

Council,  
April 29, 1965.

Statement by Welfare Director Re: Africville

His Worship the Mayor stated that this item had been placed on the Order of Business at the request of Alderman Richard, Chairman of the Africville Sub-Committee, who was unable to attend this meeting.

Alderman Black said he had talked to Alderman Richard and had commended him for the restraint shown by him in his answer to the statement made by the Director of Welfare concerning Africville, as reported in the Press recently.

Alderman Black expressed the opinion that the Director of Welfare should be "castigated, or worse for the very, very improper statement that he made to the Press."

He contended that such a statement is liable to set back the project of Africville for some considerable time, and that the Director of Welfare has no business making declaration on policy matters which have been decided by Council.

Alderman Lane expressed her concurrence with the remarks of Alderman Black and said that she was in complete agreement with the statement made by Alderman Richard.

She stated that if the Director of Welfare had any complaint to make about the policy laid down by Council, he should have done so through the normal channels, and should not have made public criticism of Council, as an employee.

She referred to the fact that Mr. Jones' own qualifications had been questioned by trained social workers in this area; and, also to the fact that the City's Welfare Department had been criticized by local agencies because of the fact that the head of the Welfare Department is not a fully qualified Social Worker.

Alderman Lane concluded her remarks by saying that she is very sorry that Mr. Jones felt he had to express himself as he did and

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criticize what Council has decided is the proper way to handle the Africville problem.

His Worship the Mayor said he had asked the City Manager to look into the matter when the statement appeared in the Press and to report to Council.

The City Manager stated that as soon as he saw the story in the Press, he arranged for the Commissioner of Health and the Director of Welfare to come to his office to discuss the matter.

He then read from notes taken during his discussion with the Commissioner and the Director which indicated that the Director of Welfare alleged that he had been misquoted.

The City Manager said he had asked Mr. Jones to submit a written report on the matter, and had received the following:

Mr. P.F.C. Byars,  
City Manager,  
City Hall.

April 28, 1965.

Dear Mr. Byars:

In response to your request that we send a report concerning the statement on Africville, which appeared in the Halifax Mail-Star on April 26, 1965, we should like to make the following comments:-

1. At no time was the present policy, as authorized by City Council, discussed in any way. It was not even mentioned. We are at a loss to understand how anyone could think that a person in my position would challenge such a policy at this time, especially when one considers that we have been employed by the City for many years.
2. The discussion we had with the reporter was not over one minute in duration and was concerned with the misfortune of a family that had been burnt out. We pointed out that in all probability the family would be housed elsewhere, which indeed is what has taken place.
3. Looking back over the years we did remark that had the City of Halifax provided water, sewage and adequate services, the people of Africville would have given a good account of themselves by providing homes in the Africville area and this would not have necessitated their being moved at this time. We know that City Council, on various occasions, made provision for expenditures to assist in this manner. One



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cannot help but ask why these ordinances were not carried out. This fact we stated while on C.J.C.H. television over a year ago.

We regret that the Halifax Mail-Star used a headline which was not factual and definitely not in context. Such being the case, we regret the inconvenience it has caused you.

City Council,  
Halifax, N. S.

Sincerely yours,

Dear Aldermen:

H. Bond Jones,  
Welfare Administrator

The City Manager stated that he would discuss the whole matter with the appropriate officer of the Halifax Mail-Star and submit a report at the next meeting.

At the request of Alderman Lane, the City Manager was directed to supply the members of Council with a complete record of the qualifications of the Director of Welfare, including his employment history prior to his employment by the City, and his record since his engagement by the City.

Letter - Halifax-Dartmouth and District Labour Council Re: Hiring Consultants

March 31, 1965.

City of Halifax,  
City Council,  
Halifax, N. S.

City Council:

The Labour Council have received word of suggested reorganization of City Hall Departments and that the City of Halifax intend to hire private consultants to do this job.

This Council renew a previous protest which was made to City of Halifax on the hiring of consultants and by so doing cause more expense to Tax Payers.

Yours very truly,

Walter T. Brooks,  
General Secretary

Filed.

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Letter - Halifax-Dartmouth and District Labour Council Re: Erection  
of New Mental Hospital in Same Area

March 31, 1965.

City of Halifax,  
City Council,  
Halifax, N. S.

Dear Aldermen:

The Halifax-Dartmouth and District  
Labour Council at a recent meeting went on record  
by voting that the Mental Hospital be erected in  
the same area.

Yours sincerely,

Walter T. Brooks,  
General Secretary

Filed.

Call for Development Proposals - Spring Garden South Redevelopment  
Area

Documents respecting the Call for Development Proposals -  
Spring Garden South Redevelopment Area were submitted for approval.  
(A copy of the documents is attached to the official copy of these  
minutes)

MOVED by Alderman Abbott, seconded by Alderman Lane, that  
the documents, as submitted, be approved. Motion passed.

