

Council,
May 16, 1963.

Tax Concession - National Sea Products Limited

It is recommended that the National Sea Products Limited be exempted from taxation, for the years 1964 and 1965, in respect of its occupation of the following real property, as long as the same is used for manufacturing purposes or for the purpose of storing goods manufactured by the said Company:

No. 35-37 Lower Water Street	-	Sea sealed fish processing plant
No. 89-95 Lower Water Street	-	Fasterfat fishmeal plant
South Barrington Street	-	Sea sealed cold storage facilities
South Barrington Street	-	40-fathom fish processing plant
South Barrington Street	-	40-fathom cold storage facilities

and that in the years subsequent to 1965 taxation on the said properties will be governed by whatever policy is established by City Council respecting tax concessions.

Alderman Healy was recorded as voting against the recommendation.

MOVED by Alderman Trainor, seconded by Alderman Connolly, that the recommendation be approved.

Alderman Macdonald spoke at length in opposition to the recommendation contending that there is no parallel between the firms now receiving a tax concession and the applicant.

Alderman LeBlanc said that all Council members favor doing anything possible to encourage local industry and, he asked, "Can we afford it?"

Alderman Healy spoke against the granting of a concession as recommended and said that he favoured the type of concession as provided for in the new City Charter.

On motion of Alderman Wyman, seconded by Alderman DeWolf, it was agreed to permit a representative of the applicant to address Council.

Mr. H. B. Rhude, Solicitor for the National Sea Products Limited, addressed Council at length in support of the request for a tax concession.

The Chairman stated that Mayor Lloyd had felt that a tax concession was justified in this case because of the heavy employment factor, and the revenue brought into this area by the Company, which faces stiff competition on the national and international markets. Accordingly the subcommittee which dealt with this matter considered that the application was justified.

The motion was put and passed, as follows:

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FOR: Aldermen DeWolf, Abbott, Breen, Lane, Trainor,
Wyman and Connolly

AGAINST: Aldermen Macdonald, LeBlanc, Healy and O'Brien.

9:30 p.m. Alderman Abbott retires.

Request for Permission to Hold Tag Day - Muscular Dystrophy Assoc. of Canada

It is recommended that the application of the Muscular Dystrophy Association of Canada to hold a tag day in November, 1963, be denied in view of the fact that the application was not made by the stated deadline for receipt of such applications, December 31, 1962.

MOVED by Alderman Lane, seconded by Alderman Connolly, that the recommendation be approved. Motion passed.

Request to Conduct Bottle Canvass - Canadian Order of Foresters

It is recommended that the request of the Canadian Order of Foresters for permission to hold a bottle canvass on May 25, 1963, be denied in view of the fact that application was not made by the deadline date for receipt of such applications, December 31, 1962.

MOVED by Alderman Lane, seconded by Alderman Trainor, that the recommendation be approved. Motion passed.

Supplementary Grant - Mr. Roy Moore - Police Department

It is recommended that the minutes of April 11, 1963, be amended by adjusting the amount of the Supplementary Grant to be paid to Mr. Roy Moore, retired member of the Police Department, from \$1,338.67 to \$1,310.50 with an appropriate adjustment to be made in the "Amount required for 1963", an error of \$28.17 having been made in the calculation of the said grant.

MOVED by Alderman Connolly, seconded by Alderman Healy, that the minutes be amended accordingly. Motion passed.

Alderman Lane and Alderman Breen both referred to cases which had been reported to them where certain civic employees who had contributed to the Superannuation Plan had retired and received less benefits than others who had not contributed to the Plan and had less years of service; and they asked for an explanation.

The City Manager was directed to investigate the matter and submit a report.

Salary Scale - Administrative Assistant to Development Officer

It is recommended that the salary scale for the position of Administrative Assistant to the Development Officer be set as follows:

Minimum	-----	\$5,980.00
1st Step	-----	6,240.00
2nd Step	-----	6,552.00
3rd Step	-----	6,864.00
Maximum	-----	7,176.00

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MOVED by Alderman Lane, seconded by Alderman O'Brien, that the recommendation be approved. Motion passed.

Wellington Court

After considering a report from the Acting City Manager in which he advised that all the remaining structures at Wellington Court used for living accommodation have been offered for demolition by tender, and will be removed shortly, with the exception of a portion of one building which is occupied by a large family now under eviction procedure, your Committee makes the following recommendations:

1. That the eviction order which has been obtained against the remaining family be processed by the Bailiff;
2. That arrangements be made with the Police Boys' Club for their continued occupancy of an unheated building until the end of September, 1963;
3. That arrangements be made with the Halifax Housing Authority for their continued use of an unheated building until the end of September, 1963.

MOVED by Alderman O'Brien, seconded by Alderman Lane, that the recommendation be approved. Motion passed.

Architectural Fees - Swimming Pool - Central Common

It is recommended that the account of C. D. Davison and Company in the amount of \$8,490.30 covering architectural fees for the preparation of plans and specifications for a covered swimming pool on the Central Common be not approved but that the City accept responsibility for the payment of a fee; and that the said Company be offered 4.2% of the estimated cost of \$180,000.00, i.e., the sum of \$7,560.00 in full consideration of the work carried out to date, with the proviso that if the swimming pool is actually built, the fee would be adjusted upwards to 4.2% of the actual cost.

MOVED by Alderman Lane, seconded by Alderman Connolly, that the recommendation be approved. Motion passed unanimously.

Uncollectible Rent Account - No. 714 Barrington Street

It is recommended that the sum of \$200.00, representing uncollectible rent arrears of \$175.00, plus Court costs of \$25.00 be written-off under the authority of Section 283(2) of the City Charter, the Court having dismissed the City's case against the former tenant at No. 714 Barrington St., located in the Central Redevelopment Area.

MOVED by Alderman Connolly, seconded by Alderman Healy, that the recommendation be approved. Motion passed.

Westwood Park Housing Project - Agreement No. 3

It is recommended that approval be given to an agreement between the Halifax Housing Authority and the Partnership respecting the management of the Westwood Park Housing Project, and that the Mayor and City Clerk be authorized to execute same on behalf of the City.

MOVED by Alderman Healy, seconded by Alderman Trainor, that the recommendation be approved. Motion passed.

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Westwood Park Housing Project - Phase No. 2 - Change Order

It is recommended that authority be granted to Central Mortgage and Housing Corporation to issue a credit change order to the contract covering Phase II of the Westwood Park Housing Project, in the amount of \$4,000.00, to Community Enterprises Limited, the reduction being made possible by the substitution of drywall partitions in lieu of plaster in the high-rise building.

MOVED by Alderman Connolly, seconded by Alderman LeBlanc, that the recommendation be approved. Motion passed.

Maritime Museum

It is recommended that the City-owned property on the waterfront selected as the location for a Maritime Museum, including any buildings or structures thereon, be declared a Historic Site under the provisions of Section 671C of the City Charter; and, further, that the City undertake to make such capital expenditures as are necessary, not exceeding \$100,000.00 to restore the site, including the buildings, for use by the Maritime Museum, provided that the said Museum pay an annual rental to the City equal to the amount of the annual debt service charges on such capital expenditure, the details of the leasing arrangements to be negotiated by Staff with the Officials of the Maritime Museum and submitted to Council for approval.

MOVED by Alderman Lane, seconded by Alderman Trainor, that the recommendation be approved.

Alderman O'Brien asked if the City Manager concurred in the recommendation.

The City Manager replied in the affirmative and stated that the financial arrangements are such that the City could eventually recover its investment.

The motion was passed.

A formal Resolution, as prepared by the City Solicitor, to declare the area to be used for the Maritime Museum, a historic site, was submitted as follows:

W H E R E A S by Section 671C of the Halifax City Charter, 1931, the City Council of the City of Halifax may declare any area of land, including buildings or structures thereon, owned or held under lease by the City and having historic significance, to be a historic site.

