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Mr. Green: "Department store, certainly in our own reports and studies, means a full-line department store such as Simpson's or Eaton's. A full-line department store is one which carries a complete range of comparison merchandise from clothing, to furniture, to hardware and heavy goods. A junior department store does not carry any of the appliances or furniture. It is substantially concerned with apparel and the softer goods."

Mr. Green said that the distinction between discount stores and discount department stores is not made on the basis of quality alone; but that if a discount store carries a full range of merchandise, they can be considered a department store, at least from the standpoint of the merchandise carried.

Mr. Green continued and said: "On this whole question of department stores, this has been a question that has bothered everyone substantially. As you are aware, our Phase I Report suggested that the development of a department wasn't absolutely essential to the continuing strength of downtown Halifax; and this is a point which many people have taken some issue with."

In answer to a question by the Mayor, Mr. Green said that his report states that it was most unlikely that you could attract a department store to locate in a free-standing location.

He continued: "You have three shopping areas in the downtown, or adjacent to the downtown. You have Gottingen Street, the Barrington Street area and the Spring Garden Road area, and they operate largely as separate retail enclaves. And, from my observation, Spring Garden Road is a successful retail area; and

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Gottingen Street is a successful retail area. And, neither one of them has a department store; and, as far as I know, neither of the merchant groups have said that they must have a department store in order to be successful or in order to grow in retail sales and retail content."

Alderman Black: "Neither has Barrington Street a department store!"

Mr. Green: "Precisely! But everyone has suggested that the only possible hope for the retail on Barrington Street is to get a department store. Now, I think if you can get one, it's excellent because, certainly, a typical downtown area has department store representation."

Alderman O'Brien: "What is the range of size of department stores?"

Mr. Green: "It could be as little as 80,000 (Square feet) - it could be as much as 600,000 (Square feet), if the full range of merchandise is carried, even though the comparative goods may be somewhat limited because of size."

Alderman Black: "Surely, if somebody is proposing to put up 25 to 30 million dollars worth of construction, you wouldn't base your acceptance or refusal on the question of whether or not they are going to put up a department store."

Mr. Green: "I wouldn't suggest that. The other side of this coin, though, is that while you wouldn't turn down a development of 30 million dollars because it did or did not have a department store, we suggested in the Phase I Report that you

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might well be justified in turning down a 38 million dollar development if it contained so much retail space that it could damage the balance of your downtown area."

Alderman Moir asked if there is any indication that either of the proposals which have been received provide for the inclusion of a full-line department store.

Alderman O'Brien said that Mr. Green had intimated that the department store in the Scotia Square proposal had been moved north a block and would act as a magnet in a certain way. He asked for a clarification.

Mr. Green: "This may be an unfair assumption. I notice that there is a block of retail of 135,000 square feet suggested in the Scotia Square Plan, and I have assumed that this probably is going to be a department store. Now, this may be an incorrect assumption, but I can't imagine any other type of store other than a junior department store."

Alderman O'Brien asked Mr. Green to explain how the "Magnet" works in one direction, and he asked: Doesn't a department store draw from both directions or from all directions around it; and wouldn't it be most useful if it were as near centre of the district that you are trying to draw people to?

Mr. Green: "You come back again to this problem of integrating a retail development on the Central Redevelopment Area with the balance of Barrington Street. In my view, one of the things that you have to attempt to create is this movement from south to north. Now, I was suggesting that if you put the

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department store at the south end of the development of the Central Redevelopment Area with the other retail to the north of it, and provide substantial parking facilities, you tend to draw the traffic down through the interior mall that you create southwards to the department store, and back out again."

Alderman O'Brien: "Isn't it a magnet also in the sense that the closer it is, the more powerful it is as a drawing force? And, if it is at the south end of the Central Redevelopment Area, doesn't it have more drawing power to the south than if its further north?"

Mr. Green: "I would argue that point. I would suggest that if you set up your mall with the department store at the south end of it, you tend to create at least the suggestion that Barrington Street is an extension of this mall."

Alderman O'Brien: "What is there to draw people south?"

Mr. Green: "The existing facilities that you have on Barrington Street. I think that the point that we made in the Phase I Report is a valid point - that the merchants on Barrington Street are going to have to aggressively merchandise and do whatever they can to offset the obvious advantage of the suburban retail facility, if they want to share in any increased traffic that is created by the development on the Central Redevelopment Area. Certainly, the merchants on Barrington Street can't sit back and wait for the people to come in."

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Alderman O'Brien: "Isn't a parking garage, perhaps, a key to getting a south-end terminal that will draw people and have them perhaps walk up through."

Mr. Green: "I agree, entirely!"