#### QUESTIONS

Question - Alderman Connolly Re: Building at Corner of Brunswick and  
Gerrish Streets

Alderman Connolly referred to the house at the northwest  
corner of Brunswick and Gerrish Streets which is in the process of  
being demolished and which is considered to have historic value. He  
also referred to confusion which exists as to the correct number of  
the property, whether it should be 2382 or 2392 Brunswick Street,  
and as to the ownership of the property and he asked for information  
as to how a demolition order could have been obtained if the City is  
not the valid owner of the property.



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

10:50 p.m. His Worship the Mayor retires and Deputy Mayor assumes the Chair.

Alderman Connolly also asked that, before an order for demolition is given, with respect to any building on Brunswick Street, a thorough investigation be carried out to determine whether or not such building has any historic value.

Question - Alderman Matheson Re: Widening of Connaught Avenue

Alderman Matheson asked if the work now being carried out by workmen on Connaught Avenue between Quinpool Road and Jubilee Road is preparatory to the widening of Connaught Avenue and will result in the destruction of more trees.

The Commissioner of Works stated that his department has no plans for the widening of Connaught Avenue in that particular area and that the work referred to is being carried out by the Public Service Commission preparatory to repaving that block.

Question - Alderman Moir Re: Report of Sidewalk Snow Removal  
Test Areas

Alderman Moir asked when the Commissioner of Works will be submitting a report on the cost of removing snow from sidewalks in the test areas during the last winter.

Question - Alderman Meagher Re: Second Ferry Between Nova Scotia and  
the New England States

Alderman Meagher referred to recent Press stories concerning the operation of a second car ferry between Nova Scotia and the New England States, and he asked that the Executive-Secretary of the Halifax Port Commission, or other appropriate official, be directed to make an effort to have the terminal for this second ferry in Halifax rather than in any other port in Nova Scotia.

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The City Manager was directed to ensure that the necessary overtures are made if this has not already been done.

Question - Alderman Matheson Re: Parking on Cherry Street

Alderman Matheson asked that the Traffic Authority be directed to submit a report as to the possibility of continuing the parking ban on one side of Cherry Street during the summer months.

The Traffic Authority was so directed.

NOTICES OF MOTION

Notice of Motion to Introduce Ordinance #113 "Noise Ordinance"

Alderman Connolly gave notice that at the regular meeting of Council to be held on Thursday, May 13, 1965, he will move the introduction of Ordinance No. 113 entitled "Noise Ordinance" respecting the control of noise in the City of Halifax.

ADDED ITEMS

Report - Chief of Police Re: Dogs - Africville

A report was submitted from the Chief of Police which contained answers to questions asked by Alderman Doyle at the last meeting respecting the activity of members of the Police Department in eliminating packs of wild dogs at Africville. (Copies of the report had been distributed to the members of Council prior to the meeting).

Alderman Doyle expressed his thanks and appreciation to the Chief of Police for his report and the manner in which he had co-operated with himself and the Steed family in Africville.

Comments by Alderman A. M. Butler Re: Appointment of Architects -  
Halifax Mental Hospital

Alderman A. M. Butler referred to the meeting of the Board of Management of the Halifax Mental Hospital held on April 14, 1965, and the recommendation of the Board emanating from that meeting respecting the appointment of architects to prepare plans and



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specifications for a new Mental Hospital.

He directed the following questions to Alderman O'Brien, Chairman of the Board of Management of the Halifax Mental Hospital.

1. How did the matter of appointment of architects manage to be placed on the agenda of the meeting of April 14, 1965, in view of the fact that the appointment of architects is the exclusive prerogative of Council following a recommendation by the Finance and Executive Committee?
2. In view of the fact that the architect's fee will exceed one quarter of a million dollars, and assuming the Board's right to deal with the matter, why were not other architects invited to discuss a design commission and why the hurry?
3. What was wrong with the motion to defer action made by a member of the Board because at the time, nothing had been decided conclusively as to the availability of the site for the new hospital, and since then, no approval of funds has been obtained from the Department of Municipal Affairs?
4. What was the basis for the recommendation and where is the application from the architects which the Chairman said he had received -- to whom was it addressed and by whom was it signed?
5. After it was agreed by the Board that no action should be taken at the time, why was action taken in respect to architects?
6. Who are the persons who are to accept professional responsibility for design and supervision, remembering that it is the Finance and Executive Committee which has the exclusive right to make this kind of recommendation?

Alderman Butler concluded his remarks as follows:

" I think it must be recognized that this Committee (Finance and Executive) is now placed in a very difficult position because this Committee is the Committee that will have to deal with the functional design later on, and not the Board of Management of this Hospital. To me, the whole action was surreptitious, and clandestine and stealthy. I maintain that the motion at the last Council meeting (to appoint architects) is out of order for several

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reasons -- there is no land available at this time; no funds have as yet been authorized; and no provision for funds to pay the architects was joined to the motion.