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Halifax that the area of land, including the buildings or structures thereon, owned by the City of Halifax and known as the Central Wharf Property and the Mitchell Property, said land being more particularly described as follows:

ALL that certain lot, piece or parcel of land situate, lying and being on the northeastern side of Upper Water Street between George Street and H. M. The Queen (Central Victualling Depot) in the City of Halifax and being

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generally described as follows:

Bounded on the southwest by the former northeastern street line of Upper Water Street;

Bounded on the northwest by the southeastern boundary line of land of H. M. The Queen (Central Victualling Depot);

Bounded on the northeast by the National Harbours Board;

Bounded on the southeast by land now or formerly owned by Pickford and Black;

Bounded on the southwest by land now or formerly owned by Joseph Simon Limited;

Bounded on the southeast by the northwestern boundary line of a Right-of-Way.

and having historic significance, is hereby declared by the said City Council to be an historic site.

MOVED by Alderman Lane, seconded by Alderman Healy, that the Resolution be adopted. Motion passed unanimously.

Property Settlement - No. 65-67 Dresden Row

It is recommended that the sum of \$21,900.00 be paid to the former owner of the Property No. 65-67 Dresden Row, located in the Spring Garden South Redevelopment Area, as settlement in full for all claims, except interest, arising out of the expropriation of the said property.

MOVED by Alderman Healy, seconded by Alderman Connolly, that the recommendation be approved. Motion passed.

Property Settlement - No. 49-53 Dresden Row

It is recommended that the sum of \$9,300.00 be paid to the former owner of the vacant lots situated at No. 49-53 Dresden Row, located in the Spring Garden South Redevelopment Area, as settlement in full for all claims, except interest, arising out of the expropriation of the said property.

MOVED by Alderman Connolly, seconded by Alderman Healy, that the recommendation be approved. Motion passed.

Property Settlement - No. 46-48 Dresden Row

It is recommended that the sum of \$22,500.00 be paid to the former owner of the property No. 46-48 Dresden Row, located in the Spring Garden South Redevelopment Area, as settlement in full for all claims arising out of the expropriation of the said property.

MOVED by Alderman Healy, seconded by Alderman LeBlanc, that the recommendation be approved. Motion passed.

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Settlement - Nova Scotia Light & Power Co. Ltd. - Bicentennial Drive Entrance

It is recommended that:

- (a) the City agree to a total settlement of \$157,800.00 as a compensation in full to the Nova Scotia Light and Power Company Limited for certain lands and rights-of-way owned by the Company and required in connection with the Bicentennial Drive Entrance; and
- (b) the City agree to enter into a right-of-way agreement with the Nova Scotia Light and Power Company Limited which will provide among other things that the City will bear the cost of future alterations to the Company's installations required as the result of the City's action.

MOVED by Alderman Trainor, seconded by Alderman O'Brien, that the matter be deferred until a report is submitted from the City Manager as to the cost-sharing arrangements with the Province of Nova Scotia in the construction of the Bicentennial Drive Entrance after negotiations have been carried on with the Province respecting a further sharing of costs.

Alderman Lane stated that a complete report had been circulated by the Staff on this matter and the recommendation was that the settlement was fair and she contended that because of the urgency of finishing the Entrance and in view of the City's commitments on cost sharing, Council should approve the recommendation.

The motion to defer was put and lost, as follows:

For the motion: Aldermen Trainor, O'Brien and Breen

Against the motion: Aldermen DeWolf, Lane, Macdonald, LeBlanc,
Healy, Wyman and Connolly.

MOVED by Alderman Lane, seconded by Alderman Healy, that the recommendation of the Finance and Executive Committee be approved. Motion passed unanimously.

Widow's Allowance - Mrs. Elsie Hartlen

It is recommended that the annual allowance of \$160.46 be paid to Mrs. Elsie Hartlen, widow of the late Percy Hartlen, a former employee of the Board of School Commissioners, payment of which allowance to be deferred to August 15, 1967, as the late Mr. Hartlen's contributions to the Superannuation Fund had been refunded to Mrs. Hartlen.

MOVED by Alderman Lane, seconded by Alderman Connolly, that the recommendation be approved. Motion passed.

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Grants in Lieu of Taxes

It is recommended that grants to offset taxes for the year indicated be paid to the following organizations under the authority of Section 310 D of the City Charter, funds having been provided in the 1963 Budget:

Hadassah Organization of Canada (1963)	Business Tax	- \$ 204.35
Mission to Seamen, Maritimes (1963)	Real Estate Tax	- 631.35
Mission to Seamen, Church of England (1963)	Section 409 B	- 56.10
Halifax-Dartmouth United Appeal (1963)	Section 409 B	- 38.50
United Kingdom Trade Commission (1963)	Section 409 B	- 222.42
Can. Arthritis & Rheumatism Association (1963)	Section 409 B	- 57.20
Children's Aid Society (1963)	Real Estate Tax	- 437.00
Children's Aid Society (1963)	Section 409 B	- 104.50
Can. Foundation for Poliomyelitis & Rehabilitation (1963)	Section 409 B	- 9.24
N. S. Tuberculosis Association (1963)	Section 409 B	- 66.88
N. S. Society for the Care of Crippled Children(1963)	Section 409 B	- 44.44
Canadian Mental Health Association (1963)	Section 409 B	- 60.06
Halifax County Anti-Tuberculosis League (1963)	Section 409 B	- 12.54
New Leaf Enterprises Limited (1963)	Section 409 B	- 76.45
Canadian Red Cross Society (1962)	Real Estate Tax	- 410.55
National Heart Foundation (1963)	Section 409 B	- 14.30
International Grenfell Mission (1963)	Section 409 B	- 22.44
Vimy Branch No. 27 Royal Canadian Legion (1963)	Real Estate Tax	- 694.60
Vimy Branch No. 27 Royal Canadian Legion (1963)	Section 409 B	- 166.10
Nova Scotia Brace & Appliance Centre (1963)	Section 409 B	- 47.30
Theatre Arts Guild of Halifax (1962)	Real Estate Tax	- 347.30
Theatre Arts Guild of Halifax (1963)	Real Estate Tax	- 115.76
Theatre Arts Guild of Halifax (1963)	Section 409 B	- 27.72
Maritime Veteran's Registered (1962)	Business Tax	- 31.19
Canadian Youth Hostel Association (1962)	Business Tax	- 22.57
Girl Guides of Canada (1963)	Real Estate Tax	- 432.00

MOVED by Alderman Lane, seconded by Alderman Connolly, that the recommendation be approved. Motion passed.

Contribution to Union of Nova Scotia Municipalities for Study of Taxation

It is recommended that the City contribute an amount, not to exceed the equivalent of one year's fees, to the Union of Nova Scotia Municipalities (approximately \$1,320.00) as a share of the cost of the Study on Taxation in the Province being conducted by the Union, funds to be provided from the Mayor's Contingent Account.

MOVED by Alderman Lane, seconded by Alderman Healy, that the recommendation be approved. Motion passed.

Summer Proms - Appropriation - 316 C, City Charter

It is recommended that the sum of \$2,500.00 be provided under the authority of Section 316 C of the City Charter, to underwrite the first of a series of "Summer Proms" or Symphony Concerts to be given by an orchestra directed by Mr. Gordon Macpherson, such appropriation to be made on the condition that a minimum of four concerts are presented and assurance given by Mr. Macpherson and his associates that the cost of the other concerts is underwritten by sponsors other than the City.

MOVED by Alderman Lane, seconded by Alderman LeBlanc, that the recommendation be approved. Motion passed.

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Payment of Costs - R vs Facey

It is recommended that payment of costs of an appeal to the Nova Scotia Supreme Court en banc in re: the case of R v Facey be settled with Mr. D. W. Thomas, Counsel for the defendant, for the sum of \$250.00, funds to be provided under the authority of Section 316 C of the City Charter.

MOVED by Alderman Healy, seconded by Alderman Connolly, that the recommendation be approved. Motion passed.

Street Lighting Contract

It is recommended that an agreement be entered into with the Nova Scotia Light and Power Company Limited for the maintenance and operation of the City's Street Lights for a four-year period (1962-1966), and that the Mayor and City Clerk be authorized to execute same on behalf of the City.

