

3. Telephone and Electric Power Lines - Telephone and electric power lines serving the development must be located underground within the Prison Lands. Details will have to be agreed to between the DEVELOPMENT CONSULTANTS and the Nova Scotia Light and Power Company and Maritime Telegraph and Telephone Company.

H. COMMERCIAL DEVELOPMENT

Commercial development should be primarily for serving the convenience needs of the project residents. A reasonable provision of professional offices; doctor, dentist, etc., may also be included. The DEVELOPMENT CONSULTANTS may, based on appropriate study and documentation, include other commercial facilities that would appropriately fit in with the development and serve the surrounding neighbourhood.

I. MARKET STUDY AND ANALYSIS

The DEVELOPMENT CONSULTANTS are required to prepare a market research and economic analysis covering need and anticipated demand and recommend an optimum mix of sizes, types, and rentals of dwelling units and other uses of land in the development, and prepare standards and specifications for each parcel in the project.

J. COMPLIANCE WITH EXISTING LAWS AND REGULATIONS

The entire development shall comply with all existing laws and regulations, or amendments thereto, of the City of Halifax, the Province of Nova Scotia, and the Federal Government. This does not preclude the possibility of the DEVELOPMENT CONSULTANTS recommending appropriate legislative or administrative changes deemed necessary to realize the full potentialities of the development.

K. OTHER REQUIREMENTS

- (1) The DEVELOPMENT CONSULTANTS are required to maintain an office in the Halifax Metropolitan area for the duration of the assignment, which is to be adequately staffed at all times.
- (2) Meetings between the Staffs of the DEVELOPMENT CONSULTANTS and the City will be held at least once each month and more frequently, if deemed necessary, by either the DEVELOPMENT CONSULTANTS or the City.
- (3) Each completed element of the assignment must be submitted for the consideration and approval of the City.
- (4) Copies of all material (data, statistics, etc.) compiled in the course of the work are to be made available to the City.

SECTION VI - MATERIAL REQUIRED IN SUBMISSIONS

To facilitate appraisal and comparison of individual tenders, the following material is required:

A. BACKGROUND INFORMATION

- (1) List of firms and companies in the DEVELOPMENT CONSULTANTS' team, and details of the existing and proposed corporate structure.
- (2) Key personnel in the DEVELOPMENT CONSULTANTS' team with qualifications and experience.
- (3) Qualifications and experience of personnel with major responsibility for the various portions of the assignment.
- (4) Reports, studies, plans, photographs, description of work assignments, and other material illustrative of the type and magnitude of projects completed or in progress.
- (5) Credit references.

B. GENERAL INFORMATION

- (1) A general description of the method of approach to planning for the north end of the City and a detailed description of the method of planning and development of the Prison Lands, including each element of the planning, with the approximate time involved in each step, expected dates of completion, and the total time required.
- (2) An estimate of the starting and completion dates for construction of each phase and/or parcel of the development.
- (3) The method of approach to execution of the project which shall include:
 - a) Procurement of financing for construction.
 - b) Involvement of developers.
 - c) Disposal of land (techniques, process and terms).
 - d) Other relevant material.
- (4) The approximate fees for:
 - a) Each element of the planning.
 - b) The assistance in execution of the project.
 - c) The total fee.
- (5) Proposed fee structure indicating if the fees are to be charged directly to the City, as a lump sum, as a percentage of the value of the development, or other method.

C. OTHER INFORMATION

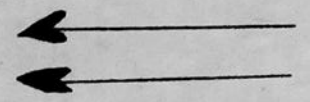
Other information which is considered pertinent by the DEVELOPMENT CONSULTANTS.

D. PAYMENT FOR TENDER DOCUMENTS

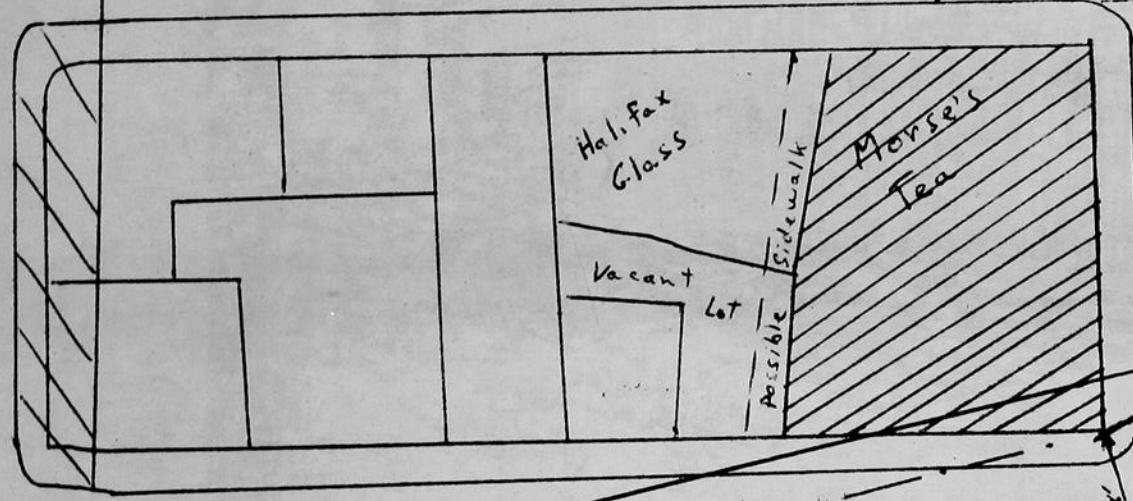
A \$25 payment is required for each set of the CALL FOR PROPOSALS documents, which will be refunded to all DEVELOPMENT CONSULTANTS submitting tenders.

