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July 13, 1967

In accordance with discussions at meetings of the Implementation Committee held during June, 1967, it is necessary to recruit a Supervisor of the Real Estate Division of the Development Department.

This is not entirely a new position, since it will include duties previously performed by the Property Management Officer (1967 salary range - \$7980- \$9180).

Additional duties, however, involving support functions in the Development Department, require an incumbent in the \$12,000 to \$14,000 salary range.

Permission is requested, therefore, to authorize the Training and Personnel Officer to proceed with the necessary recruitment.

Considerable discussion ensued on this matter, and the Development Officer, when asked, gave a brief resume of the duties that would be undertaken by this employee.

After further discussion, it was MOVED by Alderman Matheson, seconded by Alderman Black that the report be adopted.

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

For:	Aldermen Black, Abbott, Moir, Ivany, Matheson, A. M. Butler, Meagher, LeBlanc, Doyle, Fitzgerald and H. W. Butler	11
Against:	Aldermen Ahern, Connolly and Sullivan	3

#### QUESTIONS

##### Question Alderman Matheson - Court House

Alderman Matheson asked whether His Worship the Mayor has had any communication or contact with the Court House Commission relating to a meeting with himself, the Attorney General and representatives of the Court House Commission on the matter of the location of the City Magistrate's Court in the new Court House Building.

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His Worship the Mayor stated that he had received no communication from the Court House Commission.

Alderman Matheson further asked how many letters Staff have written to the Court House Commission relating to this matter and whether any of them have been answered.

The Development Officer stated that two or three letters had been written and the first had been acknowledged by the Secretary of the Court House Commission. The general conclusion in that letter was that the matter would be brought up before the next meeting of the Court House Commission. The second letter which had been written recently has not been answered as yet.

Alderman Matheson asked if this matter could be followed up.

His Worship the Mayor agreed to contact the Chairman of the Court House Commission.

Question Alderman Meagher - C. N. R. Property Clean-up

Alderman Meagher asked if any communication had been received from the C. N. R. concerning the clean-up of their property starting from Quinpool Road and running through to Howe Avenue.

His Worship the Mayor stated that some contact had been made at the Staff level and a follow-up letter from him but no final answer had been received.

Alderman Meagher further stated that he felt that C. N. R. as a government body, should have taken some action by now, and if no action has been taken he felt that Council should write a



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letter to the Minister of Transport.

It was agreed that His Worship the Mayor follow up with a letter.

Question Alderman Connolly - Plumbing Repairs - 5454 North Street

Alderman Connolly asked why the City is permitting \$2,400.00 to be spent on plumbing repairs to the above City-owned property which eventually will be demolished.

The Development Officer replied first that the Internal Auditor and the Plumber had very closely scrutinized the invoice in the amount of \$2,400.00 and verified same to be reasonable. Secondly that this property will be there for quite a considerable period of time, until, possibly, the interchange of the Bridge head is agreed to by Council and construction started. The third point is that this property was required for families which had been moved out of the Brunswick Street area.

The Alderman questioned the amount of material used and felt that the account was out of line.

Question Alderman Connolly - Salary - Supervisor Cost Office

Alderman Connolly asked if the Acting City Manager would look into the salary of Mr. H. P. Brennan who was reclassified as Supervisor of the Cost Office, City Field and suffered a loss in pay by his acceptance of this new position.

Question Alderman Ahern - Visit of Queen Mother

Alderman Ahern asked if any effort had been made by the City to honour the Queen Mother during her short visit in Halifax.

His Worship the Mayor stated that the Provincial Government would be honouring the Queen Mother at a luncheon and

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dinner during her one day stay in Halifax.

Question Alderman Fitzgerald - City Market

Alderman Fitzgerald asked if the City Market would be closed in the near future.

His Worship the Mayor replied that it would remain open as long as the building remained standing.

Alderman Fitzgerald referred to the rental charged for the stalls when these people were put to so much inconvenience getting in and out of the Market Building.

The Acting City Manager stated that traffic is congested due to the installation of sewers in the area.

Question Alderman Moir - Control of Fire-arms

Alderman Moir asked if any action had been taken on the resolution passed by City Council last year to write to the Provincial and Federal Governments asking them to investigate the possibility of more stringent control of fire-arms.

The City Clerk was asked to check into this matter and report on same.

Question Alderman Sullivan - Petition - Residents of Russell Street

Alderman Sullivan asked if any action had been taken with regard to the petition submitted at the last Council meeting which pertained to the residents of Russell Street objecting to a section of Russell Street being used as an entrance to the Fleet Club.