Again I repeat or mention the tremendous cost of this complex and the tremendous size of the architectural fee but it seems to me to be most unfair that this should be isolated in one particular direction, and all the other architects in the City having not one single chance or opportunity to say anything about it.

"My request, as a conclusion to these remarks, is that the resolution and further recommendations concerning the appointment of architects be examined by the City Solicitor so that he may tell us about the worth of the resolution in question and now on our books and the name of the Committee to deal with such matters in the future. I am jealous of my position on the Finance Committee and I don't want it usurped by any other Committee or by any other member of this Council. I hope the Council will agree to let the Solicitor examine this and report legally on it."

Alderman Meagher asked: Who is the architect for this building?

Alderman A. M. Butler: "All I know is - L. R. Fairn and Associates."

Alderman Meagher asked if L. R. Fairn is an active, practicing architect.

Alderman O'Brien said that he would answer as many of the questions as he could remember.

He expressed complete agreement with the suggestion that the City Solicitor look into the whole matter because there is absolutely nothing to hide in the matter.



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Alderman O'Brien then stated that the initial suggestion to him that there be a meeting of the Board of Management to consider the appointment of architects for the New Mental Hospital came from His Worship the Mayor. A week later he had questioned the need for such a meeting in view of the unavailability of land, and the Mayor felt that such a meeting should be held because there were other matters to be considered by the Board.

He said that at that point, the Board was in receipt of the report of the Mayor on his trip to Ottawa but had no final answer from the Department of Veterans' Affairs as to the availability of the land.

He said that the reason that no Press publicity had been given to the action of the Board of Management was that it had been felt that to discuss any particular site in advance of agreement from Ottawa might conceivably mean that the only really appropriate site might not become available because of such publicity, misunderstanding, etc.

With regard to the question of whether the Committee should consider the appointment of Architects, Alderman O'Brien said that at the meeting of April 14th, he had, as Chairman of the Board, attempted to give guidance in favor of the motion to defer action on the appointment to give other architects an opportunity to make their representations. He pointed out that the Mayor had supported deferment but the motion to defer was voted down.

The application referred to resulted from a letter addressed to the City Manager from Mr. Fairn which was handed to Alderman O'Brien as Chairman of the Board; and he said that he placed the letter in his file and through an oversight, had neglected to give same to the Administrator of the Hospital.

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He pointed out that at the meeting of April 14th, he had stated that the application from Mr. Fairn was the only representation which he had received; but he further pointed out that the City members of the Mental Hospital Board are all members of the Basinview Home Board which had discussed architects at a meeting a week earlier before making a recommendation to Council for the appointment of architects for the new Special Care Home tentatively planned for Brunswick Street.

No question was raised as to the legality of the recommendation of the Basinview Home Board, he said.

He concluded by saying: "In any case, it was a recommendation to Council -- Council could have turned it down at the last meeting if they had so wished. There was no attempt to put anything over on anybody; and I, myself, make no defence of the choice of architect. I was in the Chair. I did not vote on the matter but I did favour a deferment so that others could put their representations forward. I feel there is just absolutely nothing to hide, and I would be happy if the Solicitor would report. We have been in close consultation with the appropriate Provincial official, Dr. Marshall, and the hospital is to be operated as a result of Bill 44 of the last session of the Legislature under which, in my understanding, the Finance Committee of the City of Halifax will have very little to do with the matter. The Hospital Board of Management will be forced to seek the approval of the Hospital Insurance Commission, on which Dr. Marshall sits, before any definite action can be taken; and we are bound, as soon as that Bill is proclaimed, to follow the law as laid down in that Bill because we will be operating a hospital which comes under the terms, not only of Bill 44, but of the Hospital Insurance Act because the current costs are to



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be paid through the Sales Tax revenues of the Province at the present time."

Alderman A. M. Butler: "How was it that the Fairn people knew about this and knew that the item would be on the agenda, and knew that you would, perhaps be considering it that day, and no one else knew about it?"

Alderman O'Brien: "Well, I do not know how they got their initial information that the question would be considered, and, perhaps, some of the other members of the Board know -- I don't know. I have had calls from many architects because I have been on the Library Board, the School Board, the Basinview Home Board, the Mental Hospital Board while these questions have come up; and sometimes when architects have talked with me, I have said: 'Well, the School Board has a ten-year program which is going to involve some work and there are these other things which are coming up sometime.' And, various architects, I am sure, are "button-holing" many Aldermen. At the meeting of the Basinview Home Board, the Deputy Mayor had letters from a half dozen or more -- one or two of those had called me; the others I hadn't heard from at all. The same has been true in the School Board and the Library Board -- one or two will call me and the others I haven't heard of; and normally the ones who call me don't get the appointments.