Duke Street

Hollis Street

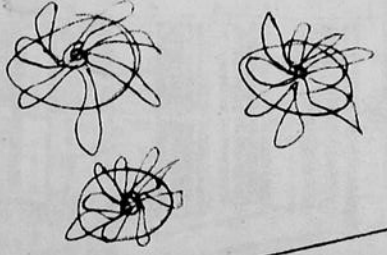


25'

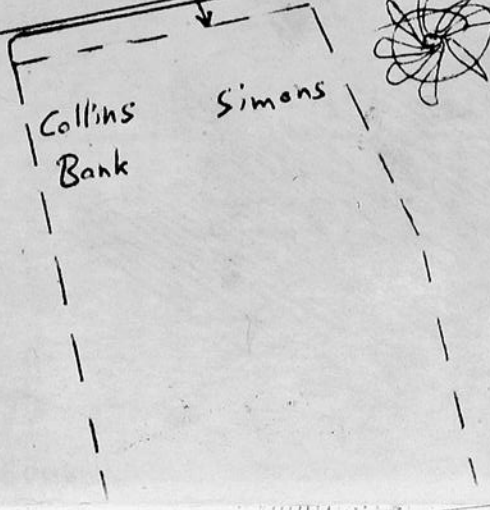
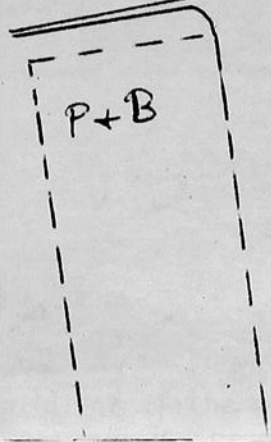


Upper Water Street

22'