MOVED by Alderman Connolly, seconded by Alderman Healy, that the recommendation be approved. Motion passed.

Request for Capital Funds - Board of School Commissioners

At a meeting held prior to this meeting, the Finance and Executive Committee considered a request from the Board of School Commissioners for capital funds in the amount of \$45,000.00 to cover the cost of construction of a three-classroom addition to Queen Elizabeth High School for occupancy in the 1963-1964 academic year. Your Committee recommends that the request be approved.

MOVED by Alderman Connolly, seconded by Alderman Macdonald, that the recommendation be approved. Motion passed.

A Borrowing Resolution for the sum of \$45,000.00 to give effect to the foregoing resolution of Council was submitted.

MOVED by Alderman Connolly, seconded by Alderman Macdonald, that the Borrowing Resolution as submitted be approved. Motion passed unanimously.

10:00 p.m. Council adjourned for a short recess.

10:05 p.m. Council reconvened, the following members being present:
Aldermen DeWolf, Breen, Lane, Macdonald, LeBlanc, Trainor, Healy, Wyman, Connolly and O'Brien.

REPORTS - TOWN PLANNING BOARD

Night Collection - Refuse and Garbage

To: His Worship the Mayor and Members of City Council.
From: Committee on Works.
Date: May 16, 1963.
Subject: Refuse and Garbage - Night Collection.

The Committee on Works, at a meeting held on May 9, 1963, considered a report from the Commissioner of Works on night refuse and garbage

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collection outlining (a) the number of hours to be worked, (b) pay differential, if any, and (c) starting hours for collection after 8:30 p.m. and in general as to how the operation can be most effectively carried out to achieve the purpose and intent of this proposed change.

On motion of Alderman Connolly, seconded by Alderman Abbott, the Committee agreed to recommend to City Council that no action be taken on this matter.

Respectfully submitted,

K. C. Mantin,
CLERK OF WORKS.

MOVED by Alderman Trainor, seconded by Alderman Healy, that the report be approved.

Alderman Macdonald read a lengthy statement which he had prepared setting forth his arguments in favour of the institution of a system for the collection of garbage at night; and he asked that Council reconsider the matter and approve of such a system for an experimental period to determine if it is workable on a permanent basis.

Alderman LeBlanc expressed agreement with the proposal to experiment for a trial period to determine the implications of such a system from the point of view of noise, traffic and other factors.

Alderman O'Brien favoured the idea of night collection on a trial basis in a limited area for a brief time, but not on a City-wide basis.

Alderman Macdonald stated that he would be happy to have the experiment carried out for a short period of time in order to get the reaction of the public to determine whether the system is good or bad.

MOVED by Alderman Wyman, seconded by Alderman Trainor, that the matter be referred back to the Committee on Works for further study and report.

Alderman DeWolf asked that members of Council who are not members of the Committee on Works be advised of the pros and cons of the discussion held in the Committee on Works.

The Chairman stated that the information would be circulated to all members of Council, and he asked Alderman Macdonald to be present at the meeting of the Committee on Works when the matter of night collection of garbage is again considered.

The motion to refer was put and passed.

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Encroachment - Northwest corner of South and Henry Streets
No. 1220 Henry Street (6083-6085 South Street)

To: His Worship the Mayor and Members of City Council.
From: Committee on Works.
Date: May 16, 1963.
Subject: Encroachment - Northwest corner of South and Henry Streets.

The Committee on Works, at a meeting held on May 9, 1963, considered a report from the Commissioner of Works recommending in favour of an encroachment at the northwest corner of South and Henry Streets, as shown on Drawing No. SS-10-15686.

The report recommended that the request be granted in accordance with Section 528 of the City Charter, provided that an application fee of \$25.00 is paid by the applicant, and that an annual fee of \$10.00 (minimum fee) is paid as long as the encroachment exists.

On motion of Alderman Abbott, seconded by Alderman Meagher, the Committee approved the report and recommended the same to City Council.

Respectfully submitted,

K. C. Mantin,
CLERK OF WORKS.

MOVED by Alderman Healy, seconded by Alderman Connolly, that the report be approved. Motion passed.

Neptune Theatre - Publicity Kiosk and Canopy

To: His Worship the Mayor and Members of City Council.
From: Committee on Works.
Date: May 16, 1963.
Subject: Neptune Theatre - Publicity Kiosk and Canopy.

The Committee on Works, at a meeting held on May 9, 1963, considered a report from the City Manager recommending in favour of an encroachment by a publicity kiosk at the front of the Neptune Theatre on Sackville Street, as shown on Drawing No. P200/981, subject to detailed location and dimensions of the structure. The report also recommended that (1) an application fee of \$25.00 be paid and (2) an annual fee of \$10.00 minimum, or 25¢ per square foot, whichever is greater, be paid as long as the encroachment exists.

On motion of Alderman Connolly, seconded by Alderman Abbott, the Committee approved the report, but stipulated that a provision should be added to the effect that the kiosk be moved when requested by the City, and recommended the same to City Council.

Respectfully submitted,

K. C. Mantin,
CLERK OF WORKS.

MOVED by Alderman Connolly, seconded by Alderman Macdonald, that the report be approved. Motion passed.

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Tenders - Demolitions

To: His Worship the Mayor and Members of City Council.
From: Committee on Works.
Date: May 16, 1963.
Subject: Tenders - Demolition.

The Committee on Works, at a meeting held on May 9, 1963, considered a tabulation of tenders for demolition of No. 1442 (46-46 $\frac{1}{2}$) Birmingham Street and No. 5509-5511 (15-15 $\frac{1}{2}$) Clyde Street.

Acceptance of the following tender was recommended:

G. A. Redmond - \$1,208.00 (City to pay) - Low and Only Tender.

On motion of Alderman Connolly, seconded by Alderman Abbott, the Committee approved the report and recommended it to City Council.

Respectfully submitted,

K. C. Martin,
CLERK OF WORKS.

MOVED by Alderman Connolly, seconded by Alderman Healy, that the report be approved. Motion passed.

Tenders - Two Recreation Buildings

To: His Worship the Mayor and Members of City Council.
From: Committee on Works.
Date: May 16, 1963.
Subject: Tenders - Two Recreation Buildings.

At a meeting of the Committee on Works held on May 16, 1963 a tabulation of tenders for the construction of two buildings for the Recreation Commission was submitted from the Acting City Manager and Commissioner of Works. Acceptance of the following tender, being the lowest of seven submitted, was recommended:

Fundy Construction Company Limited -

Concrete Block Brick Veneer Building A-a \$18,150.00
Concrete Block Brick Veneer Building B-b \$18,560.00
Total Tender - \$36,710.00

A report was also submitted from the City Manager informing the Committee that capital funds are available for the construction of one building only; and he suggested that sufficient funds be included in the Capital Budget for 1963 for the second building.

The Commissioner of Works stated that if approval were given to the suggestion contained in the City Manager's report, it was proposed to commence construction of the first building on Larry O'Connell Field immediately at the tender price of \$18,560.00.

Moved by Alderman Lane, seconded by Alderman Abbott, that the report be approved and that the tender of Fundy Construction Company Limited be accepted. Motion passed.

Respectfully submitted,

K. C. Martin,
CLERK OF WORKS.

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MOVED by Alderman Trainor, seconded by Alderman Healy, that the report be approved. Motion passed.

Question - Alderman DeWolf Re: Vacant Land - Chebucto Road

Alderman DeWolf referred to the parcel of vacant, city-owned land, adjacent to the Westmount Subdivision, on Chebucto Road and he asked if possible future use of this land could be examined; and he suggested that if it is determined that the land is not required for City purposes, it be disposed of or improved.

It was agreed to refer the matter to the City Manager for processing through the appropriate Committee.

Widening - Mumford Road

To: His Worship the Mayor and Members of City Council.
From: Committee on Works.
Date: May 16, 1963.
Subject: Proposed Widening - Mumford Road.

At a meeting of the Committee on Works held on May 16, 1963, consideration was given to a proposal to widen Mumford Road from the Railway Bridge to Dutch Village, as shown on Plan No. SS-5-14805. The Commissioner of Works stated that the proposed widening involves the acquisition of portions of private property on both sides of the street amounting to 5261 square feet.