"One other fact should be mentioned. We had been informed at the time of the Basinview Home Meeting that the Fairn Company had designed the most recent new Mental Hospital in Nova Scotia, the one at Waterville, N. S., the design of which, although not suitable for the City, was highly recommended by people in the field."

Alderman A. M. Butler: "I am not saying a word against the people who were recommended, at all."

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It was agreed to direct the City Solicitor to examine the matter and submit the report requested by Alderman A. M. Butler.

Annual Report - Public Service Commission

The official copy of the Annual Report of the Public Service Commission of Halifax was submitted for the year ended December 31, 1964.

MOVED by Alderman Connolly, seconded by Alderman Doyle, that the Annual Report be tabled. Motion passed.

Report - Negotiations - Local 268 I.A.F.F. (Fire Alarm Employees)

A report was submitted from the City Manager advising that after three meetings with the representatives of the International Association of Fire Fighters Local 268, no agreement has been reached on a proposed new collective bargaining agreement covering employees of the Fire Alarm Division, and Local 268 has indicated that it will apply to the Nova Scotia Department of Labor for the services of a Conciliation Officer.

MOVED by Alderman Abbott, seconded by Alderman Lane, that the City Manager be authorized to enter into negotiations with a Conciliation Officer and the Union in an effort to reach a settlement on a new Collective Bargaining Agreement. Motion passed.

Replacement - Hot Water Tank - Halifax Convalescent Hospital

A report was submitted from the City Manager advising that it has been found necessary to replace the hot water tank in the East Wing of the Halifax Convalescent Hospital.

MOVED by Alderman Abbott, seconded by Alderman Trainor that, as recommended by the City Manager, authority be granted to proceed immediately with the replacement of the hot water tank, funds in the amount of \$3,000.00 to be provided from Capital Account. Motion passed.



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Request For Permission To Hold Parade - Department of National Defence

A letter was submitted from the General Officer Commanding, Eastern Command, requesting permission to conduct the Annual Royal Canadian Army Service Corps Memorial Day Church Parade and March Past on Sunday, May 16, 1965, and to use the Grand Parade as a forming-up place for troops between 10:30 a.m. and 12:30 p.m. on that date.

MOVED by Alderman Black, seconded by Alderman Lane, that the requested permission be granted. Motion passed.

11:20 p.m. Meeting adjourned.

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After the meeting was called to order

Council attending, led by the City Clerk, joined in reciting the

Lord's Prayer.

C. A. VAUGHAN,  
MAYOR AND CHAIRMAN

There were present His Worship the Mayor, Aldermen

R. H. STODDARD,  
CITY CLERK

Abbott, Moir, Lane, A. M. Butler, Mayor Vaughan,

Also present were Messrs. P. F. G. Egan, L. Macdonald,

G. C., R. Stoddard, W. J. Clancy, A. E. Grant, G. F. West,

J. L. Leitch, K. Munnich and Dr. H. M. Page.

The meeting was called especially to consider the fol-

lowing items:

1. Narrows Bridge
2. Fence Report Re: Argyle Rotary and Fire Station

At the request of His Worship the Mayor it was agreed

to add the following items:

1. Unisacke Square Housing Project - Stage 1
2. Grant - Neptune Theatre
3. Request South End Development Group concerning  
Construction of Building on West Street

It was further agreed to consider the following items:

UNISACKE SQUARE HOUSING PROJECT - STAGE 1

A report was submitted from the City Manager respecting

Unisacke Square Housing Project - Stage 1.

MOVED by Alderman Trotter, seconded by Alderman Meagher,

that the final plans and specifications of Stage 1, Phase 1 of the

Unisacke Square Housing Project, consisting of ninety-nine housing

CITY COUNCIL MINUTES  
SPECIAL MEETING

Council Chamber,  
City Hall,  
Halifax, N. S.,  
May 7, 1965,  
2:05 p.m.

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

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

There were present His Worship the Mayor, Chairman; and Aldermen Black, Abbott, Moir, Lane, A. M. Butler, Meagher, Trainor, Connolly, O'Brien and H. W. Butler.

Also present were Messrs. P. F. C. Byars, L. Mitchell, Q. C., R. H. Stoddard, W. J. Clancey, R. B. Grant, G. F. West, J. L. Leitch, K. Munnich and Dr. E. M. Fogo.

The meeting was called especially to consider the following items:

- 1. Narrows Bridge
- 2. Fenco Report Re: Armdale Rotary and Arm Bridge

At the request of His Worship the Mayor, it was agreed to add the following items:

- 1. Uniacke Square Housing Project - Stage 1
- 2. Grant - Neptune Theatre
- 3. Request South End Development Company Limited Re: Construction of Building at Willow Tree

It was further agreed to consider the added items first.

