There are, however, some points of planning philosophy and the method by which such plans as this are brought to the attention of citizens that appear to be in need of further review and public discussion.

Comment: (a) It is, for example, doubtful if, today, citizens, especially younger citizens, are prepared to accept all of the planning objectives. Our younger citizens, whose views have not, perhaps, always received the hearing they merit, are, I would imagine, quite prepared to challenge the validity of such planning objectives as that expressed in 3(i):

To provide for change so that Halifax may enter the 21st century abreast of, if not ahead of, other cities in this land.

In view of the direction being presently taken by some of the cities in 'this land' one is, I think, entitled to question, if 'keeping abreast of, if not ahead of, other cities in this land' is the wisest course we might pursue if other options are still open to us.

(b) The Municipal Development Plan would have been a more encouraging document had it contained more exploration of some of the more intangible issues that confront us and will continue to confront us:

For example:

What is unique about Halifax?

What quality of life do we wish for our children?

How many of our present amenities are we prepared to sacrifice to the kind of change that is so glibly labelled 'PROGRESS'? e.g. Commons, parks, North-West Arm, Bedford Basin, McNab's Island, historic and architectural heritage, sites, views, neighborhoods, watersheds, etc.

To what extent are we prepared to control land use, building height, architectural style, fire and safety measures, private transportation, commercial enterprise?

Citizen Participation: The recent 'Public Hearing' on Harbour Drive made possible some of the best and most responsible discussion of that issue. It also suggested that Public Hearings of the 'one-shot' variety might become a simplistic and legalistic device for brief but not too dangerous an exposure to public opinion. It would become a civic tragedy if this were, in fact, to become an accepted procedure that precluded further public exposure of topics of wide interest, such as the many vital issues that make up the planning policy outlined in the Municipal Development Plan now under discussion.

Recommendation: It is, therefore, encouraging to note that so many varied civic groups have urged that opportunities should be given for further public and detailed discussions of the Halifax Municipal Development Plan and the implications it holds for all citizens. These should be held at the earliest possible dates. The Halifax Landmarks Commission offers its support to appropriate further useful discussions of this important piece of civic planning and urges that such discussions be planned and held.

L.W. Collins, Chairman

HALIFAX BOARD OF TRADE BRIEF
RE: MUNICIPAL DEVELOPMENT PLAN

INTRODUCTION:

FOR MANY YEARS THERE HAS BEEN A NEED TO DEVELOP A MASTER PLAN TO PREPARE A DIRECTION FOR PROGRESS IN THE CITY. THE CITY IS TO BE CONGRATULATED FOR BEGINNING TO PREPARE A MUNICIPAL DEVELOPMENT PLAN. WE HOPE THAT THE PLAN WILL ULTIMATELY PRODUCE A BLUEPRINT FOR CITY DEVELOPMENT, YET WILL REMAIN AS FLEXIBLE AS POSSIBLE IN ORDER TO MOVE WITH THE TIMES.

MASTER PLAN IN A REGIONAL CONTEXT:

HALIFAX CITY CANNOT BE CONSIDERED IN ISOLATION FROM THE CITY OF DARTMOUTH AND THE NEIGHBOURING COMMUNITIES IN THE COUNTY OF HALIFAX. ONE OF THE MAJOR REASONS THE BOARD OF TRADE HAS SUPPORTED REGIONAL GOVERNMENT IS THAT PLANNING WOULD BE DONE ON A REGIONAL BASIS. SINCE THERE APPEARS TO BE NO AGREEMENT WITHIN THE MUNICIPALITIES ON REGIONAL GOVERNMENT AT THIS TIME, IT IS CLEARLY THE RESPONSIBILITY OF THE GOVERNMENT OF THE PROVINCE OF NOVA SCOTIA TO INITIATE STEPS TO BRING ABOUT SOME FORM OF COHESIVE POLITICAL UNIT AND TO UNDERTAKE PLANNING ON A REGIONAL BASIS.

WHILE THERE IS NO REGIONAL GOVERNMENT IN HALIFAX, PLANNING SHOULD STILL BE DONE ON A REGIONAL BASIS. HOWEVER, THE MUNICIPAL DEVELOPMENT PLAN ASSUMES THE PRESENT BOUNDARIES OF HALIFAX. IN PARTICULAR, THE MAP ADJOINING THE PLAN PORTRAYS CITY ZONING POLICY IN DETAIL BUT LEAVES THE WATERSHED AREA COMPLETELY BLANK. OUR FIRST COMMENT ON THE MUNICIPAL DEVELOPMENT PLAN IS THAT IT IS OUT OF CONTEXT AND MUST INCLUDE PLANNING POLICY FOR THE WATERSHED LANDS.

NEED FOR COMMERCIAL AND INDUSTRIAL EXPANSION:

THE HALIFAX BOARD OF TRADE, AS THE VOICE OF BUSINESS IN THIS COMMUNITY, IS VERY INTERESTED IN BUSINESS GROWTH AND EXPANSION IN HALIFAX AS WELL AS THE QUALITY OF LIFE OF ITS CITIZENS. WE MUST RECOGNIZE THE BASIC FACT THAT PEOPLE WHO LIVE IN HALIFAX MUST WORK HERE. THERE MUST CONTINUE TO BE SUFFICIENT EMPLOYMENT OPPORTUNITY FOR THE CITIZENS. HOWEVER, THE PROPOSED PLAN DOES NOT SET ASIDE ANY LAND FOR INDUSTRIAL EXPANSION.