It was moved by Alderman Abbott, seconded by Alderman Lane, that the proposal be approved in principle, and that the staff be authorized to negotiate with the property owners concerned for the purchase of the required land. Motion passed.

Respectfully submitted,

K. C. Mantin,
CLERK OF WORKS.

MOVED by Alderman Wyman, seconded by Alderman O'Brien, that the report be approved, and the result of the negotiations be reported to Council before the work is undertaken. Motion passed.

REPORT - TOWN PLANNING BOARD

Rezoning - No. 415-417 North Street - R-2 Zone to Park and Institutional Zone - Setting Date for a Public Hearing

To: His Worship the Mayor and Members of City Council.
From: Town Planning Board.
Date: May 16, 1963.
Subject: Rezoning - No. 415-417 North Street (R-2 Zone to P & I Zone)

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The Town Planning Board, at a meeting held on May 7, 1963, considered a report from the City Manager recommending in favour of the rezoning of No. 415-417 North Street from R-2 to P & I Zone, as shown on Drawing No. P200/974, in accordance with the provisions of the Town Planning Act, and that a date be set for a public hearing.

On motion of Alderman LeBlanc, seconded by Alderman O'Brien, the Board approved the report and recommended to City Council that a date be set for a public hearing.

Respectfully submitted,

K. C. Mantin,
CLERK OF WORKS.

MOVED by Alderman LeBlanc, seconded by Alderman O'Brien, that the report be approved and that Council fix Thursday, June 27, 1963 at 8:00 p.m. in the Council Chamber, City Hall, Halifax, N. S., as the time and place for a public hearing in connection with the rezoning of 415-417 North Street. Motion passed.

Rezoning - No. 6533 (207) Coburg Road - R-2 Zone to R-3 Zone
Setting Date for a Public Hearing

To: His Worship the Mayor and Members of City Council.
From: Town Planning Board.
Date: May 16, 1963.
Subject: Rezoning - No. 6533 (207) Coburg Road (R-2 to R-3 Zone).

The Town Planning Board, at a meeting held on May 7, 1963, considered a report from the City Manager recommending that the application to rezone No. 6533 (207) Coburg Road from R-2 to R-3 Zone be recommended for approval in principle to City Council, subject to (a) the applicants submitting a detailed scheme for the development of the area to be prepared in consultation with the City staff, and (b) the applicants formally agreeing to carry out the scheme agreed with the City and submitted at a public hearing, and also agreeing to the rezoning of their land back to R-2 density if the approved scheme is not implemented.

On motion of Alderman Trainor, seconded by Alderman DeWolf, the Board agreed to send the matter to City Council without a recommendation and ask Council to set a date for a public hearing, and that the matter be sent back to the Town Planning Board after the public hearing for recommendation.

Respectfully submitted,

K. C. Mantin,
CLERK OF WORKS.

MOVED by Alderman Lane, seconded by Alderman Breen, that the application to rezone the property at No. 6533 (207) Coburg Road from R-2 Zone to R-3 Zone be denied and that no public hearing be held.

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The motion was put and lost, as follows:

For the motion - Aldermen DeWolf, Breen and Lane

Against the motion - Aldermen Macdonald, LeBlanc, Trainor,
Healy, Wyman, Connolly and O'Brien

MOVED by Alderman Wyman, seconded by Alderman Trainor, that Council fix Thursday, June 27, 1963, at 8:00 p.m. in the Council Chamber, City Hall, Halifax, N. S., as the time and place for a public hearing in connection with the application to rezone the property at No. 6533 (207) Coburg Road from R-2 Zone to R-3 Zone. Motion passed.

At the request of Alderman Lane, the Staff was directed to notify the residents of the area, by letter of the date of the public hearing.

Rezoning - Francklyn Street and Pine Hill Drive - R-1 to P and I Zone
Setting date for a Public Hearing

To: His Worship the Mayor and Members of City Council.
From: Town Planning Board.
Date: May 16, 1963.
Subject: Rezoning - Francklyn Street and Pine Hill Drive

The Town Planning Board, at a meeting held on May 7, 1963, considered a report from the City Manager recommending that the land at the junction of Francklyn Street and Pine Hill Drive, as shown on Drawing No. P200/968, be rezoned from R-1 to Park and Institutional, in accordance with the provisions of the Town Planning Act, and that a date for a public hearing be set.

On motion of Alderman O'Brien, seconded by Alderman LeBlanc, the Board approved the report and recommended to City Council that a date be set for a public hearing.

Respectfully submitted,

K. C. Martin,
CLERK OF WORKS.

MOVED by Alderman Connolly, seconded by Alderman O'Brien, that the report be approved and that Council fix Thursday, June 27, 1963, at 8:00 p.m. in the Council Chamber, City Hall, Halifax, N. S. as the time and place for a public hearing in connection with the application to rezone the property at the corner of Francklyn Street and Pine Hill Drive from R-1 Zone to "Park and Institutional" Zone. Motion passed

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Modification of Sideyard - No. 5778 South Street

To: His Worship the Mayor and Members of City Council.
From: Town Planning Board.
Date: May 16, 1963.
Subject: Modification of Sideyard - No. 5778 (170) South Street.

The Town Planning Board, at a meeting held on May 7, 1963, considered a report from the City Manager recommending in favour of a modification of sideyards to construct a 36-unit apartment building at No. 5778 (170) South Street, as shown on Drawings No. P200/975-977, in accordance with Part XV, paragraph 1(f), of the Zoning By-Law.

On motion of Alderman Trainor, seconded by Alderman LeBlanc, the Board approved the report and recommended that City Council hold an informal hearing on the matter at its next regular meeting.

Respectfully submitted,

K. C. Mantin,
CLERK OF WORKS.

The Deputy City Clerk advised that the matter had been duly advertised.

Mr. A. Mathews asked that he be given assurance that if the application is approved, the applicant will not request Council approval of a re-subdivision of his land at a later date, and that the residents of Tower Terrace are protected against the possibility of entrance or egress from South Street into Tower Terrace being permitted.

Mr. R. A. Kanigsberg, Q. C., appearing on behalf of the applicant, made no submission other than to say that the matter had been considered by the members of the Town Planning Board and the application "can stand on their judgment".

Alderman Trainor contended that Council should not give undertakings to citizens, such as requested by Mr. Mathews, because future needs dictate policies and Council is in no position to know what will be required in the future.

In answer to a question by Alderman O'Brien the Director of Planning stated that the access indicated by the applicant is from South Street, but that there is a possibility of access from Tower Terrace.

The Chairman stated that Mr. Mathew's remarks will be carefully considered by Staff before any change is made in the traffic pattern; and he

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May 16, 1963.

pointed out that there is no way of imposing such an obligation or restriction on the applicant.

MOVED by Alderman Trainor, seconded by Alderman Wyman, that the application to modify the sideyard requirements to permit the construction of a 36-unit apartment building at No. 5778 (170) South Street as shown on Drawings No. P200/975/977 be approved. Motion passed.

Modification of Frontyard - Clinics - No. 1312-1318 (180-182) Robie Street

To: His Worship the Mayor and Members of City Council.
From: Town Planning Board.
Date: May 16, 1963.
Subject: Modification of Frontyard - Clinics - No. 1312-1318 (180-182) Robie Street.

The Town Planning Board, at a meeting held on May 7, 1963, considered a report from the City Manager recommending in favour of a modification of frontyard requirements at No. 1312-1318 (180-182) Robie Street, as shown on Drawing No. P200/978, to allow the properties to be used as clinics, in accordance with Part XV, paragraph 1(f), of the Zoning By-Law, and that no public hearing be held.

On motion of Alderman O'Brien, seconded by Alderman Trainor, the Board approved the report and recommended it to City Council.

Respectfully submitted,

K. C. Martin,
CLERK OF WORKS.

MOVED by Alderman Trainor, seconded by Alderman Connolly, that the report be approved. Motion passed.

