

Council,
June 29, 1965.

and that agreement to this order of priorities be sought from the Province of Nova Scotia;

AND BE IT FURTHER RESOLVED that negotiations be entered into with the Province of Nova Scotia to commence the planning of the North West Arm Bridge in advance of the date suggested in the report of Foundation of Canada Engineering Corporation Limited.

After further discussion, the Resolution was put and passed. Aldermen A. M. Butler and LeBlanc voting against.

The following communications were submitted:

1. Letter from Mr. P. J. Andrews, Chairman of the Spring Garden Area Business Association Re: Second Harbour Crossing;
2. Brief from the Halifax Board of Trade Re: Armdale Interchange, North West Arm Bridge and Harbour Crossing

LETTER RE: GARBAGE REGULATIONS

The following letter was submitted:

Halifax Civic Workers Union Local 108,
North End Branch, P. O. Box 1406,
Halifax, N. S.,
June 23, 1965.

To: Members of the Halifax City Council

Your Worship and Aldermen:

Our Union feels compelled to bring before the attention of City Council recent events pertaining to garbage collection since the introduction of the new regulations.

Prior to the regulations coming into effect our members employed in garbage collection, were made aware of the regulations and took the trouble to inform many citizens about the details. All queries advanced by the public were courteously answered by the garbage employees.

We were informed by the Commissioner of Works and Buildings at a meeting held at the City Field on Monday, June 14th, 1965, that these regulations would be carefully adhered to and that the City administration would stand back of the garbage employees in their dealings with the public in carrying out the terms of the regulations. The employees were advised to endure any abuse levied at them by the public as a result of the new regulations.

On Monday, June 21st, our members proceeded to collect garbage under the terms of the new regulations. Garbage placed in

Council,
June 29, 1965.

cartons or undersized containers were left on the street. Our members were abused for not collecting this garbage and were told that, notwithstanding the regulations, such garbage although not placed in proper containers, would be collected by the City.

On Tuesday, June 22nd, much to our surprise, our members were informed to commence collecting garbage in undersized containers, and arrangements were also made to collect garbage left during the previous day's collection. This places our members in an awkward position, as it indicates that it is our members who are determining under what conditions garbage is to be collected, whereas our members are working under the direction of City administration and are carrying out their duties in accordance with the new regulations.

We protest this change of policy, which was made apparently without consulting the Union or the appropriate Committee of Council, and in view of the confusion which has resulted from this change of policy, we would ask the City Council to review this entire matter and clarify the issue as to whether we are still working under the terms of the new regulations or under the previous system of collecting waste, regardless of the manner in which it was placed out for collection.

We would appreciate the City Council clarifying this problem.

Yours very truly,

(Signed)

Charles A. MacDougall,
President.

Alderman LeBlanc requested an explanation of Paragraph #5 which was given by His Worship the Mayor and Commissioner of Works.

Alderman O'Brien requested the matter be referred to the Public Health and Welfare Committee for consideration and that the Commissioner of Works submit a recommendation for the 2-inch change in the height of garbage cans and any other matter which may arise from such Regulations.

The matter was then referred to the Public Health and Welfare Committee.

Meeting adjourned 12:25 a. m.

HEADLINES

Minutes - May 27, 1965, approved.

Approval of Order of Business - Additions or Deletions 509

Deferred Business:

Call for Tenders for 265 Parking Meters 511

Council,
June 29, 1965.

Parking Meter Rate - Ten Cents per Hour and the Elimination of the Use of Pennies	511
Increase in Fine for Parking Meter Violation - \$2.00	511
Sale of Sewer System to Public Service Commission	511
Salaries - Non-Union Employees	
<u>Motion of Rescission:</u>	
Motion - Alderman A. M. Butler to Rescind Resolution of Council, April 15, 1965 Re: Architects for New Mental Hospital	511
<u>Public Hearings:</u>	
Public Hearing - Rezoning - #5282 Kent Street and Adjoining Lot Fronting Green Street from R-3 Zone to Park and Institutional Zone	514
Rezoning #6184-6198 Jubilee Road from R-2 Zone to C-1 Zone	515
Rezoning Land - Corner Jubilee Road and Walnut Street from C-1 Zone to R-2 Zone	515
Petitions & Delegations.	
<u>Report - Finance and Executive Committee:</u>	
Possible Acquisition - #2333 Maitland Street	516
Possible Acquisition - #5220 Gerrish Street	517
Proposed Lease - #5221 Duke Street - Cooke Sales Limited	517
Withdrawal of Offer - #3518 Robie Street	517
Possible Acquisition - #2360 Brunswick Street	517
Possible Acquisition - #2412 Brunswick Street	518
Possible Acquisition - #2370 Maitland Street	518
Possible Acquisition - #229 Lower Water Street	518
Authority to Expend in Excess of \$1,000.00	518
Freight Charges - Purchase of Crane for Incinerator	519
Tenders - Renovations and Hot Water Storage Tank - Halifax Convalescent Hospital	519
Supplementary Appropriation - 316 "C", Salaries Recreation Commission	519
Supplementary Appropriation - 316 "C", Last Post Fund	520
Sewer Installation - Belmont on the Arm, Subdivision	520
Sewer Installation - Emscote Subdivision	520
Sewer Installation - Thornvale Avenue and Webster Terrace Chebucto Road Widening	521
Brunswick Street Widening and Installation of Storm Sewer	526
Capital Borrowing - Forum Commission - Heating Plant	527
<u>Report - Committee on Works:</u>	
Payment of Claim - Mr. T. B. Gorman	528
Payment of Claim - Dr. A. Shears	528
Installation - Sidewalk - Monaghan Drive	529
Tenders - Demolition - #1460 Birmingham Street	529
Roadway Width - Construction Equipment Ltd., 135 Lower Water Street	530
<u>Report - Safety Committee:</u>	
Alteration to Establishment of Fire Department	530
Course of Instruction - Radar Speed Meter	530
<u>Report - Public Health & Welfare Committee:</u>	
Tenders for Station Wagon - Basinview Home	531
<u>Report - Town Planning Board:</u>	
Rezoning Land East Side of Windsor Street and Kempt Road (Strawberry Hill) from R-3 Zone to C-2 Zone	531
Preparation of Ordinance Re: Agreements with Private Developers	533
Institution of C-4 Zone - Halifax Zoning By-law	533