HALIFAX HAS MANY NATURAL ADVANTAGES ATTRACTIVE TO INDUSTRY. THESE INCLUDE THE FINE DEEP WATER PORT, THE ACADEMIC AND SCIENTIFIC COMMUNITY, THE HEALTH SERVICES, THE LARGEST CONCENTRATION OF POPULATION IN THE ATLANTIC PROVINCES, RELATIVELY LOW LEVELS OF POLLUTION, GOOD PLACES TO LIVE AND A REVITALIZED DOWNTOWN CORE AREA. HALIFAX IS GENERALLY RECOGNIZED AS " A CITY ON THE MOVE". HOWEVER, IN THE PAST FEW YEARS, THIS CITY HAS ATTRACTED VERY LITTLE INDUSTRY DESPITE THE FACT THAT WE NEED TO BROADEN THE ECONOMIC BASE OF THE CITY TO HELP SPREAD THE TAX BURDEN AND TO REDUCE WHAT IS AN OBVIOUS OVERDEPENDENCE ON THE MILITARY WHICH IS DECLINING IN SIZE AND IN RELATIVE IMPORTANCE TO THE BUSINESS COMMUNITY.

THERE ARE MANY INDUSTRIES WHICH WOULD PREFER TO LOCATE IN HALIFAX BUT HAVE BEEN UNABLE TO FIND A SUITABLE LOCATION. THE PROBLEM IS THAT AT THE PRESENT TIME THE CITY OF HALIFAX HAS EXHAUSTED NEARLY ALL OF ITS SUITABLE LAND FOR INDUSTRIAL EXPANSION. INDUSTRY LIKES TO HAVE A CHOICE OF LOCATION AND THERE MAY BE VERY GOOD REASONS WHY ONE WOULD RATHER LOCATE ON THE HALIFAX SIDE OF THE HARBOUR WHILE ANOTHER WILL PREFER DARTMOUTH. A CANADIAN NATIONAL RAILWAYS STUDY INDICATES

THE NEED FOR SOME 2,000 ACRES OVER THE NEXT 30 YEARS FOR INDUSTRIAL PARKS. DARTMOUTH HAS WELL PLANNED AND SITED INDUSTRIAL LANDS BUT SUITABLE LANDS ARE NOT AVAILABLE WITHIN THE PRESENT BOUNDARIES OF THE CITY OF HALIFAX.

THE PRESENT HALIFAX WATER SUPPLY HAS NOW REACHED ITS CAPACITY AND A NEW WATER SUPPLY AT POCKWOCK AS BEEN ADVOCATED FOR AT LEAST 10 YEARS. THE ESTABLISHMENT OF POCKWOCK AND THE RELEASE OF THE EXISTING WATERSHED LANDS WILL PROVIDE OUR CITY WITH AN UNPARALLELED OPPORTUNITY TO PLAN A NEW FUTURE.

THE WATERSHED LANDS ENCOMPASS MORE AREA THAN THE PENINSULA OF HALIFAX. THE PROXIMITY OF THIS LAND TO THE CITY CENTRE AND THE PORT MAKE IT VERY VALUABLE FOR DEVELOPMENT. HOWEVER, THE MUNICIPAL DEVELOPMENT PLAN NOW STATES THAT SO FAR AS IS POSSIBLE THE WATERSHED SHALL NOT BE RELEASED FROM THE PUBLIC DOMAIN AND SOLD TO PRIVATE INTERESTS. WE BELIEVE THAT IT IS NECESSARY TO RECOGNIZE THE FACT THAT PARTS OF THE WATERSHED MUST BE DEVELOPED IF HALIFAX IS TO CONTINUE TO EXPAND AND GROW.

THE BOARD OF TRADE HAS A GREAT CONCERN FOR THE ENVIRONMENT AND FOR THE QUALITY OF LIFE OF THE CITIZENS OF HALIFAX. WE BELIEVE THAT PART OF THE WATERSHED CAN BE DEVELOPED WITH THE UTMOST CARE TO ENSURE THE PROTECTION OF THE LAND AND ITS BEAUTIFUL LAKES. THERE IS NO QUESTION THAT INDUSTRY MUST RECOGNIZE ITS RESPONSIBILITIES IN REGARD TO THE PRESERVATION OF THE ENVIRONMENT IN THE WATERSHED AND ELSEWHERE. WE WOULD WELCOME THE TIGHTEST RESTRICTIONS ON INDUSTRIAL EXPANSION IN THE WATERSHED. INDEED, WE FEEL THAT THEY ARE ESSENTIAL. ON THE OTHER HAND, IT IS EQUALLY ESSENTIAL THAT THESE VALUABLE LANDS NOT BE COMPLETELY CLOSED TO INDUSTRY. HALIFAX IS PRESENTLY THE INDUSTRIAL AND COMMERCIAL CENTRE OF THE MARITIMES. HOWEVER, IF INDUSTRY CONTINUES TO GO ELSEWHERE,

IT IS ONLY A MATTER OF TIME BEFORE COMMERCIAL INSTITUTIONS WILL FOLLOW.