UNIACKE SQUARE HOUSING PROJECT - STAGE 1

A report was submitted from the City Manager respecting Uniacke Square Housing Project, Stage 1.

MOVED by Alderman Trainor, seconded by Alderman Meagher, that the final plans and specifications of Stage 1, Phase 1 of the Uniacke Square Housing Project, consisting of ninety-nine housing



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units, be approved and that the revised cost estimate of \$1,580,495.00, of which the City's share will be approximately \$198,560.00, be also approved. Motion passed.

GRANT - NEPTUNE THEATRE

MOVED by Alderman Black, seconded by Alderman Connolly, that part payment of the City's grant to Neptune Theatre, in the amount of \$6,000.00 be approved. Motion passed.

REQUEST - SOUTH END DEVELOPMENT COMPANY LIMITED REGARDING  
CONSTRUCTION OF BUILDING AT WILLOW TREE

It was agreed to permit Mr. A. W. Garson to address Council on behalf of the South End Development Company Limited.

Mr. Garson stated that he was unable to proceed with the development of the land at the Willow Tree in accordance with the plans approved by City Council on April 29, 1965 because all the land is not now available as the owner of one of the properties which had been under option is now demanding an exorbitant price for same. He said that, accordingly, his architects had been instructed to prepare an alternate layout eliminating the property in question and that his principals would not be able to honor the undertaking given by them to provide a 10-foot setback from the adjacent property.

MOVED by Alderman Black, seconded by Alderman Trainor, that consideration of this matter be deferred until the South End Development Company Limited has submitted an application to Council through the proper channels and its plans for development of the Willow Tree Block.

2:25 p.m. Council adjourned to meet as a Committee of the Whole.

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PROPOSED BRIDGE ACROSS THE HARBOUR AT THE NARROWS

His Worship the Mayor: "In 1962, a study was undertaken of the additional harbour crossings with the result that in 1963, a report was placed before the Halifax-Dartmouth Bridge Commission and the three municipal bodies in this area for the construction of a bridge across the South Harbour.

"After many weeks of discussion, at a meeting held in the Police gymnasium, it was decided that the City would reject the proposal for the South Harbour crossing because the plan failed to make adequate provision for the network of streets and also because there would be great destruction of property values. Our Staff prepared a plan which showed integration of the South Harbour Crossing with downtown streets by utilizing the air rights of the Canadian National Railway trackage in the south end of the City and tying it up to a proposed bridge site across the Arm.

"This, of course, put the cost of the bridge something in the order of \$45,000,000.00 which the traffic studies indicated could not be supported by revenue and funds. The Council expressed the desire to talk about a bridge across the Narrows in place of the South Harbour Crossing. (This was listed next in priority by the Bridge Consultant, Mr. Pratley). The result of this, of course, was many weeks of discussion and a further report by Mr. Pratley where he outlined a bridge proposal. Council accepted the proposal for a bridge across the Narrows, in principle, and instructed us to negotiate further, which we did.

"The original proposal for a bridge across the Narrows dropped the traffic at Robie Street which, upon examination by our City officials, was rejected by them on the basis that this would not serve the City and impose too great a burden on the community



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by way of traffic improvements. Secondly, going up by way of Robie Street meant going up two hills by heavy traffic for which the bridge was designed.

"I asked Mr. Byars if he would have the Staff serve as technical advisors to me as the nominee of the City on the Bridge Commission, which he did; and the Staff, through the Manager, kept me supplied with information and assisted in negotiations with the Bridge Commission; and the result was that the original proposal for the Bridge at the Narrows was changed substantially to include, for the most part, what the City Staff had asked for by way of improved approaches to it to the extent of a five million dollar increase in the cost of the Bridge. This was acceptable to the Bridge Commission; and the Province, the County of Halifax, and the City of Dartmouth indicated their support for this proposal. It has been placed before us now for our consideration and the Province and the Bridge Commission look for our approval.

"At the last meeting of the Finance and Executive Committee held yesterday, I tabled a resolution in which I suggested an approach to this particular issue."