Alderman O'Brien: "What about the thing under the Grand Parade?"

His Worship the Mayor: "--the thought of which is not new! Mr. Keating, who was City Engineer in 1891, recommended the installation of stores under the Grand Parade facing east on Barrington Street."

Mr. Green: "It is totally dead space, from an excitement standpoint and a retail standpoint. I have discussed it with a group of architects, only, and they suggested that they don't see any reason why it would not be practical from an engineering standpoint-- they are not engineers."

Alderman O'Brien asked if Mr. Green would advocate that the City Council restrict retail development elsewhere within the City in order to make more opportunity available in the area between the Central Redevelopment Area and Birks -- the area that seems crucial for linking them together.

His Worship the Mayor asked if a division of "retail" is made as between grocery and general merchandise.

Mr. Grant: "I think the distinction we make is the one between what we call comparison and what we call convenience goods; and it is a distinction which has stood some test of time. Your convenience goods are food, drugs, hardware; which you

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would typically shop for at the stores most convenient to you. Your other merchandise, such as clothing, furniture and appliances one tends to shop around for and compare price and quality. Therefore, this type of comparison goods tends to a much larger drawing area than your convenience goods."

Alderman O'Brien: "But, when you get the parking facilities along with the comparison goods stores you have something which makes it convenient for people to do convenience shopping; according to this definition. So, if you are going to have one, you can have them both, providing the first one you have is the comparison."

Mr. Green: "This, I think, is largely theoretically true. Certainly, in the supermarket studies which we are doing now, and have been doing the past few years, the trade area is very restricted -- about a mile and a half for each store; and the people in the grocery business generally feel that most of their business comes from about a mile and a half around them."

Alderman O'Brien: "Except in the heart of a city!"

Mr. Green: "I was very serious about this possibility of putting retail under the Grand Parade, and although it's obviously a suggestion which is treated somewhat humorously, it was seriously intended; and it would assist this link of any retail development in the Central Redevelopment Area with the rest of Barrington Street. It's always going to be a problem

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to draw people this two full blocks with only one side of the street that can have anything on it of excitement to the pedestrian."

His Worship the Mayor: "What should we do in that block across the street? Should we let it go by natural growth because people would move in to hook up the old Barrington Street with the new retail complex, or should we clear it out and make sure that we have an attractive arcade there? Should we take some action on this, or should we let it go?"

Mr. Green: "Again, this depends, partly, on the City's basic philosophy with respect to redevelopment. If you believe that by redeveloping specific areas you can create private initiative which will develop on its own, which is certainly my impression of what redevelopment should be, then you should leave this additional block to redevelopment as a result of entirely private action. There are a group of land owners who own the block. A starting point might possibly be for that group to get together and see if by the formation of some joint development company, they could, themselves, redevelop or least attract a developer to come in with them and redevelop it."

Alderman LeBlanc: "Did you encounter in any of your studies such a grass roots attitude by any of the merchants? Did you discuss these proposals at all with the merchants at large?"

Mr. Green: "Yes! Almost exactly a year ago we were in every establishment on Barrington Street, plus the ones on the cross streets."

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Alderman LeBlanc: "What was the general consensus? Did most of them think the City should do it, or did some of them actually share your view that we should get together and do something that would be competitive? Did you encounter any such optimism?"

Mr. Green: "I would say that there was, perhaps, guarded optimism, but not a great deal of enthusiasm for any form of unified action."

Alderman LeBlanc: "Do you not feel that there is a lethargy, or inertia, or whatever it is-- the fact that no one has done anything in this area. To what extent should the City become involved in actually putting retail stores under the Grand Parade, for example, when the present stores are not utilizing their merchandising area to full advantage. I just can't envisage us spending money, or anyone, on stores here when the ones across the street are falling down. How far does the Council go to revitalize or to inject some type of energy into a decaying business district. It must be difficult for you as an expert in this field to study this matter, and for Council who are going to make the ultimate decision to do things when there are no actual suggestions from any merchants, other than -- we want more parking. That's the only observation I have ever encountered. If it hadn't been for the VE Day riots, Barrington Street would be like it was in 1915, I would imagine. But, because everything was demolished, we got some new store fronts."

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Mr. Green: "You can tear down every block on Barrington Street and redevelop them with beautiful retail facilities but if the people who occupy them are not prepared to merchandise aggressively and go after business, really, you will have made no progress."

Alderman LEBLanc: "Exactly! That's my point. Is this not an exercise in futility. Supposing we did. Do you think there would be that enthusiasm to rent these stores and take advantage of them? I, frankly, doubt it."