Temporary Single Lane Northbound



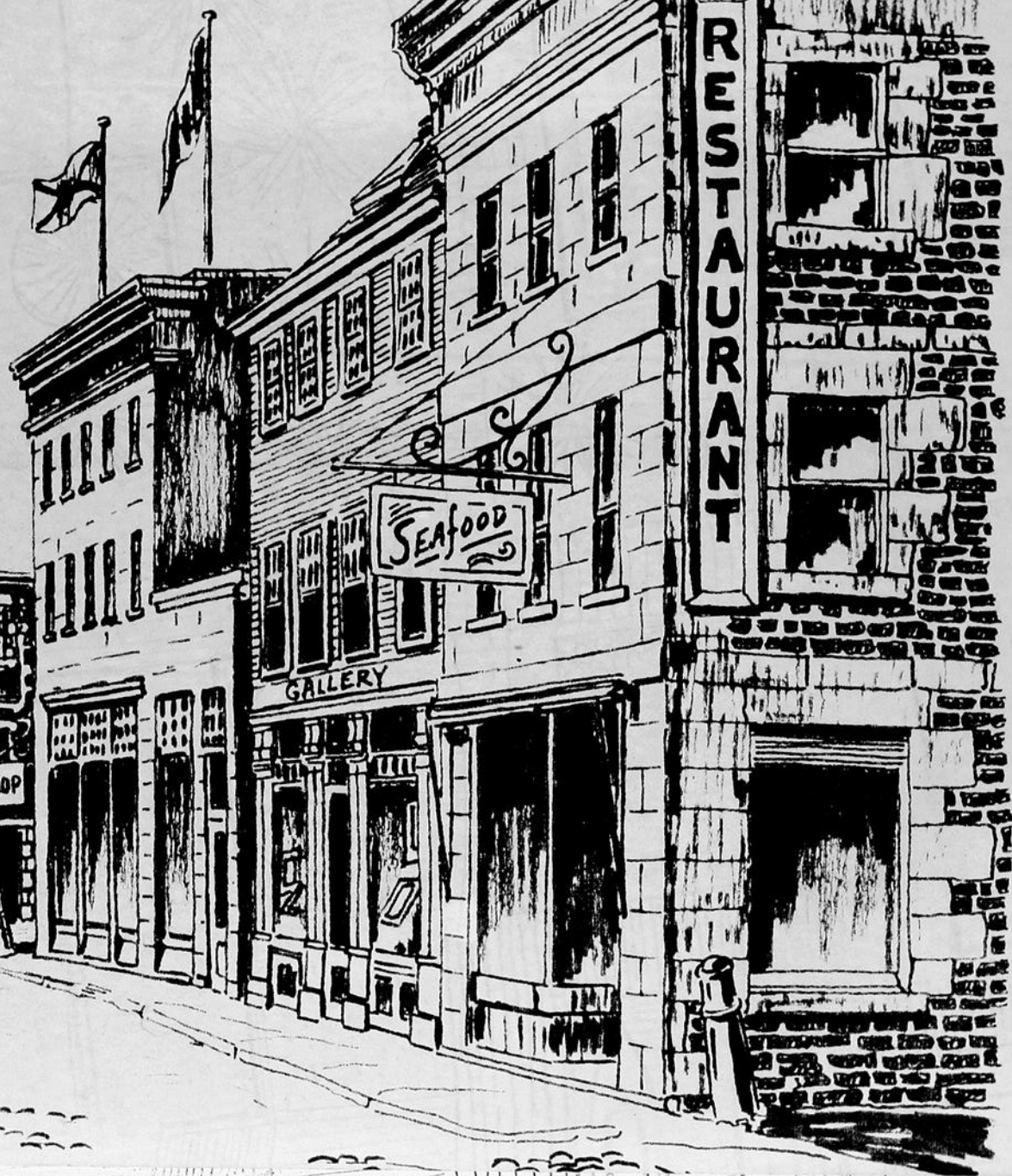
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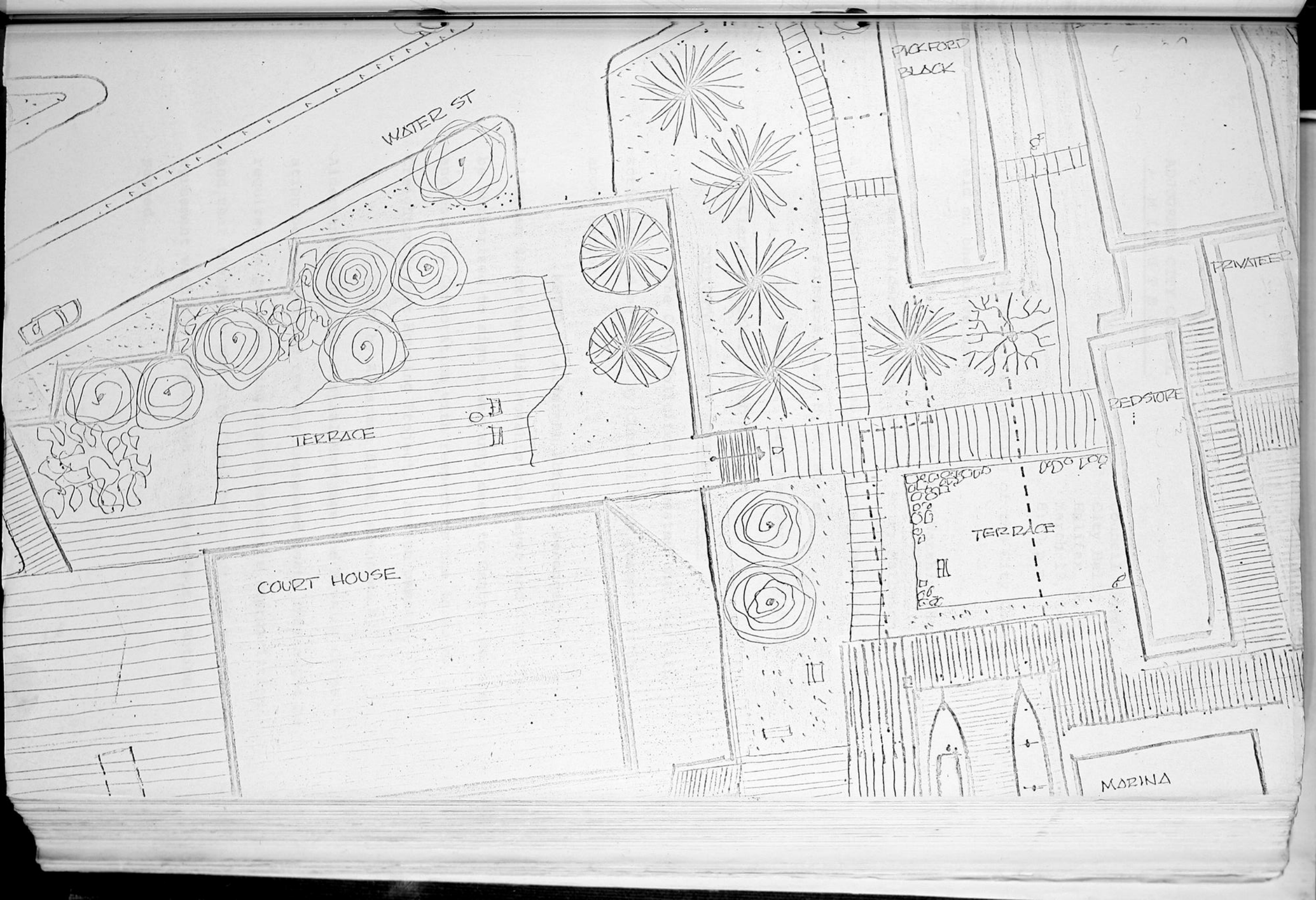