The following is the resolution referred to by His Worship the Mayor:

W H E R E A S at a meeting of the Halifax-Dartmouth Bridge Commission, held on the 9th day of March, A. D., 1965, the plans, specifications and cost estimates as submitted by Engineer H.H.L. Pratley for the proposed Narrows Bridge, were considered and approved by the Commission for submission to the Premier of Nova Scotia, the Mayor of the City of Halifax, the Mayor of the City of Dartmouth, and the Warden of the Municipality of the County of Halifax, it having been unanimously resolved that the plan dated March 4th, 1965, of a bridge at the Narrows site and the necessary approaches thereto, be approved subject to certain undertakings by the City of Halifax and the City of Dartmouth;

AND WHEREAS the undertakings by the City of Halifax, as requested by the Halifax-Dartmouth Bridge Commission, are to:

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- (a) construct at its own expense a 4-lane street from a point 30' south of the power transmission line crossing North Barrington Street, thence westerly approximately 1500' to meet the bridge approach street;
- (b) provide, coincidental with the opening of the Narrows Bridge to traffic, street connections to Kempt Road and to Robie Street from the terminus of the bridge approach street at Columbus Street, with traffic patterns in the area satisfactory to the Bridge Commission;
- (c) grant to the Bridge Commission rights of way and easements over land owned by the City for the construction of approach streets by the Commission which, on completion would become part of the street system of the City of Halifax;
- (d) accept title to and assume responsibility for the maintenance of all bridge approach streets not on elevated structure.

AND WHEREAS in order to comply with such undertakings, the City of Halifax would be required to connect certain roadways with existing streets at the following points:

1. Harbour Drive and Lady Hammond Road

Interim road connections would have to be built by the City to provide adequate traffic distribution in the vicinity of the Kempt-Windsor-Lady Hammond intersection.

2. Harbour Drive and Barrington Street

Interim road connections would have to be made with existing Barrington Street, with the Bridge Commission requiring that at least 1,500 feet of this be built to final specifications.

3. Robie Street Extension

The new Robie Street Extension shown on the bridge proposal plan terminates at Columbus Street. At this point roadways would have to be built to connect with Robie Street and Kempt Road as an interim solution.

AND WHEREAS a preliminary appraisal of the cost of these three connections indicates that the expenditure required by the City of Halifax would amount to at least \$2,000,000.00.

AND WHEREAS these three connections, arising out of the construction of the proposed Narrows Bridge and the approaches thereto would also create links between the following Provincial highways:

- a. Highway No. 1 - Halifax to Yarmouth via Valley;
- b. Highway No. 2 - Halifax to New Brunswick border;
- c. Highway No. 3 - Halifax to Yarmouth via South Shore;
- d. Highway No. 7 - Bedford to Antigonish via Eastern Shore;
- e. Highway No. 18 - Dartmouth to Waverley;
- f. Bicentennial Drive - Halifax to Enfield.



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NOW THEREFORE BE IT RESOLVED that the City of Halifax approve of the plans, specifications and cost estimates as submitted by Engineer H.H.L. Pratley to the Halifax-Dartmouth Bridge Commission on March 9, 1965, for the construction of a bridge at the Narrows site and the necessary approaches thereto and that the City of Halifax further agrees to undertake to:

- (a) construct at its own expense a 4-lane street from a point 30' south of the power transmission line crossing North Barrington Street, thence westerly approximately 1500' to meet the bridge approach street;
- (b) provide, coincidental with the opening of the Narrows Bridge to traffic, street connections to Kempt Road and to Robie Street from the terminus of the bridge approach street at Columbus Street, with traffic patterns in the area satisfactory to the Bridge Commission;
- (c) grant to the Bridge Commission rights of way and easements over land owned by the City for the construction of approach streets by the Commission which, on completion, would become part of the street system of the City of Halifax;
- (d) accept title to and assume responsibility for the maintenance of all bridge approach streets not on elevated structure.

AND BE IT FURTHER RESOLVED that upon completion of plans, specifications and cost estimates by City staff of the required street connections at the following points:

1. Harbour Drive and Lady Hammond Road

Interim road connections would have to be built by the City to provide adequate traffic distribution in the vicinity of the Kempt-Windsor-Lady Hammond intersection.

2. Harbour Drive and Barrington Street

Interim road connections would have to be made with existing Barrington Street, with the Bridge Commission requiring that at least 1,500 feet of this be built to final specifications.

3. Robie Street Extension

The new Robie Street Extension shown on the bridge proposal plan terminates at Columbus Street. At this point roadways would have to be built to connect with Robie Street and/or Kempt Road as an interim solution.

And upon acceptance or modification of such plans, specifications and cost estimates by City Council, a Committee of City Council be formed to meet with and negotiate with the Province of Nova Scotia for financial assistance in the construction of the required road improvements arising out of the construction of the Narrows

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Bridge and the necessary approaches thereto, as provided for under the provisions of Chapter 235 of the Revised Statutes of Nova Scotia (The Public Highways Act); and that consideration be given by the Province for an application to the Atlantic Development Board for financial assistance in this respect.

2:35 p.m. Alderman Richard arrives.

Alderman A. M. Butler asked the Mayor for his opinion as to the economic effect of this new bridge upon the community of Dartmouth as against the community of Halifax.

His Worship the Mayor said that in his opinion, the economic benefits to Halifax are present because no community, such as a central city like Halifax in a metropolitan area, can survive too long without adequate road links to it.