Mr. Green: "It is going to be difficult to give an answer until some form of development has taken place on the Central Redevelopment Area. I tend to be very sympathetic towards the downtown merchants' problem, and, to suggest that their inertia, at least over the last three or four years, has been a result of uncertainty with respect to what development would take place."

Alderman Moir asked what Mr. Green's opinion was of the Norwich Plan.

Mr. Green: "I think it results in a very substantial upgrading of physical facilities, which is one of the things that would help the downtown to be more competitive, at least from an appearance standpoint, with the newer facilities in the suburbs; but, this is certainly something the downtown merchants could get on with, and there's no reason for them to wait until something is developed up here. You can always find reasons to

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wait, but I think this would be a very good way for the downtown merchants to indicate their enthusiasm for the total concept of overall redevelopment downtown."

His Worship the Mayor referred to Mr. Green's earlier remarks respecting joint action on the part of property owners on the east side of Barrington Street, opposite the Grand Parade, and he asked if the Council should exercise its prerogatives under the Zoning By-Law to prevent changes in usage of properties on Barrington Street to curb the intrusion of office buildings on space formerly occupied by retail stores.

Mr. Green: "I don't see why it isn't possible to persuade the developer to maintain retail space on the ground floor."

His Worship the Mayor said that the City had tried persuasion a few years ago but was not successful with the result that a bank is now located on the main street at what was at one time the No. 1 corner. He asked if the City should be alert to guard against further intrusion on retail space.

Mr. Green: "It is a difficult question to answer but I think one factor that you have to take into consideration is that successful retail space, particularly specialty store space, pays quite good rent. It probably pays better rent than ground floor office space; and it would seem to me that if you leave it to private enterprise, providing there is sufficient demand for retail space in the downtown, the tendency will be

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for Barrington Street to develop retail space. On the other hand, if there isn't the demand, no amount of legislation or control will create retail stores. It may create empty stores but it won't create retail stores."

His Worship the Mayor: "We in Halifax over several generations have watched the change in the streets here. Water Street, initially, was the commercial street--the retail street. It moved to Hollis Street; and Granville Street in the early 20's was a very lively retail street. It moved to Barrington Street; and then, of course, it moved from Barrington to the periphery. This is what free enterprise did, and they keep changing the nature of the area and unless the Council takes some positive action to say: 'Here, this shall be a retail street; those streets shall be banking and commerce, insurance offices, and so on,' we are going to have the same problem all over again, are we not? Because you can watch what is going on on Spring Garden Road - there's a tendency even there to take up prime sites which might be retail but are used for office sites."

Alderman Meagher observed that office buildings in retail areas provide customers for the retail stores by bringing more people into the area.

Alderman O'Brien referred to the proposals which have been received for the Central Redevelopment Area and noted that one of the developers has included a proposition for an option for adjacent land. He asked if Mr. Green has any comments to make with respect to that proposition.

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Mr. Green: "How much land is involved; where is it; and how long is the option being requested?"

Alderman O'Brien: "I think one has to do with the Citadel Redevelopment Area, so called, in the Central Business District of the Master Plan; which, presumably, is housing, basically."

His Worship the Mayor: "Obviously, this will strengthen the existing Barrington Street. If you cover the upper slopes above Grafton Street with housing, good quality housing, you tend to help the vitality of the whole area."

Alderman O'Brien: "Where does wisdom lie in terms of putting all your eggs in the basket of one developer. If you've got one developer going at thirty million dollars on the Central Redevelopment Area, should we conceivably look to another one for an adjacent redevelopment area?"

Mr. Green: "Well, the Draft Master Plan has already suggested that the area in question should develop as apartments. This really becomes basically a marketing question. You have eighteen acres that you are trying to sell here. There are, obviously, some advantages to the developer in having the option to create this addition on the Citadel lands. It would not appear, and again this is on a very cursory examination of the plan, to be essential to completion of the one plan that the option be granted on the other, particularly since apartments on the land are part of the Draft Master Plan scheme, in any event."

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Alderman O'Brien: "They don't have to be tied together except for the nature of what's to go into them, which is a part of our overall planning central, in any case."

Mr. Green expressed agreement with Alderman O'Brien's remarks.

Alderman LeBlanc: "Do you not feel that if the individual merchants did spruce up their establishments and advertised, and had a real campaign going--changed their displays and everything--that they could do well?" He referred to the fact that on Barrington Street in the blocks between Duke and Morris Streets, it is impossible to buy a meal after 7:00 p.m., and, yet, beyond that point south of Morris Street, other smart establishments do extremely well.'

Mr. Green: "That was disturbing, I would be the first to admit, during my first weekend in Halifax to spend Thursday and Friday evening around 7:30 p.m. on Barrington Street and to find that there obviously wasn't any unified program among the merchants as far as opening was concerned.