Waterfront Buildings of the early 1800's

LBJENSON







WATER ST

PICKFORD
BLACK

PRIVATEER

BED STORE

TERRACE

COURT HOUSE

TERRACE

MORINA

ADJOURNED CITY COUNCIL
MINUTES

Council
March 19, 1968
Council Chamber,
City Hall,
Halifax, N. S.,
March 19, 1968,
8:10 p.m.

An adjourned meeting of the City Council was held on the above date.

There were present: His Worship the Mayor, Chairman; Aldermen Black, Abbott, Moir, Matheson, A. M. Butler, Meagher, LeBlanc, Ahern, Connolly, Doyle, Sullivan, Fitzgerald and H. W. Butler.

Also present: City Manager, City Solicitor, City Clerk and other Staff Members.

CREIGHTON STREET HOUSING PROJECT

The City Solicitor suggested that certain action should be taken by Council with respect to the above matter.

MOVED by Alderman Abbott, seconded by Alderman Black that His Worship the Mayor and City Clerk be authorized to sign a warranty deed to Central Mortgage and Housing Corporation with respect to the lands on the Creighton Street Housing Project. Motion passed.

MOVED by Alderman Black, seconded by Alderman Abbott that Central Mortgage and Housing Corporation be re-imbursed for any increased costs they might be required to pay resulting from a defective expropriation and that the Mayor and City Clerk be authorized to sign an agreement with the Corporation to this effect. Motion passed.

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THE MARITIME CONSERVATORY OF MUSIC

Alderman LeBlanc referred to the possibility of adding an item to the Order of Business respecting The Maritime Conservatory of Music.

His Worship the Mayor advised that Mr. Wyman had called him and stated that he preferred to prepare an appropriate brief and that it would be directed towards any possible assistance from the City in acquiring an appropriate site. Mr. Wyman felt that it would be better to make a personal representation when the brief was prepared and contained a specific project in mind on which The Conservatory wanted the City's help.

BROOKFIELD BROTHERS LIMITED

Alderman LeBlanc asked if the Council would be discussing the problem of relocation of Brookfield Brothers Limited.

His Worship the Mayor stated that this is a matter of negotiation and that he and Mr. Langmaid were down to the Plant but he had to leave before learning what the final discussion turned out to be. He felt, that without notice, it is not reasonable for the Council to discuss something which is in the Administration and Implementation Process. There seemed to be the possibility of a solution when he left the premises but there also seemed to be a difference of view on the other side of the negotiations which made him hesitant about

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discussing publicly, at least without hearing from Mr. Langmaid, as to the final decision when he left the premises.

1968 LEGISLATION

The City Solicitor submitted the following legislation:

"48. (2) The Council may, in respect of any area annexed to the City pursuant to an Order of the Board of Commissioners of Public Utilities made under the Municipal Boundaries and Representation Act, fix the assessment on the real property used for residential purposes up to the assessed value of such real property in the year 1967, and may fix the rate of taxation on such property at the rate of taxation in annexed areas in 1967 until such time as the residential tax rate in respect of real property in the City of Halifax as fixed prior to December 31st, 1968, is equal to or greater than the rate of taxation on real property in the year 1967 in the annexed areas.

49. Sections 47 and 48 shall come into force on a day fixed by proclamation of the Governor in Council."

Alderman Matheson stated that the recommendation from Mr. Sandford had to do with tax dollars payable by the residential taxpayer and not necessarily related to assessment or rates. The City Assessor would assess according to the policy of his Department and the City would fix the tax rate but they would come under this maximum burden of tax dollars until the rest of the City caught up to them. He suggested that the legislation would seem to provide that the assessment and rate of taxation is fixed.