Council,
June 29, 1965.

Application to Amend Zoning By-law to Create a C-4 Zone	533
Alteration to Subdivision - #3238, 3250-52, Lots 3 and 4 Veith Street and Lot #7 Barrington Street	533
Alteration to Subdivision - Lots "A" and "B" - Young Ave.	533
Conveyance of Land - Inglewood "B" Subdivision	534
Extension to Non-conforming Building - #1115-1117 Lucknow Street	534
Extension to Non-conforming Building - #6298 Young Street	534
Extension to Non-conforming Building and Modification of Sideyard Requirements - #2287 Brunswick Street	535
<u>Motions:</u>	
Motion, Alderman O'Brien Re: Extension of Municipal Development and Loan Fund	535
Motion - Alderman Moir Re: Amendment to Ordinance No. 108 "City Prison"	538
<u>Miscellaneous Business:</u>	
Accounts Over \$1,000.00	539
Application to Rezone #6287 & 6299 Liverpool Street from R-2 Zone to R-3 Zone	539
Application to Rezone Five Parcels of Land Adjacent to Dalhousie Campus from R-3 Zone to Park & Institutional Zone	539
Letter - H. H. Marshall Limited Re: Land - MacIntosh St.	539
Letter - Brunswick Street United Church Re: Provision of a Hostel Home	540
Letter - Leslie R. Fairn & Associates	540
<u>Questions:</u>	
Question - Alderman Richard Re: Dairy Queen - Dutch Village Road	540
Opinion from the City Solicitor - Alderman A. M. Butler	541
Question - Alderman Doyle Re: Africville	541
Question - Alderman LeBlanc Re: Tree Planting - North Park Street	542
Question - Alderman Connolly Re: 2456 Brunswick Street	542
Question - Alderman O'Brien Re: Aquarium	542
Question - Alderman Doyle Re: Elimination of City Dump	543
Question - Alderman Richard Re: Rehabilitation of the Commons and Fires on the City Dump	543
Question - Alderman Moir Re: Centennial Project	544
Question - Alderman O'Brien Re: Urban Consolidation	544
<u>Notice of Motions:</u>	
Notice of Motion - Alderman Black Re: Relocation of the City Dump	544
<u>Added Items:</u>	
Lord's Day Permit	545
Letter - Retail Merchants' Association Re: Harbour Bridge	546
Account for Personal Guide Books - Tourist Bureau	547
Narrows Bridge	547
Letter Re: Garbage Regulations	555K

C. A. VAUGHAN
MAYOR AND CHAIRMAN

R. H. STODDARD
CITY CLERK

Dr. E. M. Jogo

CITY COUNCIL
MINUTES

Council
July 15, 1965

MINUTES - MAY 7 AND JUNE 17, 1965

Council Chamber,
City Hall,
Halifax, N. S.,
July 15, 1965,
8:00 p.m.

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

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

There were present Mayor C. A. Vaughan, Chairman; Aldermen Black, Abbott, Moir, Lane, A. M. Butler, Matheson, LeBlanc, Trainor, Connolly, Richard, Doyle, Meagher and H. W. Butler.

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

PRESENTATION - ROYAL CANADIAN HUMANE ASSOCIATION
AWARD TO CONSTABLE KENNETH MACKENZIE

At this time, Mr. C. L. Illsley, Commissioner and Nova Scotia Representative of the Royal Canadian Humane Association, called upon His Worship the Mayor to present a Royal Canadian Humane Association Citation to Constable Kenneth MacKenzie in recognition of his "prompt action and presence of mind in attempting to rescue Clarence S. Garrison from drowning, Halifax Harbour, Halifax, Nova Scotia, September 5, 1963".

His Worship the Mayor presented the Citation and highly congratulated Constable MacKenzie for the honour bestowed upon him.

Council,
July 15, 1965.

MINUTES - MAY 7 AND JUNE 17, 1965

MOVED by Alderman Connolly, seconded by Alderman Abbott, that the minutes of the meeting of Council held on May 7, 1965, be approved. Motion passed.

