


Item No. 10.1.2
Halifax Regional Council
March 29, 2011

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY: Original Signed by 
Mike Labrecque, Deputy Chief Administrative Officer

DATE: March 1, 2011

SUBJECT: **Case 16029: Halifax MPS / Halifax Mainland LUB Amendments –
Metro Transit Facilities**

ORIGIN

HRM-initiated application to enable Metro Transit facilities in Mainland Halifax through the rezoning process.

RECOMMENDATION

It is recommended that Halifax Regional Council:

1. Authorize staff to initiate a process to consider amending the Halifax Municipal Planning Strategy and the Halifax Mainland Land Use By-law to create a new zone to regulate the development of transit facilities; and
2. Request that staff follow the public participation program approved by Council on February 25, 1997.

EXECUTIVE SUMMARY

The Lacewood transit terminal is deficient in capacity, safety and amenities; therefore, Metro Transit has investigated four candidate sites in the area for a replacement terminal. All of the candidate sites are zoned P (Park and Institutional) or K (Comprehensive Development District), neither of which permit a transit terminal as-of-right.

Policy 7.2.2 of the Halifax Municipal Planning Strategy (MPS) allows Council to consider a rezoning for public uses; however, none of the existing zones in the Halifax Mainland Land Use By-law (LUB) that permit a transit terminal (e.g. I-3 [General Industrial]) would be appropriate to apply to the candidate sites. Staff suggest that a new zone for transit facilities be added to the Halifax Mainland LUB through the MPS amendment process. If adopted, potential rezonings to the new zone would be evaluated under the criteria of Policy 7.2.2.

Of the four candidate sites to replace the Lacewood terminal, Metro Transit's recommendation is the Willett Street site, which was endorsed in principle by Chebucto Community Council. The site is parkland surrounded by residential uses, and a variety of concerns have been heard from the public. Staff are trying to address these concerns through both Metro Transit's detailed design process and Planning Application's MPS amendment and rezoning processes, and additional public consultation will be held this spring. Regardless of which candidate site is chosen, MPS amendments and a rezoning will be required before a transit terminal can be constructed on any of the four candidate sites.

BACKGROUND

Upcoming Metro Transit facilities

As part of the Metro Transit Five-Year Strategic Operations Plan and the Metro Transit Five-Year Capital Approach¹, two new transit facilities are planned for Halifax Mainland: a replacement for the existing Lacewood terminal, and a new park and ride lot.

The current Lacewood transit terminal, located near the east corner of Lacewood Drive and Willett Street, does not meet current or future needs of transit passengers. It is deficient in capacity, safety, and passenger amenities. The current site cannot accommodate required improvements, and the private property owners in this area (Canadian Tire Corporation Ltd., Crombie Property Holdings II Ltd. and Clayton Park Holdings Ltd.) are not interested in selling any commercial land to HRM for this purpose². Therefore, Metro Transit has looked for possible new transit terminal locations on HRM-owned land in the area.

The new transit terminal will serve as the starting point for a new Clayton Park MetroLink route, in addition to conventional transit service. After leaving the transit terminal, the Clayton Park MetroLink will stop at the new park and ride lot, before travelling downtown. Space constraints in Mainland Halifax require that the park and ride be separate from the new transit terminal.

¹ <http://www.halifax.ca/metrotransit/5YearStrategicOperationsPlan.html>

² Property owners were contacted by HRM Real Estate & Facility Services in November 2010.

Proposed locations

Transit terminal Consultants Delphi-MRC conducted a site selection study for Metro Transit, which investigated four potential candidate sites: Dunbrack Street (Northcliffe Centre), Lacewood Drive (behind the Canada Games Centre), Thomas Raddall Drive and Willett Street. Metro Transit concurs with the consultant's recommendation that the new transit terminal be located on an 8 acre parcel of land on Willett Street (PID 40090169) (Maps 1A and 2).

On November 1, 2010, Chebucto Community Council endorsed this location in principle, subject to appropriate environmental approvals, vegetation management, and zoning amendments.

The Willett Street site is included as a Passive Recreation Reserve in the Mainland Common Master Plan update approved by Council in 2008³.

Park and ride Metro Transit is working with the Province to secure a long term lease of a parcel to the west of the Northwest Arm Drive / Highway 102 interchange (PID 00206482) (Maps 1B and 2). The tentative plan is for a park and ride lot with 275 spaces with room for future expansion; however, Metro Transit has not yet gone through a detailed design process.

Designation and Zoning

All four candidate sites for the transit terminal, as well as the proposed location for the park and ride lot are designated as Residential Environments under the Halifax MPS.

The Willett Street site and the Dunbrack Street site are zoned P (Park and Institutional) under the Halifax Mainland Land Use By-law (LUB). The park and ride site behind Mount Royale, as well as the Lacewood Drive and Thomas Raddall Drive candidate sites, are zoned K (Comprehensive Development District). Neither of these zones permit a transit terminal as-of-right, so the same zoning issues apply to all five sites.

Enabling policy

Under the Halifax MPS, public uses which are industrial or service commercial in nature are encouraged to locate in areas designated for Industrial uses. However, Policy 7.2.2 acknowledges that some of these uses must be located in other areas to carry out their community support functions (Attachment A). For example, a transit terminal must be located near bus routes, passengers and their destinations. In these cases, Council may consider the public uses through either a development agreement or a rezoning. For Metro Transit facilities, a development agreement is not an option, as HRM cannot enter into a legal agreement with itself.

While a rezoning is a reasonable option, none of the existing zones in the Halifax Mainland LUB that would permit a transit terminal (e.g. I-3 [General Industrial]) would be appropriate to apply

³ While the Mainland Common Master Plan does contemplate transit, any other implications of using this specific parcel for a transit terminal under the Master Plan would be addressed by Real Property Planning.

to any of the candidate sites. The candidate sites have residential uses and parkland nearby, so any zone that would allow for the transit terminal also needs to provide adequate protection to these existing uses.

Location of transit facilities

In recent years, Metro Transit has started to expand its operations such that they form the primary use on certain parcels of land. Some transit facilities are permitted under the zoning applied to the lands (e.g. the Sackville terminal), while others have simply fit into other developments (e.g. the current Lacewood and Mumford terminals), or are located in the street right of way, subject to traffic and safety concerns (e.g. bus stops and the Scotia Square and Penhorn terminals).

DISCUSSION

All of the candidate sites have residential uses and parkland nearby, so a new zone needs to provide adequate protection to these existing uses. A variety of compatibility concerns have been heard from the public, and staff are trying to address these concerns through processes with both Metro Transit and Planning Applications. Additional public consultation will be held this spring. However, regardless of which candidate site moves forward, MPS amendments and a rezoning are required before transit facilities will be permitted on any of the candidate sites.

Creating a new zone

While the Regional Plan and the Halifax MPS are supportive of transit, this policy support was never directly implemented in LUB regulations, probably because transit facilities were usually accommodated within the street right of way. However, with Metro Transit's future expansion plans, more transit facilities will be subject to zoning regulations. Staff suggests that a new zone for transit facilities be enabled through the Halifax MPS and added to the Halifax Mainland LUB. A new zone would include requirements for setbacks, buffering and landscaping (or other items which may rise during public consultation), which would allow potential rezonings for transit facilities to be evaluated and considered under Policy 7.2.2.

Rezoning process

It is possible for Regional Council to create a new zone, without applying it to any properties. If this was the case, future rezoning applications for transit facilities in this area would be considered under the new policy by Chebucto Community Council. Alternatively, Regional Council could create the zone and apply it simultaneously. Regardless, with all candidate sites having P or K zoning, a change in zoning is required before a transit terminal can be constructed.

MPS amendments

Amendments to the MPS are not considered routine, but staff believe there is merit to considering the proposed MPS and LUB amendments since existing MPS policies recognize the importance of transit and show the municipality's intention to investigate a variety of transit options and facilities (Attachment A). At the time the Halifax MPS was adopted, the extent of Metro Transit's current operations could not have been contemplated. Therefore, staff recommend that Council initiate the process to consider amending the Halifax MPS and Halifax Mainland LUB to create a new zone that specifically addresses transit facilities.

Public Consultation

When Case 16029 was opened, staff initially believed that transit facilities could be addressed through general LUB amendments, which could be considered by Community Council. As such, a public information meeting was held on October 7, 2010. However, after public feedback and further consideration, it has been determined that it is most appropriate to undertake MPS amendments to address the development of transit facilities.

Notification for the PIM included a notice on the HRM website, an advertisement in the Municipal Notices section of the newspaper, and a mailout to residents through a Canada Post drop (Map 2). Minutes of the meeting are included (Attachment B), as is correspondence received through email (Attachment C) and other means (Attachment D).

Public Participation Program

Beyond the public information meeting held on October 7, 2010, additional consultation will be conducted as part of the MPS amendment process, as per the public participation program approved by Council. Planning Applications staff aims to get community feedback on how best practices for transit terminal design can be incorporated into policy criteria and zone regulations.

In addition, as part of Metro Transit's detailed design process for the proposed transit terminal, HRM will be hiring a consultant to apply best practices to the site design of the new transit terminal, including but not limited to landscaping, noise and visual buffering, air quality, grading and blasting, and the provision of amenities in response to lost open space. As part of the site design process, the consultant will receive feedback through community consultation, of which HRM staff (including Planning Applications) will be a part.

Conclusion

While strong concerns have been heard from the public, a new zone will be required before a transit terminal can be constructed on any of the candidate sites. Therefore, staff recommend that Council initiate the process to consider amending the Halifax MPS and Halifax Mainland LUB to create a new zone that specifically addresses transit facilities.

BUDGET IMPLICATIONS

The costs to process this planning application can be accommodated within the approved 2010/11 operating budget for C310 Planning & Applications.

FINANCIAL MANAGEMENT POLICIES/BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Project and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Project and Operating reserves, as well as any relevant legislation.

COMMUNITY ENGAGEMENT

Amendments to the Halifax MPS involve community engagement and the engagement process will be consistent with the intent of the HRM Community Engagement Strategy, the Halifax

Regional Municipality Charter, and the Public Participation Program approved by Council on February 25, 1997.

The proposed level of community engagement is consultation, achieved through public meetings held as part of the MPS amendment process, and held during Metro Transit's detailed design process for the proposed transit terminal and the proposed park and ride, as well as a public hearing before Regional Council can consider approval of any MPS amendments or rezonings.

The proposed new zone will potentially impact the following stakeholders: local residents, property owners and other HRM business units or divisions (e.g. Metro Transit, Real Property).

ALTERNATIVES

1. Council may choose to initiate the MPS and LUB amendment process for reasons set out in this report. This is the recommended course of action.
2. Council may choose not to initiate the MPS and LUB amendment process. A decision not to amend the MPS cannot be appealed. This alternative is not recommended, as staff feel there is merit in considering the requested MPS amendment.

ATTACHMENTS

Map 1A	Transit Terminal Candidate Sites and Zoning
Map 1B	Proposed Park and Ride Site and Zoning
Map 2	Candidate Sites and Area of Notification for October 7, 2010 PIM
Attachment A	Excerpt from the Halifax MPS
Attachment B	Minutes from October 7, 2010 Public Information Meeting
Attachment C	Public Correspondence Received
Attachment D	Additional Public Correspondence Received

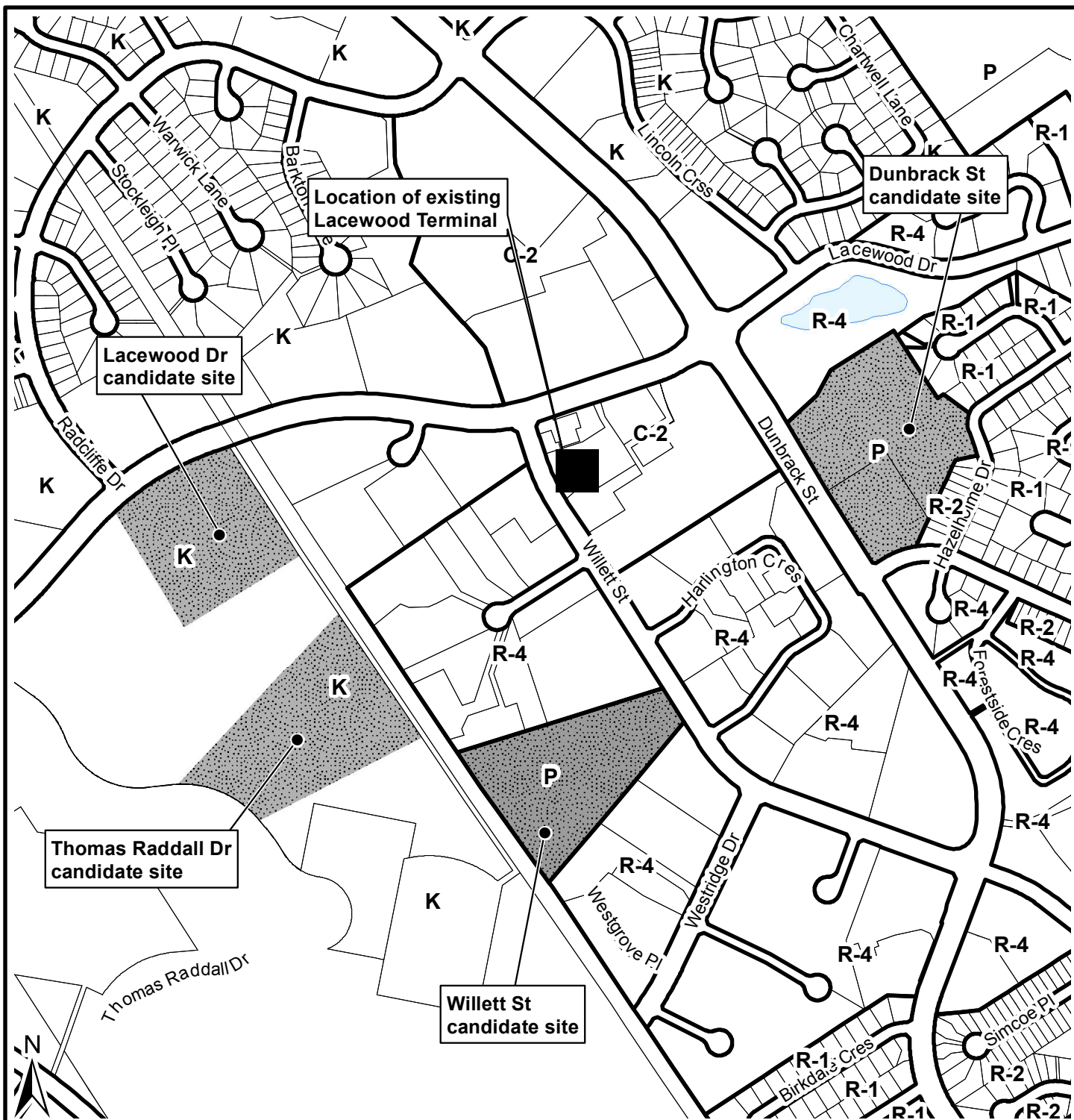
A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/agenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Mackenzie Stonehocker, Planner I, 490-4793

Report Approved by: _____
Austin French, Manager of Planning Services, 490-6717


Financial Approval by: _____
Cathie O'Toole, CGA, Director of Finance, 490-6308

Report Approved by: _____
Paul Dunphy, Director of Community Development



Map 1A - Transit Terminal Candidate Sites and Zoning

Lacewood Drive area
Halifax


 Candidate site for
new transit terminal

Halifax Mainland
Land Use By-Law Area

Zone

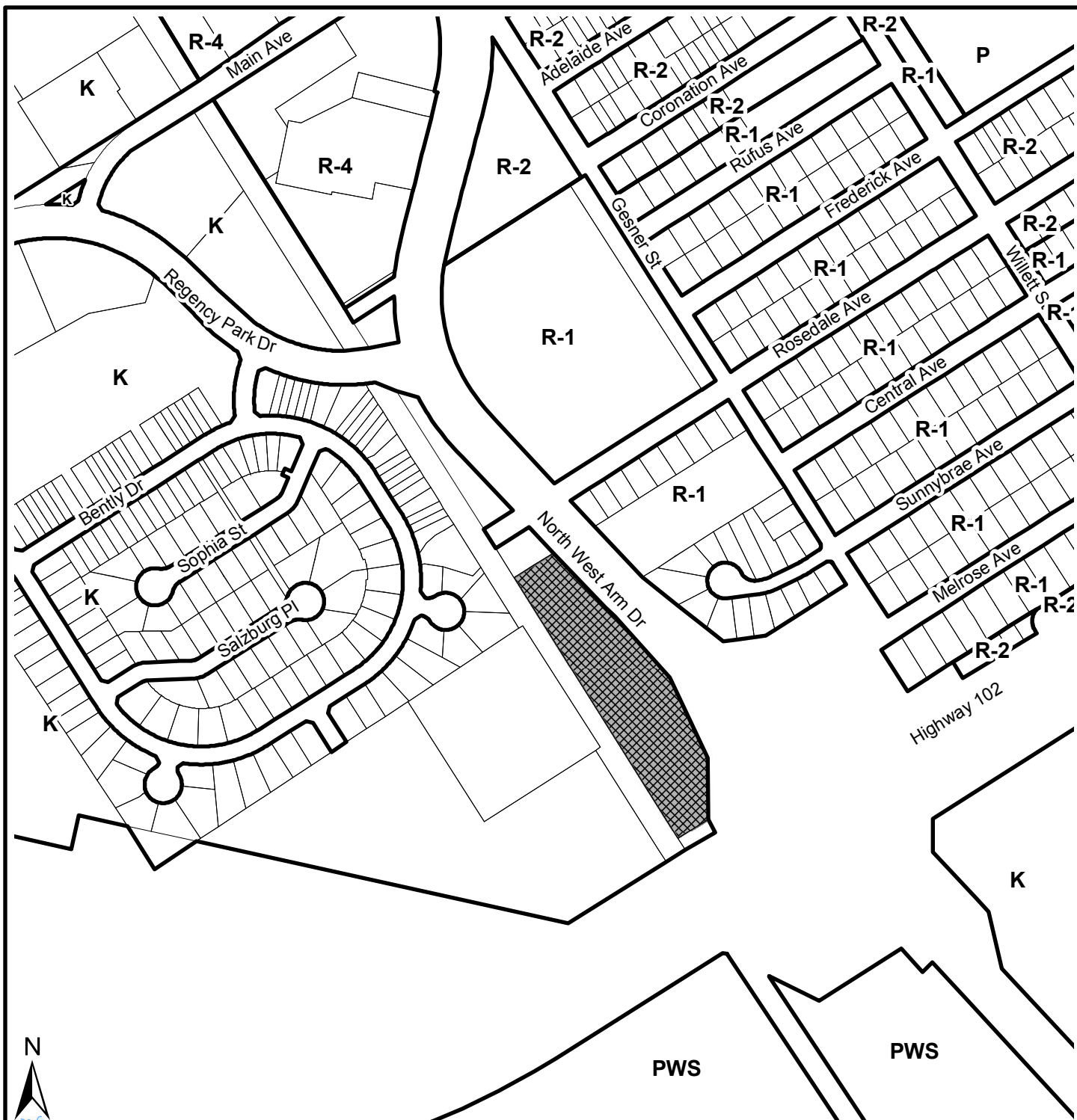
R-1	Single Family Dwelling
R-2	Two Family Dwelling
R-4	Multiple Dwelling
C-1	Local Business
C-2	General Business
P	Park and Institutional
K	Schedule K

HALIFAX
REGIONAL MUNICIPALITY
COMMUNITY DEVELOPMENT
PLANNING SERVICES

0 100 200 m



This map is an unofficial reproduction of a
portion of the Zoning Map for the Halifax
Mainland Land Use By-Law Area.

HRM does not guarantee the accuracy of
any representation on this plan.