IN GENERAL TERMS, THE MUNICIPAL DEVELOPMENT PLAN SEEMS TO BE CONCEDING THAT INDUSTRIAL EXPANSION IS NOT TO BE FORESEEN IN THE CITY OF HALIFAX. THE PLAN REFERS TO REDEVELOPMENT BUT IGNORES THE ENTIRE CONCEPT OF INDUSTRIAL EXPANSION. WE CANNOT OVEREMPHASIZE THAT THIS CITY MUST HAVE INDUSTRIAL EXPANSION AND IT IS INCOMPREHENSIBLE THAT IT WOULD NOT BE DEALT WITH IN ANY MUNICIPAL DEVELOPMENT PLAN.

IN SUMMARY, THE MASTER PLAN IS OUT OF CONTEXT SINCE NO PLAN IS SHOWN FOR THE AREA OUTSIDE THE PRESENT CITY BOUNDARIES. SPECIFICALLY WE FEEL THAT A SUFFICIENTLY LARGE AREA MUST BE SET ASIDE ON THE WATERSHED LAND FOR INDUSTRIAL EXPANSION.

DOWNTOWN DEVELOPMENT:

THE MUNICIPAL DEVELOPMENT PLAN SPEAKS OF STRENGTHENING THE CENTRAL BUSINESS DISTRICT BY ENCOURAGING MAJOR NEW PROJECTS WHICH ARE SUITABLE TO LOCATE THERE. WE HEARTILY ENDORSE THIS POLICY IN LINE WITH OUR BELIEF THAT THE CBD MUST REMAIN THE COMMERCIAL CENTRE OF ATLANTIC CANADA.

WASTE DISPOSAL:

GENERAL POLICY FOR SEWAGE AND GARBAGE DISPOSAL IN THE CITY OF HALIFAX IS NOT STATED IN THE MUNICIPAL DEVELOPMENT PLAN. IT IS NOT CLEAR WHETHER CITY POLICY IS DIRECTLY RELATED TO THE RECOMMENDATIONS OF THE MACLAREN REPORT. WHAT IS THE GENERAL POLICY OF THE CITY OF HALIFAX IN THIS AREA?

WATER SUPPLY:

NO MENTION IS MADE OF THE PROVISION FOR AN ADEQUATE WATER SUPPLY

FOR THE CITY IN FUTURE YEARS. SURELY IT IS OBVIOUS THAT WHATEVER THE DIFFICULTIES IN IMPLEMENTING ANOTHER SYSTEM, THAT A BASIC CITY PLAN MUST INCLUDE SOME RECOGNITION OF FUTURE WATER NEEDS. WE SUBMIT THAT THE MUNICIPAL DEVELOPMENT PLAN MUST INCLUDE A SECTION ON WATER SUPPLY FOR THE CITY IN THE FUTURE. THIS IS ESPECIALLY IMPORTANT IN LIGHT OF THE FACT THAT THE PRESENT WATER SYSTEM IS BEING USED TO CAPACITY AT THIS TIME. THE BOARD OF TRADE HAS LONG STATED THAT A NEW WATER SUPPLY BE ESTABLISHED FOR THE CITY OF HALIFAX AT LAKE POCKWOCK.

TRANSPORTATION:

DEVELOPMENT OF THE CENTRAL BUSINESS DISTRICT IS LISTED AS A MAJOR PRIORITY IN THE MUNICIPAL DEVELOPMENT PLAN. IF THE CBD IS GOING TO GROW, MORE AND MORE PEOPLE WILL BE CONFRONTED WITH THE PROBLEM OF GETTING DOWNTOWN, AND GETTING HOME EACH DAY. HOW IS THE CITY GOING TO DEAL WITH THIS PROBLEM IN FUTURE YEARS?

THE MUNICIPAL DEVELOPMENT PLAN MENTIONS TRANSIT BUT ONLY IN CONNECTION WITH ROADS. OTHER NORTH AMERICAN CITIES ARE STARTING TO RECOGNIZE THAT MASS TRANSIT CAN OFTEN BE BEST ACCOMPLISHED BY MEANS OTHER THAN ROADS. IN FORMULATING A MASTER PLAN AS A BASIC GUIDE FOR GROWTH, IT WOULD SEEM THAT THIS TREND SHOULD BE TAKEN INTO ACCOUNT. WE MUST REALIZE THAT MASS TRANSIT OF ANY TYPE IS EXPENSIVE BUT IT WILL BE MUCH MORE EXPENSIVE TOMORROW IF WE DON'T PLAN AHEAD NOW.

CONCLUSIONS:

HALIFAX SHOULD HAVE A GOOD MUNICIPAL DEVELOPMENT PLAN BUT IT SHOULD BE FLEXIBLE ENOUGH TO SUPPORT THE NEEDS OF THE FUTURE.