Service Station - No. 784-790 Gottingen Street

To: His Worship the Mayor and Members of City Council.
From: Town Planning Board.
Date: May 16, 1963.
Subject: Service Station - No. 784-790 Gottingen Street.

The Town Planning Board, at a meeting held on May 7, 1963, considered a report from the City Manager informing the Board that the above application for a service station, which was before the Board on February 5, is the same, and therefore, the recommendation contained in staff's report of February 5 (i.e., recommending against the application) still stands.

It was moved by Alderman O'Brien, seconded by Alderman LeBlanc, that the Board confirm its previous recommendation (i.e., to approve staff's report which recommends against the application) and recommend the same to City Council.

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May 16, 1963.

The vote on the motion was 3-2 "in favour".

for
Alderman LeBlanc
Alderman O'Brien
Alderman Macdonald

against
Alderman DeWolf
Alderman Trainor

Motion carried.

Respectfully submitted,

K. C. Mantin,
CLERK OF WORKS.

MOVED by Alderman O'Brien, seconded by Alderman Healy, that the recommendation of the Town Planning Board be approved.

Alderman Wyman stated that after a thorough study of the matter he had changed his original thinking on the matter of the location of a service station at the corner of Gottingen and Almon Streets as he felt that the proposed service station might produce an improvement in the traffic situation rather than aggravating it. Also, the area is badly in need of redevelopment and the present indications are that there are no prospects of a redevelopment of the particular corner unless Council accepts an opportunity such as is proposed.

Alderman LeBlanc expressed similar views.

Mr. W. H. Jost, Q. C., speaking on behalf of the applicant, stated that his client is prepared to deed sufficient land to the City to provide a "daylight corner", the dimensions to be determined by the City.

Alderman Connolly stated that since future development of the corner is doubtful, he favored the proposal for a service station which appears to be the only hope for improvement.

The motion was put, and lost, as follows:

For the motion: Aldermen Macdonald, Healy and O'Brien

Against the motion: Alderman DeWolf, Breen, Lane, LeBlanc,
Trainor, Wyman, and Connolly

MOVED by Alderman Wyman, seconded by Alderman Trainor, that the application of Texaco Canada Limited for permission to erect a service station at No. 784-790 Gottingen Street as shown on Drawing No. P200/895 be approved, on condition that the applicant grant sufficient land to provide a "daylight corner".

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Motion passed with Alderman Healy voting "against".

Deferred Building Permit for Warehouse - No. 78 Agricola Street

To: His Worship the Mayor and Members of City Council.
From: Town Planning Board.
Date: May 16, 1963.
Subject: Deferred Building Permit for Warehouse - No. 78 Agricola Street

The Town Planning Board, at a meeting held on May 7, 1963, considered a report from the City Manager informing them that the City withheld a building permit, to construct a warehouse at 78 Agricola Street, in August of last year, for a period of six months, and that the applicants have now applied again for a building permit.

The report stated that, although the construction of a warehouse on this lot would be undesirable, the Board may feel that, due to the circumstances of the case, the building permit should not be refused on the grounds of unsuitability.

On motion of Alderman O'Brien, seconded by Alderman Macdonald, the Board recommended to City Council that a building permit, to allow the construction of a warehouse at the above address, be granted.

Respectfully submitted,

K. C. Mantin,
CLERK OF WORKS.

MOVED by Alderman Macdonald, seconded by Alderman Breen, that the report be approved. Motion passed with Alderman Connolly voting "against".

Report - Block "P" - Exhibition Grounds

To: His Worship the Mayor and Members of the City Council.
From: Town Planning Board.
Date: May 16, 1963.
Subject: Report - Block "P" - Exhibition Grounds.

The Town Planning Board, at a meeting held on May 7, 1963, considered a letter from Moosehead Breweries Limited in which they state that, because of their proposed establishment in Dartmouth, they were, by means of this letter, informing the City that this was their official release of the property known as Block "P", Exhibition Grounds.

The above was submitted to the Board for information purposes only, and no action was taken.

Respectfully submitted,

K. C. Mantin,
CLERK OF WORKS.

FILED.

Council,
May 16, 1963.

RECOMMENDATIONS - PUBLIC HEALTH AND WELFARE COMMITTEE

The following recommendations were submitted from the Public Health and Welfare Committee at a meeting held on May 9, 1963:

Tenders - Four-door Sedan - Health Department

It is recommended that the tender of Scotia Chevrolet-Oldsmobile Limited at \$2,972.35, less trade-in value of \$1,277.35, a net tender of \$1,695.00, being the lowest of the four tenders received for the supply of a standard four-door Sedan for the Health Department, be accepted.

MOVED by Alderman Lane, seconded by Alderman Healy, that the recommendation be approved. Motion passed.

Leave of Absence - Director of City Hospitals

It is recommended that the Director of City Hospitals be granted leave of absence with pay for the period May 27th to June 21st inclusive, in order to attend the final session of a course on Hospital Organization and Management at the University of Manitoba, funds having been provided in the Current Budget.

MOVED by Alderman LeBlanc, seconded by Alderman Trainor, that the recommendation be approved. Motion passed.

Attendance at 43rd annual meeting of the Canadian Welfare Council - Miss Belle Dauphinee

It is recommended that Miss Belle Dauphinee, Social Worker in the Welfare Department, be permitted to attend the 43rd annual meeting of the Canadian Welfare Council at Ottawa from May 27th to May 29th, and that the necessary funds be provided under the Authority of Section 316C of the City Charter. The Provincial Department of Welfare is prepared to reimburse the City for one-half of the costs involved.

MOVED by Alderman Lane, seconded by Alderman Breen, that the recommendation be approved. Motion passed.

RECOMMENDATIONS - SAFETY COMMITTEE

The following recommendations were submitted from the Safety Committee at a meeting held on May 7, 1963:

Petition Re: Parking - Granville Street

It is recommended that no action be taken on the petition of the property owners in the area of Granville and Salter Streets, who requested short-term limit parking (whether metered or not) on Granville Street between Salter Street and Blower Street.

MOVED by Alderman Trainor, seconded by Alderman O'Brien, that the recommendation be approved. Motion passed.

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May 16, 1963.

Tenders - Station Wagon - Fire Department

It is recommended that the tender of Scotia Chevrolet Oldsmobile Limited in the amount of \$3,816.65, less trade-in value of \$1,721.65, a net tender of \$2,095.00 for the supply of a station wagon to the Halifax Fire Department, being the lowest of seven tenders received, be accepted.

MOVED by Alderman DeWolf, seconded by Alderman Lane, that the recommendation be approved. Motion passed.

Appointment - Arm Patrol

It is recommended that Mr. George Perry be appointed Special Constable in charge of the City Police North West Arm Patrol at the same rate as in effect in 1962, that is four dollars (\$4.00) per hour.

MOVED by Alderman Breen, seconded by Alderman Wyman, that the recommendation be approved. Motion passed.

QUESTIONS

Question - Alderman Breen Re: Poll Tax Deductions

Alderman Breen referred to a call he had received from a Halifax resident who advised him that deductions had been made from his pay for Halifax poll tax by the City of Dartmouth where he is employed as a school teacher; and he asked under what authority the deductions had been made by the City of Dartmouth.

Alderman Lane stated that she had received a similar call.

At the suggestion of the Chairman, the matter was referred to the City Manager for investigation and report.

ACCOUNTS OVER \$500.00

The following accounts over \$500.00 were submitted:

<u>Vendor</u>	<u>Purpose</u>	<u>Amount</u>
The Eastern Trust Co.	City's Share New Superannuation Plan - 1963	\$357,706.65
Nova Scotia Housing Commission	Share of Expenditures F/P projects for quarter ending March 31, 1963 (Mulgrave Park) (Westwood Park)	6,714.49 18,044.11
L. E. Shaw Limited	Sewer Pipe	599.57
Workmen's Compensation Bd.		<u>2,257.30</u>
		<u>\$385,322.12</u>

MOVED by Alderman Wyman, seconded by Alderman DeWolf, that the accounts be approved for payment. Motion passed.

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May 16, 1963.