The Development Officer stated that he had held discussions with the Military authorities but as yet did not have all the answers.



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Question Alderman Ahern - Election Procedures Committee

Alderman Ahern asked what progress has been made by the Election Procedures Committee.

Alderman Fitzgerald stated that actually nothing could be done until the Legislature meets next year. He further stated that he had been studying the pertinent sections of the City Charter and proposes to call a meeting sometime in September.

For the information of City Council, the City Clerk will have several suggestions to put forward at this meeting for easier operation of the election procedures.

Question Alderman Ivany - Meeting with Province - Bridges

Alderman Ivany asked what the atmosphere is like at the present time for a meeting with the Provincial Government concerning the Bridges.

His Worship the Mayor stated that the City was prepared to sit down and meet with the others at any time and that he was led to understand that the Bridge Commission was to convene a joint meeting with the Province.

ADDED ITEMS

Parking Downtown

Alderman Ivany referred to the lack of parking in the downtown area, and urged Council to see what can be done to improve the situation. He suggested three or four decks on the Grafton Street Parking Lot or further floors on Tex-Park Garage. He stated that it is his understanding that a developer will be presenting a proposal for the Grafton Street Parking Lot before the end of the month indicating that the construction can be

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accomplished at a cost of approximately \$6.00 a square foot, which is two dollars less than the estimated cost submitted from Staff.

His Worship the Mayor informed Alderman Ivany that this problem is of great concern to Council and the Advisory Committee on Parking have had the matter under discussion for some considerable time. He stated that he hoped there can be some action this Fall to improve the parking problem.

Assignment of Lease - Fleming Park - Canteen Concession

The following report was submitted from Staff:

"Members of Council may be aware that the above-noted Canteen has been closed since the sudden death on June 25th of Mr. Kenneth Chaddock, to whom Council had previously awarded the concession to operate the Fleming Park Canteen for a three year period. The City was advised by representatives of the Estate that the Chaddock family would be unable to continue operating the Canteen.

It was considered by staff that efforts to have the Canteen re-opened should be proceeded with as quickly as possible in the public interest and that arrangements be concluded which would be as satisfactory as possible to all parties concerned. It was considered that re-calling of tenders would be too time-consuming a procedure and therefore both representatives of the Estate and the City contacted the other parties who had tendered for this concession, as well as several others believed to be interested in canteen operation. As a result, the Estate has made arrangements to assign the agreement to Mr. William D. Hartlen, 2812 Oxford Street, Halifax. Mr. Hartlen has advised that he expects the Canteen to be in operation as of this date.

It was anticipated earlier that the City might have to accept some financial loss in order to expedite re-opening of the Canteen. On the basis of the arrangements which have been made, Mr. Hartlen will have the concession for the remainder of the three year period, expiring April 30th, 1970, and the City will receive the full amount of the price tendered by the late Mr. Chaddock, being \$7,160.00.

It is understood that Mr. Hartlen will operate the Canteen on the same terms and conditions as applied in the agreement between the City and the late Mr. Chaddock and a copy of the assignment will be available for review by the City Solicitor as soon as completed. It is requested, therefore, that Council approve the



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assignment of the agreement to Mr. Hartlen for the remainder of its term, subject to review by the City Solicitor.

It should be noted that the Committee on Works may cancel the agreement at any time in the event of any violation of its terms."

MOVED by Alderman Ivany, seconded by Alderman Fitzgerald that the Assignment of Lease for the Fleming Park Canteen to Mr. William D. Hartlen, be approved, subject to review by the City Solicitor. Motion passed.

Traffic Connaught Avenue

Alderman Fitzgerald referred to complaints he had received from several residents on Connaught Avenue about the excessive amount of noise made by large trucks using this street late at night and about the increasing number of accidents caused by speeding, etc. He asked if something could be done about keeping trucks off the street late at night. He indicated that the residents are considering making representations to Council to ascertain if anything can be done, so that they will be able to sleep at night.

Some discussion ensued with respect to the authority to place "Trucks Prohibited" signs along this street, and the Chief of Police advised that it is the authority of the Local Authority, which in his interpretation is the City Council.

Alderman Black suggested a sign prohibiting truck traffic between the hours of 6 p.m. and 8 a.m.

Alderman Fitzgerald felt that this idea is in the minds of the residents, who will submit certain proposals at a later date.

After further discussion, Council agreed to refer this matter to the Safety Committee.

