

Council,  
March 14, 1968

2. Drawing for a future parking deck which will be capable of adding 50% more parking space appears satisfactory.
3. The nursery room for children appears to be adequate for its purpose. Staff will work with the Neighbourhood Centre for final details.
4. The Central Mortgage and Housing Corporation architect has agreed to provide a walk-way between the North End Library and the Apartment Building. The walk-way will be on the property of the project and connect Gottingen Street with Maitland Street.
5. Street lighting in the form of Post Top luminaries to be placed on the north side of the proposed pedestrian walk-way from Maitland Street to Gottingen Street.
6. Concrete sidewalk, curb and gutter, will be carried through the proposed new driveway entrance. This is in accordance with normal procedures.
7. Storm grating will be constructed immediately behind rear of the proposed driveway ramp.
8. The Fire Marshall and Building Inspector have approved the plans in principle.

It is recommended that City Council approve plans for the Maitland Street Apartment Building so that the work can proceed."

Mr. Gordon Scott, Design Architect on the Staff of Central Mortgage and Housing Corporation, presented a series of drawings showing the different elevations and floor plans of the proposed apartment building and explained them in detail.

MOVED by Alderman Abbott, seconded by Alderman LeBlanc that the preliminary plans for the Maitland Street Apartment Building to be located within the Uniacke Square Redevelopment Area on the site adjacent to the North of the North-End Branch Library land be approved. Motion passed unanimously.

Creighton Street Housing Project

A report was submitted from Staff to which is attached

Council,  
March 14, 1968

a draft copy of the proposed agreement between the City, Central Mortgage and Housing Corporation and the Province of Nova Scotia covering construction of 25 subsidized rental housing units on Creighton Street.

MOVED by Alderman Fitzgerald, seconded by Alderman Doyle that the agreement as drafted be approved and that His Worship the Mayor and City Clerk be authorized to execute same on behalf of the City. Motion passed.

Brunswick Street Housing Project

His Worship the Mayor said that following discussions which he had held earlier with representatives of Central Mortgage and Housing Corporation and the Housing Commission of the Province of Nova Scotia he had prepared the following resolutions for the consideration of Council:

"Resolved that City Council inform the Nova Scotia Housing Commission and Central Mortgage and Housing Corporation that the City would not be averse to including as part of the Brunswick Street housing, or within a subsequent development, a pilot project or projects to demonstrate the possibilities inherent in new techniques of housing construction."

MOVED by Alderman Matheson, seconded by Alderman Ahern that the resolution as presented be approved. Motion passed.

"Resolved that City Council inform Central Mortgage and Housing Corporation and the Nova Scotia Housing Commission that, as a first phase of the development of Brunswick Street housing, it would approve the duplication of the building proposed for Maitland Street on part of the Brunswick Street Housing Site, the part to be selected by Central Mortgage and Housing Corporation."

MOVED by Alderman Matheson, seconded by Alderman Abbott that the resolution as presented be approved. Motion passed unanimously.

Council,  
March 14, 1968

PETITIONS & DELEGATIONS

Petition - Halifax Neighbourhood Centre Project Re: Recreation  
Space - Gottingen Street.

Alderman LeBlanc asked the Mayor if he would bring Council up to date on the history of events leading up to the sudden interest on the part of many citizens with respect to the retention of the northern portion of the Uniacke Square Redevelopment Area (old School for the Deaf property) for playground and recreational purposes.

His Worship the Mayor stated that when the Harbour Drive concept was being studied by the consultants (Deleuw-Cather) a number of interchanges were included in the design, one of which was to be built at the Gottingen-North Street approach to the Angus L. Macdonald Bridge.

Council has not yet approved that particular part of the design and when the Recreation and Playgrounds Commission submitted its proposal for the development of the land by the construction of a Wading Pool and other facilities, it was recognized that there was a conflict of interest between traffic and recreation requirements.

Accordingly, the City Staff was asked to present its views to Council and recently the City Engineer presented his views which favoured an interchange at the Gottingen-North Street approach to the Bridge.

The Chairman of the Recreation Commission and Director of Recreation both indicated their views that the land should be reserved for recreational purposes. At the meeting of Council

Council,  
March 14, 1968

when the Staff's views were presented, practically all Members of Council indicated their views to the effect that the land should be developed for recreational use; but Council is aware that there is a traffic problem which must be solved and so the matter was referred to Staff with the direction that it prepare and present a plan which would resolve the conflict.

His Worship the Mayor then stated that Staff has not yet presented an alternate plan but in the meantime a number of groups of citizens who are concerned have decided to make their representations to Council, in the form of petitions which have been submitted, before a decision is made; and also, a large number of citizens are present in the gallery tonight and request the opportunity to address Council in order to make their views better known.

It was agreed to permit spokesmen for the various groups to address the Council.

Mr. Leonard Smith, speaking on behalf of the Save the Playgrounds Committee addressed Council in support of a petition which had been distributed and signed by approximately 400 citizens requesting that the vacant land north of Uniacke Square between Gottingen and Brunswick Streets be developed by the City as playground space for the children of the surrounding area.

He pointed out that there are at present approximately 2,500 young people in the area of which number approximately 850 children live in the Uniacke Square Housing Project; also, that if the potential child population of 5,000 is ultimately reached, even the vacant land that presently exists will not be sufficient

Council,  
March 14, 1968

to provide adequate recreation facilities.

Mr. Gerald Hollett, representing the Halifax-Dartmouth and District Trades and Labour Council, addressed Council and said that while the Labour Council realizes the need for adequate traffic facilities, it was the feeling of the Members that because of the limited capacity of the Bridge a complicated interchange which would require a greater part of the vacant land in this area is not necessary; and they felt that an alternate solution could be found which would not require as much land and would leave sufficient land available to satisfy the requirements of the Recreation and Playgrounds Commission.