MOVED by Alderman Connolly, seconded by Alderman Richard, that the minutes of the meeting of Council held on June 17, 1965, be approved. Motion passed.

APPROVAL OF ORDER OF BUSINESS - ADDITIONS OR DELETIONS

The following additions were submitted:

1. Nominations - Board of Visitors - Basinview Home.
2. Nomination - Board of Visitors - Halifax Mental Hospital.
3. Application to Rezone - R-3 to Park and Institutional Zone - 5651 Inglis Street.
4. Application to Rezone - R-3 to Park and Institutional Zone - 2700-2702 Windsor Street, corner of Summitt Street; R-2 to Park and Institutional Zone - 6233 Summitt Street.
5. Downtown Parking Garages.
6. City Dump
7. Economic Feasibility Study - Larry Smith and Associates.

MOVED by Alderman Moir, seconded by Alderman Richard, that the items listed be added to the Order of Business and that item 17(e) "Letter - Board of Trade Re: Armdale Interchange, North West Arm Bridge and Harbour Crossing" and 17(f) "Letter - Chairman, Spring Garden Area Business Association Re: Harbour Crossing" be considered immediately after Item 6(a) "Motion, Alderman A. M. Butler to Reconsider Resolution Re: Narrows Bridge". Motion passed.

Council,
July 15, 1965.

DEFERRED BUSINESS

Call for Tenders for 265 Parking Meters

Deferred in Safety Committee.

Parking Meter Rate - Ten Cents per Hour and the
Elimination of the use of Pennies

Deferred in Safety Committee

Increase in Fine for Parking Meter Violation - \$2.00

Deferred in Safety Committee.

Sale of Sewer System to Public Service Commission

Deferred pending Staff Report.

Salaries - Non-Union Employees

The following Report and proposed 1965 Salary Ranges for Non-Union Classifications were recommended by the Finance and Executive Committee at a meeting held July 15, 1965:

"The Committee reviewed in detail with the City Manager the salary scales of employees of Civic departments whose rates of pay are not covered by Union Collective Bargaining Agreements. This review did not include nursing staff positions in the Halifax Mental Hospital, Halifax Civic Hospital or Basinview Home, which, because of cost sharing arrangements with the Nova Scotia Government will be reviewed to provide equalization with nursing salaries authorized by the Province of Nova Scotia.

MOVED by Alderman Lane, seconded by Alderman Black, that this Committee recommend to City Council:

- (a) that the following salary ranges be approved, effective January 1st, 1965, for positions listed which are not covered by Union Collective Bargaining Agreements;
- (b) that the City Manager be authorized to adjust salaries to the requisite revised salary step, effective January 1st, 1965;
- (c) that the City Manager be authorized to grant step increases to employees on anniversary dates in all cases where rating of work done merits an increase in pay;
- (d) that the City Manager be instructed not to authorize an increase in salary step for the Personnel Officer until such time as the incumbent in that Position becomes fully qualified for personnel work;

Council,
July 15, 1965.

(e) that whereas the salary scale for the position of Development Officer has been recommended on the basis of the salary scale initiated at the time of employment of the present incumbent, in the event of change of incumbent, the salary scale for the new incumbent in the position be set by the Finance Committee, following a report by the City Manager."

<u>Position</u>	<u>Position Index</u>	<u>Proposed 1965 Salary Range</u>
Dental Assistant (Part Time)	1	1589 - 1986
Audiometer Operator	9	2648 - 3177
Assistant Stableman	9	2648 - 3177
Dogcatcher	10	2781 - 3310
Stableman	10	2781 - 3310
Dental Assistant (Full Time)	11	2913 - 3443
Asst. Mechanic (Police Dept.)	12	3044 - 3575
Mechanic (Police Dept.)	15A	3443 - 3972
Meter Repairman (Police Dept.)		4500
Court Reporter	17	3706 - 4303
Bailiff	17A	3706 - 4468
Dental Hygienist	19	3972 - 4634
Prison Matron	19	3972 - 4634
Secretary 1	31	3960 - 4680
Committee Clerk	32	4140 - 4860
Cemetery Foreman	32	4140 - 4860
Parks Foreman	32	4140 - 4860
Asst. Superintendent Parks and Grounds	33	4320 - 5100
Secretary 2	33	4320 - 5100
Electrician Foreman	34	4500 - 5340
Dentist (Part Time)	35	4680 - 5580
Foreman (Works)	36	4860 - 5820
Deputy City Electrician	37	5160 - 6120
Deputy Chief Accountant	37A	5220 - 6180
Incinerator Supervisor	38A	5460 - 6420
Nutritionist	39	5580 - 6540
Deputy City Collector	39A	5700 - 6660
Asst. Supt. Operations	39A	5700 - 6660
Supervisor Basinview Home	39A	5700 - 6660
Chief Public Health Inspector	40	5820 - 6780 (b)
Mechanical Superintendent (Fire)	40X	6240 - 6780
Director Emergency Measures	40A	5940 - 6900
Chief Draftsman	41	6060 - 7020
Chief Surveyor	41	6060 - 7020
Building Inspector Super.	41	6060 - 7020
Chief Accountant	41	6060 - 7020
Deputy City Clerk	41	6060 - 7020
Office Manager (Works)	41	6060 - 7020
Supervisor Parks & Grounds	41	6060 - 7020
Deputy Warden - City Prison	41X	6189 - 7105 (a)
Clerk of the Court	41A	6180 - 7140

Council,
July 15, 1965.