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Alderman Matheson further suggested that a rider be attached to the tax bill stating that the taxpayer would pay the same amount of tax dollars as previously billed.

The City Solicitor then gave reasons why the legislation was so drafted.

Alderman Abbott felt that Council should take no action on this matter for the time being.

His Worship the Mayor asked Alderman Matheson for a suggestion to which he suggested the following:

"Legislation enabling the City Council to freeze the tax payments of owners of residential properties until the assessment placed on the properties by the City Assessor and the tax rates applied by Council, from time to time, would result in a tax burden equal to the payment that property owners made whether it is 1967 or 1968".

It was reported that the last County re-assessment was in the year 1959 and that assessments range from 50% to 85% and that in the re-assessments some of the properties that are now assessed at 50% of value will get such an increase in assessment, that the City's rate applied across the board, is going to mean a tax increase which will be blamed on annexation but should be blamed on the delay in re-assessments to achieve equity. He said he understood re-assessment in the County was put off, in part, because annexation was in the offing and the re-assessment will be done in the parts of the County that will remain in the County next year.

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It was agreed that the City Solicitor be instructed to re-draft the Section in the light of this discussion and the resolution of Council.

1. PLANS FOR HARBOUR DRIVE & REPORT FROM THE CIVIC ADVISORY COMMITTEE ON THE PRESERVATION OF HISTORIC BUILDINGS;
2. TEST BORINGS - COURT HOUSE SITE

The following motion was before Council at its last meeting:

"MOVED by Alderman Black, seconded by Alderman Connolly, subject to draftsmanship, that the existing plans with respect to the extension of Harbour Drive southwardly, be continued on the basis as previously involved and predicated upon the acquisition of certain properties on the east side of Water Street and that, for the time being, the Jerusalem Warehouse be not acquired".

At this time, Mr. C. A. Fowler was asked the result of the test borings on the Court House Site to which he replied that the northeast corner is relatively poor material and that vehicles could not pass over this site unless there is some form of retention. He pointed out that there was a Staff proposal that some form of retaining wall, sheet piling or rock face would be placed in this area. If this were done, then that corner would be satisfactory for construction purposes but the Court House would have to be relatively clear of the corner.

At this time, Messrs. Fowler and Dodge pointed out various lines of the proposed Court House Site on the plans submitted by Staff and answered several questions from members of Council in relation thereto.

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The City Engineer advised that \$100,000.00 would have to be expended to cover the cost of placing armour-stone facing and fill.

Mr. Fowler then reported that without the retaining wall, the northeast corner can hardly be considered as buildable land.

In reply to a question from Alderman Fitzgerald, the City Engineer advised that Council had approved 63,400 square feet of usable land based on a 70-foot street line.

Alderman Matheson suggested that Council must be prepared to sell the required land to the Court House Commission at the cost of acquisition of the Franklin-Herschorn land.

His Worship the Mayor suggested that the Court House Commission be charged the same price per square foot and if 63,400 square feet is enough, the land that is nearest to the street line to be named, could be given to the Commission and perhaps reduce the \$100,000.00 cost by not filling out quite so far.

Mr. Fowler stated that the preliminary study had been completed on the basic site with a 70-foot right-of-way and the building of a certain size with parking for about 180 cars. Because of the shape and nature of the land, no more building or parking can be put on the lot and the northeast corner would be basically free land.

Alderman Matheson suggested that the City should

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retain the extra land and develop it into a small Park.

Alderman LeBlanc asked if there would be a walk-way or some other project between the back of the building and the water.

Mr. Fowler stated that Site No.1 made provision for a raised walk-way in the back of the building. With the revised site, the area to the rear of the building would have to be suitably landscaped. The No.1 Site did not interfere with the Ferry Terminal but it did go through the buildings occupied by the Ticket Office and Waiting Room. Site No.2 will clear the docks.

The City Engineer then displayed three (3) diagrams for the proposed Interchange showing the location of the Historic Buildings, the Court House Site and Harbour Drive. The front of the Historic Buildings would be demolished but the Morse's Tea Building would be saved for the time being. The plan also showed a 98-foot eastern street line for Water Street.

Alderman Black suggested that the City should provide the Architect with the Plot Plans of the Court House Site so that detailed drawings can be prepared.

During discussion, Alderman Connolly did not agree with taking the properties on Water Street and putting the employees of these firms out of a job in preference to buildings across the street. He pointed out that if the front of the Historic Buildings are taken, then the rest

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would be useless. He suggested retaining the Morse's Tea Building and advised that there are 53 families affected by the removal of the business firms in the area under discussion. He further pointed out that the City would receive no financial assistance from the Federal Government for the Historic Buildings if the fronts are removed and there would be nothing for streets.