INDUSTRIAL DEVELOPMENT MUST BE ENCOURAGED IN SOME AREA OF THE

WATERSHED LAND. THIS DEVELOPMENT SHOULD TAKE PLACE ONLY UNDER THE STRICTEST CONTROL IN ORDER THAT THE ENVIRONMENT MIGHT BE PROTECTED.

THE MUNICIPAL DEVELOPMENT PLAN DOES NOT GO INTO SUFFICIENT DETAIL IN MANY AREAS SUCH AS WASTE DISPOSAL FACILITIES, WATER SUPPLY AND TRANSPORTATION.

THE PRESENT MUNICIPAL DEVELOPMENT PLAN IS ONLY A BEGINNING FOR FUTURE PLANNING IN HALIFAX. WE FEEL THAT IT IS NOT SUFFICIENTLY DETAILED AND DOES NOT DEAL WITH ALL OF THE MAJOR AREAS WHICH SHOULD BE INCORPORATED INTO A MUNICIPAL PLAN. THE BOARD OF TRADE WILL BE MOST HAPPY TO MAKE FURTHER COMMENT ON SPECIFIC ISSUES WHEN MORE DETAILED PLANS ARE PRESENTED BY THE CITY. WE BELIEVE MOST STRONGLY THAT IT IS NECESSARY THAT FURTHER PUBLIC HEARINGS BE HELD BEFORE A MASTER PLAN FOR THE CITY OF HALIFAX GOES INTO EFFECT.

CITY FORM

In the year

and the year

by the

and the

BRIEF TO THE

CITY OF HALIFAX

ON

THE MUNICIPAL DEVELOPMENT PLAN

H. J. Porter
56 Swanton Dr.,
Dartmouth, N. S.

January 10, 1973.

CITY FORM

In the future, the form of city growth must be more closely related to environmental and economic considerations. At this time certain questions must be asked: How large should the City of Halifax be? Should it be allowed to extend indefinitely? Is the present form of growth the most economic method? Is continuing growth and expansion a worthwhile objective? The overall development policy as presently expressed appears to represent a commitment to the existing form of growth. Before this policy is confirmed serious attention must be directed toward the following issues:

1. Will the development policy as presently expressed lead to further urban concentration reflecting escalating urban land costs and resultant high housing costs, mounting traffic volumes with decisions on freeways and transit and the resulting massive financial outlays and social dislocations, air and water pollution, increasingly complex civic administrations and loss of communication with citizens, standardized and anonymous suburban development, and increasing social problems?
2. What alternative growth forms are available to the City of Halifax and in turn the greater Metropolitan Area? That the present City and Metropolitan growth forms represent a combination of the rational economic location requirements of private industry, economy and efficiency in the provision of public utilities and services would be difficult to prove or disprove without an examination of the alternatives that are available. A review of the form that growth has taken in the past suggests that past civic policy involves the following commitments:
 1. A commitment to and deliberate encouragement of growth

of the city at the maximum rate obtainable

2. A commitment to private transport and the motor vehicle as a means of movement.
 3. A commitment to the present form of growth of continuous outward expansion.
3. The overall development policy as presently conceived is geared to providing a planned framework for growth within existing city boundaries. What is also apparent is the extent to which surrounding municipalities are now in economic and other terms part of the City of Halifax or vice versa. It is no longer valid to preclude the region from any consideration concerning the form of future growth.
4. The question arises as to whether the City of Halifax, given its known financial resources, can in fact over the next few years implement all programs presently deemed necessary to maintain or upgrade the quality and quantity of municipal services. The objectives and policies phases of the plan are in effect translated into a physical arrangement of uses and activities and which is graphically portrayed as "Overall Development Policy". What is needed now as a first priority is a detailed economic review of the costs involved in the recommended plan and some level of comparison to other growth forms at least in the economic dimension.
5. In recognition of the complexity of the examination of alternate growth forms for the City of Halifax and the emerging Metropolitan Area, both being undeniably and intricately linked, the target year for any municipal development plan or policy should not extend beyond say a period of five years thereby

reflecting the fact that commitments to the existing form of growth must be honoured. Greater emphasis should be placed on those elements within the development policy which will retain flexibility in the longer term form of urban growth.

B. Public Participation

There are three aspects of public participation which appear significant.

- (a) Organized vocal groups in any community are not necessarily representative of all residents and in fact in some cases these groups may represent minority interests. The community is an aggregate composed of individuals and groups, renters and home-owners.
- (b) Publicity alone is not participation, it is merely the making available of information to the public, information being the first step toward constructive participation. It is this information aspect which must be reinforced before informed and constructive citizen participation can be expected in the formulation of a development strategy for Halifax.
- (c) Participation should not be a finite comment on a particular recommended course of action, since courses of action may represent conflicting expressions of intent by one or more groups at a particular moment in time. Participation must be an ongoing giving, sharing and commenting function on information with the public as part of the continuing process of urban government and environmental improvement.

It is essential that City Council give consent and direction to the Administration to contact communities and formulate recommendations for consideration by government. Within this term of reference the public should be given information and opportunities to participate on a continuous ongoing basis.