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Administrative Order #7 Re: "Street Lines" (Second Reading)

MOVED by Alderman Moir, seconded by Alderman Abbott  
that Administrative Order #7 respecting "Street Lines" be read  
and passed a second time. Motion passed.

Alteration of Street Lines - Connaught Avenue & Windsor Streets -  
Conveyance of City-owned Land to  
Baron De Hirsch Benevolent Society

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MOVED by Alderman Moir, seconded by Alderman Sullivan  
that:

1. The Official Street Lines of Connaught Avenue and Windsor Street be altered to carry out retaining wall improvements at this intersection;
2. 2,468 square feet of City-owned land be sold to the Baron De Hirsch Benevolent Society for the sum of \$1,234.00;
3. a date be fixed for a public hearing into the alteration of the street lines.

Motion passed.

10:20 p.m. Meeting adjourned.

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The meeting was called especially to consider the following items:

ALLAN O'BRIEN  
MAYOR AND CHAIRMAN

R. H. STODDARD  
CITY CLERK

1. Consultants' Report on CONNELL STREET INTERCHANGE
2. Scotia Square Commencement of Construction of Stage II
3. Rental of Office Space by City of Halifax in "Scotia Square"
4. Authorization - The Worship the Mayor and the City Clerk to execute lease to the Children's Hospital.

CONSULTANTS' REPORT ON CONNELL STREET INTERCHANGE

At the request of His Worship the Mayor, Mr. William Stewart, of the firm of A. D. Macgillivray and Associates Limited, submitted and read in part the Development Specifications for the Construction of Harbour Drive Connell Street Interchange, as follows:-



SPECIAL CITY COUNCIL MEETING  
MINUTES

Mr. Jago  
RECEIVED  
1967

Council Chamber,  
City Hall,  
Halifax, N. S.,  
July 19, 1967,  
2:05 p.m.

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

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

Present: His Worship the Mayor, Chairman and Aldermen Abbott, Ivany, Matheson, A. M. Butler, Meagher, LeBlanc, Ahern, Connolly, Doyle, Sullivan, Fitzgerald and H. W. Butler.

Also present: Acting City Manager, City Solicitor, City Clerk, City Engineer and other Staff members.

The meeting was called especially to consider the following items:

1. Consultants' Report Re: Cogswell Street Interchange
2. Central Victualling Depot
3. Scotia Square Commencement of Construction of Stage II
4. Rental of Office Space by City of Halifax in "Scotia Square"
5. Authorization - His Worship the Mayor and the City Clerk to Execute Lease to the Children's Hospital.

CONSULTANTS' REPORT RE: COGSWELL STREET INTERCHANGE

At the request of His Worship the Mayor, Mr. William Stewart, of the firm of A. D. Margison and Associates Limited, submitted and read in part the Development Specification for the Construction of Harbour Drive Cogswell Street Interchange, as follows:-

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INTRODUCTION AND TERMS OF REFERENCE

The scope of the work included in this Development Specification is the construction of the Cogswell Street Interchange connecting that street with Barrington Street and a section of the proposed controlled access roadway known as Harbour Drive between Duke Street and Cornwallis Street.

The professional engineering services to be provided are as set out in an Agreement dated 29th March, 1967, between the City of Halifax and A. D. Margison and Associates Limited, Consulting Professional Engineers.

Authority to retain the Consulting Engineers for the project is contained in Council Minutes dated 16th March, 1967.

An alignment plan and accompanying profiles, referred to as "Alternative B" dated June 1966, was prepared by the City staff and was adopted by the City Council on 22nd August, 1966 and forms the terms of reference for this engagement.

At a meeting in the City Hall on 20th March, 1967 with Mr. C. L. Dodge, P. Eng., Acting Commissioner of Works, the Consulting Engineers were instructed to review the design features of the adopted scheme. This review was to consider such items as vertical clearances and construction depths for the various structures in the interchange, but was not to consider any major revisions to the geometric design.

A preliminary study was also to be made of the northerly extension of Harbour Drive from Cornwallis Street to the vicinity of Gerrish Street, with particular attention being given to a grade separation at Cornwallis Street and interconnecting ramps.

City of Halifax aerial mapping sheets were provided for the purpose of developing the drawings contained in this report, together with copies of City of Halifax Works Department Drawings Nos. TT-6-16762 and TT-7-16888 showing field survey traverses which had been carried out by City staff.