Map 1B - Proposed Park and Ride Site and Zoning

North West Arm Drive area
Halifax

 Candidate site for
new park and ride

Halifax Mainland
Land Use By-Law Area

Zone

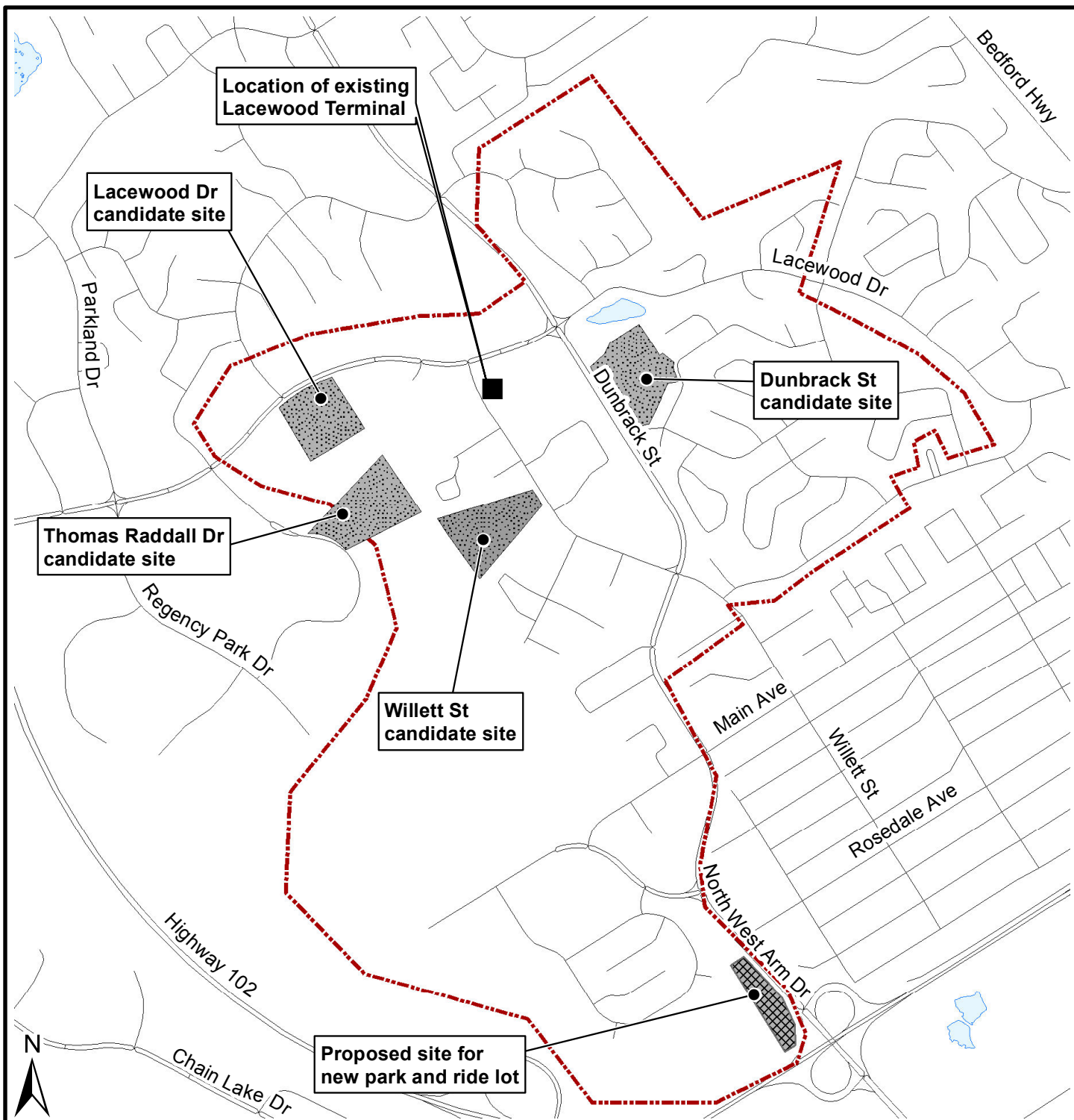
R-1 Single Family Dwelling
R-2 Two Family Dwelling
R-4 Multiple Dwelling
P Park and Institutional
PWS Public Watershed
K Schedule K

HALIFAX
REGIONAL MUNICIPALITY
COMMUNITY DEVELOPMENT
PLANNING SERVICES

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

This map is an unofficial reproduction of a
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Mainland Land Use By-Law Area.

HRM does not guarantee the accuracy of
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Map 2 - Candidate Sites and Area of Notification

Lacewood Drive area
Halifax

 Candidate site for
new transit terminal

Halifax Mainland
Land Use By-Law Area

 Area of notification for
public information meeting
held October 7, 2010
(delineated according to
local carrier walk areas
determined by Canada Post)

HALIFAX
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COMMUNITY DEVELOPMENT
PLANNING SERVICES

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Attachment A:
Excerpt from the Halifax MPS

Specific Enabling Policy

Policy 7.2.2 The City should encourage public uses which are industrial or service commercial in character to locate within areas designated “Industrial.” For those public uses which need to be located in other than these designations in order to effectively and efficiently carry out their community support function to part or all of the City or Region, the City may consider developments in alternative locations through the contract development provisions of the Planning Act, or by rezoning.

Policy 7.2.2.1 Pursuant to Policy 7.2 and 7.2.2, Council may consider the development of public uses which are industrial or service commercial in nature such as, but not limited to utility stations for water, electricity and telephone, fire and police stations, and centres for the upkeep and maintenance of City infrastructure. In considering such developments, Council shall have regard for:

- (i) the compatibility of the development in respect to adjacent and neighbouring uses;
- (ii) where possible and appropriate, an overall architectural and landscape design which reflects adjacent and neighbouring uses;
- (iii) the appropriateness of the site in respect to performing the particular community support function; and
- (iv) the provisions of Industrial Policy 4.6, Part II, Section II, clauses (ii) to (xi) inclusive.

Policy 4.6 In considering applications pursuant to Implementation Policy 3.10 Council shall have regard for the guidelines set out below:

- (i) that uses permitted be restricted to industrial or commercial uses;
- (ii) that entrances and exits be arranged in such a way so as to minimize the impact of additional traffic on any adjacent residential area;
- (iii) that the proposed use does not entail unacceptable nuisances, such as traffic, smoke, toxic or noxious effluents, and noise;
- (iv) that storage areas be enclosed or be visually screened from the abutting street by such means as planting materials or well-designed fences;
- (v) that service areas for trucks and other vehicles be located in areas other than the front yards;
- (vi) that front yards of an appropriate size be provided, well landscaped and including provision for tree planting;
- (vii) that drainage from large paved areas be required to be treated in cases where such drainage will result in unacceptable pollution of watercourses or water bodies;
- (viii) that appropriate measures be taken to prevent erosion or deposit of sediments away from the development site during construction and afterwards;

- (ix) that the building envelope be located in such a manner as to provide a sufficient area for landscaped open space in both front and side yards;
- (x) that areas of significant natural, aesthetic and amenity value be protected as part of the site design in accordance with Policy Sets 7 and 8 of this Plan as appropriate;
- (xi) that there be an appropriate setback of any building from abutting residential properties and that a portion of such setback be landscaped; and
- (xii) that the applicant provide a statement of the environmental impacts of the proposed development on and off the site and identify the ways and means to mitigate any negative effects, particularly as they relate to such aforementioned matters as air and water pollution, erosion and sediment control, and protection of significant natural, aesthetic, and amenity value; [n/a]
- (xiii) such other land use considerations as Council may from time to time deem necessary, based on guidance provided by the policies of this Plan.

General Policies

- Policy 7.10** Except when the interests of the City would clearly be better served, the City shall not release park lands or public open spaces for uses other than recreational in nature, unless such parks have been designated by the City as temporary, or unless alternative recreational space within the neighbourhood has been provided.
- Policy 8.10** The City should protect existing green areas and attempt to create new green areas. Every effort should be made to protect existing boulevards, tree-lined streets, and small parks.
- Policy 9.1** The City shall encourage an efficient transit system linking major employment areas and community facilities with community centres and neighbourhoods.
- Policy 9.1.1** The City shall investigate the appropriateness of establishing or encouraging park-ride facilities.
- Policy 9.5** The City should encourage transportation systems which minimize adverse environmental effects, particularly pollution, social disruption, inefficient use of land, and inefficient energy consumption.
- Policy 9.8** The City should encourage alternative forms of transportation which will augment the effectiveness of a metropolitan transit and transportation network. Alternatives such as air, rail, and water transportation should receive special attention.

Attachment B:
Minutes from October 7, 2010 Public Information Meeting

Public Information Meeting – Case 16029
October 7, 2010, Halifax West High School

In attendance: Councillor Russell Walker
Councillor Mary Wile
Mackenzie Stonehocker, Planner, Planning Services
Hilary Campbell, Planning Technician, Planning Services
Gail Harnish, Planning Services
Dave Reage, Metro Transit, TPW
Eddie Robar, Metro Transit, TPW
Tiffany Chase, Metro Transit, TPW
Ken Reashor, Director, TPW

Call to order, opening comments

Ms. Mackenzie Stonehocker called the public information meeting (PIM) to order at approximately 7:00 p.m. at the Halifax West High School. She explained that the purpose of tonight's meeting is to explain the Planning process to amend the Halifax Mainland Land Use By-law (LUB) to allow for Metro Transit facilities, and for Metro Transit to explain their plans for the area.

Planning staff are looking to find out what land use controls should be in place for Metro Transit facilities, no matter which candidate site is chosen for the terminal.

Presentation - Planning Staff

Ms. Stonehocker stated the Metro Transit Lacewood terminal is currently operating at capacity and is not capable of being expanded. Therefore, a new transit terminal is being planned for the Clayton Park area. Metro Transit has considered the sites marked with stars on the map. In addition, a new park and ride lot is being proposed for an area behind Mount Royale.

The current zoning does not allow Metro Transit to use any of the candidate sites for transit facilities. All of the sites are zoned P (Park and Institutional) or K (Comprehensive Development District). These zones either do not allow transit facilities or require a development agreement. While HRM can enter into a development agreement with a private developer, it cannot enter into one with itself.

While the Halifax Municipal Planning Strategy (MPS) is very supportive of transit, which has not been matched in the LUB. Staff are considering changing the LUB so that Metro Transit can upgrade their transit services. For example, in the Transportation section of the Halifax MPS, Policy 9.1 states "The City shall encourage an efficient transit system linking major employment areas and community facilities with community centres and neighbourhoods". There are other

policies in the Halifax MPS that support Metro Transit's efforts to provide efficient transit, including bus terminals and park and ride lots.

When Planning staff write a LUB, direction comes from the *Halifax Regional Municipality Charter*. A LUB may regulate which land uses are permitted or not, so while a transit terminal or a park and ride lot may be okay, a bus garage in this area would not. A LUB can also outline the requirements for each land use, such as side yards and maximum height. We can talk about parking and loading areas, regulating how large buildings can be, or setbacks from a property line or from an adjacent use.

Whenever Planning staff look at changing the LUB, they start with doing some preliminary research. Then a public information meeting (PIM) is held to answer questions and get comments and feedback from the public. After tonight's meeting, staff will compare what the MPS says with the feedback from the public, and comments from the other HRM business units. Along with the minutes from tonight's meeting, Planning staff will table a staff report with Chebucto Community Council. The report will include proposed amendments to the LUB. Council will schedule a public hearing regarding the LUB amendments. Choosing the location of the new terminal will not be part of the public hearing. The public hearing is another opportunity for the public to speak, or written submissions can be sent to the Municipal Clerks office in advance of the hearing. After the public hearing, Community Council will make its decision on the LUB amendments. Whether they approve or refuse the proposed LUB amendments, there is an appeal period, during which the decision can be appealed to the Nova Scotia Utility and Review Board.

Presentation - Metro Transit Staff

Mr. Dave Reage, Coordinator of Project Planning, indicated he would talk about the need for the new Lacewood terminal, some of the site options they looked at, a summary of the evaluation of the candidate sites, transit routing in the area, ridership numbers, have a look at some of the preliminary concept plans for the potential site, and talk about the proposed park and ride lot behind Mount Royale, near Northwest Arm Drive and Highway 102.

The existing Lacewood terminal was a "temporary" facility that has been there for about twenty years. Metro Transit has capacity issues at the current facility and have long since outgrown it. It lacks customer amenities in terms of what their newer facilities provide, such as washroom facilities. Also, it uses private property, so Metro Transit has no control over what happens on that property. There are circulation issues at the terminal because buses are circulating through some tight parking lot areas, which makes it difficult to maneuver through. This terminal would be the catalyst for the Clayton Park Metro Transit Link which has been successfully implemented in other areas of HRM. Before they can bring that type of service to Clayton Park, they need a good hub such as the new Lacewood terminal to anchor that service.

There were four candidate sites examined, three of which were presented at Metro Transit's public meeting on January 25, 2010. The Thomas Raddall site, which is the closest to where we are now, was not continued through the evaluation. It was found to be too far away from Lacewood Drive, in terms of customer convenience and operating costs, so it was taken off the map prior to the public consultation in January. The other three sites (Lacewood, Willett and

Dunbrack / Northcliffe) were carried forward through the analysis. The evaluation of the three sites was based on technical analysis through a consulting firm they hired, HRM staff, and public consultation from the session in January.

The staff recommendation Metro Transit will be bringing forward to Chebucto Community Council is the Willett Street site. The reasoning behind that is because of the three sites, this one has the best population catchment area. Within 400 metres of the Willett site they have about 3500 people living there, whereas the current site has about 2400 people. It is a great opportunity to get more people walking to the bus and using the bus.

It has good active transportation potential with the linear trail at the back of the site. It is a great opportunity to use that to feed people into the terminal.

The Willett site is also good transit oriented development. If you look at that site, it ties back to the population catchment, but it has the most high density land uses around it which is the ideal place to put a transit terminal.

It is the best option for customer convenience in terms of matching Metro Transit's existing routes up with our ridership.

In terms of transit routing and ridership, as Metro Transit went through site selection study, they realized where you move this terminal has the potential to have a serious impact on the route network through the area and the ridership. Referencing a map, he pointed out the existing pattern, noting each line represents a route. They have about 4000 people per day using the Lacewood terminal. On the Willett Street corridor between Lacewood and Dunbrack, they have about 575 people, and on the Dunbrack corridor between Lacewood and Willett they have about 75 people.

What we have today is our route network matched up with the demand and it makes sense when you look at the land uses in the area. There are predominately higher density uses along Willett Street which usually translates into more people using transit.

One of the issues Metro Transit had with the Dunbrack / Northcliffe site is that in order to maintain the routing network, the Dunbrack / Northcliffe site would pull a lot of routes away from Willett Street, which is where most of the ridership is, making it less convenient for their customers catching the bus. If you look at the Willett site, they are maintaining and slightly increasing the amount of service on Willett Street. It is a better matching of demand with the service level.

He provided a couple of examples of transit oriented development at existing terminals. The Highfield terminal in Dartmouth is smaller than what Metro Transit would be proposing for Lacewood but it does have the high density residential adjacent to the terminal. The Cobequid terminal in Lower Sackville included several apartments before the terminal was built and some of the apartments were built afterwards.

He showed a few preliminary concept plans, noting it was not what the final plan would look like, but it gives an idea of what the site could look like. Once a site is approved by Community

Council, there are several phases of design they have to go through and they will be doing further public consultation as part of the design process to allow further input into what the terminal will eventually look like.

The new terminal would be similar to the Portland Hills layout. The idea behind the angled orientation is because the residential properties on the right (further from the terminal) face into the green space area, whereas for most of the residential properties on the left (closer to the terminal), it is the end points of the building that face onto the green space. The idea is that you angle it more to those ends that front onto the green space.

In order for Metro Transit to provide wheelchair accessibility at any of their terminals, they are limited to no more than 5% slope on the terminal or it cannot be designated as an accessible facility. In order to do that on the Willett site, they have to cut into the grade a bit so what you get is a bit of a bowl shape. The benefit of that is it takes it out of the sight lines of the surrounding area, so it is not to the same grade as the surrounding buildings. He showed a few more images from a different angle.

He showed an image of what you would see if you were standing on Willett Street looking into the terminal. He pointed out a scale model bus which gives you a bit of a sense of how deep it would be at the back of the facility. It is high enough that it would be higher than the top of the bus so you would not see the busses circulating through the terminal.

The final piece of the amendment is the park and ride lot behind Mount Royale. Because there is no space at any of the potential terminal sites to have a park and ride, the idea is to do it separately. The site they are looking at is Provincial land in reserve for a future highway interchange which the Province does not anticipate needing any time soon, so Metro Transit are working with them to secure a long-term lease on the property. He pointed out the site they are looking at, noting it would be in the corner (kiddie corner from Ashburn). He showed a preliminary site plan. There are about 275 spaces confined to this area with a potential for future expansion. This would predominately be used by Metro Link busses, and possibly a future local bus of some type.

Questions/comments from members of the public

Ms. Carol Carnell asked if there would be a shuttle service from the park and ride to the proposed terminal.

Mr. Reage responded there would not be a shuttle service but the Metro Link service would start at the terminal, go to the park and ride lot, and then downtown.

Mr. Bob McDonald commented it was obvious from the presentation that only one site is being seriously considered. It appears from the Mainland Common Master Plan that the Willett Street site is part of the Mainland Common and is identified as the Willett passive recreation reserve. It is parkland right now and the one thing we cannot afford to lose in this community is parkland. The land was acquired by the City of Halifax in September of 1977 for \$1 in payment from Clayton Developments, presumably as their parkland contribution from developments in the area. He thought it would be in bad faith and a betrayal to the citizens of Halifax, especially to

those in the neighbourhood and Clayton Developments, to use that land for anything other than parkland. It is really a pocket wilderness area. There are some large mature trees, some deciduous trees, shrubs and flowers and birds use it. It should remain as parkland. The site has trails which he presumed were built by HRM thirty years ago.

The land is quite sloped and there appears to be about a 10 metre difference in elevation between Willett Street and the back part of the property, so in order to make that site suitable for a terminal, there will be a lot of blasting, the trees will be gone, and it will no longer be used as parkland. That is in his back yard. He thought it would be a real shame to sacrifice the trees and the natural area. One Halifax citizen described it as a mini Point Pleasant Park, which it could be. There is a wetland at the top, that may not be directly affected by the terminal but it may have an indirect impact on that wetland. The Mainland Common master plan very clearly indicates that nothing would happen to that park reserve before a very thorough consultation was undertaken with members of the neighbourhood, which he did not think has happened yet.

Ms. Stonehocker advised any change in zoning would only occur after consideration of MPS policy.

Mr. Bruce Smith indicated he grew up around there and played in those woods when he was a kid. Four potential sites were mentioned but from their presentation it appeared they already made up their mind. It is very reflective of an interview he heard this afternoon on CBC about the Province's plans to expand Highway 103. It does not sound like public consultation; it is about what you are planning to do in picking this one site. In his view it was not totally a bad decision, but he did not understand why they eliminated the Thomas Raddall site when the two sites are adjacent to each other. Why not amalgamate the two sites and build a park and ride? Why develop a second separate site for a park and ride? Why not have it at the terminal so everybody comes to the one location and expand it to Thomas Raddall so you have two entrances and exits, so that half the traffic would be on Willett Street and the other half on Thomas Raddall?

Mr. Reage noted the purpose of tonight's meeting was to talk about land use. From the perspective of which site to choose, they went through the site selection process which included public consultation. At this point, they have a recommendation based on the technical analysis and Chebucto Community Council will make its decision on whether or not to accept their recommendation.

In terms of the Thomas Raddall site, they do not have any busses running on Thomas Raddall. Most of the busses are on Lacewood Drive and Willett Street so they would have to take every bus down to Thomas Raddall. It would be an extra \$800,000 a year in operating costs and would add five to six minutes to everybody's journey. From a transit operation, it is not realistic for them to go in and make use of that area.

Mr. Smith suggested they put the park and ride at that site rather than so far away from the terminal.

Mr. Reage responded the terminal will not extend all the way to the back of the Willett site or the back of the park and ride site. The two would be separated by a pretty big distance. The

connection between the two would be very troublesome. The time to go in and out at the park and ride behind Mount Royale would be very minimal.

Mr. Smith stated he thought they made up their mind before they listened to everybody.

Anastasia Daniels said she lived in one of the townhouses which has a view of that lovely wooded lot. It looks like it will be less than 200 feet from their back window. Originally they chose the site because of the woods. They do not like noise and traffic and lights. Why not choose the Dunbrack location where you now have a sewage system if they want washroom facilities? A few of the busses already go up Dunbrack Street and loop around to the Willett Street location. She assumed a few busses would still go down to Willett Street if somebody had difficulty walking down there. According to their Web site, it would be less money to maintain the Dunbrack location than Lacewood which would after a few years pay for any demolition costs for the centre already there.

Mr. Reage noted one of the big reasons is the population catchment. They are interested in putting a terminal where a lot of people can walk to it. From the Dunbrack site, they have about 2100 people, whereas they have about 3500 people on Willett. They want to put transit facilities where people can walk to them. It is also the bus routing in the area. They want to put the service where the people are. It does not make sense to deviate their services away from their clients.