Director Tourist Bureau	41A	6180 - 7140
Assistant Planner 1	42A	6360 - 7320
City Electrician	42A	6360 - 7320
Engineer 1	42A	6360 - 7320
Internal Auditor	42A	6360 - 7320
Purchasing Agent	42A	6360 - 7320
Deputy City Assessor	43	6540 - 7500
Administrative Assistant	43A	6660 - 7620
Assistant Solicitor 1	44A	6900 - 7860
Platoon Chief (Fire)	44X	6954 - 7950
City Collector	45	7020 - 7980
Engineer 2	45	7020 - 7980
Superintendent of Operations	45	7020 - 7980
Traffic Engineer I	45	7020 - 7980
Property Management Officer	45A	7140 - 8100
Deputy Fire Chief	45X	7140 - 8100
Asst. Planner 2	46A	7320 - 8400
City Clerk	47	7560 - 8700
Deputy Chief of Police	47X	8100 - 8700
Personnel Officer	48	7800 - 9000
Deputy Building Inspector	48A	7980 - 9180
Engineer 3	48A	7980 - 9180
Warden - City Prison	48X	7750 - 9257 (a)
Assistant Solicitor 2	48A	7980 - 9180
City Assessor	50	8400 - 9720
Traffic Engineer 2	50	8400 - 9720
Deputy Commissioner of Finance	50	8400 - 9720
Fire Chief	51	8700 - 10080
Senior Planner	51	8700 - 10080
Director Dental Services	53	9360 - 11040
Chief of Police	54	9720 - 11520
Deputy City Solicitor	54	9720 - 11520
Engineer 4	54	9720 - 11520
Medical Officer	54	9720 - 11520
Director of Planning	55	10080 - 12000
Director of Medical Services	57	11040 - 13200
Commissioner of Finance	58	11520 - 13800
Commissioner of Works	59	12000 - 14400
Commissioner of Health	60	12600 - 15000 (a)
City Solicitor	60	12600 - 15000 (a)
Development Officer	62	13563 - 16146
Welfare Officer	P.	6480 - 8550 (c)
Social Worker	P.	5100 - 6900 (c)

Note: (a) Salary range revised recently by City Council.

(b) To adjust Chief Health Inspector to comparative Province of Nova Scotia rates.

(c) Social Workers and Welfare Officer adjusted to Province of Nova Scotia salary range to facilitate cost sharing for Welfare costs.

MOVED by Alderman Black, seconded by Alderman Abbott,

that the foregoing Recommendations and Proposed 1965 Salary

Council,
July 15, 1965.

Adjustments for employees not covered by Union Bargaining Agreements be approved.

The motion was put and passed, eleven voting for the same and two against it as follows:

For the motion: Aldermen Black, Abbott, Moir, Lane,
Matheson, A. M. Butler, Meagher,
LeBlanc, Doyle, Richard and
H. W. Butler - 11 -

Against it: Aldermen Trainor and Connolly - 2 -

Alderman Trainor: gave notice of reconsideration.

MOTIONS OF RECONSIDERATION

Motion - Alderman A. M. Butler to Reconsider Resolution
Re: Narrows Bridge

MOVED by Alderman A. M. Butler, seconded by Alderman Black, that the Resolution approved by Council at the meeting held on June 29, 1965, and relating to the Narrows Bridge, be reconsidered.

After Alderman A. M. Butler gave his reasons for the reconsideration, the motion was then put and passed.

The City Clerk then read the following resolution:

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

Council,
July 15, 1965.

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:

- (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.

Council,
July 15, 1965.

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.

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;

Council,
July 15, 1965.

(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 Bridge and the necessary approaches thereto.

MOVED by Alderman Matheson, seconded by Alderman Moir, that the foregoing resolution be approved.

Alderman Black said that although he agreed entirely with the suggestion that the long-term planning approach to a Bridge across the Harbour is the south-end crossing whether it be a Bridge or a tunnel, he thought the accusations made in the local press at times that the City Council is wholly responsible

Council,
July 15, 1965.

for any holdup of these things is incorrect and ill advised. He advocated that unless the City can make an arrangement with the Province and the Halifax-Dartmouth Bridge Commission whereby, even if the City accepts the Narrows Bridge, it would also involve an Arm Bridge, be it part of a three-bridge or a tunnel-two bridge approach to the matter, the City will not get an Arm Bridge for another 15-20 years when the Bridge Commission finally feels the traffic is sufficient to warrant a south end bridge. He urged that approval not be given to any Bridge across the Harbour unless it is tied in as part of a package deal to include a North West Arm bridge to be worked out on such terms and at such location as may be agreed upon by the Province of Nova Scotia, the Halifax-Dartmouth Bridge Commission, the City of Halifax, the County of Halifax and the City of Dartmouth. He said he favored a south end bridge.