"The downtown merchants in Denver have established this policy of paying the bus fare of people who shop in the downtown, and these are the sort of programs that any downtown group, if they are really hungry for business, can initiate."

In answer to a question by Alderman Moir, His Worship the Mayor stated that the City Staff and the local staff of Central Mortgage and Housing Corporation should study the Phase II Report in conjunction with the documents they now have and

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report back to the Council. He expressed the hope that the Report on Phase II would become the basis of further reports to Council.

Alderman Meagher asked if it would be possible for Mr. Green, before he leaves Halifax, to spend some time with the City Manager and Development Department to examine the proposals for the Central Redevelopment Area and give them the benefit of any opinion he may be able to form in the time available.

Mr. Green said that he would be happy to spend whatever time he has before his departure from Halifax to confer with the appropriate City officials.

Alderman Matheson referred to the problem created by the mixing of office and retail space in the downtown area, which is particularly vexing in Halifax because of the paucity of land, and he asked if because of the problem Halifax would be justified in extending zoning centrals and designate certain areas for retail space, office space, etc.

Mr. Green: "You are talking about the ground floor! The only problem with establishing this type of zoning is that you have to be constantly aware of the market demand for additional retail facilities, because, as I said a few moments ago, if you insist that all of Barrington Street be retail or nothing, and there isn't the demand for all Barrington Street to be retail, what isn't retail is going to be empty. Now, to some degree the force of the market itself will create retail space where there is a need for retail space. If substantial pedestrian flows

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are created on Barrington Street as a result of the development on the Central Redevelopment Area lands, there will be people who will want to locate retail businesses on Barrington Street."

His Worship the Mayor: "Supposing, though, the space they want to locate in has been taken up by a trust company--it is gone, and the opportunity to develop that as a lively street is gone, too."

His Worship the Mayor referred to the experience of Ottawa where the shopping mall on Sparks Street is being destroyed by the construction of office buildings on locations formerly occupied by retail shops; and he said: "It's a pathetic thing, really, because even as we were walking down the street we saw under construction new office buildings that were taking out existing stores, and it just can't help but knock out all of Sparks Street despite all their efforts on a mall and bringing in sand boxes and slides. This was a wasted effort because the trend was started along ago and it will continue until Sparks Street won't have even a drug store on it.

"I think we should try to avoid this because if you let private enterprise go where they want to go, you will have fragmentation of all of your shopping districts--up Spring Garden Road; up Gottingen Street; up Agricola Street; up Quinpool Road -- it's going on unchecked. Certainly, we have a responsibility as town planners to do something about it. Otherwise, we are creating, Mr. Green, are we not, the opportunity, for the

Meeting of the Committee of the Whole adjourned.

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people in the periphery to start new shopping centres."

Mr. Green: "This is, at least partly, a different problem because once you start talking in terms of shopping centres, you've got to take into consideration the whole metropolitan area, and the thought of creating any sort of control to take in the metropolitan area is not, perhaps, entirely realistic at the present time."

His Worship the Mayor: "We could stop some buildings from going in on Barrington Street which could be a block to revitalization five years from now."

Alderman Matheson: "I share your views philosophically, Mr. Green, but sometimes you have to bend your philosophy a little bit."

Mr. Green: "Ture! But you can create space by legislation but you can't create the market; and I think this is the only caution I am urging upon you--that the market is created by factors that are entirely beyond your control, and if there isn't the market, no amount of legislation will create it."

His Worship the Mayor thanked Mr. Green for his presentation.

His Worship the Mayor said that the Report of Phase II would be referred to the Joint Staffs of the City and Central Mortgage and Housing Corporation to be used in conjunction with future studies and, also, in the evaluation of the proposals for the Central Redevelopment Area.

Meeting of the Committee of the Whole adjourned.

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10:28 p.m. Council reconvened the same members being present.

10:30 p.m. Meeting adjourned.

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C. A. VAUGHAN,
MAYOR AND CHAIRMAN

R. H. STODDARD
CITY CLERK

SPECIAL CITY COUNCIL
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Committee of the Whole,
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1966 LEGISLATION

Council Chamber,
City Hall,
Halifax, N. S.,
March 9, 1966,
7.30 p.m.

A draft of the proposed Bill of the Halifax
Act was submitted from the City Solicitor for consideration,

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

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

There were present His Worship Mayor C. A. Vaughan, Chairman; Aldermen Black, Abbott, Moir, Matheson, A. M. Butler, Meagher, LeBlanc, Connolly, O'Brien and H. W. Butler.