The individual stated she thought the majority of the residents adjacent to the Willett Street location would rather walk the extra block to get to the transit terminal rather than lose their green space. They would prefer that the terminal not be in the green space.

Mr. Richard MacFarlane asked if there was some reason they cannot have a park? Some reason why the family across the street with three children under the age of six cannot have a little playground, a place to ride a bike or walk the dog, or the bigger kids cannot play basketball or tennis? Have they no further need of a shady place to walk, and a sound barrier to protect them from the noise on Lacewood Drive and Dunbrack Street? Do they have to be in such a mad rush to pave the whole area into an asphalt jungle like southern Ontario? What has changed in the last 40 plus years that our thoughtfully planned community has no further need of these things?

Where is the transit garage? It is in the Burnside Industrial Park because it involves hundreds of big, loud, stinky busses, which have no place in a quiet residential area and are completely inconsistent with any park and recreational use. There is almost never anyone waiting for a bus at the Northcliffe bus stop, let alone a terminal for sixteen routes.

This policy that a park is an institutional use looking for a place to happen, and a tree is not worth a nickel until it is cut down, has got to stop.

A park is not some piggy bank to be smashed open and spent at the first opportunity. This is not free land. Having land set aside as park takes years of work by dedicated citizens with nothing to gain financially to establish, and their efforts should not be so easily overturned.

Why have they only considered parkland for this purpose? Why not go out and buy or lease land on the commercial market like anyone else?

A retired engineer who uses Northcliffe regularly says the building will cost well over \$1,000,000 to demolish. Disposal fees on demolition debris are \$12 for 100 pounds, or \$240 a ton. Have they not considered these costs? Have they considered the cost of driving hundreds of busses a day well out of their way to reach this “free” location, costs in fuel and passenger time every day for years to come? This is false economy.

Why do they need all the busses in one place? Why not add a second location to the one they have with regular shuttle service? Why would they have to fill the Lacewood location? Busses go up and down hills. It does not seem too expensive to fill in a corner of Bedford Basin. Why not put the terminal beside the Canada Games Centre and add more parking? It makes far more sense to put it up near Bayers Lake and the highway. The land between Kent and Highway 102 would seem ideal to service suburban link routes and Bayers Lake, with easy express service to Mumford and downtown, Timberlea, Larry Uteck Boulevard, Sackville, etc. Another site is between Canadian Tire and Blockbuster. They could cut the land, or some of it, down to the Dunbrack Street level and have it on the side of the road. The lot behind Sobeys is also a possibility. They missed a spot in front of Home Depot.

He could not imagine anything that would destroy their neighbourhood any quicker than running transit busses up that quiet street with a school at the bottom of it.

Why should they have to sacrifice their peaceful neighbourhood for litter, noise and crime? There is a Tree By-law that prohibits exposing trees on public land to noxious fumes and liquids.

With all the traffic and the school busses, it is a really dangerous corner. Where will the drivers park? They will park in front of his house.

He could see their property values decreasing. They should have a court challenge to end this practice of putting institutional uses in a park.

There is no reason why they cannot buy land like everybody else. Why not turn the land back to YMCA? Why not designate it for a park and leave it for the people? They can still maintain it.

Ms. Donna Hiltz questioned what extra bus routes they would put on Willett Street to accommodate the residents on the Lacewood Extension and Regency Park Drive. Will Regency Park Drive have a bus route? There are at least ten apartment buildings up there so there are 1000 homes that could use a bus route.

Mr. Reage responded they have quite a few routes already in that corridor. They do not have anything planned for Lacewood Drive, but their five year plan recommends putting a route on Regency Park Drive. The reason it has not happened yet is because right now it is a dead end. With the Washmill Court connection underway, they will look at that as an option. They cannot use Thomas Raddall. They cannot put a regular service bus over the bridge, since it is one lane.

Ms. Hiltz indicated the councillor is going to talk to HRM about making the bridge two lanes. She saw busses up there daily to accommodate the soccer fields. She thought they needed a bus route in that area to accommodate the residents. They are concentrating on the residents on Willett Street and not the ridership of the entire area.

Mr. Reage stated the service on Lacewood Drive would not be impacted by the terminal going on Willett Street.

Blair... stated he wished to speak against the Willett Street proposal. They stressed the density of individuals living immediately around that area, yet they are proposing to put fumes and more congestion and people and potential vandalism issues in that area. That land was given as parkland and using that site for a transit terminal would break that good faith bond that was implied in that action.

Peter Hindle stated he bordered on Northcliffe Pool. It is parkland. It was said the biggest impact is ridership. He asked if they considered the noise, pollution and property values in their proposal or whether they were purely going on the impact of ridership.

Mr. Reage advised a full traffic analysis was done for all the sites as part of the evaluation. One of the reasons why Willett Street was the best site was because the traffic volume is the lowest of the three corridors. In terms of property values, what they tend to see is that real estate ads often say the property is next to a school or near transit. When they built the Portland Hills terminal and put in the Metro Link, what they found is that the real estate ads always highlight that the property is within walking distance of the Metro Link terminal. He has never seen any data to show it has a downward impact on property values.

Mr. Hindle said they did nothing for noise pollution and pollution from vehicles in terms of the residential impact.

Mr. Reage indicated the Willett Street site is recessed into the ground and there is a treed buffer which does a wonderful job of buffering the noise. Any of these sites are tight to residential properties and have issues. They told their consultant to look at the best of a bad situation.

Mr. Hindle said he was just speaking from a planning perspective and not from surveys and studies. They do not have any hard data for pollution and noise and traffic congestion.

Mr. Reage advised they do have a traffic impact statement.

Mr. Hindle indicated there was no consideration given to moving the terminal into Bayers Lake, possibly up next to Kent. Many people would be going to the Canada Games Centre and the Library and other places.

Mr. Reage advised that Bayers Lake is too far away from the existing terminal and existing route network. They have about twelve routes going into the existing area. If you move the terminal into Bayers Lake, then all the busses would have to go to Bayers Lake. Only two of those routes currently go into Bayers Lake. It does not make sense to send busses too far out of the way from a cost perspective as well as from a customer convenience perspective. They have routes that go

through this terminal that continue along Dunbrack Street, Parkland Drive or Farnham Gate Road. For those busses to go all the way to Bayers Lake and all the way back to their existing routing does not make sense.

The individual stated it makes sense from a community perspective.

Mr. Al Berry asked how many public meetings were held before they arrived at their decision.

Mr. Reage advised a public meeting was held on January 25, 2010.

Mr. Berry said he knew this meeting was well advertised but he did not recall that one being advertised. He used to be very involved in his community for many years and was no longer because of the process that is occurring here. Their minds are made up. He did not think one meeting in the middle of winter, which was not well advertised, was enough public input to arrive at a preferred location. He did not think anybody here would disagree with the two gentlemen who spoke very well about using parkland for a bus terminal.

Mr. Michael Kabalen, Killam Properties, stated they have not yet made up their minds. This site is in their backyard in two instances. It is in back of Sheraton Place, as well as fourteen townhouses. He spent a good amount of time this week trying to find out if this was the site for the terminal. There was a confidential consultant's report, which some people had a copy of but the people living on the border of this property could not obtain a copy of. The report should either be kept confidential or be given to all the stakeholders.

Mr. Kabalen asked for the specifics in terms of land use. Is there some way in land use to ensure the busses will not idle if this site is chosen? In terms of a buffer, are they talking about 200 metres or 300 metres? What is the height of the buffer and what is the density of the buffer? They would like a guarantee in terms of the buffer. The thickness of the trees and the brush is important. There was supposed to be green space between the cul de sacs at Mount Royale but it is just dead trees and rocks.

Mr. Kabalen asked for the specifics on the configuration and the lighting. It is backing on people's bedrooms and kitchens. Have they walked the Willett Street site? There is massive bedrock in there, and unless they bring in a big scudder like they had at the Trillium, they probably would have to blast, in which case he would be very concerned about the townhouses as they are mostly wooden structures. Blasting will substantially affect 57 Westgrove Place as well.

Mr. Kabalen asked about security. The concept is a little valley, which means they would barely be able to see anybody getting mugged. Can they make sure there is some kind of security in there?

Mr. Kabalen asked how the busses would enter the site. Will there be traffic lights? How will that affect the comings and goings from their property? Willett Street is four lanes and gets busy when school is out.

Mr. Kabalen noted most of the busses come down Willett Street anyway, so there is noise there already. He was against using parkland but the reality is somebody should have dealt with this twenty years ago when they built the first terminal. They need a new terminal, even though it is not great it is going in their backyard and it is using parkland.

Ms. Stonehocker advised that some things, such as buffering and vegetation, can be written into a LUB. Blasting would be addressed through the Blasting By-law which is a separate HRM regulation. In terms of lighting, depending on the MPS, they may be able to address that in the LUB.

Mr. Reage responded in terms of traffic access, they did a signal warrant analysis to determine what type of traffic control would be more appropriate, and determined it was borderline to require lights. The recommendation from their consultant was to pursue signals because the busses would be going across four lanes. They will examine that as they move forward.

Mr. Kabalen asked about idling.

Mr. Reage advised they have a new policy in place around idling, but the policies do not apply when it comes to cold weather. A large diesel engine will not start on a really cold day if it is turned off outside. At the Lacewood terminal, the drivers are now sitting in their busses and trying to stay warm. More busses would shut down at a terminal like this.

Ms. Janice Frost asked how many routes come down Lacewood and turn onto Willett Street.

Mr. Reage responded probably one or two. A lot of the routes circle around the terminal.

Mr. Frost asked how many busses on Willett Street do not go onto Lacewood Drive at any time.

Mr. Reage was responded the number was very small.

Ms. Frost asked why more consideration was not given to siting the terminal up by the Canada Games pool.

Mr. Reage responded the site was considered but there are some technical issues. The site is recessed into the ground. There is some pretty hefty Municipal infrastructure at the bottom that would be very costly to deal with. One of the bigger issues with that site is the traffic impact on Lacewood Drive because it is so busy. Having a transit signal with busses coming in and out would disrupt the flow of the street which is one of the biggest issues of the site.

Ms. Frost asked what opportunity they now had to consult with them in terms of providing input into the site selection process. This meeting is to talk about land use. They want to step back and have input into the site selection.

Mr. Reage advised they have a report and a staff recommendation that will go to the Chebucto Community Council meeting on November 1st. Council will make the final decision on the site.

Mr. Real O'Neil indicated he was concerned about noise pollution. It was mentioned idling was unavoidable in the winter time. There is a buffer, but he was not sure it would work in the winter time as the trees and vegetation are effectively covered with ice and snow and often act as an amplifier as opposed to a buffer.

Mr. O'Neil said he also echoed the sentiment that perhaps the one meeting alone should not be the sole deciding factor in the use of the land, and felt there should be additional public consultation on this matter.

Mr. O'Neil noted Willett Street is mostly a residential area. In terms of traffic issues, Lacewood Drive now has congestion associated with a bus terminal and it copes. At the corner of Lacewood and Dunbrack there are a number of commercial properties and about half the parking lot area in front of Shoppers and Canadian Tire is empty. It is commercial property and people are used to the noise already around that terminal and would not be as severely impacted. Has that possibility been considered and what were the factors against using the commercial property for the terminal?

Mr. Reage noted he was correct about the empty lots. They have talked to many owners of commercial lots in the past. There are about three days a year when their lot is full. Because of that, the owners are reluctant to give up any parking spaces. A lot of the time the LUB requires them to have that parking space. Metro Transit is not interested in being a tenant, and that has not worked well in the past. That is why they are moving towards owning the land that they operate their terminal on.

Mr. O'Neil commented the area in front of Shoppers is approximately eight or nine times the size of the store. He would be hard pressed to believe that entire parking lot would be filled up. He understood ownership versus rental was positive but the area they have chosen will need a significant amount of work in terms of blasting and landscaping. Would being a tenant in that commercial area be dramatically more expensive than having to completely re-engineer that parkland?

Mr. Reage responded it is not the cost of being a tenant. It is not being able to have any control over it. They need to be able to maintain it and not risk having a lease terminated which has happened a few times, or being moved around at the will of the owner which has also happened a few times. Most leases have an out clause.

Mr. O'Neil asked if they approached the landowner to see if they could purchase that land.

Mr. Reage responded no.

Mr. O'Neil asked if that was a possibility.

Mr. Reage pointed out the site in front of Shoppers has other issues such as the elevation change from Dunbrack Street. They do not want to be anywhere near a private parking lot.

Peter ... asked when all these changes would take place.

Mr. Reage responded it depends upon on how this process goes and which site is approved by Council. They would like to start doing design work this winter. It would probably be 2012 before the terminal was built.

Peter ... commented a lot of people would find the Lacewood terminal convenient. He could not see why they could not have the Lacewood terminal and a second terminal to take up the slack.

Mr. Reage stated most of the busses that go by the existing Lacewood terminal would continue to do so, but they would not use it to turn around. They would not operate two terminals close to each other; it would be overkill.

Ms. Helen McCallum said it sounded like they made up their minds the Willett Street site would be chosen for the terminal. Busses coming before their shifts now park on Willett Street and they are sometimes idling. There is an apartment building only about 50 to 60 feet away from the bus stop. If she could hear them from her house running at any hour of the day or night, then the people living in that apartment building must be very conscious of them as well. It was said they chose the Willett Street site because it has the highest density but she did not think those people would want a bus outside their back door. How much space is there between the roadway and the houses?

Mr. Reage responded they would not be building a public roadway; it would be a driveway. He did not know the exact distance as the site will likely be a V shape so the distance varies. What he showed was a very preliminary site plan and may not be what the final product looks like. There are so many unknowns because they have not done any design work.

Ms. McCallum noted there is an enormous amount of rock in that space. The blasting will go on for at least six weeks if they get good weather. What safety precautions will there be for the people living there?

Ms. Stonehocker responded anybody blasting in HRM has to get a blasting permit which includes a pre-blast survey of homes within a certain radius and they have to notify everyone beforehand.

Ms. McCallum indicated the site is in very close proximity to those houses regardless of who is doing the blasting. There is an enormous amount of rock in that area that will be destroyed.

Ms. Maureen Manuge noted she was able to read the consultant's study. It mentioned that there are a lot more people in the Willett area, but she did not know how many of those people used the bus. The traffic mentioned in the study was from 2008. She believed the traffic on Willett Street has increased in that two year period. There is also talk about an environmental impact program. One of her concerns related to safety as a lot of people walk by there. She was also concerned about accidents with the busses coming in and out.

Mr. Larry Ranger indicated a lot of people chose to live there because of the green space and was concerned about the plan to destroy it and build a terminal there. A meeting was held in January that was not well advertised and tonight they are not discussing any location, but rather they are building the bus terminal on Willett Street and what is your view. It is the "horse after

the cart”. It does not seem like their input will have a lot of worth. What is going to happen with all these notes everybody is taking and where will we go from here?

Ms. Stonehocker advised the minutes from tonight’s meeting will be attached to the staff report which Community Development will table with Chebucto Community Council. The report will focus on transit facilities and a park and ride facility in general, regardless of the site chosen. The report will talk about what type of land use requirements there should be, and will include things such as setback, buffers and access.

Mr. Ranger stated it sounds like a “done deal”.

Ms. Stonehocker indicated that Metro Transit will be recommending in favour of the Willett site. That decision will be made by Council. There will be two staff reports making recommendations on two different issues.

Mr. Ranger asked if there was a second alternative.

Mr. Reage advised they asked their consultant to recommend one site. If that recommendation is not approved by Council, they will have to come up with a new recommendation. The meeting held in January was advertised, and they did receive input on the three sites. The input was put into the report along with a lot of technical analysis. The majority of the comments made at the meeting in January were positive about the Willett Street site.

Mr. Ranger stated the positive support was from people who do not live there.

Mr. Reage advised they went through their typical advertising process for the January meeting. They put ads in the Chronicle Herald and on their Web site.

Mr. Ranger stated he found it very upsetting to find out the terminal is being put in their backyard without their input. He would prefer there to be a better plan of attack, and have another meeting they all knew about.

Mr. Wayne Tansley said they need support and leadership from their area councillors. He spoke in support of the councillors setting up some public meetings for the residents directly affected. They should take into consideration the site next to the gymnasium. This will have a major impact in their community. 500 to 600 people will be directly affected. Something went wrong with the site selection process. They would like to have an opportunity to reflect on the decision-making process, so maybe their influence can change it and move it from Willett Street to a commercial site. The one at the Sportsplex does not really impact a residential area; the apartment buildings were built at the one in Sackville after the terminal; and the one at Portland Hills is on a large parcel of land and does not directly affect the residents. This one will have a major impact on the residents living there.

Ms. Christine Linders indicated they referenced the population of the catchment area based on the number of residents. For transit, half of the equation is the residents and the other half is where they go. She asked how they factored in things like the public infrastructure and the number of people coming to this area.

Mr. Reage responded the number of residents is much easier to measure because they can use Census data. The consultant's report took note of what the various sites were close to, but there was no quantification of that.

Ms. Linders indicated her daughter went to this high school and a daughter played soccer there. She was very familiar with this area and it is under-serviced in terms of transit. Her daughter could not take the bus from Lacewood because there are too many kids in that one shelter so they all go down to the stop on Willett Street. Two times a day there is an enormous amount of people from this building.

Mr. Reage responded they did not survey the school. They do not design transit terminals for something like that. They tied it to twenty hours of service a day.

Ms. Linders noted there is also a recreation centre and a soccer field there. This building is not visibly accessible at night. If you took the bus to get here, you had to cross dark fields.

Mr. Reage advised they took it into account but will look at uses of a higher frequency such as commercial as opposed to lower frequency such as a school.

Ms. Kelly Greenwood said she was here to make a plea to HRM to protect and save parklands in this City. They have provisions under the Charter related to subdivision for parkland requirements or cash-in-lieu of parkland. She suspected the area they are talking about for the terminal is parkland. She did not think it is good justification to use this site for the terminal because the City never developed that as proper parkland and left it in its natural state. She thought there are too many instances in this area where the Municipality has not maintained parkland and took it away from the public for recreational use.

Ms. Greenwood said she would like to echo the comment about holding public meetings. She has asked their councillor in District 10 many times over the past five years to have a public meeting and did not get any response. This is a public meeting and the councillors are here but this is not a Council driven meeting. They need more public meetings to talk about broader issues.

Mr. Eric Holm indicated he was concerned about noise and possible increased traffic in and around Clayton Park Drive. He was concerned about why they chose public parkland and an area close to a residential area when there is a lot of commercial property in the area. He had the impression they never spoke to the mall operators.

Mr. Reage confirmed they did not speak to them. They are not interested in getting into parking lots or being tenants. They are looking to own their property.

Mr. David Whiston said he was hoping they would choose the Lacewood site. A lot of people in this area walk to and from a terminal on Lacewood Drive. He understood it is a busy street but because it is a busy street it is able to handle the volume of traffic. He saw that as a safer site for people waiting because of the traffic going by. He thought the proposed site was a dangerous area to have a terminal. Safety should be a concern. If you put it behind a recreation centre, he understood it will cost money but it is not useable as parkland because it is way down in the hollow. He often walked in that area. There are trails through there. He could not believe in this

age that our Council is destroying parkland, and they are advocating destruction of parkland. There are a couple of busses along Willett Street that do not come along Lacewood Drive, so they would have to come a bit further. He thought it is wrong to come to this meeting with the decision already made, and they are only asking them how they can make it better. He wanted it to be visible to the surroundings; in an area where it would not disturb the people. Why choose to put it in the middle of people's backyards when you do not have to? He knew it would be more expensive but the cost is because they did not plan ahead. They have known for years that the terminal was not viable. He urged that they not destroy parkland.

Mr. O'Neil indicated he understood their function was to identify a site and a plan for a transit terminal, but they are being told this evening that no other options are presented.

Mr. Reage responded there were three options in the consultant's plan. They are making a recommendation to Council on one of those options. Once they go to Community Council, the plan becomes a public document and they can download it from the website. His presentation would be put on the website as well. He confirmed he did not verify the possibilities for the commercial properties.

Mr. O'Neil asked if they surveyed the school to see if there was any benefit to having the terminal closer to Lacewood.

Mr. Reage responded they did not contact the School Board but suspected they would say to put it closer to the school. If a School Board representative wanted to contact them or come out to a session like this, they are welcome to do so.

Mr. O'Neil stated that development plans generally have fallbacks which are also presented.