The results of the preliminary review were discussed at meetings in the City Hall on 10th May, 1967 and the 6th June, 1967, with Mr. C. L. Dodge and Mr. R. B. Grant, Development Officer. Resulting from these discussions, an alignment revision to Harbour Drive in an easterly direction has been made which has had the effect of improving land use with respect to the CMHC proposed Uniacke Square development between Brunswick Street and Barrington Street, and has also enabled an improvement in grades to be achieved for the interchange ramps. No change has been made, however, in the basic geometric design known as "Alternative B" as prepared by the City staff.



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The City Council at a meeting held on 15th June, 1967, instructed the Consulting Engineers to review the approved alignment south of the proposed Barrington Street structure in an effort to preserve the historic buildings on the east side of Upper Water Street north of Duke Street.

#### DESCRIPTION OF THE FACILITY

The project comprises the construction of an interchange connecting streets in the area bounded on the north by Proctor Street, on the south by Buckingham Street and on the west by Brunswick Street. This traffic facility is necessary to serve the needs of existing traffic and also that which will be generated by the adjacent redevelopment area known as Scotia Square.

As an integral part of this interchange it is necessary to construct a section of the proposed controlled access divided roadway, which is to be known as Harbour Drive, between Buckingham Street and a point approximately 350 feet south of Cornwallis Street, as shown on Plate No. 1; this is the northern limit of Phase 1 which has a length of approximately 2,000 feet and will have two traffic lanes in each direction separated by a raised median 12 feet in width to accommodate bridge piers.

At the southern end the roadways separate so that the southbound lanes connect to Hollis Street and the northbound lanes to Upper Water Street, both in the vicinity of Buckingham Street. These two streets will be operated as a one-way pair throughout the downtown commercial area. At the northern end, the last 450 feet from the vicinity of Proctor Street will be in the form of a temporary connection to Barrington Street south of Cornwallis Street. In the future Harbour Drive can be continued northerly from Proctor Street over Cornwallis Street on the east side of Barrington Street, between it and the railway tracks.

The roadways and ramps comprising the interchange with the existing streets are also shown on Plate No. 1.

A service road is included in the scheme on the east side of Harbour Drive and Barrington Street to provide service to the land on the waterfront. It is intended that this service road will ultimately extend in a southerly direction alongside the main travelling lanes of the one-way street on Upper Water Street through the downtown area; at its northern end it connects with the new alignment of Barrington Street.

Barrington Street is to be realigned from Buckingham Street northerly and will have a temporary connection with Upper Water Street in the vicinity of Proctor Street. Ultimately it is proposed that it will connect at Cornwallis Street with a proposed interchange ramp to Harbour Drive when extended northerly.

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Considerable lengths of concrete retaining wall are required throughout the interchange due to the confinement of the site.

There will be three bridges in the interchange:

- i) A two-span structure carrying Barrington Street on its new alignment over Harbour Drive. Approximate length 115 feet.
- ii) A two-span structure carrying Ramp No. 1 over Ramp No. 3 and also over Harbour Drive. Approximate length 205 feet.
- iii) A five-span structure carrying Ramp No. 4 over Ramps Nos. 1 and 3, and also over Harbour Drive. Approximate length 475 feet.

At the request of the City Council a review has been made of the possibility of revising the approved alignment south of the proposed Barrington Street structure.

The approved alignment does not interfere with the block of property on the west side of Upper Water Street containing Morse's Tea House and other buildings which are considered to be of historical interest. It does, however, involve the demolition of buildings on the east side of the street which are also considered to be of historical interest.

It is possible to revise the alignment in order that the latter buildings not be affected; however, it has been found that in order to develop a minimum standard roadway alignment, it will be necessary to remove the buildings in the block bounded by Duke Street, Hollis Street and Upper Water Street, including Morse's Tea House. In addition, all buildings in the block immediately to the west, bounded by Duke Street, Granville Street, Buckingham Street and Hollis Street will be required to be removed. Further, to effectively construct the proposed realignment it will be required to remove the building at the southwest corner of Upper Water Street and Duke Street.

The total estimated cost of acquisition and demolition of these properties is \$2,020,200.00. The comparable cost for this section of the approved alignment is \$1,260,900.00.

The entrance and exit arrangements for the Trade Mart to and from Ramp No. 5 and Brunswick Street are subject to further review in order to ascertain whether improved traffic operation may be achieved. This results from a meeting in the Consulting Engineers' Office on 5th July, 1967, attended by Mr. C. L. Dodge, P. Eng., representing the City of Halifax, and representatives of Halifax Developments Ltd., Robert McAlpine Ltd., and Allward and Gouinlock, Architects.