Also present were Messrs. P.F.C. Byars, D. F. Murphy, G. F. West, J. L. Leitch, R. H. Stoddard, V. W. Mitchell, G. H. Brundige, M. Latham, Insp. J. Wrin, R. Bedgood, J. Ross, C. Kelly, E. Robichaud, H. Hushard, E. M. Fogo, J. F. Thomson, C. Chang and Mrs. F. McSweeney.

The meeting was called specially to consider the following items:

- 1. Mumford Road Bridge
- 2. Halifax-Dartmouth Narrows Bridge
- 3. Improvements - Armdale Rotary
- 4. 1966 Legislation.

At the request of His Worship the Mayor, it was agreed to consider the items of business in the following order:

- 1. 1966 Legislation
- 2. Mumford Road Bridge
- 3. Improvements - Armdale Rotary
- 4. Halifax-Dartmouth Narrows Bridge

MOVED by Alderman Moir, seconded by Alderman Matheson, that Council adjourn and meet as a Committee of the Whole. Motion passed.

7.40 p.m. Council met as a Committee of the Whole.

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1966 LEGISLATION

A draft of the proposed Bill of the Halifax Superannuation Act was submitted from the City Solicitor for consideration.

His Worship the Mayor felt that all groups concerned had had ample opportunity for discussion before the proposed Bill was drafted and stated that Council will also listen to any group who would want to make amendments to the Plan at a later date.

Alderman O'Brien stated it would be impossible to get something that would satisfy every last employee and he felt the new scheme is much fairer to the total staff than the previous one.

MOVED by Alderman A. M. Butler, seconded by Alderman Trainor, that the legislation dealing with the Halifax Superannuation Act be approved as drafted. Motion passed unanimously.

MOVED by Alderman Abbott, seconded by Alderman A. M. Butler, that the legislation relating to the sale of the Sewer System to the Public Service Commission, as well as the Repeal of Section 11 of Chapter 73, Acts of 1965, be approved. Motion passed.

MOVED by Alderman Trainor, seconded by Alderman A. M. Butler, that the legislation authorizing a grant of \$40,000.00 to the Directors of the Atlantic Winter Fair by the City, be approved. Motion passed with Alderman Black recorded against.

MUMFORD ROAD BRIDGE

Plans for the Mumford Road Bridge were displayed and the Commissioner of Works outlined the proposal.

A lengthy discussion ensued during which it was suggested building an abutment along both sides of the present bridge; or twinning the bridge with traffic one way. It was felt that additions could be made to the present bridge to save a considerable amount of money and that walkways could be put on each side of the bridge.

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Alderman Matheson remarked that if the City had 3/4 million dollars, it could do a lot of work on Harbour Drive. He asked what this bridge will serve which Harbour Drive will not do and if all the people can get to Fairview by Harbour Drive, why bother with this bridge?

His Worship the Mayor stated that he made application to the Dept. of Highways to include Mumford Road as a Provincial highway.

The Commissioner of Works stated that the \$312,000.00 from the Board of Transport Commission will not be realized if the City does not use the plan as suggested by the Board Order. Referring to the proposed additions and walkways, he said that all these things can be done but not cheaply. By the time the grant was excluded, it will cost about the same amount with the new suggestions.

Alderman Black felt that Mumford Road should be widened and that the City should get assistance from the Province and the Board of Transport Commissioners. He objected to paying \$750,000.00 for that small structure when it can be done for less. He felt the existing bridge was adequate and could be paralleled or lanes added outside the bridge.

Alderman A. M. Butler asked if the road could be engineered without disturbing the cemetery but the Commissioner of Works replied it would be necessary to disturb a certain number of graves.

Alderman O'Brien suggested considering two lanes going out Mumford Road towards Fairview and one lane coming into the City. If the trend were changed, he felt it might force people to use Bayers Road coming into the City.

MOVED by Alderman Moir, seconded by Alderman A. M. Butler, that Staff and the Consultant, Mr. J. P. Vaughan, consider a bridge proposal to provide for two traffic lanes going west on Mumford Road

and one lane going east;

That the present bridge be utilized with the construction of outside pedestrian walkways;

That Staff report to the Committee on Works on this and other suggestions with cost estimates. Motion passed.

IMPROVEMENTS - ARMDALE ROTARY

The Commissioner of Works submitted a sketch showing the location of the proposed Causeway, with two lanes going east and two lanes going west from Quinpool Road, through Edmunds Grounds and joining Purcell's Cove Road on the County side, and explained the proposal.

Several questions were asked pertaining to the future movement of traffic coming from and into the City.

His Worship the Mayor said it was the Consultants' opinion that the Causeway will not interfere with the scheduling of the construction of the North West Arm Bridge.