Mr. Reage noted there were two other sites considered. All three were brought forward.

Mr. O'Neil commented there is frustration. They believe the public meeting in January was not well advertised and there was no mailout.

Mr. Reage advised they generally do not do mailouts.

Ms. Stonehocker stated this public meeting is a different type of meeting being held through Planning Services, which does do mailouts. The mailout for this meeting was large, and 6600 flyers were sent out through Canada Post. Metro Transit does not typically do mailouts.

Mr. O'Neil commented there was not much to inspire confidence that all the options were considered. Some property owners would probably be willing to negotiate a sale. What will they do if that bad location is not chosen?

Mr. Reage noted there are two other options. They are talking about a recommended option. It does not mean they are impossible but in the professional opinion of staff and the consultant, it was felt the Willett site was the preferred option. It was never said the other sites were impossible.

Mr. O'Neil asked if what was expressed about parking lots and commercial land was based on opinion or if there is any data to back it up.

Mr. Reage responded it was based on their past experience as an organization.

Mr. O'Neil asked if there was a feasibility study done in terms of a parking lot placement or trying to approach landlords.

Mr. Reage responded there is no data. It is not a quantifiable thing. This is their best professional judgement based on their past experience as an organization.

Ms. Wendie Quinton noted there are a number of people in attendance from the condominium corporations that are close to the proposed site. It was mentioned they offer bus service twenty hours a day which means the busses will only be turned off for four hours. She waited for the bus near the round apartment building in the morning and there are four to five busses sitting on Willett Street all year round running, and the drivers are often outside smoking. One person called Metro Transit about a bus which had been idling and had an anti-idling sticker on it. What they say and do are two different things.

Because the Condominium Corporation is very close by, they are wondering who will pay for any foundation damage as a result of the six weeks of blasting. It will be very unsafe in that area. There is a lot of vandalism on Willett Street now in the bus shelters. Are they going to put a fence around the trees so that people are not cutting through their condo property to get to the bus terminal?

Mr. Reage responded in terms of the fence, they are not at that stage yet. There are many rounds of design left to go. What he showed tonight is a high level concept and he could not speak to details like fencing at this time.

Ms. Quinton asked if Metro Transit would reimburse them if their property values decreased.

Mr. Reage responded he has never seen data indicating it would decrease property values. It is often positive in terms of real estate.

Ms. Quinton stated in that area it would bring out more vandalism. People will cut through the Condominium Corporation property and there will be more vandalism because of the bus terminal. Will they be reimbursed for that? Does their insurance costs have to increase because kids are cutting through there? There would only be four hours of reprieve from bus noise at night. They are very noisy and make pollution.

Mr. Huntley Blair said proximity to transit is potentially positive but did not think proximity to a transit terminal was favourable in terms of real estate values. The discussion tonight has essentially been against the Willett Street location, but the first presentation relates to the need to change the City's by-law to be able to get hold of a parkland site.

Ms. Stonehocker responded that for parkland to be used for something other than parkland, it has to be approved through their Real Property Department. No matter what Planning does with

zoning, Real Property Planning has to determine if there is excessive parkland in the neighbourhood. If they do determine there is excessive parkland which can be used for another use, such as a transit facility, then the zoning rules also have to match that use.

Mr. Blair stated he hoped the parkland department would protect their parkland.

Mr. Darrell MacDonald referenced the Canada Games Centre coming in the spring and asked if there was any consideration given to locating the terminal behind that facility.

Mr. Reage responded the Canada Games will be a big event. They are actively involved with the planning of the bus service for the Canada Games. This facility will be here for twenty to twenty-five years. They would not place a facility like this based on a two week event.

Mr. MacDonald said he was talking about the swimming and track and field events once the facility becomes fully operational.

Mr. Reage responded that just because the terminal is not there does not mean the Canada Games Centre will not be serviced. They have five routes going past the Canada Games Centre.

Ms. Wendy McDonald said she came to tonight's meeting to hear about the three sites but was only hearing about one. They need to schedule another meeting to look at the other two sites. This is misleading. She believed the document they are referring to should be on the Web site so they can attend the November 1st Community Council meeting as a fully informed public. They need to know their tax dollars are being well spent. They need to trust their councillors to make the right decision. They did attend the January meeting. There were about thirty people in attendance and there was only paper for about twenty people. Ten people were from the Northcliffe area and spoke strongly against the site. The meeting was held on a cold winter night and no public transportation was available.

If the Willett Street site is chosen, there will have to be a crossing guard at the terminal four times a day. There are lots of elementary children who walk to Fairview Elementary and also the junior high school. The park is an active transportation route. People walk from down in the old Clayton Park area through the parkland, over the ridge to the school, and to the library and will be going to the Canada Games Centre. They want more people to walk and combine their destination routes with sidewalks, busses, cycling, etc. Since August they now have a couple of routes in this area that carry the bike racks.

A year ago when transit was having consultation, they had two meetings in HRM with regards to routes, how they were doing, and what they could do better - one in Dartmouth and the other in Lower Sackville. Mainland North was ignored. This is the first meeting they had since the last public meeting where they tried to discuss a pathway to a school which was voted down because of the way it was presented. Last week some of them heard on CBC that we celebrated "Take Me Outside Week". This park is the kind of thing they need to save for their community. She and her husband walked through the park several times since they learned it was a candidate site. They picked blueberries and raspberries and saw kids playing. Like many parks, it does gather some troublemakers. Yesterday they picked up garbage. As a community resident, she respected her neighbourhood and hoped every decision-maker would respect it as well.

Mr. Jim MacLennan said he attended the January meeting. His impression from that meeting was that Metro Transit favoured the Dunbrack location. There was resistance to that at the meeting. He could not recall any suggestion at that meeting that a contract would be laid out for study and research. He understood Metro Transit was doing it.

Mr. Reage indicated he answered half the questions and it was their consultant who was up there with him. They did most of the research and analysis presented that night. It was unintentional if it sounded like he had a favourite site.

Mr. MacLennan said he got the feeling they picked the wrong priorities for this operation. It seems as if ridership and routes was their priority. Parkland and the people it effects has to be added. He hoped they would reconsider the study and its priorities.

Mr. David McCaughey indicated he did not take the bus too often but he used it the odd time. He asked for confirmation they said Lacewood and Thomas Raddall were not considered due to heavy traffic congestion.

Mr. Reage responded not for Thomas Raddall but that was one of the considerations for the site on Lacewood Drive .

Mr. McCaughey asked if they took into consideration the Washmill Road underpass which was supposed to relieve 50% of the traffic.

Mr. Reage responded no. When you build a new road, it will provide temporary relief but research has shown that it will go back to its former state as development continues to grow.

Adjournment - the meeting adjourned at approximately 9:15 p.m.

Attachment C:
Public Correspondence Received

>>> "Lauren Devine" <-----> 04/10/2010 10:18 pm >>>

To whom it may concern,

I'm writing to express my concern over the Willet Street location proposed for the new Metro Transit terminal.

Current concerns:

- New station appears to be in the green space outside of my home according to the draft-plans. That would place the station less than two hundred feet from homes- we have no trees between the proposed location and the house. There is an open field at the proposed site.
- Blasting and construction: if the removal of bedrock is necessary, this would be disruptive to residents and potentially damaging to nearby buildings.
- Floodlights: light pollution.
- Increased foot-traffic and personal safety: Metro transit's report indicates that "Any place where people congregate has the potential for unlawful activity." I am in full agreement.
- Pollution from buses so close to the house.
- Noise pollution from buses and people.
- Loss of green space that is used by residents, including children and pets.
- Annual Cost: The proposed Willet Street location will cost taxpayers \$180,000/ year according to Metro Transit's report. This is high in comparison to the \$75,000/yr estimate at Dunbrack.

I will most definitely leave Sheradon Place if this location is chosen for future development. I have CCed my current property manager to let Killam Properties know that this is a concern.

I am working the night of the public meeting on October the 7th and wanted to make sure my voice was heard on this issue.

Thank you,
Lauren Devine
----- Sheradon Place, Halifax, NS

>>> Rose Preston 07/10/2010 10:41 am >>>

Hi Mackenzie:

I live at ----- Lacewood Drive and am following the process for the new terminal location.

My opinion as a bus rider and resident is that it should be on Lacewood next to the Canada Games Centre and other Mainland North facilities, school and library. It is the only logical place for it when you look at the infrastructure of Lacewood as it is the major artery in the area and has the ability to absorb the extra traffic. It is also a residential area but as it consists of condos and apartments and we are already used to the heavy traffic flowing to and from the highway and Bayers Lake it will require very little tweaking of

traffic light timing etc. to accommodate the terminal - we already have most of the buses running up and down Lacewood anyway.

I know the site would require expensive infilling but in the long term it will pay for itself as the site would have room for expansion which other sites may not.

I have lived in this area for over 20 years and watched the growth of the area and public transportation has not grown to accommodate our requirements at all. To call the current location a terminal is a misnomer it is not and never was a terminal in the proper sense of the word.

I cannot attend the session tonight but hope this e-mail can be considered input as I am so looking forward to having a well-designed, accessible terminal close by. As a senior and a person with some physical disability ease of use and convenience are key.

Rose Preston

>>> Jen Powley <-----> 10/7/2010 8:25 PM >>>

Dear Mr. Dunphy,

I was unable to attend the public meeting on Thursday, October 7 regarding the placement of the new Lacewood Transit Terminal. I would like to express my delight that transit operations have advanced so far that they are outgrowing their facilities. However, I want to ensure that the placement of the new terminal considers ecological soundness and convenience for passengers.

As a Transportation Coordinator with the Ecology Action Centre, I am concerned that one of the sites proposed for development would require the removal of park space. Reducing the amount of green space in Halifax would be unfortunate. If the new site requires the removal of wooded areas, these should be replaced with park space somewhere nearby. A change in zoning would also be required for the new terminal to be placed on what is now park space. If this rezoning goes ahead, I believe it should be a one-time event. Any future rezonings should be considered on an individual basis. There should not be blanket provision so that any transit facility can be constructed regardless of current zoning restrictions.

Convincing the public to use transit necessitates that the service be comfortable and convenient. The placement of the new terminal must be close to other amenities. It must be a hub for the transit lines that feed into it. Placement of the new terminal should not disrupt existing neighbourhoods. It must be centrally located.

Thank you for your attention to these matters. Please do not hesitate to contact me if you require clarification. I can be reached at 429-0924.

Sincerely,
Jen Powley, TRAX Coordinator
Ecology Action Centre

>>> Bill Campbell <-----> 08/10/2010 10:13 am >>>

Dear Ms. Stonehocker

We have been at our Hanover Court address since October 1985 and we've noticed many changes, not all of them bad, but our neighbourhood has been in gradual decline, I believe for 10 years or so. The Willett Terminal would only accelerate this process by making it a less desirable place to live, notwithstanding proximity to more bus routes.

I am writing to voice our opposition to the site recommended by Metro Transit (Willett) and to the Dunbrack (Nothycliffe) Site. I did not speak at the meeting because I would only have re-iterated what many had already said. But we wish to have our objections counted now.

I do not disagree with any of the arguments presented by those who did speak in opposition. However, I do wish to highlight our own main objection which is that the sites, particularly Willett seem to be too close to peoples' homes. My secondary objection is that it will result in the destruction of parkland, more notably a small urban wilderness. Finally it will serve to further deteriorate a neighbourhood which has begun to show signs of blight and security problems in my view.

My partner and I have almost sixty-five years experience in government and we are familiar with many of the challenges public officials and civil servants can face. We have even at times been in front of a room as you were last night. But it would be very clear to the most naive person that the official from Metro Transit was not interested in any data or considerations other than the numbers he needed to select an optimum site from only one point of view, movement of buses and potential ridership. Given his job role and his employer's main mandate, perhaps we should expect this, I suppose. In the heat of the moment I found myself thinking that that his presentation and arguments seemed willfully misleading and self-serving at times. Having slept on it, I will temper that and only say that it seemed biased, inflexible and unconcerned with some serious gaps in the site selection considerations.

For him to refer several times to a poorly attended, poorly advertised public meeting in January as informed consent (my words) by the public was laughable and that's where I began to feel cynical about the process. In fact I think I did laugh out loud.

It is clear to me that the public, now a little better informed, wants Metro Transit and the Planning Department to find different alternatives from the Dunbrack and Willett sites, moreover, NOT sites so intimately located in our backyards and not on useable parkland.

Having said all this, the Metro Transit official's ability to "stay on message" and keep composure under fire was commendable and I think he will do well in his career.

I would hope that the planning department would have a broader view about the impact of such a large project on a neighbourhood and help Metro Transit find a site without so many irreversible negatives around it. Also, closer proximity to the high school, recreation complex, library and shopping area (BLIP) only make sense to me.

Finally, thank you for convening the meeting and for your efforts to make sure everyone would have every reasonable chance to be heard. That can sometimes be very difficult, (even at Council there have been well reported problems with lack of respect and common courtesy) but I thought that the occasional applause (which you had asked not to occur) served to inform you and our councillor, Ms. Wile of the strength of the sentiment and encouraged people to speak up who would not have otherwise.

Please share my remarks with the Metro Transit official. I would have copied him on this except that I did have his name or contact details.

Bill Campbell, MBA and Pat Hinch, MES, MMM
----- Hanover Court

>>> "Geoff Milton" <-----> 12/10/2010 12:02 pm >>>

Hello Mackenzie;

I did not get a chance to speak openly at the Public Information Meeting on October 7th, 2010, 7pm at Halifax West High School with regards to the new Lacewood bus terminal by-law amendment. I would like to express my comments to go along with those who did get the chance to speak publicly.

While no one debates the issue that a new bus terminal is desperately needed in the Lacewood area, the suggested Willett Street location is facing major resistance from the residents surrounding the location. While transit officials seem enthralled with it's high ride numbers they are not realizing or are ignoring the negative impact the terminal will have on the resident's way of life who live around this unique location. Unique in that the residents currently see and use this area as a city parkland area. Unique in that the area directly borders a number of family backyards and the mainland commons walking trail. Unique in that the area is and always has been a thoroughfare for school children from the high end of Willett Street making their way to the elementary schools further down Willett Street on the other side of Drunbrack Street. Unique in that Clayton Park Developments sold this parcel of land for \$1.00 with the specification that it remain a park area for all residents in the Clayton Park area.

With regards to the first public meeting held in January where I believe I had read in a report had a head count of 18 people, but at the last meeting the number was said to be 30 in attendance for January's meeting..? I myself had no knowledge of this meeting as I do not subscribe to the local newspapers.

I was made aware of the whole situation by a fellow Sutton Garden's Condo member, who with other condo members had contacted Mary Wile expressing their concerns about the possible selection of the Willett Street location. It was through their persistence that the meeting held on October 7th was advertised much more effectively with Mary Wiles assistance to the immediate residents in this area. I think the results of informing the public properly about such a meeting speak for themselves as a large number of concerned residents including myself attended this meeting. I would estimate the numbers in attendance to be just shy of 150. I think you'll agree there was a major outcry from those in attendance opposing the Willett Street location.

Had the first meeting in January been advertised as effectively to the residents surrounding the Willett Street location as the October 7th, 2010 meeting was then perhaps I would not be writing my concerns to you.

Sincerely,
Geoff Milton
----- Willett Street

>>> "gail matthews" <-----> 16/10/2010 2:01 pm >>>

Hi MacKenzie:

I am a resident of Sutton Gardens (Westridge Drive) and I am absolutely appalled with the lack of vision and insight that was applied to the Lacewood Terminal Siting Study.

I agree with all of the comments that had been presented at the Public Hearing on October 7th by those attending so I do not intend to repeat them. It is my opinion that our neighbors are being treated unfairly.

I had been under the impression that an environmental study should be undertaken for a diesel odor impact study as part of the implementation program. I feel such a study would be mandatory prior to any proposal or decision. It was my understanding from the October 7th meeting that it has been suggested that the trees would serve as a noise buffer?? Two issues with that comment: the trees will be non-existent and the surviving trees are absent of leaves most of the year. This environmental impact study must be made public before any proposal/decision being made.

Picture all of these residents with open windows in the spring/summer season and all they do hear is the sounds of idling buses and toxic smell being absorbed into their homes. This is a residential neighbourhood and I wish that those who will eventually be making the final decision realize that this is so unfair to any human being to have to put up with not only losing their green space but having to put up with the fumes and noise "in their back yard". I cannot imagine why the Willett Street site was considered in the first place.

The traffic flow along Willett Street will be severely impaired with buses coming and going out of the terminal.

Gail Matthews
----- Westridge Drive, Halifax, N.S.

>>> Monica <-----> 17/10/2010 1:35 pm >>>

Hello,

I am writing this regarding the Park and Ride lot behind Mount Royale Subdivision.

We bought our property 4 years ago and were the first house completed in this subdivision. We specifically chose our lot because of the beautiful trees in the backyard, and to provide privacy and a safe playing environment for our 3 young boys. We have built a beautiful play set which is the gathering spot for most of the many neighborhood children. We have always felt very safe and secure in this subdivision, we have families of deer that come right to our back deck and we can go out and feed them, we have wild berries and lady slipper flowers growing in the wooded area. Now with the addition of this new park and ride lot our privacy, the quietness of our subdivision, the safety of our children and our house and the living space of the beautiful wildlife will be compromised. Not to mention the value of our home will be immediately lowered although we pay extremely high property taxes.

I am begging and pleading with you to reconsider the location of this park and ride lot. Directly across of the highway from this lot proposal site off of Northwest Arm Drive, there is land that is not backing a residential neighborhood that would be more of an ideal location. Our neighborhood borders an area of the city where there is much crime and the addition of this park and ride lot will create another area perfect for crime rates to rise. I fear for the safety of my home, the many young children who live in Mount Royale who now have a safe area to play and for the nature and wildlife that will be displaced.

The residents of Mount Royale have begun to get signatures on a petition for this Park and Ride Lot location and are eager to be heard. Please advise what else that we can do as a community to stop the development of this proposal site and find another location that will not compromise the noise, safety and security of those who have built their homes here.

Thank you in advance for your kind attention to this request and I look forward to your reply.

Kindest Regards,

Monica Neaves

----- Ramsbrook Ct, Halifax, NS -----

>>> Robert Candy <-----> 19/10/2010 1:35 pm >>>

FROM: Robert Candy

TO: Chebucto Community Council

DATE: October 20, 2010

SUBJECT: Relocation of Lacewood Transit Terminal

References:

A. Public Information Meeting, October 7, 2010

B. "Bus terminal proposal unpopular," *The Chronicle Herald*, October 10, 2010

The October 10, 2010 edition of *The Chronicle Herald* reported that the HRM proposal to wipe out an "urban forest" to make room for "one of the municipalities busiest bus terminals" was "unpopular." As reported, there was an "emotional and angry" mood in the room at the Public Information Meeting on October 7 (Reference A). That anger rose as area residents began to realize the HRM decision to relocate the transit terminal was already a *fait accompli* in the minds of the HRM staff.

It is now abundantly clear that Metro Transit and HRM Planning staff are determined to proceed with their preferred choice for the Lacewood Transit Terminal -- the Willett Street site. *The Chronicle-Herald's* City Hall Reporter did an excellent job of reporting the meeting (Reference B attached).

The "emotional and angry" mood in the room became palpable as residents began to realize that the HRM staff representatives were trying to ram an unpopular and unacceptable decision down their collective throats. *The Chronicle Herald* reported some of the many reasons this proposal should not be approved by Chebucto Community Council. It should "go back to the drawing board."

Aside from the loss of a significant green space within our community, the Willett Street site will require considerable blasting to remove a major rock feature. The cost of this blasting and removal of the rock will be a major expense to taxpayers. The blasting and necessary truck traffic for the removal of the rock will be a source of great disruption. In addition, the blasting will undoubtedly result in internal damage to residences in the surrounding area.

There are also other important consequences resulting from the selection of the Willett Street site as a transit terminal. These include: noise and exhaust fumes from busses entering and leaving the site; increased traffic along Willett Street and resulting traffic tie-ups; increased vandalism in the surrounding neighbourhood; and, property devaluation due to noise, air pollution and increased vandalism.

As reported at Reference B, Councillor Wile told the *Herald* that the bus terminal issue is to go to Chebucto Community Council on Nov. 1. She also said the council won't necessarily vote on the matter at its meeting because "there were some good suggestions" put forth at the public meeting and municipal staff will be considering them (see Note). Councillor Wile added, "Maybe they'd like to delay it for a while because of these comments that were made."

