

Council,  
August 17, 1965.

He felt that, armed with these arguments, Council should be able to make a good case with the Federal Authorities. He contended that if the resolution is defeated, Council should look sympathetically at least on the resolution passed by the City of Dartmouth suggesting that all bodies meet at the same table. He said this is what prudent business men would do if they were faced with problems which involved several business enterprises. They wouldn't all debate the things with their respective Boards of Directors, but they would appoint representatives to meet and thrash things out. He was of the opinion that this is what should have been done months ago and this is what has to be done now. At the same time, he contended that Council could grapple with the problem of the approach to be made to the Federal Government and help the Premier to prepare a brief that should assure Council of the kind of financial assistance that it needs.

Alderman Lane stated that she wished to establish the fact that she was tired of the vacillation of the Council and comments that the members of Council can't make up their minds. She indicated she was a little tired of being associated with a group who failed to make a decision on anything. She was of the opinion that there is ample evidence that the motion is the only choice the Council has. She said she had attended the meeting with representatives of the Provincial Government, City of Dartmouth and the County of Halifax in the Red Chamber and she had heard what the Premier had to say. She also stated that she did not gather any assurance from Mr. Lloyd's remarks that the Council would receive anything if it appealed to Ottawa through the Province. She suggested that the motion should be approved to secure some positive action in some direction.

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Alderman Black felt it was highly unlikely the Province would back a South End Crossing. He said that Mr. Lloyd was just pointing out the situation that existed somewhere else and that he gave no prospect of receiving anything from the Federal Government. He wanted to see Council take a positive step by approving the motion.

Alderman Moir stated that if he thought the Federal Government would participate in the project to 15 or 20 million dollars, and if another economic study would bring things to light that would bring a different view about, he would oppose the motion; but he said he honestly believed, as an elected representative, elected to decide for the people of Halifax, that neither one of these suggestions would bear fruit, he therefore felt obligated to back the motion.

Alderman Richard stated that he came into the Council Chamber firmly convinced that the Narrows Bridge was the only solution to this particular problem. He could not share in the thought that Council has been vacillating so much and has been exposed to so much criticism. He suggested that if the members can't stand criticism and still take action according to the dictates of their conscience, then they should not be in Council. In view of the remarks of Mr. Lloyd and some of the other representatives present, he found himself forced to vote against the motion. He saw that the main proponents of the Narrows Bridge are the representatives of the South End of the City. He also felt, from a purely parochical and selfish point of view, that the Narrows Bridge is not proving to be the best solution to the problem and that it would completely ruin about 82 acres of prime land in Ward 6. He did not feel that he could commit the residents of his Ward to this without further investigation into the availability of Federal Funds.

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With these few remarks, he felt that he had made his decision quite clear.

Alderman Abbott stated that he came to the meeting with the intention of supporting a motion for the Narrows Bridge and that he would still do so. Referring to Mr. Lloyd's remarks, the Alderman asked him if he could pass an opinion if there were any place across Saint John Harbour where a bridge could be built which would be self-supporting, would the Federal Government undertake a subsidy if the Saint John Council wanted to build it some place else?

Mr. Lloyd replied that in that case there would be no need and that the question was hypothetical. He also stated that he made no comment on the actual location of the bridge.

Alderman LeBlanc stated that with regard to voting positively, one can vote for something positively and defeat it if one thinks in his own heart and soul it is not for the good of the City and the people Council represent. He felt that those who opposed it, at this time, because public opinion is for it, might be well advised to do so. He stated he did not feel that any Alderman should question the pros and cons of why an Alderman voted; they could make statements supporting it or against it but the right of the individual to vote lies in their own hands and in their own consciences. He felt that those Aldermen who are opposing this are doing so with equal conviction that there is a better solution.

Alderman Matheson stated that he did not agree in this case that the members of Council were not taking positive action by rejecting the motion if Council goes on to do something positive. He suggested Council should meet with the other bodies concerned

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and secondly, to make application through the Province of Nova Scotia to the Federal Government for financial assistance to build the bridge or the Crossing at the South End where it should be. He suggested that such a course would certainly be considered as positive action and should have been done two years ago.

Alderman Connolly wished to be recorded as voting against the motion because of the statement made by His Worship the Mayor that trucks would be kept off the present bridge and permitted to use the Narrows Bridge. He pointed out that in the North End, there are ten different schools which make it the most densely populated area in the City with school children per capita. He said that if the bridge at the Narrows were opening up an area that could be developed, this would be fine for the City of Halifax but as Alderman Richard pointed out that 82.2 acres of land would be used for the construction of the Bridge, he felt that this was not good for the North End. He also stated that a bridge would not be an asset to the City of Halifax in the position of the Narrows.

His Worship the Mayor stated that he still held to his views as stated in the brief to Council. He said it seems that the question of Federal aid which has been raised at this meeting and given some support by Mr. Lloyd creates the impression in the minds of some Aldermen of the possibility of Federal aid. He said he discussed this matter with the Mayor of the City of Saint John who gave him the following facts. He said that anyone who knows the geography of Saint John knows that one must traverse all City streets in order to get to Sussex to Saint Stephen, points north or south of the City and east or west. All traffic is channeled over the Reversing Falls Bridge. The major docks or port facilities are in West Saint John and because of this local problem, the people

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of that City were concerned about the matter and in originally planning the Trans Canada Highway, Saint John was by-passed. Therefore, whatever assistance the City might have received by reason of the construction of the Trans Canada Highway, was lost. They then asked the Provincial Government to construct new roads from Sussex to the Sussex link with the Trans Canada Highway to the American border. He referred to the statement by Mr. Lloyd that the nine million dollars was being used by the Province of New Brunswick to assist in the construction of trunk highways which are not all in the Saint John area but in other parts of New Brunswick as well.