At the request of Alderman Matheson, the City Manager reported verbally on the recent conference held by representatives of the City Council and the Premier of the Province to discuss adequate arrangements for harbour crossings and for improvement to the western approaches to Halifax. He said the Province felt that the first priority would be the reconstruction of the Rotary and the Premier indicated that the Province would oppose any delay in improvement to the Rotary in favor of a North West Arm Crossing. He further stated that the Premier suggested that the City Council should speak together on this matter, as the City of Dartmouth and the County of Halifax had given approval to the Narrows Bridge and the City of Halifax had not yet done so, and that if the City of Halifax and the County of Halifax came to an agreement whereby they jointly

Council,
July 15, 1965.

would pick up 20% of the guarantee of a North West Arm bridge, then the Premier was ready to ask the Government to assume the guarantee for 60% of the cost. He said the meeting then closed with the attitude that the matter should be discussed and a decision reached.

Alderman Lane said that, as one of the five Council representatives attending the meeting with the Premier, she recalled rather stunning figures used relating to the cost of the south end crossing and she requested that the City Manager review these cost figures. She said she had received the impression that the Provincial Government was not inclined to participate.

The City Manager related the cost figure for the Bridge at George's Island to be 40 million dollars and that the City of Halifax, because it did not agree with the location that had been suggested by Mr. Pratley, had added 12 million dollars to the cost. He said he had certain views relating to these costs which could be brought forward at the proper time.

Alderman Richard said he had concurred with the statements made by Alderman Black. He felt that the City of Halifax should take a very hard look at the cost participation in the Narrows Bridge if the City approves of the same; and he referred to the comments of Mayor Zatzman that Halifax City Council is holding up the proposed Narrows Bridge, is stifling development in Dartmouth and in the metropolitan area. He suggested that if this is the case, the County and the City of Dartmouth were both quick to approve of this because they had very little to lose in their most precious asset which is land and the City of Halifax is the biggest participant in this

Council,
July 15, 1965.

proposal insofar as land and relocation of existing roadways and expense is concerned.

MOVED by Alderman Richard, that this Council recommend to the Bridge Commission or negotiate with the other parties that the guarantee be divided as follows: Province of Nova Scotia - 60%; City of Halifax and City of Dartmouth - 15% each; and the County of Halifax - 10%.

Alderman Moir strongly felt that the figures presently before the City for a Narrows Bridge and a south end bridge and/or a south end tunnel are probably considerably off base; and he suggested there is merit in the request of the Spring Garden Road Merchants Association for a study. He suggested the resolution of the last meeting should be defeated and resolutions passed requesting the government to open up entire consideration of a south end bridge or tunnel.

Alderman Matheson contended that if it is impossible to build a south end bridge or tunnel, the next best thing should be considered on its merits, a Narrows Bridge. He advocated that a cost benefit study is not necessary to determine that a south end Bridge would be of much greater benefit to the downtown area of Halifax. He recognized a duty to the City, not only the Downtown Merchants, to save the downtown area because without it the heart of the City is gone; and if a Narrows Bridge were built, some other way must be found to preserve the competitive position of the Downtown Merchants. He suggested this could be done by the help of traffic improvements and parking garages in the downtown area. He contended that if a cost benefit study is going to show that the south end bridge is not going to be self-liquidating

Council,
July 15, 1965.

and must be subsidized by the partners, a stone wall will present itself and the bridge will not be built.

Alderman Connolly contended that improvements to the Dartmouth entrance of the Angus L. Macdonald Bridge may alleviate congestion of bridge traffic. He pointed out that if a Narrows Bridge were built, seven to ten thousand vehicles would be using streets in the north end of the City which are presently overcrowded with traffic.

Aldermen Matheson and Connolly advocated that investigations should be carried out respecting the possibilities of the National Harbours Board building a bridge in the City.

MOVED in amendment by Alderman Black, seconded by Alderman H. W. Butler, that this Council consent to the Narrows Bridge as referred to in this motion provided that the North West Arm Bridge be agreed upon by the Province of Nova Scotia and the Halifax Dartmouth Bridge Commission to be erected at such location as may be agreed upon by the City, the Halifax-Dartmouth Bridge Commission, the County of Halifax and the Province of Nova Scotia as part of the package proposal in which is included the refinancing of the Angus L. Macdonald Bridge, the proposed Narrows Bridge and a bridge across the North West Arm.

Alderman A. M. Butler contended that the suggestions for a cost benefit study were made, not to reveal the cost of the bridges, but to reveal suggestions of the economic forecast of the downtown business area and to see what the impact would be on the existing business communities if a second bridge were built in the north end of the City. He suggested that the resolution being reconsidered be removed and then proceed with

Council,
July 15, 1965.

a new resolution tied in with the one passed May 7, 1965.

Alderman Moir said he could not support the motion or the amendment because he was not certain that a south-end crossing is not possible.

His Worship the Mayor was permitted to make the following statement from the Chair:

"Without a doubt, the construction of the Angus L. Macdonald Bridge was the catalyst in bringing about the rapid growth of Dartmouth and the urbanization of the fringe areas beyond the limits of that town, which culminated in the annexation of the surrounding suburban areas, with the result that the City of Dartmouth has grown to approximately 55,000 people today.

"Even the most biased person would admit that this growth would have been impossible had the only links been the continuation of the ferries and the fourteen mile drive around Bedford Basin.