The decision-making process has gone badly off the rails and needs a new beginning. The public information meeting should be considered as the start -- and only the start -- of a decision-making process that will permit full and open public involvement. It is therefore requested that when you vote on the

proposed re-location of the Lacewood Terminal that you vote to defer the decision until after another public meeting where all alternatives can be openly discussed and considered.

Robert Candy
----- Hanover Court, Halifax, NS -----, -----

Note: A copy of this message sent to HRM Planning staff for their consideration.

>>> Ray and Lisa <-----> 21/10/2010 10:22 am >>>

Hello,

We are next door neighbours to Monica Neaves and echo her concerns on this site location. Also, we are very concerned how the location choice of the park and ride will compromise the safety and security our communitiy and what is being implemented to ensure safety of our homes and community with the increased traffic, people and lack of wooded coverage. We have two young children and feel this location will add an extra element of danger. We have signed the petition of the Park and Ride at Geizers Hill.

Thank you and I look forward to your responses,

Lisa MacIntyre-Smith and Ray Smith
----- Ramsbrook Crt, Halifax, NS -----

>>> "Vaison" <-----> 22/10/2010 12:10 pm >>>

Further to my recent email to you [below], I would like again to express my concern about the possibility of installing a bus terminal just off Willett in what is now green space. This is unbelievable since the blasting will cause damage to nearby homes, will create traffic tie ups with equipment and trucks hauling the stone. If this comes to pass it will cause tie ups in traffic and make a mess of the flow of traffic along Willett. Consequently all the neighbouring areas will be affected. The expense is astronomical! The problem will not be solved by this as there will be continued traffic tie-ups with buses coming and going from the area, turning on and off Willett and of course as I mentioned in my previous email (see attached) nowhere else is a bus terminal situated in a residential neighbourhood without a parking area and away from a main street. This will encourage vandalism, neighbourhood disruption and on-going problems which would have no simple solution. In addition, neighbouring streets will serve as parking for bus passengers which will put pressure on an already limited amount of street parking for the neighbourhood.

There are some logical alternatives. Please look at separate information from Sutton Gardens Condominium Group which outlines one alternative and a rough cost estimate of expenses which would be incurred.

I find it incomprehensible that council and HRM staff and the CCC would find this an acceptable proposal. We are at a loss to see how this could happen.

There are alternatives. Please re-consider!!!

Patti Vaison, ----- Covington Way

----- Original Message -----

From: Vaison
To: Mary Wile
Sent: Tuesday, October 12, 2010 2:05 PM
Subject: recent meeting about the proposed bus terminal

I read with horror the article in the paper about the meeting concerning the proposed bus terminal in our area. We were away unfortunately or there would have been two more concerned taxpayers there.

I find it inconceivable that any thought be given whatsoever to destroying a quiet and peaceful neighbourhood that has existed for nearly 40 years in this part of Clayton Park! Unbelievable that council would consider amending the by-law that relates to parkland and thereby allow land to be taken away that is utilized by the residents of the area for recreation. Blasting, destruction of green recreation space, disruption of a neighbourhood? This is simply absurd, costly for taxpayers and the probable structural damage that would affect surrounding residences. Increased traffic, noise and exhaust fumes from buses, traffic tie-ups, increased vandalism, and resulting property devaluation would all be consequences of this unworthy proposal.

There are many other very obvious possibilities if there is such a need for a new terminal. Council might be reminded that the Dartmouth terminal is by a recreation centre and is NOT located in the midst of a quiet residential area. The Cole Harbour/Colby Village terminal is at a spot where parking is available and which is extremely visible to the public. The Sackville Terminal also is not located in a residential area and is located close to major traffic routes and has parking available.

The streets off Westridge for example, are cul de sacs and that means there is no alternative way to leave the area. Children play in this area and buses up and down the streets will definitely be a cause for concern for traffic tie ups as well as safety. As well, it is likely that these side streets will become parking areas if the terminal is located where it is planned. There is the additional concern of putting a bus terminal away from mainstream traffic - undoubtedly a cause for concern for vandalism and activities such as swarming that seems to be coming increasingly common in our city. Surely the area near the Library, Halifax West and the new sports facility/soccer area would be a more likely spot. If we can support two soccer buildings, we should be able to find a viable location for a bus terminal. I believe it is the intention to link Main and Parkland so some land could be set aside up there which would NOT interfere with an existing neighbourhood in such a drastic way. There is also the area of the Northcliffe Pool (soon to be redundant) which already has a tree buffer from residential areas. In addition, the new area further north on Dunbrack could be planned so as to allow for a terminal on the road side rather than next to the residences. Of course, there is the most logical spot - Bayer's Lake where parking is plentiful, the neighbourhoods would not be disrupted and there is adequate space. Just what were these consultants looking at??? How to upset the most people possible and ruin an existing residential area???

Your strong voice on this matter is needed. We are residents, taxpayers and people who are happy in our neighbourhood. We do not want buses coming up and down quiet neighbourhood streets when there are obvious and better alternatives. **DO NOT SUPPORT THIS PROPOSAL!!!!!!!!!!**

While I was not in attendance at this meeting, I gather that the city staff were rude and disrespectful to the citizens who attended. This sort of behaviour is quite unacceptable. I respect the views of my neighbours who attended and they were quite distressed at how badly the meeting was handled.

It would seem that there is a need to re-visit this proposal as it is NOT acceptable.

Patti Vaison (----- Covington Way)

>>> Wendy McDonald <-----> 22/10/2010 3:23 pm >>>

Hello,

To date, I have not had this message acknowledged by Mackenzie [see below]. Therefore, I am taking the liberty of forwarding it on to those individuals who may be involved in next steps regarding the decision for a new Transit Terminal to replace the now twenty year old Temporary Lacewood terminal.

If my understanding of the process is accurate - we need to go back to the planning stage. The recent public meeting held to discuss the MPS did not address or demonstrate an understanding of this process by staff or councillors present. We were not shown many guidelines relating to the existing MPS and the changes needed were very quickly described. I do not think the focus of the meeting was planning but rather about transit and preservation of parkland. The site mandated by Transit is contrary to my understanding of parkland.

Any communication regarding this matter and the intentions at the Nov CCC Meeting would be welcome. There will be a lot of people at the meeting, if the Oct 7 Information meeting is an example of the community interest in this issue.

It would be wise to postpone the decision until a new transit site is proposed and the community has had the opportunity to plan for its future following the forthcoming watershed study.

<http://www.halifax.ca/planning/Case16029Details.html>

Wendy McDonald

District 10

----- Original Message -----

From: Wendy McDonald

To: Mackenzie Stonehocker

Cc: -----

Sent: Monday, October 18, 2010 1:43 PM

Subject: Case 16029

Mackenzie,

Attached please find additional comments regarding Case 16029. Please acknowledge receipt.

The most important learning from the public meeting is that each change to the MPS must be considered on a 'case by case' basis. This would include any Transit issues - Lacewood Terminal is one issue, Park and Ride be considered a second issue.

As well, we learned that openness and transparency may not always be considered when staff are moving forward on 'next steps', regarding change. This worries us as long time, engaged residents of this community. I hope that steps will be made to re-establish the trust and honesty of and within the HRM staff and Council when it comes to communication, awareness of issues and timely delivery of messages to both residents in Mainland North and other HRM staff.

I would also like to know who will be in receipt of the Report which you are tasked to write regarding this Case and the timelines associated with it. Will the public see the report? Will those who have given input see the report? Which staff or elected officials will see the report? Is there an opportunity for any more public dialogue when the report comes to Council?

Sincerely,
Wendy and Bob McDonald
District 10

Case No 16029 Mainland Halifax MPS- Transit Terminal and Park and Ride Facilities

In addition to comments and remarks made at the PIM, I am making the following remarks to assist in the detailed review required for any MPS application:

As advertised, case 16029 was to look at 3 or 4 sites for a bus terminal - this did not happen so the meeting must be held again or the Case No must be revised. Many of those attending did not come out in January so were confused when there was little or no information on 3 sites, as advertised. Few maps were used, not available for preview or during the discussion time. The secretive and dictatorial manner that the Transit staffer used is unacceptable. As taxpayers, we are spending 10%+ of our HRM tax bill on Transit and more again on Transportation. We do have the right to know what 'secret' plans are being suggested by staff.

MPS land use change meetings must be held and made on a case by case basis. Lumping 2 issues together was not effective and should not be allowed. Therefore, the Park and Ride issue should be held in the community where the change is proposed at another date and time. Fairview Junior High would be a logical site for such a meeting. As well, there should be an A or B site so that there is some choice in the matter. I believe this is District 15 or Fairview/Mount Royale. Calling it Geizers Hill is misleading as this is a geographic feature some distance from the spot shown on the map used online! As well, as the road which would be accessed is a Provincial road (North West Arm Drive), the Provincial government needs to participate, as they did for the public meeting on the Larry Uteck interchange. From the diagrams which I have now been able to review online, the drawings of proposed access look quite dangerous; this is already a hazardous intersection. The buses will have priority; what about the cars, bicycles and pedestrians? User safety must be considered before next steps are taken. At the moment, it is not possible to imagine what the Transit team have in mind for this venture. The walkways, bikeways, and roadways surrounding a Park and Ride go way beyond what has been presented. The public must have an opportunity for dialogue on suggested infrastructure.

It could be noted that the morning traffic back up would see very little change at this overpass as it builds up significantly at the 102/103 junction - this should be reviewed. A park and ride would be better situated in Timberlea -exit # 3 or near Chain Lake or Bayers Lake/Lacewood junction. It would serve the commuters from the south shore and other areas. I see this park and ride with little use for local residents. Only a survey would determine potential users.

Transit does indeed have a case whereby they need to revise the temporary Lacewood terminal. However, if there have been no rider surveys or user stats collected, I believe the meeting was premature. There was plenty of time for this data to be collected by the consultant since January. Route reviews must be held on an ongoing basis; I believe this came up at the meeting. Many pockets of apartment buildings are not adequately served, such as Regency, Fairfax and elsewhere. Larry Uteck Drive will have to be another target zone. The consultant might have recognized the need for a better site. The number of buses coming and going to 'Out of Service' spotted in this area suggests that management has its hands full attempting to plan routes and service that serves its riders appropriately.

It is our understanding that the decision to site the terminus at the Willett St site was perhaps based on the NIMBY comments last January by meeting attendees and not on sound science. It is important that the public have access to the Consultants Report asap so that the forthcoming decision by CCC, perhaps on

Nov 1, is open and transparent. The Oct 7 meeting confused the majority as without the reasons why Willett was considered #1, it really served no purpose in MPS decision making.

I recall that Metro Transit invited additional input online from individuals who could not attend in January, these comments must be shared with the consultant so they are considered, as requested. I believe that some at the meeting in January were unable to complete a comment form as there were not enough copies available. It was also noted that the meeting was not held on a Transit route. District 10 was unaware of the meeting, the Councillor failed to alert the residents.

Perhaps the most obvious flaw is that the Northcliffe/Dunbrack site was not adequately researched and presented. The area is already paved, the building will be demolished whether it is a transit terminal or a 12 story condo. The costs will be absorbed by HRM regardless and reflected in sale price. Unless the consultants report is available, you have left the public in the dark about the decision making. How can the MPS process proceed when all the facts are not available?

Contrary to interpretation by some, including the local councillors, a change of the MPS should not give precedent to future Transit facility activities. A Case by Case Review must happen.

Finally, the land that Transit is currently considering as their #1 site is not available. This was given to the city, in good faith by a local developer back in '77, to be used as parkland. This would be precedent setting for all HRM parkland and in no way satisfies the Regional Plan as it states for the use of Open Space or the Parkland 10% contribution by developers of today. The unethical way in which this has transpired, in secret, has upset the local community, indeed will have a ripple effect throughout HRM. The Urban Forest Master plan supporters would be against this, as would Open Space and Parkland supporters. This site must be removed as an option.

The secretive way that this process has unfolded does not bode well for future activity in this community. All future Planning activity will be suspect and considered to be carried on without openness and transparency unless there can be some prompt and more appropriate steps or activities in the very near future. The consultants report has been paid for with taxpayers money! Senior staff have some explaining to do if this approach was their suggestion. I do not want to 'shoot the messenger' as it seems that many staff at various levels are unaware that parkland could disappear or think that the public would accept this cave-like vision of a bus terminal. Was a CPTED review done for all sites?

The planning process needs to be community based. Let's start the Visioning process in District 10, a vibrant community, and turn the corner. Go back to the drawing board and start over. We have waited 20 years with the temporary terminal, another year won't matter.....

I will be glad to discuss further any comments made.
Wendy McDonald, District 10

>>> Linda McInnis <-----> 22/10/2010 6:46 pm >>>

I am most annoyed that HRM has decided to relocate the LAcewood terminal to Willet St. I live in that area and a transit terminal will cause alot of traffic congestion not to mention the noise and fumes from the busses. Why were alternate sights proposed? I think the terminal would be better relocated to the Northcliff pool site, where there would be no blasting or loss of green space. Why not consider putting it at Bayers Lake? I'm very concerned that the blasting will damage my home's foundation and the construction noise will be terrible. Please DO NOT put the new terminal on Willet St.

Yours truly,

Linda McInnis
----- Westridge Dr., Halifax, N.S.

>>> patricia kidd <-----> 22/10/2010 6:59 pm >>>

Ms. Stonehocker,

Unfortunately I bungled your e-mail address in my first e-mail to you [see below],
however I have corrected this error in my address book.
Thank you for considering my position below.

pat kidd

Begin forwarded message:

From: patricia kidd <----->
Date: October 22, 2010 6:49:44 PM ADT
To: Mackenzie Stonehocker <stonehm@hlfifax.ca>
Subject: re: proposed Clayton Park Bus Terminal

Ms. Stonehocker,

Health issues have prevented me from writing to you before this about the Oct 7 Information meeting on the proposed site for the Clayton Park Bus Terminal.

I know that you'll agree that one unpublicized meeting in the dead of winter (Jan. 25) could not have adequately apprised the residents in either District 10 or District 15, of the four proposed sites and I would have appreciated a full summary of the advantages and disadvantages of each of the sites, however I do appreciate that the Oct. 7 meeting was basically to move your process along.

As we hear daily on the airwaves, TV and Internet, decision-making should take all costs into account. The bottom line may not, in fact, be the monetary one. We know that everything comes at a cost. Capital and operational costs are only one part of that cost. However, monetary considerations are inherent in health costs, environmental costs, social costs, community values, safety, security of the person and of course community values and what is valued by the community. Community representation costs should not be discounted either. A balance is of course desirable. But when tallied up, it seems that the capital and operational costs of this particular bus terminal site are the smaller of the costs and should be treated as such.

I fear that Metro Transit, as they are rightfully authorized to do, make capital and operational costs their soul concern. But as we all know, the public, the taxpayer and their representatives must take a long term and a complete overview of all the costs before taking any decision. Even though I don't live in the immediate area of the proposed site, along with my neighbours I do use the walkway, trails and parkland which will be adversely impacted by this proposed bus terminal site. We have little enough parkland in the Clayton Park/Fairview area and cannot afford to destroy what we do have. Quite naturally we must be protective of this natural parkland and our community.

We hope that you will reconsider the Metro Transit proposal for the following reasons.

Over the long haul the costs of the following far outweigh the capital and operational costs:

Environmental costs:

- loss of parkland which supports not only the flora and fauna
- loss of parkland which contributes citizens active pursuits, well-being
- loss of air quality with off-gassing, fumes
- light pollution disturbing sleep cycles of humans and animals
- noise pollution which adds to stress in humans of all ages and animals
- loss of existing and transplanted trees through off-gassing is well known
- I'm sure that environmentalists can easily add to this meager list

Health costs:

- as learned in school system practice, buses off-gas whether standing with motors turned off, let alone idling or in transit—
- Halifax has a very high incidence of Asthma, Allergies and Lung related illnesses without injecting more directly into our homes
- less parkland and opportunity to keep active outdoors (Doctors N.S.)
- noise and light pollution affects human stress; people seek home-fires to relax from stress not to add to it
- projected accidents on traffic-ridden residential streets endanger children, seniors and the disabled

Safety and security costs:

- a bus terminal in an out of the way treed area invites predatory practices
- security of the person is better guarded on a main route like Lacewood or Dunbrack
- social and justice system costs also come into the mix since out of the way sites often encourage vandalism
- traffic on residential streets sets up situations for accidents
- how can widening a road through Sheradon Place cost less than using the Lacewood site or even appropriating the unused adjunct Canadian Tire parking lot?
- blasting in the Halifax Common/Parkland site will unquestionably cause structural defects in surrounding homes, apartment buildings, recreation and education facilities which will be costly
- to homeowners and the public purse above and beyond what little construction companies will cover
- devaluation of property will occur despite what the Metro Transit representative stated during the meeting

Community values and what the community values:

- environment was obviously valued by the 150 people at the meeting
- community active use of the parkland and walkways was valued
- traffic concerns with the children and seniors is a concern
- keeping home-life safe from noise, light, health pollution
- security of the person – keeping people safe by setting the terminal on a more frequented site rather than on an out of the way site
- property and ownership is valued

As you can see, these few but major concerns, to which others might be added, indicate that the whole community and all the costs should be given equal consideration.

This is not a case of “not in my back yard”; it’s a case of “not in anybody’s back yard”. As one of the speakers stated at the meeting:

“Yes, we all need access to public transit, a bus route, but we don’t need a bus terminal in a residential area.”

This is a commercial enterprise and should be in a commercial area which is easily accessible and closer to the existing terminal—

Lacewood Drive or Dunbrack and Lacewood near the Canadian Tire would fit the bill with far less infrastructural costs I’d warrant too.

Hoping that you will reconsider the proposal that you will put before the Chebucto Community Council and subsequently to the full HRM Council,
I remain,

Sincerely,
pat kidd

>>> "Margaret Swift" <-----> 22/10/2010 9:47 pm >>>

To: Councilor Mary While
Cc: Mackenzie Stonehocker, Stephen Adams, Debbie Hum, Linda Mosher and Russell Walker
Re: Relocation of the Lacewood Bus Terminal

While I appreciate the need for the relocation of the Lacewood Bus Terminal I am shocked by the proposal to use the park area on Willet street for this purpose. This is a beautiful little park area through which I enjoy walking occasionally. We have already lost so many trees and natural wooded areas around the city it seems ridiculous to me that yet another area will be lost when there is a land at Northcliffe will soon be available or what about in Bayers Lake.

Also I am quite sure that the cost of developing the Willet street location will be far greater than that of Northcliffe - a significant item being the blasting and removal of the rock to level the area. If the figure I have seen are true the annual operational cost of the Willet Street terminal will also be greater than one at Northcliffe.

I would like to know why the Willet street proposal seems to be the one that HRM staff have already decided will go ahead and why input from local area residents is being ignored. I have lived in this area since 1978 and even though I rarely use the buses I always wondered why there was not adequate space allotted for a bus terminal before the area grew so big. Had the planning of the Sobeys and Lacewood shopping areas been done with more foresight this problem would have been avoided but since it wasn’t please do not choose the more expensive option which also includes robbing us of yet another green space.

A concerned citizen!

Margaret Swift
----- Chelsea Lane, Halifax, -----

>>> "Joan MacIntyre" <-----> 23/10/2010 10:30 am >>>

Mary Wile, et al:

Why in the world would HRM staff and councilors decide to spend almost 7 times the money to wipe out an urban forest in order to build a bus terminal that could be placed on the existing Northcliffe location????

We who live in the Lacewood Drive area have been putting up with the Metro Transit location for many years already, with the traffic tie-ups that result. Moving this facility across the street and spending \$2,750,000 to accomplish it is an insult to the residents who make up this neighborhood.

I personally, would like to know what plans the HRM is entertaining for the Northcliffe location!?!? Surely there is a developer around who would like to get his/her hands on this property and create something that will not offend the good citizens of that area.

I am appalled at this planned course of action!!.

Joan MacIntyre,
Constituent (who has never missed an opportunity to vote) and tax-payer who can't afford to pay anymore

>>> Anastasia Daniels <-----> 24/10/2010 12:46 pm >>>

Hello,

I am writing to express my concerns over the relocation of the Lacewood Terminal. As I am lead to understand, it is the intent of Metro Transit and, by all appearances, the council as well that the best location for the relocation is the small patch of woodland off of Willet Street. I can understand why this location has been considered so strongly. It is close to the location of the current terminal and has a larger population right at its doorstep. The trouble is, we who live adjacent to the woodland and many who live beyond do not WANT a terminal on our doorstep. What we want are the same things we moved to this area for - no lights shining in our windows at night, no creepers cutting through our yards, and a safe, quiet place readily available where we can relax after fighting the crush of pavement and people through the day. That is what we have now with this space as it is, a piece of the almost wild that we can relax in.