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### CONSTRUCTION STAGING

The major existing streets which will be affected by the proposed works are Barrington Street between Buckingham Street and Cornwallis Street, and Upper Water Street between Duke Street and Proctor Street. During construction works it will not be possible to keep both of these streets open for traffic at the same time.

It is proposed in the first stage of construction that Upper Water Street be closed between Bell Street and Hurd Street. Traffic normally using this street would be detoured on to Barrington Street at the south end via Duke Street, and would make connection with Upper Water Street again at the north end via Hurd Street, Proctor Street or Cornwallis Street.

This enables the construction of the proposed structure carrying the realigned Barrington Street over Harbour Drive, the retaining walls extending southerly, and all of the roadworks southerly.

The second stage of construction would consist of the realignment of the section of Barrington Street between Buckingham Street and the structure built in Stage 1, and also the construction of the new section of Barrington Street northerly to connect with Upper Water Street north of Proctor Street. It is also proposed that a temporary diagonal connection be made in the vicinity of Proctor Street between this new roadway and existing Barrington Street. This then provides an adequate through route for the detouring of Barrington Street traffic which will be necessary for the next stage of construction.

Stage 3 would consist of the construction of the two structures carrying Ramps 1 and 4 over Harbour Drive, together with all necessary retaining walls and roadworks northerly from the new Barrington Street structure to the previously defined limits of Phase 1.

### FUTURE NORTHERN EXTENSION

In accordance with the terms of reference a study has been made of the future northerly extension of Harbour Drive from the point of termination of Phase 1 of the project approximately 350 feet south of Cornwallis Street.

It is proposed that the previously described temporary connection of Harbour Drive to Barrington Street be removed and that Harbour Drive be continued on an alignment approximately 70 feet east of Barrington Street. In this location the land up to the existing retaining wall on the west side of the railway tracks is used and the majority of the block to the west of Barrington Street is free for redevelopment.

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Harbour Drive will pass over Cornwallis Street, provision being made for an interconnecting ramp to carry southbound traffic on Harbour Drive to Cornwallis Street and another to carry northbound traffic from Barrington Street extension on to Harbour Drive. This is shown as Phase 2 on Plate No. 1.

Future northern extension of this phase will involve connection with a proposed interchange at the west end of the Angus L. Macdonald Bridge.

#### ESTIMATE OF COST

These estimates are based on the preliminary design outlined in this Development Specification with respect to the recommended type of construction.

Phase 1 is with respect to the immediate works required for the interchange and the temporary connection of Harbour Drive to Barrington Street. The estimated costs for utility relocation have been provided by the Nova Scotia Light and Power Company and the Maritime Telegraph and Telephone Company. The estimated costs of property acquisition have been provided by the Development Officer and represent those costs which are in excess of the requirements shown on Appendix 'A' of a report entitled "Scotia Square" prepared in February 1967 by the Development Department of the City of Halifax.

Phase 2 is with respect to the future extension of Harbour Drive from the vicinity of Proctor Street to Gerrish Street including the grade separation structure and interconnecting ramps at Cornwallis Street.

#### COST ESTIMATE

Phase 1 - Immediate Construction	\$ 5,800,000.00
Phase 2 - Future Construction	\$ 3,060,000.00

In reply to a question from Alderman Matheson, Mr. Stewart stated that if the roadway moved to the west, it would go through the block containing Morse's Tea House. By putting in a proper road alignment, the properties would be required as described in the block immediately to the west bounded by Duke, Granville, Buckingham and Hollis Streets. If Council decides that the buildings on the east side of Water Street are the most important, there would be a differential in cost between the two alignments; the one requested by the minutes of Council is



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approximately \$750,000.00 more of property value involved. He advised that it takes \$2,000,000.00 to acquire all the historic properties based on the assessed value plus 50% for business interference, etc. Refer to Plate #1.

In reply to a question from Alderman Connolly, Mr. Stewart advised that the alignment does not interfere with the block of property on the west side of Upper Water Street containing Morse's Tea House and other buildings which are considered to be of historical interest, but it does involve the demolition of buildings on the east side of the street which are also considered to be of historical interest.

In reply to a question from Alderman Black, Mr. Stewart advised that the Court House site requires filling and it will be serviced from the service road.

In reply to a question from Alderman Ivany, Mr. Stewart advised that the Trade Mart people are concerned and made one or two suggestions and asked if the Consultants could permit them a better entrance from the off-ramp from Harbour Drive. Originally there was an allowance for an entrance and exit onto a ramp, but they did not think that either were much good and should not be permitted on a high speed facility but they could work in an entrance to the Trade Mart from the ramp.