Of immediate concern is the structure of an information service whereby the objectives and policies as expressed in the Municipal Development Plan are evaluated and the resultant physical plan explained. The formulation of a Planning Advisory Committee to identify issues, assess information, analyze important issues and encourage wide community representation is essential in the overall process of municipal plan formulation.

A Planning Advisory Commission would assist Council in the exercising of certain powers and this Commission on a continuing basis should make recommendations to Council on all rezoning matters and be given authority for the direct approval for subdivision. The composition of the Commission would entail aldermanic, citizen and senior administrative staff representation. Such delegation of function by Council will relieve it of routine and onerous tasks and ensure public participation in the continuing planning process.

Specifically as related to the process of municipal development plan formulation the public should be fully informed and involved at least at the following points in time:

1. Intention to Prepare A Plan

The City having decided to prepare a plan should announce the decision and at the same time publicize:

- (a) *General city wide planning policies which will establish the context of the plan;*
- (b) *The proposed program of work to be undertaken.*

2. *Collection and Organization of Information*

This phase can be carried on with the active participation of the community. At this stage groups and individuals will be in a position to organize, familiarize and react to the City's intentions.

3. *Statement of Choices*

Once the survey data has been made available to the community and the general wishes of people in the area have been heard the City should set out what choices are available. This will serve to stimulate constructive participation into the constraints and opportunities of different courses of action.

4. *Statement of Proposals*

Once the public have expressed their choices and these have been tested in the light of community reaction the City will be able to prepare a statement of proposals. This is the key document and phase in the plan process and every opportunity for public discussion should be explored.

5. *Request to Government*

On the basis of exhaustive discussion the civic administration and the community will be in a position to bring forward proposals for consideration by the decision making body - City Council.

C. *Specific Policies*

The objectives and policies section of the Municipal Development Plan entails a number of worthwhile and commendable principles which in turn must be placed within a comparative framework to allow identification of options and their implications. At present there is not sufficient time, in intimate knowledge on my part and information available generally to comment in depth on the policies proposed. However a few random comments might be appropriate.

The policies section should incorporate important information techniques since the value of any proposal is dependent upon the feasibility of implementation and acceptance by the majority of people involved. If the municipal development plan sets forth principles for the development of new areas of the City in broad terms the general public has a fundamental right to expect that the development of any area is based upon an accepted plan and that implementation will proceed within the framework of that plan. All too often changes have been made at a late stage and any confidence that the public may have, destroyed. The same principles apply to existing developed

areas where over time change can and does occur.

In order to provide the public with greater security but also the developer with a clearer indication of civic requirements and his own responsibility a series of Area Plans is required which express such basic elements as density policy, public facility requirements, land use categories, transportation requirements, engineering requirements, open space and recreation needs and physical features to be preserved. Such plans may pass through the design brief stage by means of which public requirements for co-ordinated development are set out and a basis for development proposals to be formulated, the bylaw stage to establish Council policy with respect to the detailed form of development and to provide a legal framework for implementation and finally the implementation stage relating to detailed design such as subdivision and land use controls.

In a similar manner the policies section must reflect a basic position toward and attitude on the broader regional aspects inherent with the larger metropolitan area. It is the extent to which this inter-dependence between City and Region is recognized which will determine the final manner in which Halifax will be developed.

The policies section on water and sewer works should perhaps entail a fundamental policy such as the following:

In areas being redeveloped to higher densities the cost of any new facilities required because of the intensity of development be the responsibility of the developer.

In the policies section on schools, parks and major streets, it may be desirable to incorporate principles whereby open spaces are planned as a linked and inter-related system of playing fields, footpaths, bicycle trails, ornamental areas, sports facilities, picnic areas and other locations for active and passive recreation in order to allow for flexibility of use. Another might relate to existing school facilities being utilized to their full potential and opened for all types of recreational and cultural activities outside of normal school hours or to develop the City's recreation program on the philosophy that recreation is a lifetime activity.

Similarly policy must embrace new site development policy for multi-residential development having regard to adequate amenity area, privacy, good relationship with surrounding uses, adequate parking and access facilities designed to discourage parking on the street by residents and visitors.



COMMUNITY PLANNING DIVISION
DEPARTMENT OF MUNICIPAL AFFAIRS

P. O. BOX 216

HALIFAX, NOVA SCOTIA



638A

5 January 73

Mr. C. E. Babb
Director of Planning
Planning Department
City of Halifax
P. O. Box 1670
Halifax, N. S.

Dear Mr. Babb:

Thank you for your letter of 17 November, enclosing the Municipal Development Plan for the City. I note that the plan has been substantially reduced in size and context from the draft document which was submitted approximately one year ago.

I am afraid, however, that your interpretation of Section 13 in the Planning Act is misleading. The Municipal Development Plan is intended as a guide to action and decision-making. It must therefore include not only general objectives and policy ideas covered in this draft plan, but specific policies and programs as well. It is the specific interpretation and application of these policies and programs which matter. Unless these are spelled out, the chances for fruitful debate and increasing public understanding and support are minimized.