APPOINTMENT - PUBLIC SERVICE COMMISSION

His Worship the Mayor recommended that Mr. G. B. Robertson be re-appointed to the Public Service Commission for a term of three years, expiring April 30, 1966.

MOVED by Alderman DeWolf, seconded by Alderman Lane, that the appointment be approved. Motion passed.

APPOINTMENT - RECREATION AND PLAYGROUNDS COMMISSION

His Worship the Mayor recommended that Mr. J. Wolman be re-appointed to the Recreation and Playgrounds Commission for a term of three years expiring on April 30, 1966.

MOVED by Alderman Healy, seconded by Alderman LeBlanc, that the appointment be approved. Motion passed.

APPOINTMENT - FORUM COMMISSION

His Worship the Mayor recommended that Alderman T. L. Trainor and Mr. D. J. Oland be re-appointed to the Forum Commission for terms of three years expiring May 3, 1966.

MOVED by Alderman Wyman, seconded by Alderman Macdonald, that the appointments be approved. Motion passed.

APPOINTMENT - TOURIST AND CONVENTION COMMITTEE

His Worship the Mayor recommended that Mr. Donald E. West be appointed to the Tourist and Convention Committee to fill the vacancy caused by the resignation of Mr. E. Jarvis.

MOVED by Alderman Wyman, seconded by Alderman LeBlanc, that Mr. West be appointed to complete the term of Mr. Jarvis, expiring on October 31, 1963.

SETTING DATES FOR MEETINGS OF THE COMMITTEE OF THE WHOLE COUNCIL TO CONSIDER REQUESTS FOR GRANTS - DALHOUSIE UNIVERSITY AND ST. MARY'S UNIVERSITY

MOVED by Alderman Lane, seconded by Alderman Trainor, that a Special Meeting of Council be held at 7:00 p.m. on Thursday, June 13, 1963, to hear representations on behalf of Dalhousie University. Motion passed.

It was agreed that the officials of St. Mary's and other universities be consulted to determine a suitable time at which they may be heard.

Council,
May 16, 1963.

Alderman LeBlanc asked that the representatives of the various universities be advised that they are being invited for the specific purpose of assisting the Council in determining a policy of participating in the cost of the expansion programmes of such universities, in view of the City's heavy obligation with respect to secondary education.

RESOLUTION RE: SALARY OF MAYOR, DEPUTY MAYOR AND ALDERMEN - 1963

The following Resolution, as prepared by the City Solicitor, was submitted:

W H E R E A S by subsection (3) of Section 8 of the Halifax City Charter, 1931, the City Council of the City of Halifax may from time to time by resolution determine the remuneration to be paid to the Mayor;

AND WHEREAS by subsection (1) of Section 9 of the said City Charter, the City Council of the City of Halifax may from time to time by resolution determine the honorarium to be paid to the Deputy Mayor during the period in which he holds such office, in addition to the indemnity or compensation which he receives as an alderman;

AND WHEREAS by subsection (1) of Section 10A of the said City Charter, the City Council of the City of Halifax may from time to time by resolution determine the indemnity or compensation to be paid to each alderman of the City;

NOW THEREFORE BE IT RESOLVED that the remuneration to be paid to the Mayor of the City of Halifax for the period January 1, 1963 to December 31, 1963, shall be set as follows:

- (1) For the period January 1, 1963 to June 15, 1963, the Mayor shall be paid at the rate of \$10,000.00 per annum;
- (2) During the period June 16, 1963 to October 31, 1963, the Mayor shall be paid at the rate of \$1.00 per annum for such time during that period as the Mayor is sitting as a Member of the House of Commons in Ottawa and is not performing his duties as Mayor in the City of Halifax;
- (3) During the period June 16, 1963 to October 31, 1963, the Mayor shall be paid at the rate of \$10,000.00 per annum for such time during that period as the Mayor is not sitting as a Member of the House of Commons in Ottawa and has resumed his duties as Mayor in the City of Halifax;

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May 16, 1963.

- (4) For the period November 1, 1963 to December 31, 1963, the Mayor shall be paid at the rate of \$10,000.00 per annum.

AND BE IT FURTHER RESOLVED that the honorarium to be paid to the Deputy Mayor of the City of Halifax during the period January 1, 1963 to December 31, 1963, in which he holds such office, in addition to the indemnity or compensation which he receives as an alderman of the City, shall be set as follows:

- (1) For the period January 1, 1963 to June 15, 1963, the Deputy Mayor shall be paid an honorarium at the rate of \$500.00 per annum;
- (2) During the period June 16, 1963 to October 31, 1963, the Deputy Mayor shall be paid an honorarium at the rate of \$7,500.00 per annum for such time during that period as the Mayor is sitting as a Member of the House of Commons in Ottawa and is not performing his duties as Mayor in the City of Halifax;
- (3) During the period June 16, 1963 to October 31, 1963, the Deputy Mayor shall be paid an honorarium at the rate of \$500.00 per annum for such time during that period as the Mayor is not sitting as a Member of the House of Commons in Ottawa and has resumed his duties as Mayor of the City of Halifax;
- (4) For the period November 1, 1963 to December 31, 1963, the Deputy Mayor shall be paid an honorarium at the rate of \$500.00 per annum.

AND BE IT FURTHER RESOLVED that the indemnity or compensation to be paid to each alderman of the City of Halifax for the period January 1, 1963 to December 31, 1963, shall be at the rate of \$2,500.00 per annum.

MOVED by Alderman Lane, seconded by Alderman Wyman, that the Resolution as submitted be approved. Motion passed unanimously.

REPORT OF CONCILIATION BOARD RE: CITY OF HALIFAX AND
HALIFAX POLICE ATHLETIC AND SOCIAL CLUB

To: His Worship the Mayor and Members of City Council.
From: Leonard Mitchell, City Solicitor.
Date: May 14, 1963.
Subject: Conciliation between the City of Halifax and the Halifax Police Athletic and Social Club.

Attached herewith is a copy of the unanimous decision of the Conciliation Board with respect to the conciliation between the City and the Police Club. This decision was rendered on May 2nd, 1963, and at a meeting held between the City Solicitor and representatives of the Club on May 13, 1963, both parties agreed to recommend acceptance of the report, with one reservation, to their respective principals.

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The recommendation of the Conciliation Board may be condensed as follows:

1. Term of Agreement

A two year agreement to be signed between the parties, commencing January 1, 1963 and expiring December 31, 1964.

2. Longevity pay

(a) Longevity pay be henceforth known as service pay.

(b) Members of the Club shall receive service pay as follows:

(i) ten to fourteen years inclusive service - \$150. per year

(ii) fifteen to nineteen years inclusive service -
\$175.00 per year

(iii) twenty years and upwards service - \$200.00 per year.

(c) The basis for qualifying for service pay shall remain unchanged.

(d) The proposed revision shall be retroactive to January 1, 1963.

3. Court Time

(a) Club members be paid a per diem rate of \$3.20 for off-duty attendance at Court regardless of the number of cases in which a Club member may be a witness on the particular day and regardless of the outcome of the case or cases.

(b) This provision should be effective from the date of execution of the Agreement.

4. Overtime

(a) Club members be paid a flat over-time rate of \$2.75 per hour, effective on the execution of the new Agreement;

(b) The existing practice of paying Club members for over-time or providing a "time off" equivalent should be continued;

(c) The City should consider charging the same rate it pays for over-time to private employers of Club members.

5. Salaries

(a) The salary for each classification and each of the four "steps" within each classification should be increased 3.4% above the basic rate prevailing December 31, 1962. It should be retroactive to January 1, 1963 and continue until December 31, 1963;

(b) Effective January 1, 1964, the salary scale for each classification and each of the four "steps" within each classification should be increased 2.5% above the basic rate prevailing December 31, 1963 and continue until the expiry of the Agreement on December 31, 1964.

The differences between the Conciliation Report and the present salary benefits are as follows:

1. Longevity pay of \$150.00 per annum is now paid to all constables after ten years of service upon the recommendation of the Chief of Police.

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2. No Court time is payable by the City at present.