Alderman Butler stated that there are three problems before the meeting and Council's task is to sort them out in the order of priority; and he asked: What are the priorities?

His Worship the Mayor said that Council had asked for a shift in priority from a South Harbour Crossing to a Narrows Bridge after the Province had rejected the proposed South End Bridge because of the excessive cost estimate of \$45,000,000.00.

Alderman Moir: "Your Worship, I see the Narrows Bridge as the part of a whole. Twenty to thirty years from now, we are going to have to have a Narrows Bridge, an improved Rotary, one or two North West Arm Bridges, widening of the entrances, possibly a south end tower, a harbour drive extending from the south part around to the north, the railway cut covered so that we may circulate around the City; and if the City proceeds in a manner to give us a complete circulation of the City, easy access and entrance from as many parts as possible, the heart of this City will grow, the City will amalgamate with the greater areas and the Narrows Bridge will be pretty well in the center of the entire area.



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"Whether we should have the South End Bridge first or the North End Bridge first is obviously only academic now. We have an opportunity to do one or two or three stages of the development, now; and I think we should get on with the job. If we build a Narrows Bridge now and the tunnel later -- well and good; if we let the Narrows Bridge go now, we will be waiting another twenty years before we have anything else. I therefore feel we should get on with the Narrows Bridge, we should get on with the rotary, we should get on with the North West Arm Bridge, - the sooner the better."

His Worship the Mayor referred to the resolution passed by Council at its meeting on August 27, 1964, as follows:

MOVED by Alderman Wyman, seconded by Alderman Haley, that the City Council go on record as approving in principle the Premier's proposal of a bridge across the Narrows as contained in his letter of August 21, 1964; and that in so doing, we record our concern that in conjunction with this, we should reconsider the necessary improvements to Robie Street as a link with this bridge to the South End of the City and a bridge across the North West Arm. Motion passed unanimously.

Alderman Matheson contended that the motion implies that the Narrows Bridge was to be an artery to bring traffic into the downtown area and he said that some members of Council have expressed concern that the new concept of the Narrows Bridge tends to obviate the downtown movement by leading people across the northern end of the peninsula. He expressed agreement with Alderman Moir's projection of future needs but said there is an immediate problem of revitalizing the downtown area, and this can only be accomplished by funnelling traffic in that direction for the economic benefit of the downtown area.

His Worship the Mayor said Alderman Moir's remarks imply that the Narrows Bridge proposal had been modified, and he said that the proposal of last August has not been modified but would

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have to be negotiated, the Bridge Commission having stated that they cannot go any further on the financing of the Bridge because of the anticipated toll revenue; and he said that anything beyond this is a matter of determination by the Province.

Alderman O'Brien: "Your Worship, I think there should be a link between the North West Arm Bridge and the Narrows Bridge in our thinking, as well as in traffic in the future. I think what Alderman Matheson said about the concern in the downtown area is a serious and reasonable concern; and, unless any Narrows Bridge that is built does so feed to the south end in Halifax as to be a real link with the heart of the City and if it can be linked according to our approval in principle earlier with a North West Arm Bridge, then obviously we create a major north-south artery in the City, which is Robie Street; and there is some possibility that the Narrows Bridge will not then be solely for Dartmouth and the County. I think there is a risk of it being a by-pass unless the traffic arteries are worked out. Therefore, I think we have to insist on some agreement on the priorities as between the Rotary and the North West Arm Bridge before we sign on the dotted line on the Narrows Bridge."

"I accept the position that the Finance and Executive Committee took yesterday with respect to the North West Arm Bridge coming ahead of the Rotary because I think that in the interests of the City of Halifax, this is a key to many of our other requirements -- land for whatever it may be. With hospitals and universities eating up land in the South End, this is the quickest way to get land that is close to downtown Halifax - to concentrate attention on that bridge. It is possible that we could go for both the Narrows Bridge and the Arm Bridge at the same time, with the rotary coming immediately after the Arm Bridge is open; but I think we



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must be careful not to make the mistake we made on the Bicentennial Entrance of agreeing to a proposition and saying -- 'We will negotiate our conditions afterward.' We got some conditions in first, but the important financial consideration we never did get looked after afterwards because we lost our bargaining power."

His Worship the Mayor said that the outline given by Alderman O'Brien is the proper one for Council to approach because Council must be thinking of an overall transportation policy, and the Staff is in the process of preparing one for consideration by Council and have given agreement in principle to the proposed Robie Street link which was suggested back as far as 1960. He said that such a link would be meaningless if it did not have a terminal at either end - the Narrows Bridge at one end and the North West Arm Bridge at the south end of Robie Street.

Alderman Moir contended that neither of the three projects - the Narrows Bridge, the North West Arm Bridge and the Armdale Rotary should have priority over the other but that the three are of equal importance and should come at once; and, if it is economically feasible with the help of the Bridge Commission, the Atlantic Development Board and the Province of Nova Scotia, the three jobs should be proceeded with at once.