The transportation link in Saint John should not be confused as a National link but it did have the connotation when applied to the transportation between Saint Stephen and Sussex. He advised that the present bridge will have a toll structure of two for 25¢ or ten cents and one of the reasons for this is because the facility is being built one-half mile away from the Reversing Falls Bridge and it is obviously not possible under those conditions to expect toll revenue to be sufficient to meet the bond requirements. According to the various reports, it was not possible to build this facility anywhere on Saint John Harbour and have it self-supporting financially from toll revenue. Referring to the situation in Halifax, he made the statement that he could not see the Federal Government granting \$15,000,000.00 before or after an election to support the construction of a facility designed to relieve the congestion of the Angus L. Macdonald Bridge. He also said that Mr. Lloyd did not tell the Council that a grant would be made by the Federal Government. He stated that by a negative vote at this meeting, it would mean the rejection of a proposition

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which would result in Halifax taking some positive action to relieve some of the traffic congestion which is being experienced at the North Street end of the present bridge and the building of the much needed North West Arm Bridge on the basis that Council is going to put off a decision solely for the purpose of getting Federal assistance to build a South Harbour Crossing.

He again said he could not see the Federal Government paying \$15,000,000.00 to build a facility because some people want it in the South End as against the North End. He also said he could not see the Federal Government coming to the assistance of the City and helping Council to make a decision by a grant of this amount of money. He could not foresee interest rates coming down based on the present day economy. He felt the Council was only putting off the day of decision and watching the costs mount day-by-day. He then referred to the statement of Alderman Richard about the 82.2 acres of prime land in the North End of the City and stated that despite the land needs in the City and the demands the City has seen presented to his Office and also the City Manager's Office, he did not see anyone picking up the prime land in the North End. Reports are on file which show the costs are in excess of a million dollars to put the land in condition to service industry. He pointed out that a portion of the 82.2 acres of land is being taken by the City for the construction of Harbour Drive. He felt that it is not fair to say that 82.2 acres of land is solely being devoted to the construction of the Narrows Bridge.

The motion was then put and lost, four (4) voting for the same and seven (7) against it as follows:

FOR: Aldermen Black, Abbott, Moir and Lane - 4  
AGAINST: Aldermen Matheson, LeBlanc, Trainor,  
Connolly, Richard, O'Brien and  
H. W. Butler - 7

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Alderman O'Brien suggested that Council should take some definite action at this meeting. He further suggested that a motion could be made which would ask the Province of Nova Scotia to seek Federal aid for deficits for a tunnel under the Harbour terminating at Morris Street. Another point would be to ask the Province, the City of Dartmouth and the County of Halifax to join in the suggested cost benefit study and the third point would be to accept the Dartmouth proposal for a joint Committee consideration of the Metropolitan area traffic needs. He also suggested that Council could urge immediate action on the Arm Bridge and the Rotary which were covered in the previous motion of Council and on which there was no disagreement.

It was then MOVED by Alderman Matheson, seconded by Alderman O'Brien that:

1. His Worship the Mayor appoint four (4) Council representatives to meet with representatives of the Government of Nova Scotia, the City of Dartmouth, the Municipality of the County of Halifax and the Halifax-Dartmouth Bridge Commission to seek their concurrence in a proposal to construct a tunnel under the Harbour, with the Halifax terminal to be in the vicinity of Morris Street;
2. the Premier of Nova Scotia be requested to approach the Federal Government to underwrite the annual operating deficit on such project; and
3. discussions be held with the Province of Nova Scotia and the other Municipalities concerned, respecting the concurrent construction of a North West Arm Bridge and the proposed improvements to the Armdale Rotary.

The motion was put and passed, ten (10) voting for the same and one (1) against it as follows:

|          |  |      |
|----------|--|------|
| FOR:     | Aldermen Abbott, Moir, Lane, Matheson, LeBlanc, Trainor, Connolly, Richard, O'Brien and H. W. Butler | - 10 |
| AGAINST: | Alderman Black   | - 1  |

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5:55 p.m. Council reconvened with the same members being present.

MOVED by Alderman Matheson, seconded by Alderman O'Brien that, as recommended by the Committee of the Whole Council,

1. His Worship the Mayor appoint four (4) Council representatives to meet with representatives of the Government of Nova Scotia, the City of Dartmouth, the Municipality of the County of Halifax and the Halifax-Dartmouth Bridge Commission to seek their concurrence in a proposal to construct a tunnel under the Harbour, with the Halifax terminal to be in the vicinity of Morris Street;
2. the Premier of Nova Scotia be requested to approach the Federal Government to underwrite the annual operating deficit on such project, and
3. discussions be held with the Province of Nova Scotia and the other Municipalities concerned, respecting the concurrent construction of a North West Arm Bridge and the proposed improvements to the Armdale Rotary.

The motion was put and passed with Alderman Black voting against.