Aldermen Moir and Trainor favored an Arm Bridge rather than the proposed Causeway.

It was pointed out that no properties are affected by the proposed Causeway on the City side and it would be the responsibility of the Province to acquire properties on the County side of the Arm.

Alderman Matheson expressed concern about the possibility of the tide changing the water to the north of the Causeway and creating a cesspool. He asked if the receding tide will bring sewage to the Causeway and if it will be left on the sides of the Causeway.

Mr. West replied that this area to the north of the Causeway will gradually be filled in and there will be a deep channel which will give an increase in the velocity and take the debris out with the tide.

Alderman Trainor suggested that for the money being expended for the Causeway, plus an additional sum, a Bridge could be built across the Arm.

Alderman Matheson suggested extending the sewers into the channel.

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His Worship the Mayor felt the Bridge stands on its own merits and stated that the Causeway is, in the opinion of the persons engaged to advise it, the best solution at this time and he thought it was a good one.

Alderman Black stated that this is an alternative Rotary improvement which is apart from the Bridge and is a more practical solution than the original Fenco report, but this does not mean the Council has given up the idea of an Arm Bridge.

Alderman O'Brien remarked that Council favored the immediate provision of a free lane around the north end of the Arm which carries out the same advantage as this. He asked if staff had considered this and if it would be any cheaper. He wanted to know what the complete staff advice is on this matter and if any serious consideration was given to moving it closer to the Rotary.

His Worship the Mayor pointed out that it would be in conflict with the Rotary.

The City Manager pointed out that when the Fenco report was first brought in, there was no Traffic Engineer. At that time, the matter was referred to Messrs. West and Wickwire as engineering staff for the City and Province. The Traffic Engineer has only come into the discussion during the last few weeks.

Alderman O'Brien asked if the Planning staff had considered the aesthetics of the proposal and was advised in the negative.

It was suggested that the Causeway might look like the Canso Causeway with all the big rocks showing and it was felt that cement could be poured over the rocks to give it a better appearance.

Alderman A. M. Butler felt a good deal of seascaping could be done to eliminate the stones and boulders at the foot of the structure.

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The Commissioner of Works said that the banks could be rip-rapped by putting flat rocks on the sides in an orderly fashion.

It was suggested that there be no left turn at MacDonald Street or Quinn Street going east on Quinpool Road.

Alderman Matheson referred to the suggestion of two lane traffic on the Causeway. He felt that traffic would jam on the T-intersection and would be unable to move due to two lanes of traffic across the Causeway.

Alderman O'Brien asked the Traffic Engineer if he had any doubts about the practicality of the proposed plan and Mr. Chang replied that this was a good scheme in principle, but he did not approve of the design and felt that a left-hand merger was dangerous. Mr. Chang suggested that the T should be an ordinary intersection with traffic stopping east and west for a very short time to permit left-hand turns.

Aldermen Meagher and O'Brien suggested that the proper design and grades should be prepared by the Province before Council approved of this plan.

Mr. Chang agreed in principle with the scheme but not the complete design.

Alderman LeBlanc asked if the Causeway would be better if it was further north and the question then arose whether it would be possible, if this were done, to join up with the Herring Cove Road.

Mr. Chang suggested putting a new road from the Herring Cove Road to join the red lines as per plan submitted. He said it would be worth investigating moving the whole project to the north.

Alderman O'Brien suggested that staff look at the project with a view to placing it further north and that an estimate of the cost be submitted.

Committee of the Whole,
March 9, 1966.

MOVED by Alderman H. W. Butler, seconded by Alderman O'Brien
that the proposal for a Causeway across the North West Arm at the
foot of Quinpool Road be referred to staff for a report to a meeting
of City Council on March 31st or earlier, to include the following
information:

- (1) The feasibility of moving the whole project further north.
- (2) Consider the matter of aesthetics by an orderly placing
of flat rocks on the banks of the Causeway.
- (3) Consider the matter of whether or not the channel outlet
is sufficiently large so that the tide will carry the
refuse out beyond the Causeway, rather than the refuse
lying on the flats at low tide.
- (4) That maps be prepared showing the level of tides and the
force of flows of the North West Arm.
- (5) That cost estimates be prepared and submitted on the pro-
posed revised project.

The motion was put to a vote and passed with Alderman
A. M. Butler voting against.

It was also agreed that a representative from the Pro-
vincial Department of Highways be invited to attend the meeting of
Council when this matter is again considered.

HALIFAX-DARTMOUTH NARROWS BRIDGE

The following letters were submitted and read:

January 10, 1966.

Mr. Ralph Stoddard,
City Clerk,
City Hall,
Halifax, N. S.