Alderman O'Brien referred to plate number 7 in the report of the Foundation of Canada Engineering Corporation Limited, which plate is scheme number 1 of the suggested improvements at the Armdale Rotary; and he said that there is, understandably, in the minds of a great many people, urgent need to effect some improvements at the Rotary and if the assumption of some of the aldermen that a complete reconstruction of the rotary is not possible until after a North West Arm Bridge is completed, then a portion of the improvements could be commenced with by constructing a spur from the

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Herring Cove Road over the North West Arm water to link up with Quinpool Road, and outgoing traffic could feed on to this by a left turning lane on Quinpool Road.

He contended that implementation of such a suggestion would provide some general relief at very little cost at a very early date and such a device could be integrated with the whole scheme at a later date and allow the North Arm Bridge construction to proceed.

His Worship the Mayor said that he had invited Mr. L.J. Burke, General Manager of the Halifax-Dartmouth Bridge Commission to be present at today's meeting to answer any questions that might arise. He referred to a question raised at the meeting of the Committee on Works held yesterday about the need for a second harbour bridge and as to the reason certain improvements cannot be effected at the Dartmouth approaches to the present bridge which would help the traffic flow on the bridge; and he asked Mr. Burke if he could answer the questions.

Mr. Burke said that the need for a second bridge is obvious to anyone who observes the congestion which exists at peak hours. He said that the Angus L. MacDonald Bridge is a "maverick" in that it does not conform to known patterns and he said that in 1964, there was an increase in traffic of 7.27% and this year to date, the increase is running to about 9.5%. He contended that when traffic reaches a volume of over 22,000 vehicles on week days as it does at present, that it indicates the need for another bridge.

In answer to a question by Alderman Butler, Mr. Burke said that in the opinion of experts' advice sought by the Bridge Commission, a rotary on the Dartmouth side would not be feasible



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as it would only provide minor relief and furthermore, there is not enough land left on the Dartmouth side for such a device.

Alderman O'Brien asked how much of the increased traffic is caused by the existence of K-Mart in Dartmouth, and Mr. Burke said that all he could say was that on the day the K-Mart opened, there was an all-time daily record for traffic over the bridge. He said that to say how much of the traffic is caused by K-Mart, it would be necessary to institute an origin-destination survey.

Alderman O'Brien said that such a question is pertinent to the Narrows Bridge and if a survey should uncover the relationship of traffic to the new shopping centers in Dartmouth, both present and planned, it is a warning to the City of what may happen to the various shopping districts in Halifax -- the Gottingen Street, downtown and Spring Garden Road shopping districts insofar as they serve the Metropolitan area.

He said that the Narrows Bridge could provide a link between the shopping centers in the North End of Halifax with the Dartmouth shopping centers and Council has to consider carefully the effect on the economy of the downtown area of such a link.

Alderman Matheson said that there is an impression that it is at the Dartmouth side of the bridge and the east bound traffic that creates a great deal of the congestion and that, therefore, the bridge is not being used to capacity; and he asked if Mr. Burke agrees or disagrees with such an impression.

Mr. Burke replied that it was the opinion of experts that a maximum of 1,300 or 1,400 cars per hour in one direction was the ideal volume, and that the volume at the present time now approaches 1,600 vehicles per hour.

Mr. Burke said that the Bridge Commission had requested

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the City of Dartmouth to eliminate left-hand turns at the Windmill Road and Wyse Road intersection but were told by the City that they did not feel that it is necessary at this time.

Alderman Moir contended that the only indication that can be taken from Mr. Burke's remarks is that a second bridge across the harbour is absolutely necessary.

Referring to the North West Arm Bridge, Mr. Burke stated that Mr. Pratley, the consulting engineer, had estimated that the maximum time required for construction of the Arm Bridge would be two and one-half years but he felt that that estimate could be shaded.

His Worship the Mayor asked Mr. Burke if the Bridge Commission had considered a link between Prospect Road and Spryfield as part of the Arm Bridge approaches, and Mr. Burke replied in the negative.

Alderman Matheson asked Mr. Burke what effect he thought the Narrows Bridge would have on the economy of the downtown area of Halifax and Mr. Burke said that he would not be prepared to answer that question.

MOVED by Alderman Trainor, seconded by Alderman A. M. Butler, that consideration of the whole matter be deferred until such time as Council has received the report on the meeting with the Premier and Minister of Highways.

It was agreed to hear any interested citizen who wished to speak.

Mr. Robert Strand appeared on behalf of the Gottingen Street Merchants Association and stated that he felt he could also speak for the Downtown Merchants Association as well as the Gottingen Street group because he had had conversations with the