This draft plan is quite general and, it must be said, is full of textbook "principles". It does not come to grips with, or even describe, the major issues of concern facing the City. These main issues are the prime reason for the Plan and cannot be relegated to "Secondary Planning". In any case, the purpose, content, and scheduling of the secondary planning is left quite vague. The plan makes no mention of studies carried out to devise the plan policies and such documentation also will have a direct bearing on the eligibility of the plan for Ministerial approval. In the case of the City of Halifax, these studies and their results would properly include MAPC activities as well as those of City staff.

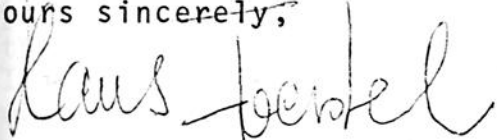
Mr. C. E. Babb
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The Department's "Guidelines for Municipal Development Plans" state that "if plans are to mean anything, they must include a method of implementation". No attempt has been made to deal with priorities, fiscal policies or financial programming - when in fact several major City projects have been considered extensively in a regional context already. How do they relate to this Plan, and vice versa?

Conclusion

The Municipal Development Plan in its present form is inadequate and does not conform with the Planning Act. Having said this, however, I wish to assure you of our interest in cooperating with you in developing the plan further. We would welcome the opportunity to discuss the situation with you following the public meeting on 10 January 73.

Yours sincerely,



Hans Foerstel
Director of Community Planning

HF/jfp

P.O.Box 1625
Halifax, Nova Scotia
January 8, 1973

Mr. C.E.Babb
Planning Department
City of Halifax
P.O.Box 1670
Halifax, Nova Scotia

Dear Mr. Babb:

I am afraid that I will not be able to attend the public meeting on the development plan for Halifax but I would still like to pass on my comments to you concerning that plan.

I find the plan rather vague and sometimes in reading some parts of it I am not really sure what it means or whether or not they are valid. Generally speaking, the plan sounds reasonable (if I can understand the vagueness), but there are several points on which I wish to comment.

The first thing is the additional paragraph that is supposed to be placed under "Background", Section A, Purpose. First of all, that section does not sound very much like purpose but rather like land development and perhaps should have been placed under that section. Yet in many ways it is purpose, for I believe it is the purpose of council to find as many loopholes as possible to permit development of projects that mean extra money for the city. It seems to me that money has been the chief promoter of this section and it appears to go against section 15 under land development on page 10. This section says that downtown Halifax shall be the principal regional business centre, but the new paragraph permits principal regional business centres to be built, at the approval of council, in other parts of the city, provided enough land is available. It would seem to me that new section has come about strictly because of the recent proposal for Quinpool Road. My basic question is: Is council going to change the plan every time a proposal comes along that means more money for the city's coffers? In fact, in the light of this addition, can we really trust city council to follow the basic objectives of this plan and to develop the specifics that are undoubtedly required before this plan can be implemented? I personally question the desire and ability of city council to do so.

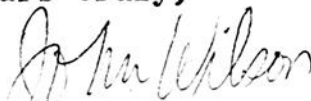
I live in one of the so-called downtown fringe areas as outlined on the map with the plan. From my reading of the plan, I am not really sure how downtown fringe areas really fit into the various business centre concepts. We are sort of left in the middle of things between business in the downtown area and industry along the waterfront. What kind of environmental protection is to be provided for this particular area. The downtown fringe area I refer to specifically is the area between Barrington St., Inglis St., Queen St., and Spring Garden Road.

As for the downtown area itself, I agree it should be the principal regional business centre and I would hope that this area could be developed perhaps along the lines suggested by the mayor's downtown committee. Although I have as yet to receive a copy of that committee's report, my reading of the newspaper article leads me to believe that there are a number of valid concepts in that report. Cars I believe should be banned completely from the downtown area. This would make the area more habitable, more workable for those who must work in this area (and I am one of them). Mass transit throughout the city should have a high priority and transportation systems should be especially constructed for such a system. I personally believe we should have a monorail system for the City of Halifax as this would simplify transportation. Historical buildings in the downtown area are another concern. The environmental design objectives deal with this question yet I really wonder how serious city council is in dealing with this area. It is my understanding that many times in the past city council has not dealt with the report of their committee on historical landmarks nor considered their viewpoint when certain buildings were torn down. How can we really be sure council will in fact endeavour to deal with these objectives in fact as well as in name?

The other area I wish to deal with is the area of recreation in particular objective three (e). I agree with the general intent of this, but I really wonder what is meant by recreation and the provision of facilities and services. It seems to me recreation goes beyond the question of providing such things as sports facilities and open spaces to providing facilities for creative kinds of things such as arts and crafts, painting, drama, etc. In some parts of the city, the recreation department has endeavoured to develop a number of youth centres which would involve youth in all aspects of recreation. These programs have involved the hiring of staff which carry out the programs but also are heavily involved in the counselling aspects. I really question the commitment of city council to recreational needs because the only reason these programs have been as successful as they are is because they have received funding through L.I.P. The city itself has failed to provide sufficient funding of its own. So I really wonder how extensive their commitment to recreation really is. Again, the fringe area I live in is an area that is generally without facilities of any kind. Granted some facilities are relatively handy such as downtown recreational facilities or Point Pleasant Park, but within the fringe area itself, there is very little in the way of recreational facilities. I sincerely hope that being designated a downtown fringe area does not mean that none of these kinds of services will be available to the residents of this area. This area often tends to be a forgotten one in many respects and being designated a downtown fringe area only stresses that forgottenness even more.