3. Overtime rate is now \$2.25 per hour. The Conciliation Board recommends an increase of 50¢ per hour.

4. The Board recommends that Police Constables salaries be increased in all steps of the scale by 3.4% for the year 1963 and 2.5% for the year 1964.

It should be pointed out that under 4 (b) (Overtime) "time off" equivalent would mean $1\frac{1}{4}$ hours off for every hour of overtime worked. It is suggested that 4 (c) - overtime rate for private employers - was outside the terms of reference of the Conciliation Board and cannot be recommended as set out in the report.

In order to conclude an Agreement with the Police Club, it is recommended that all the recommendations of the Conciliation Board be adopted with the exception of item 4 (c) dealing with overtime rates for private employers.

Leonard Mitchell,
CITY SOLICITOR.

MOVED by Alderman O'Brien, seconded by Alderman Connolly, that the report be approved. Motion passed.

MOVED by Alderman O'Brien, seconded by Alderman Connolly, that a supplementary appropriation in the amount of \$25,900.00 be approved under the authority of Section 316 C of the City Charter, to give effect to the foregoing resolution of Council. Motion passed.

APPLICATION TO REZONE - PROPERTY ON SOUTH SIDE OF STAIRS STREET FROM R-2 ZONE TO C-3 ZONE

Referred to the Town Planning Board for consideration and report.

APPLICATION TO REZONE - PROPERTY FRONTING ON OXFORD AND HARVARD STREETS FROM R-2 Zone to P & I ZONE

Referred to the Town Planning Board for consideration and report.

AMENDMENT TO ZONING BY-LAW - "DEFINITIONS"

Referred to Town Planning Board for consideration and report.

12:00 Midnight - Meeting adjourned.

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R. J. Butler,
DEPUTY MAYOR AND CHAIRMAN.

W. J. CLANCEY,
DEPUTY CITY CLERK.

CITY COUNCIL
MINUTES

Council Chamber,
City Hall,
Halifax, N. S.,
May 22, 1963,
4:05 p.m.

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

There were present Deputy Mayor Butler, Chairman, and Aldermen DeWolf, Abbott, Meagher, Trainor, Healy, Connolly, O'Brien and Greenwood.

Also present were Messrs. P. F. C. Byars, L. Mitchell, R. H. Stoddard, W. J. Clancey, G. F. West, K. Munnich, J. F. Thomson and A. R. Howard.

The meeting was called specially to consider the matter of the Progress Report on the Transit System as submitted by the Nova Scotia Light and Power Company, Limited. Present at this time were Mr. A. R. Harrington, President and General Manager of the Company and several of his Officers, and Mr. George Currie of the firm of Urwick, Currie Limited.

4:07 p.m. Council convened to meet as a Committee of the Whole Council.

The Chairman invited Mr. Harrington to briefly outline the report, which follows:

Nova Scotia Light & Power
Company Limited,
P. O. Box 848,
Halifax, N. S.

May 3, 1963.

His Worship Mayor John E. Lloyd
and Members of City Council.

Dear Sirs:

At a meeting of City Council on December 6, 1962, the matter of the transit system for the City of Halifax was discussed at length, and letters from yourself to this Company, together with a reply from this Company, were considered at that particular meeting. A letter from Nova Scotia Light and Power Company, Limited to the City committed the Company to a certain course of action and the Company has proceeded with much of this action, and is now ready to report to you on its progress to date.

The basic premise behind the whole commitment was that the Legislature be petitioned to amend the Public Utilities Act to allow certain joint considerations of the Transit Division and the Electric Division of this Company for regulatory purposes. Although the Public Utilities Act in itself has not been amended, the Legislature did however amend the Act of this Company in such a manner that the Company can carry on and implement the programme for transit that was proposed in the meeting of December 6, 1962.

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Referring to the Company's letter of December 6, 1962:

- (1) The Company has carried out a comprehensive study of the transit market in the City of Halifax, including an origin and destination survey and several other studies to determine the transit needs for the City. The Company has retained Urwick, Currie Limited to assist it in its studies.
- (2) The Company has now developed and is prepared to introduce an improved route pattern indicated by the survey in item (1). Copies of the proposed new routes are attached to this letter. These new routes must be approved by the Nova Scotia Board of Commissioners of Public Utilities; and it is intended to release the information with respect to the proposed new routes to the general public so that they may have an opportunity to study the proposal. The Company will then apply to the Public Utility Board some time in the latter part of May for a hearing seeking approval of the new routes and other matters pertaining to the changes proposed for the transit system in Halifax. This hearing will, of course, be advertised so that all interested parties may make any representations that they feel useful. The Company will, in the period between now and the hearing, provide any information requested and discuss the proposed routes with any interested parties. Of course, the staff of the City of Halifax have already been consulted in some preliminary matters, and will be kept completely informed of the progress.
- (3) The Company has ordered, subject to the approval of the Nova Scotia Board of Commissioners of Public Utilities, twelve (12) new diesel operated buses to be used in the new system.
- (4) Studies are still continuing with respect to existing facilities at the Terminal Building and modifications are being planned.
- (5) Plans are going forward to strengthen the management group in the Transit Division.
- (6) The Company is prepared to provide all necessary capital funds for the extended programme.
- (7) Under the amendment made to the Nova Scotia Light and Power Company, Limited Act the change is only operable as long as the Company operates a transit system which is substantially electric trolley coaches. Studies and surveys indicate that an effective practical transit system for the City of Halifax is one where for the next ten (10) years at least the system should be basically all trolley coaches with twelve (12) or so diesel coaches within this system for needed flexibility. This type of operation will extend the economic life of the existing trolley coaches and further inquiries indicate that new trolley coaches can be obtained from various sources as replacements are needed.

The Company has already made substantial progress in line with our commitments of last December and would hope to have new routes operating by mid-summer. Some items, of course, will still require finalization between the City and the Company. In particular, the five (5) items mentioned in the latter part of your letter of December 6, 1962 concerning taxes, snow removal, traffic, etc. It will be necessary for the existing contract between the City and the Company to be amended to cover all of the items mentioned, and we would be prepared to have our Solicitors prepare a draft amendment for the consideration of the City.

The new proposed routes have been developed after an exhaustive study into the transit needs for the City of Halifax. They include considerable extension and service to new areas and more direct point-to-point service, eliminating much in the way of transferring. The dramatic changes and

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improvement in the routes will require new destination signs which are being designed to indicate not only the ultimate destination but also the general route of the vehicle. One of the dramatic changes in the new system will be a through diesel route from the north-west end of the City in the area of the Bicentennial entrance to the down-town area by way of Windsor Street and Bell Road. There will also be a diesel route along the northern perimeter of the City connecting with the other routes.

Studies and passenger surveys indicated that the present system of loops and belts did not meet the needs of the public, and introduce unnecessary duplication of service in some areas; hence the new routing is basically designed on a point-to-point basis. The proposed routes will in our opinion provide excellent transit service for the people of Halifax, however, we must all realize that travelling patterns are changing. It is intended as soon as the new routes are in operation that the intensive studies will continue by special staff to make sure that these routes are the most efficient that can be designed. Any modifications that may be indicated from these studies can then be made on the basis of the operating experience gained up until that time.

The Company is pleased to report this progress to you at this time but, of course, must still stress the importance of traffic regulation for the successful implementation of this service.

Yours very truly,

(signed)

A. R. HARRINGTON,
President & General Manager.

Mr. Harrington elaborated on the seven points of the report and concluded by stating that the major point is No.2, respecting the route patterns.

4:25 p.m. Alderman Wyman arrives.

Alderman Greenwood referred to the proposed No.8 Route and said that the residents of Ashburn Avenue had expressed concern over the routing of the trolley coaches southerly on Ashburn Avenue; and he suggested that a more preferable routing would be to have the coaches proceed out Bayers Road to Howe Avenue, thence to Dutch Village Road returning via Mumford Road.

Mr. Harrington stated that the suggested routing is possible because it is a new route and has flexibility due to the use of diesel buses, and, therefore, it will be considered by the Company when making its presentation to the Public Utilities Board.