RESOLUTION - CITY OF DARTMOUTH RE: METROPOLITAN TRANSPORTATION PROBLEMS

City of Dartmouth,  
P. O. Box 549,  
Dartmouth, N. S.,  
August 6, 1965.

His Worship Mayor Charles A. Vaughan,  
City Hall,  
Halifax, N. S.

Your Worship:

On August 3, 1965, Dartmouth City Council adopted the attached Resolution, suggesting that the three Municipalities meet to negotiate a solution to the Metropolitan Transportation problems.

City Council has appointed His Worship Joseph Zatzman, Aldermen Thornhill, Pettipas and Hampson to serve in these negotiations.



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It would be appreciated if your Council would also appoint members so that an early meeting may be held to begin discussions on this matter.

Yours very truly,

(Signed)

N. C. Cohoon,  
Deputy City Clerk.

Resolution

No. 49 WHEREAS it is apparent that difficulties exist in arriving at a satisfactory solution which would permit the immediate construction of the Narrows Bridge;

AND WHEREAS it is evident to the City of Dartmouth that construction of this bridge is immediately urgent to alleviate existing traffic congestion;

THEREFORE BE IT RESOLVED that Dartmouth City Council appoint a Committee for four Council Members to meet with four representatives from the Halifax City Council and the Halifax County Council, and the Provincial Government, immediately, to discuss transportation problems in the Metropolitan Area in general with particular emphasis on the feasibility of an immediate start on the Narrows Bridge.

No action was taken on the Resolution as it was resolved by the previous item.

REHABILITATION - NORTH COMMON

His Worship the Mayor stated that the City Manager had reported to him that he had met with Staff and there is no differences of opinion as to the plans adopted for the rehabilitation of the North Common. He said that same will be processed as soon as the capital borrowing has been approved by the Department of Municipal Affairs.

MOVED by Alderman Richard, seconded by Alderman Matheson, that the report of His Worship the Mayor be accepted. Motion passed.

Meeting adjourned 6:00 p.m.

HEADLINES

|   |     |
|---|-----|
| Report Re: Narrows Bridge, North West Arm Bridge & Armdale Rotary       | 662 |
| Resolution - City of Dartmouth Re: Metropolitan Transportation Problems | 679 |
| Rehabilitation - North Common   | 680 |

R. H. STODDARD  
CITY CLERK

C. A. VAUGHAN  
MAYOR & CHAIRMAN

Dr. Dago

CITY COUNCIL  
SPECIAL MEETING  
MINUTES

Council Chamber,  
City Hall,  
Halifax, N. S.,  
August 30, 1965,  
2:30 p.m.

A special meeting of the 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; Aldermen Black, Abbott, Lane, Moir, Matheson, LeBlanc, Trainor, Connolly, O'Brien, Doyle and H. W. Butler.

Also present were Messrs. P. F. C. Byars, R. H. Stoddard, W. J. Clancey, J. L. Leitch, G. F. West, K. M. Munnich and L. Mitchell, Q. C., of City Staff and J. Houston of Central Mortgage and Housing Corporation.

The meeting was called specially to consider the following items:

1. Tender - Construction of 99 Housing Units - Uniacke Square Area.
2. Borrowing Resolution for Halifax Regional Library - Branch Library.

Alderman O'Brien requested that the "Tunnel" question be placed on the agenda.

It was unanimously agreed to add the foregoing item.

MOVED by Alderman O'Brien, seconded by Alderman H. W. Butler, that the heading respecting the Library be changed to read as follows:

"Tenders for Branch Library - Halifax Regional Library"

Motion passed.

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MOVED by Alderman Connolly, seconded by Alderman Lane,  
that the following item be added to the agenda:

"Paving Streets - Redevelopment Areas"

Motion passed.

MOVED by Alderman Connolly, seconded by Alderman  
O'Brien, that the Order of Business, as amended, be approved.

Motion passed.

TENDER - CONSTRUCTION OF 99 HOUSING UNITS - UNIACKE  
SQUARE HOUSING PROJECT

A report was submitted from a meeting of the Finance and  
Executive Committee held earlier this date respecting the accep-  
tance of a tender for the construction of 99 dwelling units in  
the Uniacke Square Redevelopment Area. It was pointed out in the  
report that the tender has been approved by Central Mortgage and  
Housing Corporation and the Provincial Government, the other  
cost-participating partners in the Project.

MOVED by Alderman Abbott, seconded by Alderman Connolly,  
that,

- (1) the tender of Cameron Contracting Limited, in  
the amount of \$1,569,081.30 be accepted for  
the construction of 99 units, Phase I, Stage I,  
Uniacke Square Redevelopment Area;
- (2) the Mayor and City Clerk be authorized to  
execute the agreement on behalf of the City  
of Halifax.

Motion passed.

His Worship the Mayor referred to a recent visit to  
St. John where he observed that housing units are being built  
in the redevelopment area at a cost of \$10,000.00 each and he  
suggested that a Committee of Council be appointed to go to St.  
John to inspect the houses and then report to Council.

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Mr. Houston was of the opinion that the cost of construction is higher than \$10,000.00 each.

It was agreed that Central Mortgage and Housing Corporation submit a report to the Town Planning Board respecting construction costs of the units in the housing project in St. John.

TENDERS FOR BRANCH LIBRARY - HALIFAX REGIONAL LIBRARY

A report was submitted from a meeting of the Finance and Executive Committee held earlier this date respecting the acceptance of a tender for the construction of a North End Branch Library.