If this area is destroyed for the new terminal, crime WILL go up in the area. Terminals attract people who have nowhere else to go in this city and every other I have visited or lived in - adding more 'security measures' will not cure this, merely push those individuals who would vandalize a public terminal to the next nearest location, which would in this case be apartments and townhouses located next door. Children play in those woods. If pets escape, their owners can be at ease that they have ample space to run and hide from anything that may threaten them. If it is rezoned and developed, pets escaping will become as good as already finding them crushed beneath tires and the children will be forced to play their games in their respective parking lots where they are already something of a hazard to motorists. Noise and light pollution would become chronic, and while in the summer months the few trees that would be allowed to remain would buffer the smog from buses somewhat the winter months would be little short of a constant miasma bombarding the buildings in the area, and Metro Transit representatives themselves at the previous meeting to discuss the terminal stated that the buses must idle in the winter to maintain heat for the passengers.

So I urge you, BEG you, to reconsider this proposal. The comfort of the residents in the area rests in this, and the lives of thousands who are not even able to have their situation considered, those plants and animals that live in the park, would be destroyed. Halifax is a city that is known for our trees, but with

every green space we loose the city falls further into becoming just another ugly urban sprawl, more concerned with development than retaining the beauty already here.

And I believe I speak for the majority of those living nearby this area that I would rather a ten minute walk to catch a bus than loose something as precious as this piece of nature.

Anastasia Daniels

>>> "Peggy Carmichael" <-----> 24/10/2010 3:41 pm >>>

I am very disheartened by the charade of asking for public input re bus stop proposal and then proceeding with a plan that goes against that input and also makes poor fiscal sense. I live on Covington Way and do not want increased bus traffic at the intersection where I have to pass through each day. The current green space that you propose to concrete over (Willett St.) and allow stinky buses to gather, has been an enjoyable playground area in the past for my now grown children and is a beautiful space. If the HRM staff recommends this proposal they are out of their minds as it does not make sense to spend \$2,750,000.00 vs \$400,000.00 of our tax dollars. Do these councilors represent the area residents and if so where is the common sense in this decision? How is this extra money to be raised? Increased taxes and/or bus fees?

Please, please do not recommend this to the Chebucto Community Council on Nov.1 but instead represent us, the people who vote for you!

Sincerely, Peggy Carmichael

>>> "Geoff Milton" <-----> 25/10/2010 11:49 am >>>

Dear Councillors,

Upon review of the literature and proceedings to date with regard to the Lacewood Transit Terminal Siting Study, I've noticed that the public in attendance was blatantly misinformed with regards to capital cost at the Public Information Session held on Monday, January 25, 2010, as part of the Lacewood Terminal Relocation Study.

The handout literature clearly notes that the Willett St. location would be "Lowest cost" in terms of capital, as shown on the display panels available at <http://www.halifax.ca/metrotransit/LacewoodTerminalRelocationStudy.html>.

We know that this fact is simply untrue as is noted within the "Lacewood Terminal Site Selection" report dated November 1, 2010 available at <http://www.halifax.ca/Commcoun/ccc/documents/101101ccc1011.pdf>. In fact the capital cost for the Willett St. location shows as being the 2nd highest of all the candidate sites at \$3,150,000.

Although noted that cost should not be the overriding determinant about where to site the facility, this is a significant amount exceeding the capital cost for the Dunbrack/Northcliffe location by 2 and 3/4 million dollars (\$2,750,000)! Had this fact been in any way correctly presented to the public at this meeting I seriously doubt that the outcome would have been the same in that the public in attendance generally favored the Willett St. location.

The Willett Drive Reserve is part of the Mainland Common and in the Mainland Common Masterplan - Review and Update dated July 22, 2008 it states that, "This area was identified as a preservation area in

the 1992 original master plan. Generally speaking, this area would be suitable for hiking trails and low impact interpretation."

The report goes on to say, "The long term best use of the recreation reserve north east of the soccer facility needs to be determined in association with the local community. The proximity to Willett Street means the property is accessible and easily serviced. Ultimately, a portion of the property may be well served by recreation facility development and expansion in the future. However, the local community may desire to see this parcel protected as a passive recreational reserve. HRM should work with the community to determine the highest and best use of this parcel in the future."

Conducting a poorly advertised meeting, although noted as a duly advertised meeting, with an attendance of 40 people does not in any way equal the local community. Having 10 of those 40 people declare the Willett St. site as their preferred location based partly on false information specifically, noting the Willett St. site as the "lowest cost" scenario with regards to capital, does not equal working with the community to determine the highest and best use of this parcel in the future.

It would be my opinion that 2nd Public Information Meeting held Thursday, October 7, 2010 with regards to "Amendment to Mainland Land Use By-Law" where upwards to 150 local residents where in attendance was more of a true representation of the local community and its feelings. This public meeting was advertised much better than was the first public meeting as should be when considering the importance of the matter to the local community. It was a far different cry that was heard from this more informed residential group than that which was heard at the first public meeting. Yet, public comments from this meeting are no where to be found in the "Lacewood Terminal Site Selection" report???

In closing, I would like to point out that the distance between the Willett St. location and the Dunbrack/Northcliffe location is a mere 0.33kms, a short 3 minute walk. All other bus stops along the top corridor of Willett St. are less than a 5 min walk from the Dunbrack/Northcliffe location and some stops a shorter distance to Dunbrack/Northcliffe than to the Willett St. location. Why would we be willing to spend \$2,750,000 more than what we need to in these difficult economic times?

Sincerely,
Geoff Milton
----- Willett St., Halifax, N.S.

To: Chebucto Community Council members
From: Robert S. McDonald, Resident, District 10
Date: Monday, 25 October 2010

I note that the matter of the Relocation of the Lacewood Bus Terminal will be discussed at the 1 November meeting of CCC and wanted to offer the following comments.

I have very serious concerns regarding the process that has been followed to date regarding this matter. I also have issue with the favoured site chosen by the Consultant and brought forward by Metro Transit.

I believe that it is very important to consider any changes to the Municipal Planning Strategy on a 'case-by-case' basis such that each site considered by HRM for a new Transit Terminal or for a Park-and-Ride facility be considered separately.

The matter of a new Lacewood Transit Terminal first came to the attention of the public at a meeting held in January 2010. Metro Transit presented a rationale for the need for a new Transit Terminal and went very quickly through the 3 sites under consideration (we were not told that a 4th site had already been

rejected.). Unfortunately, the meeting was rather poorly attended; about 30 members of the public were present. After the presentations, the public was invited to complete a questionnaire and/or submit their comments online. Some 18 questionnaires were completed that evening and the results are summarized in the Report. This appears to be the sum total of all the public comments incorporated into the consultant's June 10 report!! I know several people who submitted their comments online. Why have these online comments not been incorporated into the staff report? Much more recently, on October 7, a public information session was held which was well attended (I estimated roughly 150 people present!). Everyone who spoke (perhaps 25-30) were unanimous in opposing the selected site but again none of their comments were incorporated into the report. I feel strongly that all comments from the public should be incorporated into the report under consideration by CCC?

My most serious concern regarding selection of the Willet Street location for a new Transit Terminal is that this site is currently an HRM park. The Mainland Common Master Plan, accepted by Regional Council in 2008, clearly designates the Willet St site as part of the Mainland Common. It is referred to as the Willet Passive Recreation Area. There has been no review or changes to the MC Master Plan which would allow this Parkland to be designated otherwise to allow for a Transit Terminal to be located there. This land was "sold" to the City of Halifax in September 1977 by Clayton Developments for \$1.00!! I hope that I am safe in assuming that this represents the Clayton Parkland contribution for their extensive residential developments in the area. Thus the site was given to the City as parkland, remains as parkland to this day and should remain as parkland into the future for the enjoyment of all HRM citizens. To rezone this parkland to allow for a Transit Terminal would be a betrayal to the citizens of Halifax, and to Clayton Developments. We have contacted Clayton about this proposed move. The Report plays down the importance of this Park to residents of the area. In contrast, at the October 7th meeting, we heard from many local residents that this Park is very important to them. It provides a natural green space for gentle walks, nature observation and serves as a buffer from the noise and pollution from the heavy traffic nearby. For many, the presence of this green space is the reason that they choose to live where they do. Further, it seems to me that if Parkland is being considered for some purpose other than a Park then the HRM Parks Superintendent and the Major Parks Supervisor (B. Phelan and S. Rice) should have been consulted during the process but this has not been done. We sent both of these gentlemen a link to the Consultant's Report.

Finally, the financial side of things remains a mystery to me. If one compares the cost of site preparation and operating costs for the Willet St site and the Dunbrack St (Northcliffe) site, one notes that the extra cost of site preparation for the Willet St site is \$2.35 M. Apart from the fact that much of the site will have to be clear-cut, an extensive amount of rock breaking (blasting?) must be carried out. Nearby residents are going to have to suffer through a lot of noise, dust, tremors and the resulting stress. No longer are they going to have this natural buffer in their backyard. The extra cost of operating the Willet St site is \$105,000 annually. Thus, the "Payback Period" is going to be roughly 23 years if the Willet St site is chosen. I believe that a better choice for the site of the Terminal is at Dunbrack Street (The Northcliffe Centre site). This site is already quite level and a large paved parking lot is already in place. Northcliffe Centre is due to close in April 2011 and I understand that the building has sufficiently serious problems such that it is to be demolished. The demolition work will be done whether or not the site is chosen for the Terminal. Overall, it appears to me that a more logical site location for the new Transit Terminal would be on Dunbrack St.

In light of my concerns expressed above, I request Chebucto Community Council not to recommend the Willet St site for the new Terminal and to defer any recommendation until a Public Consultation is carried out at which all candidate sites are presented. I would also recommend that the Transit Report be updated with the inclusion of all public comments since January 2010 and that senior HRM Parks staff be consulted during site evaluation.

Thank you.

Robert S. McDonald, Ph.D.

>>> "Janice Frost" <-----> 10/24/2010 8:27 PM >>>

-----Original Message-----

From: Janice Frost [-----]

Sent: Sunday, October 24, 2010 8:19 PM

To: kellyp@halifax.ca

Cc: adamss@halifax.ca; humd@halifax.ca; moserl@halifax.ca;

walkerr@halifax.ca; wilema@halifax.ca

Subject: Lacewood Terminal Site Selection

Importance: High

Your Worship Mr. Peter Kelly

I am writing to you regarding an issue of concern which requires the immediate attention of yourself and other members of the council.

HRM Real Property Planning and Metro Transit are putting forth an ill conceived plan for the replacement of the Lacewood Bus Terminal in Clayton Park. Insufficient public input has been sought to date yet the matter goes to the Chebucto Community Council for approval on November 1, 2010.

The current transit site at the corner of Lacewood and Willet Street is unsuitable, there is no question about this.

However, the process by which the replacement site on Willet Street was selected is grossly flawed.

A poorly advertised meeting was held in January of this year and the input of approximately 25 people appears to have given Metro Transit and HRM Planning the false sense of public approval.

Nothing could be further from the truth.

A second meeting was recently held (October 7, 2010) to discuss By- law changes necessary to utilize parkland for the transit facility and to offer further communication regarding the four sites under consideration.

It became abundantly clear that evening that a preferred site had already been selected and the meeting was held as a mere formality.

There were close to 200 people in attendance, all very disappointed at the turn of events, angry that they had not had the opportunity to provide input, and dismayed by the lack of openness and thoroughness of the planning process. For example, Metro Transit has not given consideration to the volume of students at Halifax West High School and stated that there would be no impact on the Lacewood traffic pattern once the additional entrance to Bayers Lake Industrial Park was completed. Based on these two examples, what else has been overlooked?

I have since learned that despite the overwhelming opposition to the recommended site, Metro Transit and HRM Real Property Planning are putting forth this site for approval by the Chebucto Community Council on November 1, 2010.

Alternate sites are available, which do not destroy public parkland, cost far less to develop, are more suitable from a rider ship perspective and are operationally less expensive. Yet despite this no alternatives are being recommended..

We need to halt the approval process now, and go back to the start of the planning process to objectively identify a suitable location, one that takes into account public input, sound planning and environmental concerns..

I implore you to step in, and halt this process. We have the opportunity to build a suitable facility, without destroying public parkland and sensitive wetlands, damaging and devaluing personal property, and increasing individual security risk.

Thank you Sir. I appreciate the opportunity to voice my concerns, and I trust that by doing so, the site selection process will be reviewed, and a more suitable site put forward for approval at a much later date.

Regards,
Janice Frost
----- Covington Way, Halifax, NS -----

>>> "Elaine Black" <-----> 25/10/2010 10:14 pm >>>

Hi Mary:

I was one of the many folks that never saw the small notice published in the Chronicle Herald in January of 2010 advertising a public meeting regarding the new transit site for the Clayton Park area. Conducting a poorly advertised meeting with approximately 30 people in attendance does not represent this community in any way. When the area residents did become aware of a public meeting held on October 7, that was more properly advertised, the turnout was entirely a different story. Approximately 200 folks from the area attended and all but one (he was undecided) commented on just how disappointed they were over this selected site and angry over the way it has been handled.

This area is part of the mainland common master plan which was identified as a preservation area that should be used for hiking trails and low impact development. Furthermore, the chosen site is heavily treed with mature pines, spruce and several different kinds of hardwood. In a time when we should be very conscious of our actions regarding our impact on the environment it makes much more sense to examine other possible sites very carefully. The "chosen" Willet Street site is also entirely residential and the consequences of exhaust fumes, increased traffic, crime, cost, structural damage to our properties, loss of green space, etc. can be very damaging to residents living in proximity to this site.

When I look towards the future I see a lot of new development happening. The new Commonwealth Games Center, Halifax West High School, new soccer building and field, the Library, along with the many new large condo and apartment buildings now being constructed on Regency Drive, would indicate that perhaps locating the new site in this area should be considered a little more carefully. The fact that Regency will eventually join with Main Street and Mount Royal in the near future would alleviate bus traffic on Lacewood considerably. This would also bring necessary bus service to a heavily used and populated area.

Please make a thoughtful and well planned decision based on the future of this area with input and involvement from a well informed local community, not a quick decision that ignores the suggestions and opinions of it's area residents.

I ask you to please defer your decision on the Willett St. site and consider other alternatives.

Sincerely,
Elaine black

>>> "Vaison" <-----> 26/10/2010 9:27 am >>>

With the meeting about the re-zoning of the green space of Willett and the location of the new "Lacewood" transit terminal coming up, I write again to encourage you to consider the residents of the area where the proposal places the new terminal. This is a quiet residential area and I sincerely doubt that more residents will take the bus if it is placed in the middle of the neighbourhood.

Generally, Metro transit ridership is relatively low. I do not think that it would increase drastically by this proposed move. If you consider the area closer to Parkland there are thousands of residents in that part of the city as well. Apartment dwellers are often more inclined to take public transit as a means of getting to their work/school locations. The area nearer to Halifax West High School, the Library and the new Sports Complexes would also serve to provide transportation to a greater number. And it would not have to intrude on an existing residential neighbourhood. Nor would there have to be the same amount of blasting and removal of green space.

I urge you to consider other sites for the placement of the Terminal. It does not have to be the Willett Terminal. Residents from the Willett area would still be able to ride the transit buses as the bus routes could remain along Willett coming down Lacewood from either the Bayer's Lake area (one of the most logical sites which would connect with buses in from Timberlea...) or nearer to the Library/Sports Complex.

Please leave the green space alone, do not destroy it and the surrounding quiet neighbourhood. The citizens of this area of Clayton Park need your support to maintain and keep their peaceful residential area as it is without destroying it by putting in a bus terminal that should not be built there. The total disruption of an existing residential area should not happen. The residents do not want their homes damaged by blasting, turned into a bus parking lot nor do they want the disruption that would be caused by all the blasting and trucking prior to the building of said terminal. The likelihood for vandalism is great - just look at the numbers of bus shelters that are located on city streets that are vandalized and you should realize that putting a terminal in a location away from a main street would be tantamount to inviting vandalism, swarming, and other unacceptable behaviour.

Please do not make a decision that will have such a deleterious impact on this area of Clayton Park. Keep our neighbourhood safe, green and viable.

Patti Vaison
----- Covington Way

>>> "Larry and Caroline Ranger" <-----> 26/10/2010 6:18 pm >>>

----- Original Message -----

From: Larry and Caroline Ranger

To: stoneham@halifax.ca

Sent: Monday, October 25, 2010 12:21 AM

Subject: Fw: Relocation of Lacewood Transit Terminal

----- Original Message -----

From: Larry and Caroline Ranger

To: wilema@halifax.ca

Cc: walkerr@halifax.ca ; mosherl@halifax.ca ; humd@halifax.ca ; adamss@halifax.ca ; Robert Candy

Sent: Saturday, October 23, 2010 3:30 PM

Subject: Relocation of Lacewood Transit Terminal

From: Larry and Caroline Ranger, ----- Covington Way, Sutton Gardens

We wish to strongly endorse Robert Candy's email to the Chebucto Community Council dated 20 Oct 2010. As indicated by the attendance at this meeting, the residents are very concerned re:

- the loss of green space
- the immense amount of blasting which will be required
- noise and exhaust fumes from buses in a densely populated area of homes and apartments;
- increased traffic, safety issues and increased vandalism
- decrease in property evaluation

We were personally concerned with the way this very important decision was presented by HRM. The tone was dictatorial and certainly not the democratic way which one would expect. Rather than an information meeting to discuss the three possible locations it was presented as a fait accompli - the Willett Street location.

HRM representatives did not present cost analysis to support the the choice of the Willett location. It has recently come to light, unofficially, that the overall development costs could be in the neighbourhood of \$2,750,000 for Willett Street compared to just \$400,000 to develop the Northcliffe Location. Annual operating costs are predicted to be \$180,000 for Willett and a much lower cost of \$75,000 for Northcliffe.

If these figures are anywhere near accurate, it is a matter of grave concern with respect to taxpayers' dollars. It appears that the location chosen by HRM is in excess of \$2 million plus more than Northcliffe. Along with the environmental concerns, how can HRM's choice be cost-justified if these figures are anywhere near correct?

Councillor Wile indicated to the Herald that she felt there were some good suggestions put forth at the public meeting and that perhaps the vote may be delayed. We request that the Chebucto Community Council defer the location decision vote on the 1st of November's meeting in favour of another public meeting. All alternatives can then be openly discussed before the final decision is made.

>>> "Ed Handler" <-----> 26/10/2010 9:53 pm >>>

HRM Council Members,

I am writing to you as a concerned resident of Covington Way, part of a normally quiet residential neighbourhood comprised of a number of longstanding residents.

Despite not being a transit user, I understand that there is a need for an improved bus terminal somewhere in peninsular Halifax to accommodate ridership in this increasingly dense populated area. HRM did the right thing by engaging the services of an independent third party to conduct a study to evaluate alternative locations for such a facility. The problem is that the scope of the consultant's recommendations were limited to selecting one of three locations determined by HRM, all of which are in relatively close proximity to established residential neighbourhoods.

Furthermore, the consultant report was written for HRM without considering the potential impact on the residents and on the local environment. The loss of green space as the population in the area increases will in the long term be to the detriment of the neighbourhood. Progress should not only be measured by how much commercial development takes place but also by how much natural space can be preserved. The noise pollution, air pollution and traffic congestion will further exasperate the development of the terminal near an already crowded Lacewood Dr.

It is entirely appropriate for the maintenance and storage of buses to be located in an industrial park such as Burnside. The Dartmouth terminal located behind the Dartmouth Sportsplex is adequately removed from residential neighbourhood and blends in with the general commercial surroundings of the area. Why then is it that a Halifax Terminal must encroach upon a growing neighbourhood without consideration for its residents, let alone the substantial cost to taxpayers of blasting the proposed site? To do so would be very short-sighted indeed. Perhaps consideration should have been given to incorporating a Terminal within the Halifax Common Plan given the Library, High School and Sports facilities are already there. Alternatively, anywhere in Bayers Lake Park would have been appropriate and in the long run worth any incremental cost.

I urge you, do not proceed with this proposal!

Concerned citizen and local resident.