Alderman A. M. Butler referred to the Morse's Tea Building and asked if there was anything in planning that would permit the City to preserve it indefinitely.

His Worship the Mayor asked the City Engineer if the City adopted the eastern street line for the building, thinking of Alderman A. M. Butler's question, is it possible for the widening to be to the east at a later date rather than to the west.

The City Engineer replied in the negative and stated that the widening in the future would be through the Court House Site.

At this time, Alderman Black, with consent of his seconder, withdrew his motion.

It was then MOVED by Alderman Black, seconded Alderman Connolly:

- A. THAT Council adopt a resolution which fixes the east line of Harbour Drive on the line as shown on the Staff Plan TT-8-17220 marked in red by the City Engineer, also the eastern most red line on the Plan;
- B. THAT the line be fixed as the eastern most line of Harbour Drive;

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C. THAT the Court House Commission be so advised and invited to place the Court House within the area shown on the same Plan in blue;

C. THAT the ultimate western line of Harbour Drive in the area extending south of the area which is subject to the existing contract, be determined by the Council but, THAT in the meantime, the Jerusalem Warehouse, so-called, be not acquired and THAT the area going north, traffic-wise, between the eastern end of the Jerusalem Warehouse, so-called, and the red line, previously described, be one-way.

Mr. L. W. Collins, Chairman of the Civic Advisory Committee on the Preservation of Historic Buildings, addressed Council and hoped that the Historic Buildings would not be lost because of the cost of the sidewalk. He suggested that the sidewalk be removed to save the front of the buildings. Twenty-five feet are involved and there are twenty-eight feet at present. He felt it was possible to make something of what is left providing the City is prepared to do it. The project would have to have the backing of Citizens, City Council and the Staff as he felt there was a tourist and trade attraction in the area that could be developed. He asked that every effort be made to preserve the area and urged that the matter for street widening be looked at and that could be achieved by some temporary arrangement in the form of a sidewalk so that the fronts of the buildings could be preserved until such time as further

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action is taken. He suggested a civic project supported by Council and Staff as well as the Civic Advisory Committee on the Preservation of Historic Buildings.

Alderman Fitzgerald stated that four (4) buildings would be saved but the fronts of three (3) would be destroyed. The four buildings would form a base and if a little care was taken, Council could settle the matter with the loss of only one historic building. There would be four saved not counting the Morse's Tea Building and the shops and warehouses on the west side of Water Street. It could be that only one building would be lost and that would be the Simmonds' Building. He felt that with this much of a nucleus, it could form a good complex.

Alderman Meagher asked how much it would cost to put the buildings back in good shape to which His Worship the Mayor replied that if a decision is made to save a portion of the historic buildings, there might be time to work on the re-use of the buildings and some kind of a project in the area.

Alderman Matheson asked if the ramps and the retaining wall could be put far enough west or east that Council could have some flexibility with respect to Phase No. II of the interchange construction. He then asked if Council approved the motion, could it decide, at a later date, that there will be no sidewalk between Morse's Tea Building and the historic buildings and save them. He said that he was not sure that a sidewalk is needed if one is put around the Morse's Tea Building and that signs be erected telling people not to walk on the street.

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His Worship the Mayor addressed the City Engineer and said "suppose the Council made a decision that the fronts would stay on the buildings, the Morse's Tea Building would stay for the next few years at least, and that the 28-foot space would provide for two lanes of traffic, what are the problems foreseen as a result?"

The City Engineer stated that if the area were looked at, at the present time, and it is decided to retain it as is, it would be the same roadway, width and curb lines and there would be no change if Council so wished. He would not recommend that the roadway width remain as it is now. He cited the case that with the present roadway width of 28-feet, there would be only one and a half foot on either side for a truck to go through and they would come very close to hitting the present buildings.

Alderman LeBlanc said he was in favour of saving as many historic buildings as possible but the City is planning a multi-million dollar traffic artery and he would be prepared to make a compromise on the issue.

Alderman Matheson stated there would be no compromise if it meant the destruction of the buildings and Council must be honest about it. He suggested that everyone stand up and be counted. If the buildings were torn down, Council could not, six months later, say it did not know what it was doing.

His Worship the Mayor stated that the question before Council is where the street lines should be established

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and the action to be taken.

MOVED by Alderman Black, seconded by Alderman Abbott that the question be now put.

9:45 p.m. Council convened as a Committee of the Whole.

Mr. Collins addressed the Committee and stated that if the fronts of the buildings were demolished, the City might be endangering its position in seeking financial assistance from the Federal Government for the restoration of the buildings.

Alderman Meagher suggested that if the City could save the major part of the buildings that the Federal Government would assist with the rest of them. He suggested that when the pressure is off, Council could take an inventory and ascertain what it would cost to restore them.