MOVED by Alderman Trainor, seconded by Alderman Matheson, that the tender of Fundy Construction Co. Ltd. in the amount of \$569,163.00 for the construction of the North End Branch Library, be approved. Motion passed unanimously.

PAVING STREETS - REDEVELOPMENT AREAS

Alderman Connolly suggested that sidewalks in the Redevelopment Areas, particularly the Dresden Row and Birmingham Street area, which need paving repairs be patched with asphalt rather than concrete because of the lower cost.

Alderman Moir referred to a resolution of a previous meeting of City Council giving direction in this regard and he suggested that the minutes be produced so that the matter could be clarified.

The following motion of City Council at a meeting held June 17, 1965, was read as follows:

"that City Council adopt a general policy of effecting repairs with materials of which the sidewalks are constructed and to instruct the City Manager to proceed along these lines except where he deems it expedient to install some other material by reason of a temporary emergency of any nature."

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It was agreed that the City Manager be directed to exercise his discretion in accordance with the resolution of Council.

TUNNELS - HALIFAX HARBOUR AND NORTH WEST ARM

MOVED by Alderman O'Brien, seconded by Alderman Black, that the following information be circulated to the members of Council:

Staff Report dated August 14, 1964 Re Halifax-Dartmouth  
Vehicular Tunnel

Staff Report dated August 27, 1965 Re Halifax-Dartmouth  
Tunnel

Letter from Canadian Bechtel Limited Re Tunnel across  
North West Arm

The foregoing reports and letter were circulated to the members of Council and same are attached to the original copy of these minutes.

2:55 p.m. Council adjourned to meet as a Committee of the Whole.

3:15 p.m. Council met as a Committee of the Whole, the following members being present: His Worship the Mayor, Chairman; Aldermen Black, Abbott, Moir, Lane, Matheson, LeBlanc, Trainor, Connolly, Doyle, Richard, O'Brien and H. W. Butler.

Mr. A. T. Jeffrey, author of the Bechtel Report was also present.

At the request of His Worship the Mayor, Mr. Jeffrey outlined the wide experience of the Staff of the Bechtel Company.

His Worship the Mayor then requested Mr. Jeffrey to comment on the fact that operating costs of a tunnel exceed those of a bridge by 50% as has been the experience of a tunnel in New York City.

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Mr. Jeffrey said that the maintenance costs of a bridge are extremely high in comparison with the essentially negligent maintenance costs of a tunnel. With respect to operating costs, he said there are higher lighting and ventilation costs for a tunnel. He pointed out that an automatic ventilation facility is essential in a tunnel as proposed for Halifax because if there is a traffic holdup, ventilation is required. He said that operating costs of a proposed tunnel for Halifax should not be compared with costs of the tunnels in New York City because those are relatively old narrow tunnels where policemen are stationed approximately every 400 feet which is not normally required, but is necessary in New York City tunnels where traffic densities are extremely high.

In answer to a question of Alderman Black, Mr. Jeffrey said that the tunnel would need to be washed down by a tank vehicle with a high pressure spray every few weeks during the winter months.

Alderman O'Brien referred to a comment that it would take 24 persons to operate a tunnel against six to operate a bridge. He asked Mr. Jeffrey to comment.

Mr. Jeffrey said it is normal to have a control room from which two operators control ventilation and those are the only necessary operators other than the toll workers.

In answer to a question of Alderman Matheson, Mr. Jeffrey outlined the means of control of traffic tie-up in tunnels.

Alderman Black asked whether or not gas and diesel-operated vehicles are permitted to use tunnels.

Mr. Jeffrey said that diesel-operated vehicles present less hazard than a normal motor car because the diesel engine does

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not emit carbon monoxide. With respect to gasoline trucks, he said a fire hazard does exist, but it is no greater than the gasoline truck using a bridge. He suggested a normal sprinkler system could be installed.

In answer to a question by His Worship the Mayor, Mr. Jeffrey outlined the two methods of construction of tunnels and said that the all-concrete design is the better for this particular location.

Mr. Jeffrey further explained in detail the ventilation systems which are used in tunnels -- the fans, etc.

His Worship the Mayor asked Mr. Jeffrey if it would be possible at a later date to increase the fan capacity if it were found after a few years that traffic use had increased and the initial installation was inadequate or would it be advisable to install the maximum need at the time of construction.

Mr. Jeffrey said the design of the ventilating system for a tunnel like this, the limiting factor is not so much the ventilating fan capacity as the cross-section of the air duct which carries the air parallel with the traffic tubes. "Usually you put in a two-speed fan and normally, the lower speed which takes about one-quarter the horsepower of the high speed is adequate. The high speed becomes more of an emergency operation." He said that from experience with tunnels of this kind, practically never has it been necessary to go to the high speed. He said that the ventilating factor could be increased at a later date, but it is not a major problem.

Alderman Matheson asked how long it would take to confirm a price for the construction of a tunnel if a decision in favor were made.

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Mr. Jeffrey reviewed in detail the preliminary work necessary before a figure can be named and he estimated that it would take approximately three to three and one-half months.

Alderman Matheson referred to the argument of the representatives of the County of Halifax and the City of Dartmouth that the preliminary work needed to be done to prepare a well-defined project with a fairly firm price-tag before a request could be made to the Federal Government for assistance in writing off the anticipated deficit.