Dear Mr. Stoddard:

Under date of March 10, 1965, I wrote His Worship the Mayor
regarding the proposed bridge at the Narrows site. Copy of that
letter is attached, along with copies of the information that accom-
panied it.

As yet the Commission have had no reply to this letter,
and it is vitally important and most urgent that we be advised with
the minimum of delay whether the suggestions contained in it meet
with the approval of the City of Halifax. This information is re-

Committee of the Whole,
March 9, 1966.

quired before we can ask our engineers to give us present-day prices on the cost of a Narrows bridge and the necessary approaches. Without such information no definite plans can be formulated.

We would therefore appreciate it if you would have this matter dealt with as soon as possible.

Yours truly,

"A. M. MacKay"
Chairman

Halifax-Dartmouth Bridge Commission

March 10, 1965.

C. A. Vaughan, Esq.,
Mayor of Halifax,
City Hall,
Halifax, N. S.

Dear Mr. Mayor:

At a meeting of the Halifax-Dartmouth Bridge Commission held on Tuesday, the 9th day of March, 1965, the plans, specifications and cost estimates as submitted by Engineer H. H. L. Pratley were considered and approved by the Commission for submission to the Premier of the Province, the Mayors of the two Cities and the Warden of the Municipality of the County of Halifax, it having been un-animously resolved that the plan dated March 4 (a copy of which is attached), of a bridge at the Narrows site and the necessary approaches thereto be approved subject to -

- (1) the Commission undertaking to purchase from the City of Halifax for the sum of \$318,000.00 land required by the Commission for construction of elevated streets and over-passes;
- (2) the undertaking by the City of Halifax 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;

Committee of the Whole,
March 9, 1966.

- (d) accept title to and assume responsibility for the maintenance of all bridge approach streets not on elevated structure;
- (3) the undertaking by the City of Dartmouth to -
- (a) accept title to and assume responsibility for maintenance of all streets and/or roadways in the City of Dartmouth to be constructed by the Bridge Commission, other than those streets and/or roadways on elevated structure;
- (b) grant to the Bridge Commission rights of way and easements over lands and/or streets owned or hereinafter acquired by the City for the construction by the Commission of streets, roadways, overpasses and elevated structures.

The estimate of costs as submitted by Engineer Pratley, which amounts to \$21,340,500 and which was approved by the Commission, is explained in detail on the attached statement.

Yours truly,

"A. M. MacKay"
Chairman

HALIFAX-DARTMOUTH BRIDGE COMMISSION.

For the information of the Aldermen, the City Clerk read the resolution approved by City Council at a meeting held on December 20, 1965 re Bridges.

MOVED by Alderman O'Brien, seconded by Alderman Abbott, that His Worship the Mayor be authorized to write a letter to the Chairman of the Halifax-Dartmouth Bridge Commission stating that it was the intention of the City Council in its resolution of December 20 1965, to approve the items laid down in the letter from the Halifax-Dartmouth Bridge Commission dated March 10, 1965 and that the matter of the construction of the North West Arm Bridge be again emphasized. Motion passed unanimously.

10.35 p.m. Council reconvened, the same members being present.

The following recommendations were submitted from the Committee of the Whole Council:

Council,
March 9, 1966.

MUMFORD ROAD BRIDGE

MOVED by Alderman Moir, seconded by Alderman A. M. Butler that, as recommended by the Committee of the Whole Council,

1. Staff and the Consultant, Mr. J. P. Vaughan, consider a bridge proposal to provide for two traffic lanes going west on Mumford Road and one lane going east;
2. The present bridge be utilized with the construction of outside pedestrian walkways;
3. Staff report to the Committee on Works on this and other suggestions with cost estimates.

Motion passed.

HALIFAX-DARTMOUTH NARROWS BRIDGE

MOVED by Alderman O'Brien, seconded by Alderman Abbott that, as recommended by the Committee of the Whole Council, His Worship the Mayor be authorized to write a letter to the Chairman of the Halifax-Dartmouth Bridge Commission stating that it was the intention of the City Council, in its resolution of December 20, 1965, to approve the items laid down in the letter from the Halifax-Dartmouth Bridge Commission dated March 10, 1965 and that the matter of the construction of the North West Arm Bridge be again emphasized. Motion passed unanimously.

IMPROVEMENTS - ARMDALE ROTARY

MOVED by Alderman E. W. Butler, seconded by Alderman O'Brien that, as recommended by the Committee of the Whole Council, the proposal for a Causeway across the North West Arm at the foot of Quinpool Road be referred to staff for a report to a meeting of City Council on March 31st or earlier, to include the following information:

- (1) The feasibility of moving the whole project further north.
- (2) Consider the matter of aesthetics by an orderly placing of flat rocks on the banks of the Causeway.