His Worship the Mayor stated it could be possible to lose the cost-sharing on the acquisition of certain properties and it is conceivable that if Council decided on the red line shown on the plan that goes through the buildings and determines that line as the street line, it does not mean that Council will demolish the buildings and that it becomes the actual roadway for the present but Council can settle the question for the contract and Court House and then have an intensive examination whether Council can save the buildings in front or not including time to discuss the question with Central Mortgage and Housing Corporation and possibly the other Department of the Government concerned.

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At this time, the City Engineer recommended that the design be changed in the area to suit the dotted red line. He also stated that if Council agreed to a certain red line shown on the plan, it would save all the historic buildings. Council could ask the consultants to design a roadway to suit certain structures.

During this discussion, the City Engineer outlined projected roadways and buildings in accordance with three large plans displayed for the information of the members of Council.

Alderman Fitzgerald suggested using the dotted red line as shown on the plan and not the regular red line for the change in the design. The Morse's Tea Building would be saved for the time being as well as the historical buildings. He suggested that if the roadway would work for 24, 23 or 22-feet, he maintained that the roadway that exists there at present will carry the traffic and the historic buildings could be saved.

Alderman Matheson suggested that Council should use a certain red line shown on the plan to determine how traffic would operate so that the historic buildings could be saved until Council has time to negotiate with the Federal Government on the preservation and it may underwrite the cost of taking the fronts off the buildings.

Alderman Meagher suggested that between now and August, Council should ascertain how much money it will take to restore the historic buildings and how much the Federal

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Government will contribute towards this cost and the use they can be put to. He also requested information as to how much it would cost to take the fronts off. Some person would have to be put on duty so that the buildings would not be destroyed by vandals. He suggested that in five months, the City should get an indication from the Federal Government as to how much they will assist financially.

The City Manager stated that if the City Engineer is correct in that the street line should be set so the contractor can proceed with the interchange, Council should decide whether or not there will be cost-sharing with respect to the historic buildings. At the moment, the borrowing resolution says Council can spend money to acquire these buildings for the purpose of the interchange as shown on Phase I of the Margison Report. There has to be an agreement made with Central Mortgage and Housing Corporation but they have indicated at the moment that once there is a plan for re-use in this area, that they will go along with cost-sharing. If Council has purchased the buildings, after revising the borrowing resolution to exclude them from the interchange, the problem is where the funds will come from. At the moment, there are no current funds available. The only other way to do it would be to approve a borrowing resolution to purchase these buildings for a civic purpose and whether this is a civic purpose could be a legal question. It would require the approval of the Minister of Municipal Affairs and then it would have to go into the

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Capital Budget. There may be that there could be some savings on the interchange cost which might offset the cost of these buildings to some extent. Presumably if they are purchased for historic purposes, the City is obligated in a way to restore them.

His Worship the Mayor: "For urban renewal purposes."

Alderman Fitzgerald stated that the right decision in his opinion, is either take the buildings out of the picture, push the line back and get a road that will serve the purpose. Save Morse's Tea Building if necessary. He felt that the wrong way would be vice versa. He said Council seems to take a middle course which is a compromise.

His Worship the Mayor stated that if Council adopted Alderman Black's motion for the solid red line, it means that Council is intending as part of the redevelopment of the interchange, to take the front of the buildings to be demolished before August 1st. If something can be worked out by way of re-use, in that time, the front part of the buildings can be saved, if not, Council can work on the rear part of the buildings.

The City Engineer replying to His Worship the Mayor stated that if the motion is approved then the line would go through the historic buildings. He referred to a retaining wall in the area and stated that a truck cannot go through it and would have to go around it. The roadways are of such a width that the design does not change easily.

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At this time, Mr. Collins read part of the policy of the National Historic Sites approved in May, 1967, which stated that the site should contain the original materials and workmanship. He could not interpret this statement of policy any further.

Alderman Black contended that the Committee should reconvene and take a vote on the motion.

Aldermen Matheson and Moir asked what the latest date Council had to decide about reserving the fronts of the historic buildings to which the City Engineer stated the decision would have to be made at this meeting.

His Worship the Mayor asked suppose the fronts are not taken off the buildings, is there a value in that and who will see them.

Mr. Collins replied that it was not a matter of seeing them but the buildings would be left so that they can be used or entered.

His Worship the Mayor stated that the access would have to be from the sides or rear.

Mr. Collins advised that the Halifax Bank Building is open from the side and there is a side entry to the Simmonds Building as well.

His Worship the Mayor stated that, in view of the policy of the National Historic Sites, if the 20-feet were left on the front of the buildings, the City would have a better chance of financial assistance from the Federal Government to restore them. If the 20-feet is taken, the

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City has a better chance of continuing the Central Mortgage and Housing Corporation participation as an urban renewal project.