Mr. Jeffrey said that the approach suggested in the statement of Alderman Matheson was a realistic and essential one. He said the first thing to be done on the design would be to prove all the siting information, recheck basic design criteria and at that time, the firm cost could be determined.

Alderman Matheson asked if a firm contract price would be given.

Mr. Jeffrey: "If this was a major matter and we had the time and the opportunity to do these investigations thoroughly, I think we might give it some very serious consideration."

His Worship the Mayor asked Mr. Jeffrey for an estimate of the cost of preparing the preliminary details necessary to determine the cost of the project for submission to Ottawa.

Mr. Jeffrey requested one week to prepare an answer to the question.

His Worship the Mayor referred to a meeting planned with the Premier for September 7th and he asked Mr. Jeffrey if he could attend as the City's advisor to which Mr. Jeffrey replied in the affirmative.



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Alderman Black requested that Mr. Jeffrey supply the Committee with the names of people operating tunnels at the present time who could inform of their experiences with respect to the question of carrying diesel vehicles and gasoline carriers in a comparable size tunnel.

His Worship the Mayor asked Mr. Jeffrey if there are places in North America where people operate both bridges and tunnels and prefer tunnels to bridges.

Mr. Jeffrey cited the tunnel as more appropriate in a climate where winters are fairly severe.

Alderman Trainor: "Has the Bechtel Company ever designed bridges?"

Mr. Jeffrey: "Not in recent years, but we can."

Alderman Trainor: "You're available for Bridge design if necessary."

Mr. Jeffrey: "Oh, yes."

His Worship the Mayor pointed out that if it were determined to build a south harbour tunnel, it would be wise to consider a tunnel crossing of the North West Arm because the tunnel is pre-fabricated on the shore line like a dry-dock construction and if two tunnels were built with the same plant, a saving would be realized to which Mr. Jeffrey concurred.

Alderman O'Brien asked if Mr. Jeffrey had a cost estimate of an Arm Tunnel if it were built at the same time as a Harbour Tunnel.

Mr. Jeffrey said that a profile location and design had been done and the cost was in the order of 4½ million maximum.

Alderman O'Brien: "Is there a copy of that information available to the City?"

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Mr. Jeffrey: "I believe there is. It was some time ago."

Alderman O'Brien: "Who did you give the report to?"

Mr. Jeffrey: "If I remember correctly, I think it came to the Engineering Department of the City or Dr. MacKay. That was about a year ago."

Alderman O'Brien: "If it went to Dr. MacKay, could we get a copy for the City since the Chairman of the Bridge Commission appears to be the advocate against a tunnel."

Alderman Black asked if information could be compiled to form a basis of approach to Ottawa for approval in principle before the next meeting with representatives of the other municipalities, such information to be followed by a retention of somebody to obtain final figures and present them within a given period of time.

Mr. Jeffrey said that the figure already quoted was a conservative one based on a very considerable amount of precise information -- the area of uncertainty being some of the approach information on the Halifax side where some very precise boring data should be carried out before a guarantee can be given on the proposed cost estimate.

Alderman LeBlanc asked if there was a possibility of requesting a third meeting with the representatives of the other municipal Councils in order that a more definite cost estimate could be given after further information is compiled by Mr. Jeffrey provided the information presently at hand is presented at the meeting proposed within a few days.

His Worship the Mayor was optimistic that the representatives of the other municipalities would grant such a request.

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Alderman LeBlanc questioned the period of time necessary for tunnel construction compared with bridge construction.

Mr. Jeffrey said the estimated time of construction would be "just a shade over three years" -- about the same period necessary for bridge construction.

Alderman LeBlanc asked whether the tunnel would provide a pedestrian crossing to which Mr. Jeffrey replied, "Not normally. It is a mile. It's not very practical."

His Worship the Mayor questioned a proposal of the Company to provide a pedestrian crossing to George Island to which Mr. Jeffrey said it was feasible and only 15-1600 feet.

Alderman Trainor suggested the Department of Northern Affairs may be in a position to pay the cost of the pedestrian crossing to George Island.

Alderman Moir referred to the suggestion of a bridge to George Island and a tunnel from there to the Dartmouth side.

Mr. Jeffrey said such a proposal "just can't be done" because of the steep drop of depth from George Island.

Alderman O'Brien suggested that the City Manager and Mr. Jeffrey meet for the purpose of compiling as much information as possible for the forthcoming meeting with the Premier. He also suggested that a meeting of the Committee be held immediately prior to the scheduled meeting with the Premier.

His Worship the Mayor felt that Morris Street widening as far as Barrington Street should be included in the tunnel cost of approaches.

Alderman O'Brien: "We need to know what the anticipated deficits would be based on one cost and based on another cost, adding in the bit of Morris Street and what would happen if we were

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to have some increase in the toll structure. If we could have some picture of the size of the financial problem when we talk to the Province next week."

Mr. Jeffrey said a projection of that type had been done and it resulted in a figure of 42.5 million dollars. He assured that the estimate made by the Bechtel Company for the initial phase of the tunnel project would be very precise. He said the Company can provide any guarantee required provided they are allowed to carry out preliminary stages of gathering the precise information.

Alderman Trainor felt that Mr. Jeffrey deserved a vote of thanks from the Council for the informative information given by him.

Mr. Munnich explained the anticipated traffic distribution in the City from the tunnel.