Ed Handler

>>> Huntley Blair <-----> 27/10/2010 1:22 pm >>>

Dear Councillors:

This communication is to strongly oppose the proposal for a bus terminal on Willett Street near Lacewood Drive. I attended the second of two meetings that dealt with this issue at which many individuals spoke out against it. (Only the second meeting was widely advertised by distribution of flyers and prominent signage.)

The proposed site is a park, said to have been given to the city for \$1 by the developer. In other words, it was a good faith "bequest" for the benefit of succeeding generations of residents. This attempt to eliminate parkland constitutes a betrayal. When a park has been set aside for future generations, it should stay that way. There is no need to dump bus terminals in residential areas not zoned for them. Put the bus terminal in a non-residential area where simple logic dictates it should be.

The Willett site would shoehorn the terminal on land between two apartment buildings. It is not fair to residents in these apartment buildings to subject them to the noise, fumes and increased vandalism characteristic of such a facility. Furthermore, we purchased homes in this area assuming that park areas would remain as such, not be usurped for commercial purposes.

The HRM staff presenter made the case that the presence of a bus terminal would not impact residential real estate values. This confuses the designation "bus terminal" and "bus stop". A bus stop is a convenience to residents. A bus terminal is not.

The presenter also commented that lack of washrooms in the current terminal could be corrected in a terminal on Willett Street. Washrooms in a terminal are not needed by residents living nearby. Who wants to use a public facility when they are close to home? Bus terminals should be located in

commercial areas, not residential areas. They then logically function as hubs for transferring between buses or going to and from that commercial area. The need for a washroom for bus drivers can be met perfectly well at a commercial site.

The point was also made that the planners like to put a bus terminal in a densely populated area for the convenience of more people. Again, misleading confusion of "stop" and "terminal". All that is needed in populated areas are bus stops, not terminals.

The proposed site is a hill rising to the level of the power line right of way. This can be clearly seen by the adjacent view up Westridge Drive. Apparently, a bus terminal cannot have more than a 5% grade. Imagine the blasting and attendant structural damage to buildings in the area! What would be the cost to taxpayers of this adventure?

In conclusion, for the benefit of the residents I urge you to vote no. Instruct the planners to continue their work in finding a location that benefits everybody without taking away our parkland green space and in its place substituting noise, pollution, congestion and vandalism.

Yours truly,

A. H. Blair
----- Hanover Court, Halifax

>>> Jean White <-----> 28/10/2010 3:40 pm >>>

I am very much against putting the new Halifax Metro Transit terminal on Willett Street in Clayton Park. I can't believe in this day and age that you would consider cutting down this green space. We don't have enough of them as it is in this fine city of ours. Besides cutting down the trees there is a large rock formation which would involve considerable blasting. I am very concerned that this will affect our foundations which might not be discovered for some time. The traffic on Willett street doesn't need any more congestion - it's busy enough as it is.

I can't believe that you didn't stand up at the meeting to give us your views. Why were you there? Where you afraid of too many unpleasant questions? I can't tell you the number of comments about our next municipal election. There was a goodly number of people there but to what avail? The decision, apparently, was already made as far as the meeting organizers were concerned which makes me wonder why the meeting was called for at all.

I would like the HRM staff to reconsider taking this particular recommendation to the Chebucto Community Council. There are alot of other locations, including the Northcliff Pool area, which would fit the bill. I can't see that there would be any blasting or cutting down of many trees at the Northcliff site. Please don't make a bad situation worse! I must say this is the first time I have ever written any councillor, MLA or government official at all - that's how important I believe this situation to be!

Sincerely,
Jean White

>>> Judith Newman <-----> 28/10/2010 5:57 pm >>>

Mary,

I can't attend the Monday, November 1, 2010 Chebucto Community Council Meeting but I need to express my concern over the proposed relocation of the Lacewood bus terminal to the Willett Street site.

I've check out the three site proposals for the new bus terminal on the HRM website.

I've read what each describes.

What I can't understand is why the Willett Street venue seems to be the default option.

The projected development costs are nearly 7 times those of the Northcliffe location.

The additional Annual operating costs for the Willet Street site are 2 and a half times those of a facility built on the Northcliffe grounds.

I took a look the other day at the Lacewood site and can see how expensive it would be to fill in the ravine there. But I can't see where it makes any more sense to blast out a large amount of bedrock from the Willett Street site, either, particularly when redevelopment of the Northcliffe land is so much simpler.

I guess what concerns me most, is that while three possible sites were proposed, in reality, the HRM Planning staff decision was already made to request approval for the Willett Street site. Why bother with a "public consultation" when all that represents is window dressing? The local residents are very distressed at the choice of the Willett Street site both because of the disruption during the site development and building phases of the project and subsequently, the considerably increased traffic on Willett Street. Given the nature of the housing in the vicinity of the Willett Street site, you're looking at the safety of many more children being affected by increased traffic on Willett Street. When you take into account the substantially higher annual operating costs associated with that location, it seems to me that Northcliffe represents the more rational decision, particularly in these constrained economic times.

Judith Newman
----- Chelsea Lane, Halifax NS -----

>>> "Leigh Hawkes" <-----> 29/10/2010 12:15 am >>>

Dear Mayor and Councillors,

Within days you will be presented with an agenda item at council concerning the relocation of the Metro Transit Lacewood Terminal. I am writing to express my **strong opposition** to the recommendations of the delphiMRC Lacewood Terminal Study and to the HRM initiated application to amend the Halifax Mainland Land Use By-Law to allow for transit facilities (Case # 16029).

For the past 23 years I have been a home owner living within several hundred meters of the chosen location. The front of my residence has a direct view of both what would be the entrance as well as a side view of the proposed terminal. I have studied the delphiMRC proposal; have heard from a number of neighbours and read a number of their letters. Without exception, they are all in bewilderment as to how HRM staff could ignore the obvious destruction a transit terminal would bring to a peaceful residential area.

I found the delphiMRC Lacewood Terminal Study deeply flawed. Even the pictorial drawings showing the land mass and the terminal within it are not to scale. Metro Transit would have to be using mini-vans and nothing much beyond a storage shed for there to be any green space remaining. Recently it has come to light that the cost figures presented at the January meeting were grossly out of whack and have been

now been revised. As a result of this alone, the public comments and input from the January meeting must now be considered primarily meaningless.

The effect of having a transit terminal in our residential backyard would be devastating. I ask each councillor to consider how they would feel if this proposal was putting the terminal in their backyard. At the very least a full **Environmental Impact Study** should be an absolute necessity.

In addition there are a number of other concerns which include the following:

- Unlike any of the other two locations, this area is bounded on three sides by residential areas and the fourth side by the Linear Walking trail. It is an entirely residential / parkland area. In fact, the proposed development would eliminate the green belt park area which is reasonably used for this purpose. There has been and currently is no commercial use of land in this area.
- The proposed terminal development in this location would have the **most detrimental effect upon the most number of residents of any of the locations**. None of the other locations have the population density in the “near field” as does the Willett location. I believe that some of the population numbers counted in the Northcliffe location may be distorted by fact of actually including some of the same population as the Willett location although these would not indeed be “near field” affected at all and should not be counted as Northcliffe numbers.
- Recalling the map as shown on the delphiMRC documentation, there is little if any room for terminal expansion at the Willett Street location. Both ingress and egress from Willett Street is very limited and especially so when considering the 200 foot boundary on each side that has been mentioned. Given the expanding nature of District 10 and surrounding areas to be served, this location does not bode well to serve now and will be worse in the future.
- I believe it would be a complete betrayal of the trust of the people in their municipal government leadership and in its mandate to protect their trust and the quality of life in their residential neighbourhood should a decision to place the terminal in the Willett Street location be confirmed.
- It is my belief that given the population density, age related demographics, and multicultural make up in this area that the maintenance of this part of Willett Street should remain entirely residential. There is no bounding commercial or business use and to change this would betray all those who have chosen this area to enjoy their homes and to live in peace as free from the noise and pollution as might exist in a city residential area.
- Bus routes need to be reviewed not only for current use, but for near future use. There is significant development currently ongoing that will require bus routes to be altered and or added. The Mount Royale development off Main Avenue, the joining up of Regency Park Drive from Main Avenue through to its’ Thomas Raddall Dr / Greenpark Court end, the establishment of a new exit near the Empire Imax to the Bicentennial Hwy and what appears to look like may well be connected into a Main Avenue extension and the Larry Uteck exit to the Bicentennial Hwy. All of these are going to require bus route changes if indeed not new routes.
- At present there is no bus service to Halifax West High, to the existing Soccer Nova Scotia stadium on Thomas Raddall Drive, nor to the ongoing development and expansion in this location. This may be an ideal area to locate the proposed Bus Terminal. Once Regency Park Drive is cut through to join up at Main Avenue this makes a clear sail right through to the Northwest Arm Drive and would include the new Mount Royale development. It would also

provide bus service to the High School. Land development at this location does not appear to require anywhere near the work (i.e. cost) as Willett Street.

- There are also secondary affects that have not been addressed in the plans. These would include:
 - Increased vandalism in the surrounding neighbourhood.
 - Noise pollution
 - Exhaust fumes
 - Loss of play area for children
 - Increased traffic
 - Use of adjacent streets as park and go and defacto taxi stands, blocking residential access (Westridge Drive, especially the end near Willett Street, Harlington Crescent but probably to a much lesser extent).
 - Disruption and damage to surrounding residents and buildings especially during construction where we have been advised a potential six weeks of blasting would be required.
 - Potential problems with existing underground waterways that presently affect several of the Sutton Garden condo units on Willett Street and could potentially spread to other units.
 - Loss of quality of life as enjoyed by residents of this existing residential area which currently is at least somewhat peaceful and quiet.
 - Property devaluation due to noise, air pollution from fumes, lights, and increased vandalism.
 - Another potential better location would be to co-site the new Terminal with the casually mentioned ParknRide. Who would park there if they didn't have ready access to multiple busses? This is almost too sensible!
 - The number of school children using the Willett Street location is a concern that has not been considered. This will present a safety issue at minimum.
 - Willett Street will have only one means of vehicle ingress and egress to the terminal. This is not an ideal situation for many reasons. There is no way to overcome this without property expropriation and further negative impact upon existing residents and owners of nearby properties. **This is a most serious safety and operational issue that has not been addressed.**
- Existing established residential neighbourhoods need to be protected from non-conforming development. They were established based upon existing zoning. Owners and residents invested, built and made financial and life decisions based upon this and trust in "the system" to maintain this integrity. This proposed rezoning; to permit altered use after would be a betrayal of trust and further destroy public trust in the political system.
- In the matter of Case 15883: Telecommunication Tower – Purcell's Cove Road, Halifax, HRM Director of Community Development, Paul Dunphy on July 2, 2010 wrote: "It is recommended that Chebucto Community Council forward **a negative recommendation** to Industry Canada in relation to the proposal by Rogers Communications Inc., **as a result of concerns related to the close proximity of established residential development to the proposed location** of a new 35 metre free standing self support telecommunications tower and associated equipment shelter at PID 00269753 ...".

I acknowledge there are obvious differences between a 35 meter tower and a transit terminal, however, the potential impact in every regard of the proposal at Purcells' Cove upon this "established residential development" **is infinitesimal** in comparison to the establishment of a transit terminal at the Willett Street location. Therefore, based upon this fact alone, the same **negative recommendation must be made by Chebucto Community Council in regards to the use of the proposed Willett Street location as a transit terminal location.** Any other recommendation by HRM Staff or City Council would be hypocritical.

Reference document at:

<http://www.halifax.ca/Commcoun/ccc/documents/100913CCC1011.pdf>

- The existing green belt on Willett Street an area of relatively high density population, provides an area of peacefulness, tranquility and a tiny aura of country life not only to those whose backyards directly border the belt but to those in the surrounding proximity and those who enjoy the fresh air and daily walks along Willett Street and through the park like setting. This is important to the psychological health and wellbeing of all residents. Perhaps especially so to the children and older residents who make up a good portion of the population. This might not seem like much to some, but consider what happens when it essentially disappears. While wildlife is not abundant, there are birds, squirrels, etc, that all play a role in the psychological feeling of well being that such an atmosphere brings to those in this neighbourhood. To change the neighbourhood from this setting to that of living in the middle of a transit terminal and its' after affects is bound to bring a major increase in social problems and decay to this community.

For the benefit of all residents, I urge you to vote no when this agenda item comes before you. Please send the planners back to the drawing board with instructions to fully consider the public input that has been presented to them before presenting a new plan.

Yours truly,

A. Leigh Hawkes

----- Westridge Drive, Halifax, NS

>>> Tony Christopher <-----> 29/10/2010 11:26 am >>>

Dear Councillor Mary Wile:

I'm writing this email regarding the bus terminal proposal situated in the parkland on Willet Street. I hope to add my voice to the chorus of those who find the proposal problematic, with the intent of raising some new points to supplement those already frequently mentioned.

The new terminal proposal is farther away from the commercial spaces that would be the intended destination of many riders. Folks getting their groceries, etc. will be obliged to walk an extra 300m or so. This could represent quite a burden for the local senior citizenry. It is also a bit of a strain on logic to have a bus terminal situated a third of a kilometer and barely visible from its namesake street.

There is the potential for road wear or damage. Blasting several thousand cubic meters of rock results in, say, 50 000 tons of rock to be removed; about 2000 fully burdened dump truck loads.

The Park and Ride location appears rather silly to me: Given human nature, people will park at the much closer commercial lots, causing trouble and congestion for the stores.

The most galling feature of the proposal is the deeply implanted impression that Transit has chosen this proposal because it is easiest for them, as opposed to optimal for the community at large, or even optimal for the service they provide. They have indicated that they are able to lease commercial space, but are unwilling to. At the very least, they should provide a robust answer as to why not. Such an answer should not be about the annoyances of contracts or dealings with landlords.

Transit should be asked to seriously look at finding a larger space in the same area via a commercial lease. There are several potential spots: The Canadian Tire has a positively massive amount of parking space. The parking lot in front of Shopper's Drug Mart was inherited from a full size grocery store; the

bottom half is typically observed mostly empty, holding a few vehicles parked overnight. If I may be mildly facetious, there's also the Blockbuster site. Given that the American parent company is in bankruptcy, that location might suddenly become available.

The only sensible non-commercial location that I can see would be a beside-the-street facility (like the Mumford Terminal) on Lacewood Dr. approximately opposite the Radcliffe Dr. entrance. It would annoy far fewer people living there (apartments as opposed to private housing), it would be no further from the shopping centres than the proposed Willet St. site, it would be a shorter trip for those walking in the direction of Chainlake Dr., and it would reduce the walking distance for the occupants of the high school by half. Add traffic lights as needed; most everyone speeds on that section of Lacewood anyway. I would very much like to see Transit provide an in-depth answer as to why this would not be a better plausible solution.

It appears to me that Transit failed to foresee the need for terminal space serving the upper Lacewood area despite the furious development over the past 10 years. They had opportunity to buy or reserve land around Lacewood and Parkland Drives in previous years but didn't. Their failure to do so is not a valid reason to burden the residents of the Willet or Northcliffe areas.

The area in question is supposed to be a suburban environment. It's not a commercial area, it's not even high density residential (apartment blocks). Those are to be found on Lacewood proper, not Willet. The people who chose to buy or rent property here did so because they prefer a lower intensity suburban environment with green spaces. As it is, we're already bracketed by 4 lane roads and high speed traffic. The bus terminal proposal feels like an assault, picking away even more of the valued character of the area. At some point, we have to stop paving things over.

Sincerely,

Tony Christopher
----- Sheradon Place

To Chebucto Community Council
From James MacLennan homeowner of ----- Westridge Drive for over 35 years.
Re: By Law change to allow relocating Transit Terminal

Having attended both sessions dealing with this issue I have many concerns on how a report done after the January meeting is being interpreted.

General

Over the past 35 years we have seen this area develop into a high density neighbourhood off Willett Street. Only one piece of parkland remains. It is critical that this green area remain for this concentration of population. Is it legal to alter something that may have been part of a development agreement? I think the report by staff and consultant have made some unsubstantiated assumptions.

1. The report makes a statement that a terminal should be in a highly populated area for the convenience of transit users. As patrons of the Metro Transit what we require are good routes, convenient stops and efficient schedules. These are not predicated on a terminal location. The environmental and disruptive problems created by placing a terminal in the middle of an established neighbourhood were made clear by the comments at the October meeting.

2. The report states that the Willett site was preferred by the submissions from the January meeting. This comment is at best distorted. A review of the returns will show that the Willett site actually got the most

returns saying it was the LEAST appropriate site for a terminal from those originally noted in the report. This attitude was confirmed at the October meeting. The way the report has been reported seems to be a unilateral decision based on dubious interpretation. Why is only one site being presented ? Other options must be considered.

3. The comment that moving the terminal from Willett Street would cause the disruption of several routes. Why? The street will still be there and open to traffic.

4. In table 9 of the report summary (which is extremely subjective) is the basis for selecting the Willett site. But it excludes crucial items.

a) Extra costs for site development for Willett and Lacewood would be 3 million compared with half a million for the Dunbrack site

b) The annual operating cost for Dunbrack are estimated at \$75,000 compared with \$180,000 for the Willett site..

Based on the facts from the report the conclusions presented at the October meeting are questionable. During the meeting the words charade, covert and misleading were used.

Before anything more is done we must have more public input which would provide user and lifestyle needs rather than just Transit mechanisms.

>>> <-----> 30/10/2010 8:18 am >>>

Please listen to the people:

We do not want the bus terminal on Willett Street near Lacewood Drive. The list of reasons for our objection are numerous...destroying park land/green space, noise and fume, prolonged blasting and potential structural damage to dwellings in the area, traffic congestion just to name a few. However most importantly, the people in the area do not want it at this location. The argument that has been spouted is that the location was select due to the large population in the area. Well many of the people in this 'population' do not want this. Please do not presume to know what the community wants.

Please listen to the people

Erin Flannery
----- Covington Way

>>> "Real O'Neil" <-----> 31/10/2010 5:18 pm >>>

Hi Councilor Wile,

I thank you again for having taken some time to return my call last week and for politely and very intelligently answering some of my concerns. I most definitely did get the impression you were taking this matter very seriously. I apologize in the delay in writing this followup email as I was incapable of sending it earlier for various reasons. However, as discussed, these are the concerns I and my roommates have, as tenants of Sheradon Place, about the planned relocation:

--- As the planned site is atop large collections of tall and deep bedrock, with a conservative estimate of at least a couple dozen thousand tonnes of rock to displace, this could bring forth quarry like conditions . Is

Willet prepared to handle the additional load and traffic of a temporary quarry in the center of a residential zone?

--- A small waterfall can be seen(see attachment 'attachment2.jpg') during period of heavy precipitation and melting and is perfectly offset by the presence of a drain at it's end at the base of the bedrock wall. This indicates there is a presence of a flowing and active water channel. Blasting and the additional presence of equipment will undoubtedly affect this. What measures are being taken to prevent basement flooding or overall additional structural damage above those inherent in close proximity blasting due to the alteration of the water channel?

--- From a security standpoint, bus stops are very sensitive places as they often involve people of varying ages, genders and builds being often times alone late at night waiting for the final bus runs. This is usually offset, as you yourself had brought up, by the openness of them. To take, for example, the Mumford Terminal: An abductor, crowd of swarms or sexual predator would need to commit his/her/their crime in full open view of several secured facilities, each with the possibility of surveillance equipment, directly next to one of Halifax's major and busy streets. This is also the case at the current Lacewood facility, where Lacewood is a major artery and a number of businesses have taken security measures due to the existing crime rate.

In the case of the new proposed location, the wedge shape of the proposed site in combination with the flora buffer zones in place to prevent (slightly) noise and light pollution to people's back yards as well as a security perimeter for the blasting, renders large portions of the back of the facility obstructed from view unless a witness is standard at the end on Willett staring in, with the proposed length limiting even that(see attachment 'attachment3.jpg'). On top of all that, all the would be thief/predator/swarm cloud would need to do is exit via the linear trail at the back, which is lined by trees and unpopulated-after-dark parkland. It wouldn't make the place all that safer in appearance then a particularly large back-alley and in some ways(due to the back's isolation from public view) less so.

--- These areas of park land that have more and more been paved over for various reasons, could this not have a chilling effect on any one of foundation considering giving parkland to HRM? Have any of the existing foundations been consulted? Certainly, the intend of these donations were not to have them paved over.

--- The design allows for buffer zones to nullify some of the noise pollution. However, even the Metro spokesperson had to concede at the October 7th meeting that these would be largely ineffective during the winter months due to the reverberation effects of ice on the thinner foliage combined with the absolute necessity of these large diesel vehicle to idle. Are the health and financial effects on the entire neighborhood(an area substantial size, see attachment 'attachment1.jpg') being considered?