These are just a few comments I have at the present time. I realize my comments are not that comprehensive because for some reason I don't seem to have or to be able to grasp the total picture.

Yours truly,



John A.C. Wilson

January 10, 1973

Mr. John A. C. Wilson
P. O. Box 1625
Halifax, Nova Scotia

Dear Mr. Wilson:

I was very happy to receive and read your very thoughtful letter of January 3 regarding the proposed plan for Halifax. I am appreciative of your taking the time to set down your thoughts for my consideration.

Certainly a general plan, particularly the first one which is going to be going to public scrutiny, is going to have problems built in which must be ironed out.

I will pass along your letter to the City Manager and to Council, along with other comments that have been made.

I hope to more fully respond to your questions, if that is necessary. Some of them are rhetorical and really indicate your opinion about the matter. If you do want a more detailed response, please let me know.

Yours very truly,

C. E. Babb
Director of Planning

CEB/jt

BRIEF ON THE MUNICIPAL DEVELOPMENT PLAN

by Briany Stanford,
3 Milton Dr.,
Jollimore, N.S.

Mayor and Aldermen:

During 1972 you had to attend about 70 Public Hearings. It must have been obvious to you as it was to some of us that the present zoning by-laws have become very inadequate. Developers submitted projects for land use that interested citizens groups opposed. Developers also submitted proposals for rezoning certain areas that were opposed by other citizens groups. It also became apparent that citizens groups were becoming positive and initiating rezoning to ^{prevent} certain types of development in their areas.

This is problem number one in the proposed Municipal Development Plan and I hope you will give serious consideration that no city can produce a responsible plan under the present archaic set of zoning by-laws

There is a popular song, "This Land Is Our Land" and it appears in Halifax that this should be the signature tune of some developers.

However, people have to live with these projects; maybe they are mistakes and ill-conceived such as monstrous concrete towers, squashy housing projects, ugly un-landscaped shopping centers and streets, and ignorant, careless development of the lake watershed lands and flood plains. Also, some public services projects could be planned better in the future; for example, the approach roads to the Murray McKay bridge. We have many examples of social and environmental disasters and this sort of thing can be avoided in future with care and attention to the basic environmental arts.

These zoning by-laws were foisted upon the City 22 years ago. We have the experience and the knowledge now to prevent any future exploitation and abuse. Zoning and land use planning should protect us all. No one should be given public license under law to abuse the land and exploit people in their everyday lives.

I therefore submit for your consideration ^{a suggestion} to improve this situation. I suggest that you form a Environmental Advisory Board with a strong structure of architects and professional environmental designers supported in any needed capacity by other professionals - scientific, medical, legal and social. There should be good participation by City Staff on this Board and strong representation of interested incorporated citizens groups. This Board should start work immediately and work on all aspects of social and physical environment for the City of Halifax with lots of useful input from the public. This Board should be able to produce a useful formula for land use and zoning which the City Council would find useful to put into a good Master Plan to present to the Minister of Municipal Affairs under the aegis of the Planning Act. The Board should also view all projected development plans in conjunction with the Planning Department to give the best assistance to the City Council in making decisions after consulting with any local incorporate citizens groups. You will have a need for Public Hearings in law but the burden of decision should be eased considerably.

McINNES, COOPER & ROBERTSON

BARRISTERS, SOLICITORS, &c.

Donald McInnes, Q.C.
G. B. Robertson, Q.C.
Harold F. Jackson, Q.C.
Hector McInnes
J. M. Davison
L. J. Hayes
G. T. H. Cooper
David B. Ritcey
James E. Gould
George W. MacDonald

J. H. Dickey, Q.C.
L. A. Bell, Q.C.
R. A. Cluney, Q.C.
H. E. Wrathall
Stewart McInnes
J. A. F. Macdonald
John G. Cooper
Peter J. E. McDonough
David H. Reardon
Eric B. Durnford
R. G. Belliveau



P.O. Box 730
1673 BEDFORD ROW
HALIFAX, N.S.

January 5, 1973

Dear Sir:

Re: Proposed Master Plan

We are solicitors for the Sisters of Charity who have asked us to write the City of Halifax and place on record some preliminary observations on the Master Plan proposed for the City of Halifax as it may affect lands of the Sisters of Charity at Rockingham.

Before proceeding to specific matters of concern to the Sisters of Charity, we wish to remind you as City Clerk and through you to remind all departments of the City of Halifax that the Sisters of Charity and Mount Saint Vincent University are two separate and distinct entities. On more than one occasion in the past, members of staff have assumed that the interests of the two corporations are identical and that if one of the bodies expresses a view, e.g. with respect to Land Use Planning for the Rockingham area, that body is also speaking for the other. This is definitely not the case and although the interests of the

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10/73
cc. City Manager
cc. Mr. Bell.