Alderman Matheson asked Mr. Jeffrey if there were a possibility that this project would be self-liquidating, to which he replied, "The projected traffic volumes indicate, particularly if you increase your toll to 25¢ for the next few years, that it could come very close to it as it stands now."

Alderman O'Brien referred to a statement in the Pratley Report to the effect that if both the Narrows Crossing and the North West Arm Crossing were built simultaneously, the traffic useage would be increased on both of them; and therefore, he felt that the cost picture of the Arm Tunnel should be presented at the same time.

Alderman Richard asked how substantial a saving might be realized if both crossings were built at the same time.

Mr. Jeffrey said that if both crossings were not con-

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structed simultaneously, a different type of construction would be necessary for the Arm Crossing and this would likely add  $\frac{1}{2}$  to  $\frac{3}{4}$  million dollars to the cost.

Alderman O'Brien asked how the final cost of an Arm Tunnel compares with that of an Arm Bridge to which Mr. Jeffrey said he thought the cost would be the same.

Mr. Jeffrey said the two crossings would be considered as two tunnels.

Alderman O'Brien: "The saving is only the commitment of a firm price as against a bridge price which might escalate."

Alderman Trainor: "The cost of steel is going to go up more so than your labour cost."

Alderman Connolly asked His Worship if he were aware of the opinion of the other Council representative on the Halifax-Dartmouth Bridge Commission if City Council were to recommend a tunnel.

His Worship said he had not discussed the matter with the other representative recently.

Alderman LeBlanc suggested that the other representative of City Council on the Bridge Commission should be invited to the Mayor's Office to discuss the tunnel project with the Committee of Council which is negotiating with the Province so that he is aware of the City's view and to find out whether or not he agrees; and if he doesn't agree, Alderman LeBlanc suggested he be asked to resign at once.

His Worship the Mayor said that the last time the matter was discussed with the Bridge Commission was in March.

Alderman O'Brien agreed with the Deputy Mayor's suggestion that Mr. Wyman be immediately made aware of the City's position.

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His Worship the Mayor said he felt the matter of a Harbour crossing should not be the concern of the Bridge Commission, but a matter to be decided upon by the four municipal governments and then the Bridge Commission to be the operating agency.

Alderman LeBlanc: "If they are going to be involved, then at least our representatives should be on the same team as we are."

His Worship the Mayor: "You can't get those people apparently to put themselves in the position of a municipal government where you're considering planning problems, the implications of the thing. It doesn't affect them that much. They're interested as an operating agency only showing profit, showing enough money to meet their bonded debt and so on."

His Worship the Mayor said he would contact Mr. Wyman.

4:30 p.m. Council reconvened.

MOVED by Alderman O'Brien, seconded by Alderman Matheson, that

- (1) His Worship the Mayor release a statement to the news media respecting the reason for this meeting ~~being held~~ -- the statement to inform that Council had the benefit of Mr. Jeffrey's advice respecting the construction and operation of tunnels;
- (2) the Committee of the Whole report progress in this matter.

Motion passed.

4:35 p.m. Meeting adjourned.

HEADLINES

|  |     |
|--|-----|
| Tender - Construction of 99 Housing Units - Uniacke Square Housing Project | 682 |
| Tenders for Branch Library - Halifax Regional Library                      | 683 |
| Paving Streets - Redevelopment Areas                                       | 683 |
| Tunnels - Halifax Harbour and North West Arm                               | 684 |

R. H. Stoddard,  
CITY CLERK.

C. A. Vaughan,  
MAYOR AND CHAIRMAN.

W. E. M. Foggo

CITY COUNCIL  
MINUTES

Council Chambers,  
City Hall,  
Halifax, N. S.,  
September 16, 1965,  
8:10 p.m.

A meeting of the 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 Deputy-Mayor LeBlanc, Chairman, and Aldermen Black, Abbott, Moir, Lane, Matheson, Meagher, Trainor, Connolly, Doyle, Richard, O'Brien and H. W. Butler.

Also present were Messrs. G. F. West, Acting City Manager, L. Mitchell, Q. C., R. H. Stoddard, W. J. Clancey, R. B. Grant, J. L. Leitch, J. F. Thomson, K. Munnich, G. E. Brundige, W. Cleary and Dr. E. M. Foggo.

PRESENTATION TO MAJORETTES AND INSTRUCTOR

At this time, Deputy-Mayor LeBlanc presented gifts to the following members of the Halifax Majorette Group of the Recreation and Playgrounds Department, who so ably represented the City at the International Fair Twirling Spectacular held in conjunction with the New York World's Fair:

- Mrs. Lenora Little - Supervisor
- Miss Pat Russell - placed first
- Miss Sharon Spencer - placed second
- Miss Jo-Ann Pinaut ) placed within the first 10 in their
- Miss Debby Hyland ) group

MINUTES: JULY 15, 23, 29 AND AUGUST 12, 1965

Minutes of meetings held on July 15, 23, 29 and August 12, 1965, were approved on motion of Alderman Abbott, seconded by Alderman Moir.

APPROVAL OF ORDER OF BUSINESS - ADDITIONS OR DELETIONS

MOVED by Alderman H. W. Butler, seconded by Alderman O'Brien, that the Order of Business be approved after adding the following items

- 11(i) - Claim Re: Storm Sewer - Olivet Street

Council,  
September 16, 1965.