I have cc'd 5 additional councilors on the email as per a suggestion by Killam Properties, our current landlord. Apologies if this wasn't advisable.

Many thanks again for hearing our concerns,
Réal O'Neil

----- Sheradon Pl, Halifax, NS, -----

>>> "Aker, Shelley" <-----> 01/11/2010 10:57 am >>>

Dear Ms. Wiley

Please vote NO to the Metro Transit plan to relocate the Lacewood Terminal to Willet Street.

I am a resident of Covington Way and do not want a bus terminal in my quiet residential community. I am concerned with the following unaddressed issues:

- exhaust fumes from the buses
- noise from the buses
- increased vandalism
- increased fear of theft or assaults to the residents
- loss of green space
- increased traffic
- decrease in property value

In addition, based on public meetings and other correspondence it appears that the best site for the new terminal would be near the Keshan Goodman Public Library and the new Canada Games Recreation Facility. It also appears that the residents of this area would welcome a bus terminal in this location. Please encourage Metro transit to pursue this location again.

Thank you!

Shelley Aker
----- Covington Way, Halifax

-----Original Message-----

From: Peter Hindle <----->

To: Debbie Hum <humd@halifax.ca>

Sent: 11/1/2010 1:52:03 PM

Subject: Relocation Lacewood Bus Terminal

Hello Ms Hum

I understand, that the Chebucto Community Council will make a decision tonight on Willet Street as the proposed site for the new Lacewood Terminal.

I am one of the residents on Hazelholme Drive (right behind Northcliffe). I just wanted to make sure the council is aware that the residents here are just as much against relocating it to the Northcliffe site as the Willet Street residents are fighting it over there. We are all concerned about noise, light and air pollution as well as increase in crime and traffic (Hazelholme Drive is a route to the local elementary school) and last but not least the decrease of our property value.

That would be a big price to pay for an area where hardly anyone even uses the bus!

You might understand that nobody really wants to live with that right in their backyards. We are all hoping for us and the fellow residents on Willett that HRM can find a better location such as next to the Canada Games Centre or around the Canadian Tire in the Plaza of the mall. As far as I know the city doesn't want to lease the space for the new Terminal, but I think that quality of life for residents should come first! It seems to me that a similar Terminal (Mumfort) works quite well.

Kind regards
Christina Hindle

>>> Swapan Dasgupta <-----> 01/11/2010 9:16 pm >>>

To: Mary Wile, Councilor, HRM

Dear Councilor Wile,

I am writing too convey my strong concerns about locating a proposed bus terminal on Willett St where currently a Hemlock grove green space and park resides.

I had the opportunity to listen to the CBC radio discussion on their Main Street program hosted by Stephanie Domett (I hope my spelling based on phonetics is close) this afternoon where you were a guest. I listened carefully to the pros and cons that were spelled out.

Speaking from a purely personal perspective, I would like to mention that during the summer months I and my daughters take great pleasure in biking along the power line path which lies betwixt Mainland Commons and this grove and it gives us great pleasure to see the grove as we wheel past. I do recall actually going into the grove once but it is not something that I have done often. But then again its value to me lies not necessarily in taking a walk in it but just the sheer pleasure of seeing it and the nature preserve it is in the midst of a residential area.

I won't pretend to know all the pros and cons of one proposed site vis a vis another and I am well aware that bus traffic pressures necessitate building a larger terminal and that every neighbourhood has its own concerns. Having said that, I would like to underline the loss of a beautiful nature area this would entail which is really the only such spot left in this neighbourhood after all the clearing done for building the Mainland Commons facility (which I agree is a very valuable addition). This general area has undergone a remarkable expansion and construction in the recent decade; surely it isn't too much to ask this little enclave be spared of further onslaught and find a suitable alternative?

I had all the intentions of being present in person at tonight's meeting at Keshen Goodman to voice my opposition to this proposal but was unable to because of medical engagements but I hope, nonetheless, this email will express my feelings on this subject very clearly.

I might add that because I don't pay a whole lot of attention to notices of such meetings called via newspaper, I was unaware of this proposal until recently. I don't mean to offer this as an excuse for not being present at earlier meetings on this topic but simply offer it as an explanation as to why this comes at a relatively late stage of the process but I hope that it won't detract from the merits of the case (against) I am making.

With best regards.

Sincerely,
Swapan and Cecilia Dasgupta

>>> <-----> 11/2/2010 10:02 AM >>>

Dear Councilors,

Last night I attended my first city council meeting and left disillusioned and disappointed in the political process. Beside the fact that I think tearing down green space in a residential area is so unfair to our neighborhood when there are other options available, I would like to point out how I felt about this meeting.

The only councilors who showed any interest were Debbie Hum and Linda Mosher. At least Debbie had visited the site and asked for options and Linda had some concern for vegetation. I noticed that Linda put the motion forward and Adams seconded it (both who really have nothing to do with Clayton Park and really no votes to lose from the group in attendance) You are all being paid \$71,000 annually and I think you could have showed more interest by asking more questions to the presenter and finding other options to save 3 million for taxpayers and green space for the constituents.

The next issue I was upset with was the behavior of Russel Walker. His body language told me he would rather not be bothered with this meeting...it was a foregone conclusion and being there was just a waste of time. This first became apparent when he rudely cut off a man from the audience who innocently asked a question during the meeting, not being aware it was not the time to participate. During the meeting Russel asked no questions, seldom looked at the presenter, nor the audience, but kept a close eye on the clock. When the audience did participate, Russell, at one point, snapped "that property is sold". His tone was so rude and disrespectful, it angered many of us that he would have the audacity to speak to us in that tone. The audience was very well mannered and respectful in spite of a very emotional situation and we expected the same from our elected councilor. I witnessed eye rolls, shoulder shrugs, impatience.....your job is to show some interest, Russel.

Thank you to those councilors who did their research in the metro transit terminal. We are prepared to keep the interest in another location.

Susan Cairns

>>> Bob McDonald <-----> 20/11/2010 6:43 pm >>>

David,

It was not my intention to send this off before signing it. Ignore the previous message.

> The staff report and the terminal location study has been made public some
> time ago and I still have not heard from you in reply to my queries. Do
> you think this qualifies as citizen involvement?
>
> It is very clear to me that Metro Transit and HRM staff working on this
> report are simply trying to circumvent or ignore any and all involvement
> by citizens asking legitimate questions regarding this issue.
>
> I have asked what has happened to the input received from the public by
> email following the January 2010 meeting. No email input from January to
> June was included in the staff report presented to Chebucto Community
> Council on Nov 1. In addition, no mention was made of the public response
> to the presentation made by Metro Transit at the public meeting held at
> Halifax West High School on Oct 7. Roughly 150 people attended that
> meeting and all the 30 or so people who spoke were definitely opposed to
> the Willet St site for the bus terminal. Mackenzie Stonehocker, the HRM
> staff person who chaired the meeting at HWHS, indicated to us that our
> comments at the meeting would be recorded and would form part of the
> record and the staff report which would go to Councillors. It would
> appear that this did not happen.

>
> It is very clear to me that the overwhelming public opposition to the
> Willet St site is being hidden from Councillors; the only way we can have
> direct input to Council is by writing directly to them!! The public
> meetings to date have been a shell game (or a sham) and we are being
> laughed at behind our backs!!

Bob McDonald
----- Warwick Lane, Halifax

>>> "rachel watts" <-----> 05/11/2010 3:03 pm >>>

To all three of you,

I have been following the proposals for the new Lacewood Terminal and I would like to say that as a resident of District 13 I personally favour a location near the Keshan Goodman Library, a facility I use regularly. In addition, our grandchildren attend Rockingham Elementary and live in District 16. For their family, such a location could be better as the children grow older. My husband and I are discussing possibly moving to either District 15 or 16, and a central bus terminal is very important to us. Both of the other two proposed sites do not seem as convenient.

I'm certain you are aware that in addition to hard-working couples and families, you also have a developing senior population for whom the transit system can be a lifeline. Any extra bus transfers can be a hindrance, particularly in poor weather and especially winter conditions. As well, the more people use the buses, the fewer of them are driving their own vehicles to get around. An important consideration, given Clayton Park's strategic location outside the Halifax peninsula, could be the option of a car pooling site nearby where people could park and ride. Express buses to central locations such as downtown and the Halifax Shopping Centre, where viable, could become a useful part of the city's economic and environmental strategies. Also important is that such a bus service would link three university sites and hospitals to wherever the terminus becomes located.

I do hope the proposed site on Willett is not carved in stone. Though I sympathize with the residents nearby who are concerned about the quiet of their neighborhoods and quite possibly their property values, I do not feel those issues can always be avoided. More important are the issues of benefit to the general population as a whole.

From where I sit, I cannot see where the importance of the centrality of the Keshan Goodman/sports centre/high school (etc. as we see more developments taking place in the future) could be better served than as close as possible to those locations.

I do hope you and your fellow councillors will reach an agreement on what is best for the city. You may forward this email to all the councillors if you wish.

Thank you,
Rachel Watts

>>> Bob McDonald <-----> 19/02/2011 1:10 pm >>>

Hello,

I have been doing some research into the process behind the search for a suitable location for the Lacewood Transit and have visited the proposed Willett St site several times. I am opposed to the use of this Parkland site for the new Terminal and have indicated my comments and concerns in the document attached.

Please distribute this document to all Councillors since this matter is to come before Regional Council in the near future.

Thank you,

Bob McDonald
-----, Halifax

Regarding the Willett St. Parkland Site for the new Lacewood Terminal

Environmental comments and concerns

1. According to a Conveyance dated 9 September 1977, Clayton Developments Ltd (The Grantor) donated, at a cost of \$1.00, to The City of Halifax (The Grantee), the 8-acre property in question. In conversations I had with Clayton Senior VP, Mike Hanusiak, he was able to confirm that the property was the developer's "Parkland Dedication", related to their local subdivision in the area.

Clayton has expressed their concern and disappointment in a letter to HRM officials regarding the proposed use of "their Park" for a very different purpose and wonders how the Community will be adequately "compensated" for the loss of their neighborhood Park. (Private conversation, M Hanusiak)

2. I believe that it can be concluded that The City of Halifax accepted this property in good faith, i.e. as Parkland, since there is a small cleared area that resembles a neighborhood playground, although there is no playground equipment there now. It remains however a safe and pleasant area for children to play and is currently used for family or small group picnics. Further evidence for the Park concept is the fact that at some time a loop trail with gravel base was constructed. This trail and other informal trails connecting to nearby apartments and condos and the Linear Trail are evident today. One could argue that to use this park for a purpose other than parkland would be an expression of 'bad faith'.
3. According to the updated Mainland Common Master Plan (2008), the Park is included as part of the Mainland Common and in fact was designated in the Master Plan as the Willett Passive Recreation Reserve. It had been identified in the original (1992) Master Plan as a "preservation area, suitable for hiking and low impact interpretation."

Most significant is the fact that the Master Plan states that "the long term best use of the Recreation Reserve needs to be determined in association with the local community". So I believe what this means is that should the City decide to use this woodland area for some purpose other than walking trails or low impact recreational use, there would have to be public meetings and consultation specifically with regard to alternative uses. This has not happened.

4. Currently, the Willett Passive Recreation Reserve is woodland composed of species characteristic of the Acadian Forest. We have done nature walks in here and have found Red Spruce, Balsam Fir, White Birch and White Pine. Woodland shrubs are represented by Witch Hazel, Blackberry, Blueberry and Raspberry, among many others. Flowering woodland plants flourish in spring and

early summer. Many residents of the community take great pride and pleasure from this neighborhood park and for many this Park is the reason why they chose to live nearby.

HRM is in the midst of developing an Urban Forest Master Plan, involving HRM Park staff and the Urban Forester, as well as faculty and students from Dalhousie University. The timing of this proposal to re-zone a Park to allow for the construction of an asphalt pad, requiring very considerable blasting and cutting of trees, could not be more inappropriate!

Let me describe the Willett St site in a bit more detail. The site slopes quite markedly from Willett St (elev. 98 m, according to Google Map), west to the Linear Trail (elev. 113 m). Even to the western edge of the proposed terminal pad, the elevation change is about 10m (over 30 ft). In order to adequately prepare (level) the site, extensive rock breaking or blasting and removal would be necessary. This is why the Consultant's Report estimates a cost of \$3 million in capital costs for site preparation. This work is going to be extremely disruptive and stressful on the hundreds of occupants in the apartments and condos living nearby on Sheradon and Chadwick Courts.

It would not be inaccurate to describe the Willett St site as a "Mini-Point Pleasant Park". It has a wide variety of habitats ranging from native woodlands, low shrubs, natural under story, rocky outcrops, and a small wetland. It is enjoyed by local residents and could in fact serve as a natural outdoor classroom for schools and youth groups.

One of the most irksome and annoying aspects of this "Bus Terminal in a Park" issue is the fact that Metro Transit has parachuted this proposal into the community with little or no public input or consultation. The sum total of Public Input found in the Consultant's Report and the subsequent, almost identical, Staff Report put before Councillors at the Chebucto Community Council meeting of November 1st were the results of the 20-odd questionnaires completed at the poorly attended public information session at HWHS in late January 2010.

What happened to the on-line public input, received by e-mail at contactHRM, from late January to the present?

What happened to the comments made by the 30-35 members of the public who spoke at the October 7th Land Use Bylaw Change meeting at HWHS? I recall that none of the speakers at that meeting were in favour of the Willett St site and many were vehemently opposed!

I cannot help but conclude that HRM staff is hiding the community opposition to the Willett St site for the bus terminal from the final decision makers, i.e. the Councillors.

Should this proposal go forward, how will the proponents buffer the nearby residents from the noise, fumes and congestion associated with the Terminal? Surely, a narrow buffer of trees will never survive the next high winds. Further, with the concern associated with the "discovery" of the highly acidic pyretic slate close by at the Washmill Extension and at the downtown site for the new Library, do the proponents know if the Willett St site contains pyretic slate? Site preparation could turn into a very expensive operation (much more than the current estimate of \$3.15 M)!!

I believe that taking into consideration how the city acquired this site, the fact that HRM has designated it as a Passive Recreation Reserve for use by residents as parkland, and the exorbitant cost, both financially and through disturbance of local residents, this site should be removed from consideration as a potential future location of a busy transit terminal.

Bob McDonald
-----, Halifax

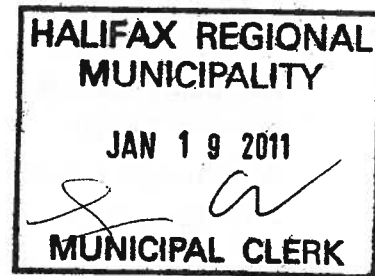
Attachment D:
Additional Public Correspondence Received

Additional correspondence was received from:

- Barbara Silburt
- Patti Vaison

January 17, 2011

To: *Mayor Peter Kelly*
Re: Bus Terminal Proposal for Clayton Park



To the Mayor and Members of Council

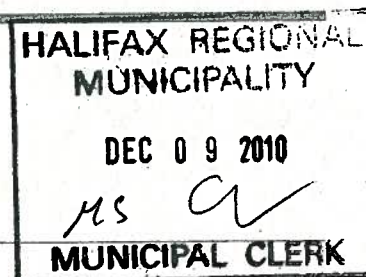
It was unfortunate that at the recent (November 1) meeting the Chebucto Community Council approved the recommendation that the Willett Street site be pursued as the location for the new Lacewood Terminal.

Given that the re-development of the Dartmouth Sportsplex Terminal is causing a considerable amount of controversy with being over-budget and other concerns, it would seem a good point to pause and re-look at the proposal for the Lacewood re-location.

1. City council is trying to save money! The proposal to re-develop the green area off Willett will cost several million dollars and no doubt will go over budget! Can we afford this? I think not!
2. The area off Willett proposed as the new site, will require a lot of blasting of the rock and will therefore be very disruptive to those living adjacent to the terminal site. This is a quiet residential area and has been such for many years. No one thought that their neighbourhood would be subject to such destruction and disruption! The blasting would cause immeasurable damage to the neighbouring homes and others that are not that far away. Do you really want the property of HRM residents to be so detrimentally affected? What sort of recourse would there be for residents who have cracked and damaged homes as a result of such blasting. Do we really want to destroy a quiet neighbourhood with such unnecessary construction and destruction?
3. If there is to be a new terminal it should NOT be so far off the main street and in the middle of a residential neighbourhood. The logical sites for any new terminal would be either the Northcliff Recreation Centre site and if this is not suitable to Metro Transit Authorities, then the second site located off Lacewood just down from the new Canada Games Center would be the most logical. This will require fill but

Clerks Office - Dear Members of Council

From: Barbara Silburt
To:
Date: 08/12/2010 5:46 PM
Subject: Dear Members of Council



Dear Members of Council,

I am writing to express my concern about the proposed location of the new bus terminal on Willett Avenue. Surely, there must be another site available that would not involve the destruction of more natural habitat. As an example, the undeveloped area surrounding the Keshen Goodman Library and the new Sports Complex would seem to be a much more suitable choice, given that many people would appreciate bus service to this area, not the least being the high school students who use public transit every day to get to and from Halifax West High School.

If land cannot be obtained in this part of the Commons, perhaps you could explore establishing the new terminal at any number of sites along Chain Lake Drive. Given that other bus terminals are situated in shopping and community centres, it seems logical that the proposed one be located at Chain Lake Drive for all the same reasons, namely convenience and concentration of users.

Finally, if necessary, even if the city were to purchase land from Kents, or any of a number of private businesses, the cost would still be less than the cost of blasting through the natural terrain at the Willett Avenue site. There are any number of apartment buildings and other businesses located off of Lacewood Drive that could possibly accomodate the new terminal, at a more reasonable cost than that proposed.

I am very concerned at the lack of regard for the residents, and others, who enjoy the natural setting along Willett Avenue, and I am particularly disturbed about the unnecessary destruction of more natural habitat, especially given that other sites could be made available which would serve the community's needs.

If the Council agrees to go ahead with the proposed plan to locate the terminal at Willet Avenue, can you honestly say that every other option has been thoroughly explored? Or is this another example of how easier is better, no matter who gets hurt.

Here's hoping that, before coming to a final decision, your council members reflect a little on what our community values should be. There are always alternatives. Sometimes it just takes a little imagination, and an earnest desire to do the right thing.

I believe in maintaining our green areas, and I hope you will take this into consideration when you vote on this matter.

Sincerely,

Barbara Silburt

MUNICIPAL CLERK'S OFFICE, L. Patterson
 Distributed to: D. Reage, K. Reashor,
 Mayor, Councillors, CAO, DEAOs, E. Flaim
 Solicitor, J. Church, S. Mackinlay,
Dec. 9, 2010 P. Bigelow
 DATE

given all the construction that is on-going in the metro area, that would not be a problem. This site is well located being so close to the center, close to Halifax West High School and the Library. In addition it is just off a major roadway (Lacewood) and while it would take some re-arranging of bus schedules and some minor road changes, it would definitely target a large number of riders. It is also extremely close to many apartment complexes, and homes (probably as many, if not more than the Willett St. location).

4. It also seems logical that the location needs to be just off the major road for safety and security reasons. To be tucked in off Willett will not encourage residents to take the bus. Indeed I feel it would deter a large number of people because they'd have to walk through an area that was not main stream nor visible from the street. The location off Lacewood would better suit the smooth transit of passengers. While I appreciate that some bus routes may need to be altered somewhat, I do not think that this is insurmountable.
5. Given these comments in opposition to the proposed terminal off Willett, please give this your attention. Do we really need this bus terminal and if it is really necessary, LET US BUILD IT RIGHT!

Patti Vaison

Patti Vaison
Covington Way

B3M 3H1

MUNICIPAL CLERKS OFFICE	
Distributed to:	
<input checked="" type="checkbox"/> Councillors	Meeting <u>Chebucto CC</u>
<input checked="" type="checkbox"/> Mayor	
<input checked="" type="checkbox"/> CAO	Date: <u>December 12, 2010</u>
<input checked="" type="checkbox"/> DCAO	
<input checked="" type="checkbox"/> Solicitor	Item No. <u>10.1.1</u>
<input checked="" type="checkbox"/> Communications	
<input checked="" type="checkbox"/> Other	<u>S. Church, S. Gregory</u>
<u>Dave Reage, Lori Patterson,</u>	

Peter Bigelow