Alderman Matheson asked how much the temporary facility would cost to which Mr. Stewart replied that it would be in the vicinity of \$80,000.00.

The Commissioner of Works advised that Staff had met

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with the Consultants and reviewed the project and are of the opinion that the proposal is a good one. He further advised that the City is obligated by agreement to construct an interchange at Cogswell Street and this is the best that can be provided. He also advised that:

1. Staff does not wish to see an entrance or an exit from the Trade Mart onto Barrington Street or Harbour Drive;
2. Staff strongly urged Council to make provision for two (2) extra lanes on the roadway.

His Worship the Mayor asked Mr. Stewart if the Consultants had in mind any extra entrance point for the Trade Mart off Barrington Street to which Mr. Stewart replied that there is a temporary connection shown. There is an exit off Barrington Street into the Trade Mart and an exit out of that onto Barrington Street south-bound. He advised that the exit out of the Trade Mart onto the ramp is non-existent; even the entrance to the Trade Mart from the ramp is not a good thing.

The Commissioner of Works stated that Staff is fearful that if this is permitted on a temporary basis, it will be most difficult to eliminate at some future date. Staff preferred some other arrangement.

His Worship the Mayor asked Mr. Hardman if he had any objection to the City making a firm commitment that after the structure is completed there will be only the entrance from the ramp as shown.

Mr. Hardman then went to the Plan displayed and



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informed the Council that certain entrances were required in view of the one-way ramp as shown. He also expressed concern with respect to the entrance to and exit from the Trade Mart onto the Brunswick Street ramp.

Mr. Stewart suggested that this should not be permitted due to grade levels in this area. He advised that the Consultants had not given up further consideration to the problem on behalf of Halifax Developments Limited as yet.

His Worship the Mayor suggested that discussions are still possible on an alternative scheme for an exit.

Mr. Hardman stated that his Company would not want to hold up the Harbour Drive project because of the ramp. He requested time to discuss this with the Consultants.

Alderman Ivany asked if any consideration had been given to providing a means whereby pedestrians could reach the Waterfront and is the waterfrontage being cut-off from the City.

Alderman Black retired at 2:50 p.m.

Mr. Stewart pointed out that Barrington Street is a City Street and that there will be a sidewalk and other means for pedestrians to reach the Waterfront.

Alderman Ivany also referred to the fact that there will be a 32-inch median divider and Mr. Stewart advised that when the Harbour Drive is completed, cars will travel at 50 miles per hour.

At this time, His Worship the Mayor stated that it was agreed that there should be further discussions to see if

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it is possible to meet the need of Halifax Developments Limited for an exit off somewhere in relation to the ramp.

The Commissioner of Works again urged Council to make reservation for two (2) additional lanes for Harbour Drive which could be done by increasing the height of the retaining wall and it would not require any further acquisition of properties. It would not mean that these two (2) lanes would be constructed immediately but it would be good insurance for the future as the City develops in years to come and that it would be a wise move. He estimated the additional cost to be in the vicinity of \$500,000.00.

His Worship the Mayor stated that the extra lanes would have to go into the construction of the project when it is undertaken. He did not know where the extra funds would come from.

Alderman LeBlanc suggested that the City approach Central Mortgage and Housing Corporation to ascertain if they would be willing to share in the extra cost.

His Worship the Mayor advised that the City application has been considered at the high level by Central Mortgage and Housing Corporation and within the last week he was talking to Ottawa about it. There is no decision that can be reported but, in principle, there is great resistance to sharing the cost of anything that seems to Central Mortgage and Housing Corporation to be part of a trans-city expressway. Those parts of the fly-over that are clearly caused by the



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development of Scotia Square, in principle, there is sympathy for cost-sharing. It is not clear as yet what parts they may decide they can pay 50% towards. It is still being examined at the top level at Central Mortgage and Housing Corporation and the City is now talking about reservations for two (2) lanes to the part that they have reservations about sharing the cost of.

Alderman Abbott contended that four (4) lanes would serve the City for a long time to come.

His Worship the Mayor advised Council that the Staff was recommending an extra expenditure at this time to avoid a much heavier one in the future when the extra lanes might be required. He pointed out that Staff state that nobody can tell how much traffic will be generated by the Trade Mart and the other parts of Scotia Square and the demand might come much sooner when the project is fully opened.

He said the City has a letter from the Deputy Minister of Municipal Affairs which told the City that in approving the 1967 Capital Budget, that this amount should be the highest it should go. The City is already committed for 1968 for Capital Expenditures without doing anything about housing, sewer renewal, paving, school work, etc., to the maximum amount the Deputy Minister says the City should borrow. There is no money available to the City at the present time for such an additional expenditure.