20(a) Petition Re: Closing of Newton Avenue

DEFERRED BUSINESS

Call for Tenders for 265 Parking Meters

Further deferred.

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

Further deferred.

Increase in Fine for Parking Meter Violation - \$2.00

Further deferred.

Alderman Black asked when some action may be expected on the above three items.

The City Clerk stated that the matter is in the hands of His Worship the Mayor who has been directed to call a Special Meeting of the Committee to deal with same.

At the request of Alderman Black, it was agreed that it be noted by Council that the above matters should be considered before the next meeting of City Council.

Sale of Sewer System to Public Service Commission

Further deferred.

Downtown Parking Garages

It was agreed to defer this matter for consideration at this meeting when all other matters had been disposed of.

MOTIONS OF RECONSIDERATION

None

MOTIONS OF RESCISSION

Motion - Alderman Black to Rescind Resolution of Council January 14, 1965 Re: Site for New Court House

Alderman Black stated that in view of the action taken by the Town Planning Board with respect to the selection of a site for the new Halifax Court House on the waterfront, he would make the following motion:



MOVED by Alderman Black that the resolution passed by City Council on January 14, 1965, declaring the area bounded by Barrington, Buckingham and Argyle Streets and Bell Lane, be the site for the proposed new Court House, subject to the concurrence of Central Mortgage and Housing Corporation, be rescinded.

The motion was seconded by Alderman Matheson and passed unanimously.

#### PUBLIC HEARINGS

Re: Rezoning - #7157-61 and #7165 Quinpool Road - From R-2 Zone to R-3 Zone

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A Public Hearing was held at this time to consider the rezoning of the property at 7157-61 and 7165 Quinpool Road from R-2 zone to R-3 zone, an application having been received to rezone the said properties.

The City Clerk advised that the hearing had been duly advertised and that no written objections had been received. He further advised that the Town Planning Board had recommended in favour of the rezoning.

The Director of Planning displayed a plan showing the proposed property and the zoning of the adjacent properties on Quinpool Road.

No person wished to be heard in opposition to the proposed rezoning.

Mr. F. B. Wickwire appeared on behalf of the applicant, and he stated that as pointed out in the staff report submitted to the Town Planning Board, the area is suitable for high-rise development and the proposed apartment building will be designed to meet the requirements of the by-law with the exception of the minimum frontage requirement. He contended that the frontage deficiency will not adversely affect the adjoining properties.

MOVED by Alderman Trainer, seconded by Alderman Abbott, that the land at 7157-61 and 7165 Quinpool Road, as shown on Plan

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AMENDED SHEET

No. TT-4-16302, be rezoned from R-2 zone to R-3 zone. Motion passed.

A formal by-law, as prepared by the City Solicitor to give effect to the foregoing resolution of Council, was submitted.

MOVED by Alderman Trainor, seconded by Alderman Abbott, that the by-law, as submitted, be approved. Motion passed.

Public Hearing Re: Rezoning - Northwest Corner of Windsor and Summit Streets From R-3 Zone to Park and Institutional Zone

A Public Hearing was held at this time in connection with an application to rezone the land at the northwest corner of Windsor and Summit Streets from R-3 zone to Park and Institutional Zone.

The City Clerk advised that the matter had been duly advertised and that no written objections had been received.

The Director of Planning displayed a plan of the land in question and stated that it is the intention of the applicant to build a church on the site which is composed of three lots, on one of which there is an existing building which is to be used in connection with the church.

No person appeared in opposition or in favour of the proposed rezoning.

MOVED by Alderman Connolly, seconded by Alderman H. W. Butler, that the land at the corner of Windsor and Summit Streets, as shown on Plan No. TT-4-16304, be rezoned from R-3 zone to Park and Institutional Zone. Motion passed.

A formal by-law, as prepared by the City Solicitor to give effect to the foregoing resolution of Council, was submitted.

MOVED by Alderman Connolly, seconded by Alderman H. W. Butler, that the formal by-law, as submitted, be approved.

PETITIONS AND DELEGATIONS

Petition Re: Chebucto Road Improvements

A petition was submitted, signed by approximately 120

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No. TT-4-16302, be rezoned from R-2 zone to R-2 zone. Motion passed.

A formal by-law, as prepared by the City Solicitor to give effect to the foregoing resolution of Council, was submitted.

MOVED by Alderman Trainor, seconded by Alderman Abbott, that the by-law, as submitted, be approved. Motion passed.

Re: Rezoning - Northwest Corner of Windsor and Summit Streets From R-3 Zone to Park and Institutional Zone

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The Director of Planning displayed a plan of the land in question and stated that it is the intention of the applicant to build a church on the site which is composed of three lots, on one of which there is an existing building which is to be used in connection with the church.

No person appeared in opposition or in favour of the proposed rezoning.

MOVED by Alderman Connolly, seconded by Alderman H. W. Butler, that the land at the corner of Windsor and Summit Streets, as shown on Plan No. TT-4-16304, be rezoned from R-3 zone to Park and Institutional Zone. Motion passed.

A formal by-law, as prepared by the City Solicitor to give effect to the foregoing resolution of Council, was submitted.

MOVED by Alderman Connolly, seconded by Alderman H. W. Butler, that the formal by-law, as submitted, be approved.