"A great part of the metropolitan growth, therefore, has gone to the eastern side of Halifax Harbour, with many new homes, and more recently a move of industries into this area. Halifax has lost by direct moves E. M. I. Cossar plant, Guildford's Limited, and now, most recently, Canadian Liquid Air plant.

"What will be the result of additional crossings? Will it be a further drain of Halifax' industrial base, leaving us with an ever-increasing amount of tax free properties, as represented by hospitals, university buildings and charitable institutions?

Council,
July 15, 1965.

"It has been broadly stated that the area development will be seriously retarded if another harbour crossing is not built, because the ever-increasing traffic on the Angus L. Macdonald Bridge will soon reach a point of saturation and the very congestion on that Bridge will be an inhibiting factor to the growth of Dartmouth.

"I suppose we will be accused of being selfish in our attitude if we take the view that we have no concern about harbour crossings. To what extent will Halifax benefit by additional links across the Harbour? Will retail business grow in Halifax because of the convenience? I very much doubt it. Will there be a further expansion of industrial opportunities on either side of the Harbour with additional crossings? Again, one can only have serious doubts about this aspect to our economy.

"The proposal with respect to the Narrows Bridge, which was discussed with the Premier and the Warden of the County and the Mayor of Dartmouth last August in the Premier's office, suggests that the Province will guarantee 60% of the bond issue; the County of Halifax to assume 5%; the City of Dartmouth 13% and the City of Halifax 22%.

"The County of Halifax will not be involved financially in any street or road improvements arising out of the construction of the bridge. The Dartmouth side of the bridge, as proposed in the Pratley plan, would carry the bridge approaches beyond the Toll Plaza to the extension of Windmill Road near Wallis Heights, where a complete interchange will be constructed, at the Bridge Commission expense, and then by a road, a mile and

Council,
July 15, 1965.

a half through undeveloped land to meet up with the Micmac Rotary. There does not appear to be any responsibility on the part of the City of Dartmouth to assume any costs with respect to bridge approaches and connecting links with city streets.

"The situation on the Halifax side of the Narrows Bridge is somewhat different. By agreement reached with the Bridge Commission, which agreement was placed before the City Council of Halifax, it is estimated that the cost of making the connections between where the Bridge Commission have limited the approach roads, and I refer particularly to the Barrington Street spur, the Kempt Road-Robie Street connections and the Lady Hammond Road-Fairview overpass connections, will involve the City in very great expenditures.

"We have an indication from the Province of Nova Scotia, by letter from the Minister of Highways, in reply to a submission made by the Mayor, that the Province is prepared to agree to a maintenance agreement on certain City streets which are deemed to be connecting links with Provincial highways, and have indeed agreed to discuss, upon the presentation of proper plans and estimates, cost-sharing of these links on a capital construction basis.

"The question now appears - will the City of Halifax derive any benefits and will it share in growth potential arising out of the construction of a second harbour crossing?

"The Bridge Commission has included as part of its Halifax approaches part of the Harbour Drive, which was planned by our planning staff and accepted in principle by City Council some time ago.

"If the Narrows Bridge is to be constructed, it should be

Council,
July 15, 1965.

on a different financial basis than that suggested, because it must be borne in mind that the bridge itself, which will be financed by the Bridge Commission at a cost of approximately 20- $\frac{1}{2}$ million dollars, will not provide the adequate links to our City street system, and it appears that the City of Halifax will be involved in considerable expense beyond the end of the bridge approaches as determined by the Bridge Commission.

"The City of Dartmouth, which will get the major benefit in economic growth as the result of the bridge, will not be required to make any capital contribution to the roads beyond the bridge links because, in the only two cases where the bridge roads meet with established street pattern in Dartmouth, they are paid for in their entirety by the Bridge Commission.

"There is no reason why this should be so. I think it would be well to look at the financial arrangements of the Narrows Bridge to see if the Bridge Commission would not force the City of Dartmouth to make a contribution to the new Dartmouth road, which is estimated to cost 2 $\frac{1}{2}$ million dollars, and make by way of a grant and money so saved as a contribution to the City of Halifax for its revised street patterns, which must emerge with the construction of the bridge, and further that the guarantee should not be based upon any question of assessment or population but rather should be divided evenly between the City of Halifax and the City of Dartmouth. The revised formula for the guarantee of this bond issue would, therefore, be: Province 60%; County to remain at 5%; Dartmouth 17 $\frac{1}{2}$ %; Halifax 17 $\frac{1}{2}$ %.

Council,
July 15, 1965.

"The City of Halifax has received a report from the Canadian Bechtel Company on the subject of the feasibility of a south harbour crossing by means of an under-water tube, sometimes described as a tunnel. If the City is to consider a south harbour crossing instead of the bridge at the Narrows, then it should give serious consideration to the possibility of a tunnel and connecting links to City streets at the tunnel entrance.

"It has been stated that a tunnel could not be brought into the south end side because of the narrow, congested streets. I cannot accept this thesis, because I have noticed tunnels between Windsor and Detroit and in Boston and New York which are located quite close to the downtown street network and in all these cases the road links are no more generous than they are in downtown Halifax.