Alderman Connolly noted that the northern part of the City, the North Robie Street area is not covered by the new route patterns.

Mr. Harrington explained that the No.10 Line which originates at Gottingen and Duffus Streets, is to be extended up Robie Street to Leeds Street, down Basinview Drive to Lady Hammond Road and out to Windsor Street to Connaught Avenue integrating with the No. 4 Line at the Connaught Avenue Bayers Road intersection.

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Alderman Connolly referred to the large number of high school pupils residing in the area who find it difficult to reach Queen Elizabeth High School and Saint Patrick's High School, and he asked if any provision has been made in this regard.

Mr. Harrington said that the proposed route patterns allow a greater circulation and it is hoped to have the new routes in operation by mid-summer so that experience can be gained during the period before school re-opens. He said that consideration is being given to the establishment of a further service, a School Route, which would operate only during school hours from the north-east corner of the City to and from the two major high schools. This route will not operate on weekends or on holidays.

In reply to questions, Mr. Harrington stated that it is proposed to establish only two diesel routes, the No. 8 and No. 10; that no routes will be withdrawn from service, other than the School Route, but that schedules will be reduced during low traffic periods and that it is intended to operate as efficiently as possible providing the required service at the lowest possible cost.

He further stated that the Company is desirous of implementing the proposed re-routing for a period of six to eight months during which time further surveys would be carried out.

Alderman O'Brien asked if the Consultants, Urwick, Currie Limited, had accepted the new proposals as being as adequate for the City's needs as those which they had suggested to the City and, if so, apart from the decision in the Legislature which had some effect, what would be the main reason for the change that had occurred.

Mr. George Currie: "The fundamental change resulted from the change in the decision that the Company would continue operating the system, and the legislation was to apply as long as it remained an electrically-operated system.

"You asked if the routes are as comprehensive as those put forward in our report.

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"We set criteria." He then referred to the four points contained in his report as follows:

- a. Provide coverage within $\frac{1}{4}$ mile of all significant points of traffic generation within the City;
- b. Provide direct service and through routing, thus minimizing inconvenient transferring;
- c. Eliminate imbalance;
- d. Minimize overlap.

"The proposed routes do satisfy substantially those requirements. There are possibly two exceptions you might take:

(1) The principle of through routing is not as comprehensive as it might be had a more major conversion to motor buses gone through;

(2) The possibility of integrating the Halifax and Dartmouth transit systems is not considered."

He said that the proposed new routes minimize the overlapping of service, and will provide two new routes. Also, the whole system will go into effect with less mileage and, therefore, on average there will be less service in any existing route, but there will be a far better balance and the spacing between vehicles will be more regular.

He concluded: "The answer is that they meet requirements."

Alderman O'Brien asked if the economic results for the operators will be as satisfactory in the long run as if the legislation had been as requested and the City had gone ahead on that basis.

Mr. Currie: "We have a different operator and this does put it in a different light. It puts a new interpretation on many things. We have, in the last couple of weeks, put together a pro forma budget for the Company. The Company was faced with the necessity of making a capital expenditure where there was an expectation of a return on their investment; and I think we agreed that it still appears that the Company will be able to operate the system in the interim at approximately a break-even position, which is about the same situation the City could have looked forward to had they had taken over the system ---- an interim of one or two years, not five years. This would be with no alteration in the basic fare structure."

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Alderman O'Brien: "Can the City feel assured that within the next ten years, we are not likely to be faced with a crisis, involving new consultants?"

Mr. Currie: "I think you have to face the fact that there is a possibility the Company may have to come back to the City again. You can't look forward to the ten-year view. I have not discussed this with Mr. Harrington but I think you may well be faced with further requests from the Company within ten years, possibly in five years."

Alderman O'Brien asked if Mr. Currie would recommend that the City seek to have the Legislature remove the stipulation respecting the system remaining a substantially electrically-operated system, or if this has any bearing on the question.

Mr. Currie: "I don't think so. This is a relatively small point. It is an important point to the Company and it has enabled the Company to agree to a program of revitalization. I would doubt whether removal of that stipulation would be the solution. If you get into trouble financially, it will be a question of a fairly major fare structure change. My view would be (which differs with Mr. Harrington's view) that the swing will be to a diesel operation but there is no clear cost comparison which favours the diesel buses. It isn't black and white.

"My report to the City said that if the City took the system over, they would be faced within five years with the necessity of replacing the existing trolley coach fleet. Mr. Harrington has indicated that there are several sources of trolley coaches available. I would suggest the likely source would be a diesel bus. The trolley coaches may be available but nobody in Canada has bought them.

"My own opinion would be that when the chips are down and the decision has to be made, it would fall in favour of diesel buses; and the recommendation in our report was that this is the right direction to move in, and we should move in that direction in a substantial way with 25% or 30% of your fleet."

Alderman O'Brien asked if Mr. Currie favoured the integration of the City transit system with the suburban bus system, and Mr. Currie said that no study or consideration was given to this question as it was beyond

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the scope of the terms of reference of the consultants' engagement by the City, and their retention by the Company.

Alderman Trainor asked if discussions had been held with the Provincial Authorities respecting a rebate of fuel tax paid by the Company, and if there is any indication that such a rebate would be made to the Company.

Mr. Harrington referred to the five conditions set by the City as follows:

- (1) Henceforth the transit division would be required to pay to the City real property taxes only, but not business taxes nor any of the special taxes perviously imposed. (P.28, II, 13).
- (2) City to assume responsibility for all snow clearing and salting operations and the painting of coach stop curbs in yellow. (P.13,II,El; P.28,II; P. 42, III, C5).
- (3) The City to cooperate with the transit division by regulating traffic in such a manner as to facilitate coach movement. (P.28,II,12).
- (4) The City to support the transit division in any appeal made to the Provincial Government for the elimination, or rebate, of gallonage tax on diesel fuel oil used in transit buses operating on City streets.
- (5) The City to support the transit division in any appeal made to the Provincial Government seeking the establishment of a nominal licensing fee for motor buses used in transit service and operating on City streets. It is understood that the trolley coach license fee of \$1.00 per vehicle per year.

Mr. Harrington said that with respect to No.1 above, a new contract would have to be entered into between the City and the Company, and he suggested that the Company Solicitor and the City Solicitor work together to prepare a draft contract for submission to the Company and City Council.

With regard to No.2, the Company would hope to have this condition incorporated in the agreement.

Regarding No.3, he stated that unless traffic regulations were established by Council to allow a freer movement of the coaches the route patterns proposed by the Company will fail.

With respect to No.4, Mr. Harrington stated that the Company has not yet applied to the Provincial Government because of the experience of the City of Sydney, Nova Scotia, which had applied for removal of the gasoline tax which had been denied.

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With respect to No.5, Mr. Harrington stated that the Government had agreed to extend the same facilities as to the trolley coaches and it was not necessary to involve the City in the request.

MOVED by Alderman Trainor, seconded by Alderman Greenwood, that the City of Halifax support the application of the Nova Scotia Light and Power Company Limited, before the Nova Scotia Board of Commissioners of Public Utilities at the hearings scheduled to be held in June, 1963, respecting the changes in route patterns of the Halifax Transit System as proposed by the Company, on the condition that the Company will alter the proposed pattern of the No. 8 Route by eliminating the movement of coaches on Ashburn Avenue and re-routing same from Bayers Road southerly on Howe Avenue to Dutch Village Road, to Mumford Road; and that the City Solicitor be instructed to attend the said hearings on behalf of the City of Halifax. Motion passed.

5:35 p.m. the meeting of the Committee of the Whole Council adjourned.

Council re-convened, the following members being present:

Deputy Mayor Butler, Chairman; Aldermen DeWolf, Abbott, Meagher, Trainor, Healy, Wyman, Connolly, O'Brien and Greenwood.

MOVED by Alderman Trainor, seconded by Alderman Greenwood, that the action of the Committee of the Whole Council be confirmed. Motion passed.

5:37 p.m. Council adjourned.

R. J. BUTLER,
DEPUTY MAYOR AND CHAIRMAN.

R. H. STODDARD,
CITY CLERK.