#### PETITIONS AND DELEGATIONS

Petition Re: Chebucto Road Improvements

A petition was submitted, signed by approximately 120

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residents in the area of Chebucto Road and Quinn and Westmount Streets, strongly objecting to Quinn Street being cut off from access to and from the westbound lane of the new Chebucto Road boulevard and requesting that Council take action to have the dividing strip cut through to maintain the driving convenience formerly available to such residents. The petition was endorsed by Alderman Meagher.

MOVED by Alderman Meagher, seconded by Alderman Connolly, that Mr. Antonio Morrone be permitted to address Council on behalf of the petitioners. Motion passed.

Mr. Morrone asked that Council co-operate with the residents to see that the access from Quinn Street to Chebucto Road is kept open, contending that the access is needed for the movement of ambulances, fire department vehicles and other emergency vehicles.

MOVED by Alderman Meagher, seconded by Alderman Black, that the matter be referred to the next meeting of the Committee on Works for consideration before the work on Chebucto Road progresses too far. Motion passed.

Petition Re: Dust and Noise Nuisance - Newberry Street

A petition was submitted on behalf of Mr. and Mrs. Hugh E. Rogers of 3773 Newberry Street complaining about a dust and noise nuisance caused by the action of a contractor on the property of L. W. Allen Limited and requesting that action be taken to eliminate the nuisance.

MOVED by Alderman Trainor, seconded by Alderman Richard, that the petition be referred to the City Manager for investigation as to the validity of the complaint and report to the Committee on Works. Motion passed.

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REPORT - FINANCE AND EXECUTIVE COMMITTEE

Council considered the report of the meetings of the Finance and Executive Committee held on September 9 and 16, 1965, with respect to the following matters:

Purchase of Typewriters

MOVED by Alderman Abbott, seconded by Alderman Black that, as recommended by the Finance and Executive Committee, no change be made in the current procedure for the purchase of typewriters and that purchase of the following typewriters be approved:

| <u>DEPARTMENT</u> | <u>SUPPLIER</u>                 | <u>MAKE</u>                      | <u>SIZE</u> | <u>PRICE</u>       | <u>TRADE-IN</u> | <u>NET COST</u>     |
|-------------------|---------------------------------|----------------------------------|-------------|--------------------|-----------------|---------------------|
| Development       | Citadel Office Equipment Ltd.   | Remington-Rand                   | 17"         | \$495.             | -               | \$495.              |
| Works             | Seaman-Cross Limited            | Olympia<br>Olympia               | 18"<br>18"  | \$510.)<br>\$510.) | \$75.           | \$945.              |
| Police            | Citadel Office Equipment Ltd.   | Remington-Rand<br>Remington-Rand | 17"<br>17"  | \$495.)<br>\$495.) | \$80.           | \$910.              |
| Assessor          | Underwood Limited               | Underwood                        | 16"         | \$360.             | \$90.           | \$270.              |
| Health            | I. B. M. Limited                | I. B. M.                         | 15.5"       | \$531.             | -               | \$531.+             |
| Fire              | I. B. M.                        | I. B. M.                         | 17"         | \$517.             | -               | \$504.              |
| Finance           | I. B. M. Ltd.<br>Citadel Office | I. B. M.<br>Remington-Rand       | 17"<br>18"  | \$517.<br>\$258.50 | \$69.<br>\$60.  | \$448.<br>\$198.50* |

+ Selectric model, carbon ribbon

\* Manually operated machine

Motion passed.

Group Life Insurance Plan

MOVED by Alderman Black, seconded by Alderman Abbott that, as recommended by the Finance and Executive Committee, the City agree to become the policy holder for a Group Life Insurance contract with the Northern Life Assurance Company of Canada, for the protection of employees of the City, the cost of such insurance to be paid for by Pay Roll deduction upon authorization of the employee that the City shall deduct

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the amount of Group Life Insurance premium from the employee's pay, the money so deducted to be paid to the Northern Life Assurance Company of Canada in payment of premiums. Motion passed.

Alderman Richard gave notice of reconsideration.

Application - Tag Day - Cystic Fibrosis Foundation of Nova Scotia

MOVED by Alderman Abbott, seconded by Alderman Matheson that, as recommended by the Finance and Executive Committee, an application from the Cystic Fibrosis Foundation of Nova Scotia for permission to solicit funds on the streets on September 18, 1965 by the method of giving shoe shines, be approved. The Foundation proposes to have freshmen students at Dalhousie University (male and female) give the shoe shines, and the proceeds of the solicitation would be used for the purpose of purchasing medicine, drugs and equipment by the Foundation for victims of cystic fibrosis. Motion passed.

Final Payment - Active Medical Staff - Halifax Convalescent Hospital

MOVED by Alderman Meagher, seconded by Alderman Abbott that, as recommended by the Finance and Executive Committee, authority be granted to the Board of Management of the Halifax Convalescent Hospital to expend the sum of \$2,685.00 in final payment of medical fees to three members of the old active medical staff of the Halifax Convalescent Hospital who continued to serve after March 31, 1965, the date on which Council had previously decided such payments would be discontinued. Motion passed.

Acquisition of Land - Morris Street between South Park Street and  
Brenton Street

MOVED by Alderman Abbott, seconded by Alderman Matheson that, as recommended by the Finance and Executive Committee, City staff be authorized to negotiate with Centennial Properties Limited for the purchase of a portion of land on Morris Street between South Park and Brenton Street, required for street widening purposes, the Company having offered to sell the said land to the City at a price