Council,
March 9, 1966.

- (3) Consider the matter of whether or not the channel outlet is sufficiently large so that the tide will carry the refuse out beyond the Causeway, rather than the refuse lying on the flats at low tide.
- (4) Maps be prepared showing the level of tides and the force of flows of the North West Arm.
- (5) Cost estimates be prepared and submitted on the proposed revised project.

Motion passed with Alderman A. M. Butler voting against.

It was also agreed that a representative from the Provincial Department of Highways be invited to attend the meeting of Council when this matter is again considered.

1966 LEGISLATION

Superannuation Plan

MOVED by Alderman A. M. Butler, seconded by Alderman Trainor that, as recommended by the Committee of the Whole Council, the legislation relating to the Halifax Superannuation Act be approved as drafted. Motion passed unanimously.

Sale of the Sewer System to the Public Service Commission

MOVED by Alderman Abbott, seconded by Alderman A. M. Butler, that the legislation relating to the sale of the Sewer System to the Public Service Commission, as well as the Repeal of Section 11. of Chapter 73, Acts of 1965, be approved. Motion passed.

Atlantic Winter Fair

MOVED by Alderman Trainor, seconded by Alderman A. M. Butler that, as recommended by the Committee of the Whole Council, the legislation authorizing a grant of \$40,000 to the Directors of the Atlantic Winter Fair by the City, be approved. Motion passed with Alderman Black recorded against.

Meeting adjourned 10.40 p.m.

Council,
March 9, 1966.

HEADLINES

Mumford Road Bridge
Halifax-Dartmouth Narrows Bridge
Improvements - Armdale Rotary
1966 Legislation

Council Chamber,
City Hall
Halifax, N.S.,
March 9, 1966.
1966 P. 183K

C. A. VAUGHAN,
MAYOR AND CHAIRMAN.

R. H. STODDARD,
CITY CLERK.

SPECIAL CITY COUNCIL
MINUTES

Council,
March 17, 1966.

Council Chamber,
City Hall,
Halifax, N. S.,
March 17, 1966,
2:40 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 Mayor Charles A. Vaughan, Chairman; Aldermen A. M. Butler, Abbott, O'Brien, Doyle, Matheson, Moir and H. W. Butler.

Also present were Messrs. P. F. C. Byars, J. L. Leitch, C. MacKenzie, G. H. Brundige, J. F. Thomson, R. H. Stoddard, H. K. Randall and Dr. E. M. Fogo,

His Worship the Mayor informed the meeting that a quorum was not present and requested a motion to extend the time of the meeting in order to comply with the Rules of Order of Council.

MOVED by Alderman O'Brien, seconded by Alderman H. W. Butler, that the time of the meeting of Council be extended for one-half hour from the hour fixed for the meeting, i.e., 2:30 p.m. to 3:00 p.m. Motion passed.

2:55 p.m. Alderman Meagher arrived.

The meeting was again called to order by the Chairman, the following members of Council now being present - Aldermen A. M. Butler, Abbott, O'Brien, Doyle, Matheson, Moir, H. W. Butler and Meagher.

The meeting was called specially to consider the report of the City Manager respecting the Submission to the Board of Public Utilities Re: Annexation.

Council, of the Whole
March 17, 1966.

Discussion ensued whether or not members of the Press and News Media should be permitted to attend discussion on the matter and it was agreed that they be permitted to attend, but that the Report of the City Manager and the Annexation Study of Urwick Currie Limited, Management Consultants, remain confidential.

MOVED by Alderman A. M. Butler, seconded by Alderman O'Brien, that Council convene as a Committee of the Whole. Motion passed.

3:05 p.m. Council convened as a Committee of the Whole.

Alderman O'Brien referred to the request of the Board of Commissioners of Public Utilities under date of October 6, 1965 that the City of Halifax undertake studies and surveys respecting annexation, and he suggested that the City express to the Board the City's views respecting the expediency and financial implications for the City of Halifax. He advocated that the City's position should be that in principle it is better to have one City, but it is not expedient from the point of view of the taxpayers of the City of Halifax if the process of annexation will mean a substantially increased tax burden to the residents of the City of Halifax at the present time. He suggested that the matter be basically approached on how the financial arrangements would be made between the Province, the County of Halifax, and the City of Halifax if it is deemed to be expedient to have annexation in the City of Halifax. He favoured Rockingham and Fairview districts to be the first to be annexed.

Alderman Richard arrived 3:10 p.m.

Alderman A. M. Butler asked if the Council should not declare its position with respect to a plebiscite -- whether or not one is favored after the facts are ascertained, the transi-