Alderman Fitzgerald referred to the time the Rotary

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and the Bridge where built and stated that it would cost about ten to fifteen times as much to make the necessary improvements in such a short period of time. He felt the Staff should be commended for its suggestion about the extra lanes and he suggested that this might be considered quite closely.

Alderman Matheson disagreed with Alderman Fitzgerald and stated that before Council contemplates making an artery that will carry three (3) lanes of traffic into the downtown area, two things have to be decided.

1. What to do with the traffic when it gets there; and
2. Four (4) lanes will be necessary to Fairview and down to the Arm Bridge and the South End Crossing which will have to be built some day.

He suggested that the \$500,000.00 may be needed fifty years from now. He did not want to think of Halifax having three (3) lanes of traffic coming in on one facility. He referred to traffic projections shown to Council sometime ago by Mr. Dodge and stated that the total expenditures might amount to One Hundred Million Dollars. He suggested improvements to the Rotary and the construction of the Arm Bridge and if the City has more traffic at that time, the Council will have to find some solution to get in and out of the City. He contended that Council cannot proceed with six (6) lanes for Harbour Drive and that certain parts of the Waterfront are being destroyed by the proposed facility and there will be no land left between Scotia Square and the Harbour.



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Alderman LeBlanc agreed with Alderman Fitzgerald and referred to the magnitude of Scotia Square and stated that it will be close to the size of Place Ville Marie. He suggested that such a project has to be serviced. If Council is going to commit itself, the Council should have enough vision and foresight to invest in something that will add to the entire area. He suggested that funds might be available from the Atlantic Development Board.

Alderman Abbott advised that he would be willing to support the project providing the funds could be found for the extra two (2) lanes. He suggested that if the \$500,000.00 were borrowed for twenty years, it would total \$1,000,000.00 when it was repaid.

Alderman Fitzgerald contended that Council should not take a short-sighted view with respect to the construction of the Harbour Drive project. He suggested that the additional funds would come from possibly development as the City grows.

His Worship the Mayor stated that it would be good to have six (6) lanes for Harbour Drive but he asked the members of Council where the money would be coming from and whether Council has the right to commit itself to the additional lanes without knowing where the funds are coming from.

He then cited the various methods of securing funds for the financing of Bridges by the Bridge Commission and the Rotary by the Province of Nova Scotia. He stated that the City of Halifax is limited as to sources of revenue to

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finance its projects or share of projects and also that borrowings require the approval of the Minister of Municipal Affairs. In the Capital Budget forecast for the years ahead, Staff have taken into account the development that will occur in the City including the tax revenue that will come from Scotia Square so that Council cannot say there is going to be a lot of development that will produce enough revenue to pay for the project under discussion. The fact is that the \$500,000.00 expenditure will have to be made within the next year. He suggested that the strategy for dealing with the Province of Nova Scotia should be to say to them, "we have to do another short-sighted thing because you have given us no positive answer on our brief. We have no alternative because we are under your control but if you give us a positive answer quickly, we will instruct the Consultants to do a detailed design for six (6) lanes but if you don't, we will have to go for four (4) lanes".

Alderman Fitzgerald suggested that every avenue should be explored before Council says "No" to the additional lanes.

His Worship the Mayor suggested that Council has to decide this issue either this afternoon or within days.

Mr. Dodge then addressed Council and stated that there will be 28,000 vehicles on the four (4) lanes. He stated that both the Rotary and the Bridge are out of date



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and that the suggested four (4) lane facility would be out of date in five years. He advised that there are at present 20,700 vehicles on Barrington Street with no approach to the Angus L. Macdonald Bridge and no traffic generated by Scotia Square. He suggested that four (4) lanes would be inviting more traffic than could be handled. He said that six (6) lanes is a must for Harbour Drive.

Alderman A. M. Butler suggested that the course of wisdom is to follow the suggestion made by Staff. He also suggested that Council might not receive approval from the Department of Municipal Affairs for the additional funds for the two lanes so he put forth the idea that it be included in the Current Budget as he had seen Council add \$500,000.00 to such a Budget on occasions. He said he saw no reason, to save the situation, for Council not to place this amount in the Current Budget as there is no other way of providing the funds. He felt that the proposal for two extra lanes is most essential.

He then asked what the distance would be on Harbour Drive where cars could travel at 50 miles per hour before they slow down for a bottleneck.