Alderman Matheson suggested that if 20-ft. were taken off the buildings, it would mean the removal of the first portion of the buildings.

MOVED by Alderman Connolly, seconded by Alderman Meagher that Council reconvene. Motion passed

10:30 p.m. Council reconvened with the same members being present.

Alderman Fitzgerald again referred to his suggested compromise and stated that Council was trying to save something but in the long run, everything was being destroyed. He also stated that by compromising to the dotted red line on the plan, Council might be able to save everything and it would give breathing time. The historic buildings would be saved along with the Morse's Tea Building and the only inconvenience that would be encountered would be an engineering design or the space between the historic buildings and the Morse's Tea Building.

His Worship the Mayor stated there would also be a lack of money to purchase because of the loss of participation.

Alderman Fitzgerald suggested compromising a little bit more and save two buildings.

Alderman LeBlanc requested a review of the effect of adopting Alderman Black's motion as it applies to the traffic pattern on Hollis Street and in front of the Morse's Tea Building and Pyke Brothers Limited.

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The City Engineer then outlined the proposed pattern on the plans displayed as it affected the interchange, Hollis Street, Scotia Square and Water Street.

Alderman Black stated that the compromise was advanced in the sense of preserving the Privateer's Warehouse and other historic buildings. Notwithstanding the encroachment on the frontage of some buildings as well as the preserving of the Morse's Tea Building for the time being and also the Court House line.

MOVED by Alderman Black, seconded by Alderman Connolly that the question be now put.

Alderman A. M. Butler stated that Council must decide tonight the matter of the retention of historic buildings. He suggested that His Worship the Mayor proceed to Ottawa and discuss the matter with the appropriate departments to ascertain whether he could secure an equal financial contribution from them as from Central Mortgage and Housing Corporation concerning the other project. He felt that this matter was very important.

The motion that the question be put, was voted on with nine (9) in favour and four (4) against it as follows:

For the motion: Aldermen Black, Abbott, Moir,
Meagher, LeBlanc, Ahern,
Connolly, Sullivan and
H. W. Butler - 9

Against it: Aldermen Matheson,
A. M. Butler, Doyle, and
Fitzgerald - 4

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(4) The original motion was then put and passed with Aldermen A. M. Butler and Fitzgerald voting against.

COGSWELL STREET INTERCHANGE - CHANGE IN DESIGN

MOVED by Alderman Black, seconded by Alderman Moir that the firm of A. D. Margison Associates Limited be requested to revise the design of the interchange in line with the solid red line as shown on Plan #TT-8-17220.

Motion passed.

LANDS - DEPARTMENT OF NATIONAL DEFENCE -
WATER STREET - REVISION

MOVED by Alderman Moir, seconded by Alderman H. W. Butler that the City of Halifax seek a revision of the lands for the Department of National Defence to extend to the red line as shown on Plan #TT-8-17220 and save as much land as possible for other purposes and advise the costs involved. Motion passed.

COURT HOUSE SITE

Alderman Black stated that it would be necessary to deal with the Court House Site and the four points previously referred to.

Alderman Matheson then recited them as follows:

- (1) the Court House Commission requests Council to make a decision on the Eastern Street Line of Water Street as it affects the proposed new Court House;
- (2) the Commission request Council to make a decision on the elevation of that Eastern Street Line of Water Street
- (3) the Court House Commission requests Council to designate the boundaries of the land to be conveyed to the Commission for the Court House Site;

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- (4) the Court House Commission requests Council to give an undertaking to the Commission that vacant possession of the land will be given by the City not later than October 1, 1968.

He then suggested that the only question to be decided would be the two boundaries for the Court House Site.

MOVED by Alderman Matheson, seconded by Alderman Black:

- A. THAT the boundaries of the Court House Site be those shown in blue on Plan #TT-8-17220 containing 73,000 sq.ft.;
- B. THAT the western boundary be the eastern street line of Harbour Drive as fixed by Council at this meeting;
- C. THAT the northern and southern boundaries be those as shown on Plan #TT-8-17220 marked in red;
- D. THAT the eastern boundary be moved far enough east to provide 73,000 sq.ft.; and
- E. THAT the cost to the Court House Commission not exceed the 73,000 sq.ft. multiplied by the cost of acquisition of the Franklin Herschorn land by negotiation or award of the Court.

Motion passed.

Alderman Meagher suggested that His Worship the Mayor proceed to Ottawa to interview the appropriate Department Officials with a view to obtaining information as to financial assistance to restore the historic buildings.

His Worship the Mayor stated that if he did go, he would like to have with him the Chairman of the Advisory Committee on the Preservation of Historic Buildings to assist in discussions on the matter and when the appropriate documentation is arranged, to present the case.