"Before the City commits itself to the guarantee of a large bond issue, which appears to be in the order of fifty-two million dollars if the south harbour link is to be a bridge, as suggested by Mr. Pratley, and using the connecting road links as suggested by the City's staff, then it appears that we will be lax in our duty as members of this Council if we did not examine the possibility of a tunnel.

"But again in this case, the Dartmouth approaches are relatively simple, by reason of the fact that the tunnel or bridge will be connected to the circumferential highway in the City of Dartmouth again with Dartmouth paying little or no contribution toward the construction of this link.

He suggested that the matter be deferred until the Canadian Urban Economics Limited Report is submitted to City

Council,
July 15, 1965.

Council as he felt the contents of the report may be of benefit to the Council in reaching a decision.

Alderman Matheson asked if the information available to Council a few weeks ago to the effect that a tunnel across the south end of the Harbour was not economically feasible when the resolution was passed, may not be correct.

His Worship the Mayor said he felt the matter should be very carefully examined because no real data was submitted except the preliminary report of the Canadian Bechtel Company and it was also suggested that the road approaches in Halifax could not carry the traffic in downtown Halifax.

Alderman Matheson said he was misled if this information is correct as he had made the motion a few weeks ago because he had understood a south end crossing impossible. He said he would not have made such a motion otherwise.

His Worship the Mayor said that from the point of view of the economic growth of Halifax and the continued existence as the heart of the metropolitan area, that there is more need for a bridge across the Arm than a second harbour crossing at any location.

Alderman Meagher suggested the Province be pressured for the Arm Bridge and improvements to the Rotary.

MOVED by Alderman Trainor, seconded by Alderman H. W. Butler, that this matter be deferred for a special meeting of Council after the report of the Canadian Urban Economics Limited is received.

The City Manager said that at the meeting with the Province, His Worship the Mayor did ask for consideration of

Council,
July 15, 1965.

a tunnel before a final decision is reached.

Alderman Lane suggested that an opportunity should be given for interested citizens and organizations to present their views at some future meeting when the matter is considered. She urged that the Province be approached without delay to carry out improvements to the Rotary immediately.

Alderman Trainor suggested that a one lane roadway could be built on the south side of the Rotary (the north side of the Arm) to take the traffic from the Spryfield-Herring Cove area onto Quinpool Road.

Alderman Matheson asked if it would be possible when study of this matter is resumed to have some unequivocal information regarding the economic feasibility of these bridges -- whether or not these bridges will be self supporting or will need to be subsidized. He stressed the point that he wanted information which could be relied upon concerning the feasibility of the preferred location of a south end bridge.

The motion to defer was put and passed.

The following correspondence was submitted:

- (1) Letter - Board of Trade Re: Armdale Interchange, North West Arm Bridge and Harbour Crossing.
- (2) Letter - Chairman - Spring Garden Area Business Association Re: Harbour Crossing

and consideration of the same was deferred.

MOTIONS OF RESCISSION

None.

PUBLIC HEARINGS

None.

PETITIONS AND DELEGATIONS

None.

Council,
July 15, 1965.

REPORT - FINANCE AND EXECUTIVE COMMITTEE

The following recommendations were submitted from the Finance and Executive Committee arising from meetings held on July 8 and 15, 1965:

Possible Acquisition - 1884-1888 Barrington Street

MOVED by Alderman Abbott, seconded by Alderman Lane, that, as recommended by the Finance and Executive Committee, the offer of the owner of the property at 1884-1888 Barrington Street, located within the block bounded by Argyle, Duke, Barrington and Buckingham Streets, to sell the said property to the City for the sum of \$40,000.00, be not accepted.

Motion passed.

Possible Acquisition - 2351 Maitland Street

MOVED by Alderman Abbott, seconded by Alderman Trainor, that, as recommended by the Finance and Executive Committee, the sum of \$8,500.00 be paid to Mr. Robert F. Mitchell as settlement in full for all claims arising from the acquisition by the City of his property at 2351 Maitland Street, located within the Uniacke Square Redevelopment Area. Motion passed.

Sale of City-owned Land - Rear of Green Street,
Queen Street, Victoria Road and Smith Street

MOVED by Alderman Meagher, seconded by Alderman Black, that, as recommended by the Finance and Executive Committee, a decision on the application from Raymond L. Kaizer Company Limited to purchase a parcel of City-owned land at the rear of Queen Street, Victoria Road and Smith Street, containing approximately 12,000 square feet, be withheld until after the abutting property owners on Victoria Road are contacted by the City Manager to determine whether or not they are interested in

Council,
July 15, 1965.

purchasing any portion of the said land. Motion passed.

Retirement - Mr. John W. Grant, Governor of City Prison

MOVED by Alderman Abbott, seconded by Alderman A. M. Butler, that, as recommended by the Finance and Executive Committee, a supplementary appropriation in the amount of \$1,931.80 be approved under the authority of Section 316"C" of the City Charter to supplement the pension of John W. Grant, Governor of the City Prison, for the year 1965.

Mr. Grant is to be retired as of August 1, 1965, at an annual pension of \$4,636.36 and his pension benefits for 1965 under the provisions of the Officials' Old Superannuation Plan amount to \$2,704.56.

The motion was put and passed.