Mr. Stewart indicated that it would be the centre core for the time being.

3:00 p.m. Alderman Moir arrives.

Alderman A. M. Butler asked if any of the \$500,000.00 would be shared by the Federal Government to which His Worship

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the Mayor replied that it is conceivable they could share up to 20% rather than 50%. He suggested that the Province should pay a substantial portion of it as the facility forms part of the major arterial highway system.

Alderman Matheson stated he was not against planning but to make a six (6) lane facility from four (4) lanes is not planning because it is being done without any basis. The projection is that the artery will handle 28,000 vehicles per day and if it is six (6) lanes, he presumed it would handle 40,000 vehicles. He referred to the planning aspect and stated that Council should first decide what kind of a downtown city it wants and work from there. He wanted to know what would happen to the six (6) lanes of traffic going through the centre of the City when it arrives at Point Pleasant Park. He said there would be nothing but traffic arteries and high level parking garages and he did not want to see such things in the City. He suggested that when there are 28,000 vehicles rushing along the facility at 50 miles per hour and that number to be increased to 40,000, then it is time to stop and reflect what kind of a City Council wants. He suggested that when that point is reached, perhaps Council could try rapid transit but not subways.

Alderman Ivany asked how traffic stops and proceeds into Scotia Square. He saw one inlet and that is on Market Street. He wanted to know what the facilities are



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for stopping on the expressway. He said that Council is providing 1600 spaces for parking for Scotia Square and yet Council is creating a massive highway to provide them.

Alderman Fitzgerald pointed out that there are approximately 500 parking spaces in the downtown areas to serve 20,000 cars.

Alderman Ahern contended that the City cannot afford the additional \$500,000.00 at this time but that the City could proceed in the future.

Alderman Moir wanted to know the cost for the four (4) lanes, where the funds would come from, and what is provided in the Capital Budget. He also asked if the four (4) lane facility was constructed, how would it be financed.

His Worship the Mayor stated that the estimate is \$4,500,000.00 and it looks like it comes to \$4,800,000.00. The City made assumptions about securing 50% sharing from Ottawa but may get something a little less than that but likely to get full sharing on the acquisition costs. On the construction side, it is hard to calculate at the moment.

He advised that the City has submitted an application to the Provincial Government for sharing and they have a new formula whereby they will pay 15% of Urban renewal costs that are accepted by the Federal Government under the National Housing Act. There was also an application before the Provincial Government for sharing on the whole Scotia

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Square project. If the City receives any help from the Government, it will go toward the \$300,000.00 and perhaps something beyond that.

The Development Officer stated that approximately \$11,000,000.00 has been provided in the Capital Budget to cover Scotia Square and Harbour Drive. He stated that funding will take place in 1967, 1968 and 1969. Some funding on the project under discussion would take place in 1970.

His Worship the Mayor stated that if assistance is forthcoming from the Provincial Government, the Council would have to look at all projects and it might be wise to allocate some funds towards a new school to replace an old one.

His Worship the Mayor further stated that the City has indication from the Staff level of the Provincial Government that it will put up the capital costs for public housing with the City having to carry a share of the subsidy only but there is no confirmation of this from the Minister or the Premier. In any event, the Council will have to face the question as to what projects the money will be spent on should it be forthcoming.

At this time, Mr. Ludlow of the Consultants' firm, indicated on the design plan, the entrances to Scotia Square which would be five in number.

Mr. Stewart advised that his firm was not charged nor asked anything about the entrances to Scotia Square.



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His Worship the Mayor indicated to Mr. Stewart that his firm was requested to hold to certain grade levels which would make possible the entry to Scotia Square to which Mr. Stewart said they did.

The Commissioner of Works again stated that it is imperative that reservation be made for two (2) extra lanes. He pointed out that expensive retaining walls are being constructed and once they are built, it is almost impossible to widen the road at any future date. If the reservation is not made now, it would mean demolition of the walls, closing of the streets, etc. He then put forth the last point and stated that the Narrows Bridge is becoming a reality as well as a lot of traffic on the present Bridge and there is not a proper interchange at Barrington and North Streets for entrance to and exits from the present Bridge. There is a future South Harbour Bridge in the minds of many persons which is bound to come as the City progresses. Staff feel with respect to facilities in conjunction with Scotia Square that they cannot be treated in isolation. Consideration has to be given to improvements to the north and south and plans should be prepared as soon as possible and such improvements will be expensive.

Alderman A. M. Butler suggested that this last point could wait.

Mr. Dodge again addressed the Council and advised