City Clerk

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two corporations may and do coincide on many occasions, we would point out that most of the land in the area of Mount Saint Vincent University including Seton Drive which is the south entrance to that institution is owned by the Sisters of Charity and their interests must be separately consulted at all times.

With respect to the Master Plan as it affects lands of the Sisters of Charity at Rockingham, the Sisters wish to register preliminary objections to two aspects of the Plan, viz.

- (1) the proposed road system in the vicinity of the existing Motherhouse; and
- (2) the proposal that a portion of the lands owned by the Sisters at Rockingham be developed as parkland.

Road System

Dealing first with the proposed road system, we make reference to City Plan TT-16-19601 a copy of which was provided to us by the Traffic Engineer. That plan indicates a so-called "major street" which I believe will be called Lacewood Drive running westerly through lands of the Sisters of Charity from the Bedford Highway across the proposed extension of Dunbrack Street and onward to and across Bicentennial Highway. The Plan shows this road using the

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present Seton Drive which is the south entrance to the Sisters of Charity property as well as an entrance to Mount Saint Vincent University. The proposed major road extension extends in a westerly direction to and beyond the existing Motherhouse very close to its south wing.

While the Sisters of Charity do not object in any way to the establishment of an east-west road of the general nature contemplated by the proposal, they take the strongest objection to having this road make use of Seton Drive which is now a private road and the location of a major thoroughfare so close to the Motherhouse where many sick and elderly sisters are housed and cared for. Such a major artery should, in the Sisters' opinion, commence at a more southerly point on the Bedford Highway and not encroach on lands of the Sisters of Charity in the area of the Motherhouse.

Our second objection to the proposed road system is of a similar nature. Plan TT-16-19601 also shows a so-called "collector street" running in north-south direction immediately to the west of the Motherhouse. In other words, the Motherhouse would be directly in the middle of a very heavy traffic pattern and the Sisters of Charity consider this to be unreasonable and totally unacceptable.

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It is our understanding that the City of Halifax through its Traffic Engineer has indicated that no roadway in the vicinity of the Motherhouse should be seriously considered for at least 10 years and we would appreciate confirmation in writing to the Sisters of that position. We cannot emphasize too strongly the objections of the Sisters of Charity to any system of roads which would so adversely affect the use and quiet enjoyment of the Motherhouse and trust that the City of Halifax will take cognizance of the interests of the Order when considering the details of this road system.

Land Use

The proposed Master Plan indicates that a certain portion of the lands of the Sisters of Charity located to the west of the Motherhouse and in the vicinity of the Bicentennial Highway should be designated as parkland. The Sisters of Charity have in recent years developed preliminary plans for the use of all of their Rockingham lands and the designation of substantial areas for parklands is in conflict with the existing development plans of the Sisters of Charity. We therefore wish to note their preliminary objection and will want the opportunity for further representations to the City prior to adoption of any of this parkland proposal.

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City Clerk

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It is worth noting that in this year, 1973, the Sisters of Charity will be celebrating their 100th Anniversary in Rockingham. Their presence in this area predates by many decades the various subdivisions now situate in this district and we confidently expect that the interests of the Sisters of Charity as long-standing residents and landowners in the Rockingham area, will be given the most careful and sympathetic consideration by the City of Halifax. At the same time, the Sisters of Charity wish to make clear that they strongly support the orderly and progressive development of the community of which they form a part and stand ready and willing to cooperate with officials of the City in developing a workable and well-considered Master Plan.

Yours very truly,

M. James Cooper & Robertson

City Clerk
City Hall
City of Halifax,
Halifax, Nova Scotia

LJH/ng

cc Mayor Walter Fitzgerald ✓
Mr. R.B. Grant, Director of Development
Mr. R.G. Chaboyer, Engineering and Traffic Dept., City Hall
Sister Mary Moore, Sisters of Charity, Rockingham

Halifax Homeowners Association

January 2, 1973.

The following is a statement prepared following a meeting of the under-noted groups which was held on Tuesday, January 2, 1973, at the Museum on Bell Road, Halifax.

* * * * *

A combined meeting representing various Metro Area civic groups has requested the Mayor and City Council to take certain steps in connection with the Public Hearing into the Municipal Development Plan, to be held Wednesday, January 10th, and at Queen Elizabeth High School.

The Meeting agreed that the amount of information in the 14½-page plan is insufficient, and too vaguely worded, to form a basis for presenting a comprehensive brief.

The Meeting also expressed concern as to the intent of the Public Hearing. It was asked whether further public hearings would be held, or whether the single meeting on January 10th was to fulfill a legal requirement to make the plan become law.

It was recommended, and all agreed, that one meeting is not enough for a matter of such importance, and that several such meetings with council members attending, should be held throughout the city, at which there would be free exchange of ideas between the audience and Mayor and Council.

The Meeting on January 10th could provide a basis for such future meetings, and should include a formal presentation of the plan by a City spokesman with citizens given a chance to query the plan, and also the opportunity to make statements about the plan. The meeting also felt that the material providing the background for the published plan should be made available to interested parties wishing to submit written briefs.

The Community Planning Association of Canada questioned whether the published plan is indeed a valid municipal development plan within the definition contained in the "Nova Scotia Guidelines for the Development of Municipal Plans."