Supplementary Appropriation - Natal Day - \$2,200.00

MOVED by Alderman Trainor, seconded by Alderman Moir, that, as recommended by the Finance and Executive Committee, an additional appropriation be made to the Natal Day Committee in the amount of \$2,200.00 under the authority of Section 316"C" of the City Charter. Motion passed with Aldermen A. M. Butler, Black and Meagher voting against.

Claim for Fire Damage - 980-82 Barrington Street

MOVED by Alderman Black, seconded by Alderman Abbott, that, as recommended by the Finance and Executive Committee, the sum of \$1,400.00 be accepted as settlement in full of the City's claim for fire damage for the City-owned property at 980-982 Barrington Street. Motion passed.

Additional Capital Funds - Point Pleasant Park -
Workshop and Stables - \$1,000.00

MOVED by Alderman Black, seconded by Alderman Lane,

Council,
July 15, 1965.

that, as recommended by the Finance and Executive Committee, the request of the Directors of Point Pleasant Park for additional capital funds in the amount of \$1,000.00 to cover additional cost of the workshop and stables, plus architect's fees, being constructed at Point Pleasant Park, be approved. Motion passed.

A formal Borrowing Resolution in the amount of \$1,000.00 to give effect to the foregoing motion of Council, was submitted.

MOVED by Alderman Black, seconded by Alderman Lane, that, the Resolution, as submitted, be approved. Motion passed unanimously, the following members of Council voting therefor: Aldermen Abbott, Black, Moir, Lane, A. M. Butler, Matheson, LeBlanc, Trainor, Connolly, Richard, Doyle, Meagher and H. W. Butler.

Authority to Expend in Excess of \$1,000.00 -
Portable Radios and Telephones - Police Department

MOVED by Alderman Trainor, seconded by Alderman Lane, that, as recommended by the Finance and Executive Committee, the City Manager be authorized to expend funds in excess of \$1,000.00 for the following purposes, funds for same having been provided in the 1965 Budget:

1. Acquisition on a rental basis of six portable personal two-way radio sets;
2. Modernization of the telephone system in the Police Executive Office;
3. Modernization of the telephone system in the Detective Division.

Motion passed.

Call for Tenders - North End Branch Library

MOVED by Alderman Lane, seconded by Alderman Trainor,

Council,
July 15, 1965.

that, as recommended by the Finance and Executive Committee, the City Manager be directed to call for tenders for the construction of the North End Branch Library after plans and specifications have been cleared by the appropriate staff members, the timing of such tender call to be determined by the City Manager so that the best interests of the City will be served. Motion passed.

Site for Naval Fleet Club

MOVED by Alderman Black, seconded by Alderman Trainor, that, as recommended by the Finance and Executive Committee:

1. The City declare the land at the south-east corner of Gerrish and Barrington Streets to be a suitable area for a Fleet Club and undertake to make the site available for a Fleet Club in time for Navy to provide the Club as a Centennial Project. The City, in accordance with its previous agreement with Central Mortgage and Housing Corporation, would accept the responsibility for rehousing displaced families.
2. The matter of the exact amount of land to be exchanged with the Department of National Defence, Navy for the Central Victualling Depot be the subject of negotiation on completion of the preliminary designs of Harbour Drive and a revised submission to Central Mortgage and Housing Corporation; and if these negotiations are inconclusive, the matter be resolved by arbitration.

Motion passed.

Renovations and Installation of Oil Heaters - Old Work Shed, City Prison - 316"C", City Charter

MOVED by Alderman A. M. Butler, seconded by Alderman Meagher, that, as recommended by the Finance and Executive Committee, a supplementary appropriation in the amount of \$910.91 be approved under the authority of Section 316"C" of the City Charter for the purpose of renovating the old work shed at the City Prison and the installation of oil heaters in the shed. Motion passed with Alderman Richard

Council,
July 15, 1965.

voting against.

REPORT - COMMITTEE ON WORKS

None.

REPORT - SAFETY COMMITTEE

None.

REPORT - PUBLIC HEALTH AND WELFARE COMMITTEE

The following recommendation was submitted from the Public Health and Welfare Committee at a meeting held July 6, 1965:

Air Pollution Survey for Metropolitan Halifax Area

MOVED by Alderman Richard, seconded by Alderman Lane, that, as recommended by the Public Health and Welfare Committee, a request be forwarded to the Provincial Department of Health that a Federal Health Grant be sought to study air pollution in the Metropolitan Area of Halifax, Dartmouth and Halifax County. Motion passed.

9:25 p.m. Council adjourned to meet as a Committee of the Whole.

REPORT - COMMITTEE OF THE WHOLE COUNCIL, BOARDS AND COMMISSIONS

Amendments to Ordinance No. 108, the City Prison Ordinance
(Second Reading)

The following amendment to Ordinance No. 108, the City Prison Ordinance, was submitted:

"BE IT ENACTED by the City Council of the City of Halifax as follows:

1. Subsection (1) of Section 11 of Ordinance Number 108, the City Prison Ordinance, is repealed and the following substituted therefor:

(1) Every prisoner shall be permitted to receive visitors one day each week during the hours of 9:00 to 11:00 o'clock in the forenoon and 1:00 to 4:00 o'clock in the afternoon; the day on which each such prisoner may receive visitors shall be determined by the Warden.