He said that this is the approach that the Labour Council strongly favours.

Mr. George Davis addressed Council on behalf of the Neighbourhood Centre Project which organization fully supports the petitioners and felt that the City is obligated to provide sufficient land for recreation purposes having caused the housing project to be located in that area.

In reply to a question by His Worship the Mayor, the City Clerk stated that a letter had been received from the Conservation and Outdoor Recreation Association of Nova Scotia which urged the retention of the former School for the Deaf property for recreational purposes.

RESOLUTION No other persons wished to be heard.

Alderman H. W. Butler said the Members of the Recreation and Playgrounds Commission are unanimous in their desire to have the

Council,  
March 14, 1968

4 1/4 acres of land north of the Uniacke Square Housing Project reserved for recreation purposes; and he said that the Recreation Staff have prepared preliminary plans for certain recreational facilities in that area, such as a wading pool, community center field house and other facilities but that the Commission has been stymied for the past several months in its planning because of the lack of knowledge as to whether or not the land is to be taken for the interchange.

Alderman Black felt that, out of courtesy to the Staff, Council would not be doing wrong in making no decision on this matter at this meeting in view of its previous action in asking for a joint staff report dealing with the recreation and traffic problems before a final decision is made.

A point of order was raised as to whether or not Council could take action on this matter tonight and His Worship the Mayor ruled as follows:

"My view is that when we receive petitions we often accept a motion to refer them to a Committee; so that some motions respecting the subject matter is in order."

His Worship the Mayor then said that in anticipation of some action being required on this matter at this meeting, two resolutions had been prepared, as follows, for the consideration of Council:

RESOLUTION NO.1 City Council approve the principles -

(a) that no elaborate interchange be built at the North Street approach to the Angus L. Macdonald Bridge;

(b) that truck traffic be routed via the Narrows Bridge;

Council,  
March 14, 1968

(c) that the maximum possible land area be reserved for recreation in the area; and that staff be instructed to prepare a two-dimensional plan recognizing the principles, outlining the area available for development by the Recreation Commission, and indicating a building line at the northern end which would permit the future development of access to the Bridge from Barrington Street for cars only."

RESOLUTION NO. 2 "CITY COUNCIL approve the principle that as:

(a) Due to the City's capital position it is extremely unlikely that an interchange will be built at the Angus L. Macdonald Bridge for at least 10 years.

(b) Truck traffic will not be allowed on the Angus L. Macdonald Bridge when the Narrows Bridge is completed.

(c) That some relief will be granted upon the opening of the Narrows Bridge;

That the Recreation Department design recreation facilities between Gottingen and Maitland Streets to leave as much space as possible for a possible interchange. The estimated cost of the recreation facilities is \$140,000 and it is accepted that part or all of this may have to be relocated elsewhere if traffic requirements are of sufficient priority in the future."

MOVED by Alderman LeBlanc, seconded by Alderman Meagher that Resolution No. 1 be adopted after making the following amendments:

1. Clause (c) - substitute the words "present open" for the words "maximum possible."
2. Delete the last five lines.

After discussion, it was MOVED in amendment by Alderman A. M. Butler, seconded by Alderman Black that Resolution No. 2 as originally drafted be approved.

The amendment was put and lost as follows:

Council,  
March 14, 1968

FOR AMENDMENT: Aldermen Black, Abbott, Moir, Matheson,  
A. M. Butler and Fitzgerald - 6

AGAINST IT: Aldermen Meagher, LeBlanc, Ahern, Connolly,  
Doyle, Sullivan and H. W. Butler - 7

Alderman LeBlanc's motion was then put and passed  
with Aldermen Black and A. M. Butler voting against.

9:25 p.m. Council adjourned for a short recess.

9:35 p.m. Council reconvened, the same Members  
being present.

REPORT - FINANCE AND EXECUTIVE COMMITTEE

Council considered the report of the Finance and  
Executive Committee of its meeting held on March 7, 1968 with  
respect to the following matters:

Permission to Expend in Excess of \$1,000.00

MOVED by Alderman Abbott, seconded by Alderman Ahern  
that, as recommended by the Finance and Executive Committee,  
the expenditure of the following sums be approved under the  
authority of Section 139(m) of the City Charter, 1963:

1. To convert existing 20 Ton Scale to  
30 Ton Scale at Bayne St. Incinerator \$4,700.00
2. Repairs to Overhead Crane at  
Bayne St. Incinerator \$7,000.00

Motion passed.



Council,  
March 14, 1968

REPORT - COMMITTEE ON WORKS

Council considered the report of the Committee on Works from its meeting held on March 5, 1968, with respect to the following matter:

Tenders - Demolitions

MOVED by Alderman Abbott, seconded by Alderman Fitzgerald that, as recommended by the Committee on Works, the following tenders for demolitions be accepted, funds having been provided in Capital Account 59-24 (Uniacke Square) for this purpose:

GROUP ONE

2322, 2344 Barrington Street	Roy Judge Limited - \$1,435.00
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GROUP TWO

2308 Barrington Street	A & K Demolition Limited -
5190 Gerrish Street	\$1,175.00

Motion passed.

REPORT - SAFETY COMMITTEE

Council considered the report of the Safety Committee from its meeting held on March 5, 1968 with respect to the following matters:

Stabling of Police Horses - Point Pleasant Park

MOVED by Alderman H. W. Butler, seconded by Alderman Fitzgerald that, as recommended by the Safety Committee, approval, in principle, be given to extend the present police stables in Point Pleasant Park by approximately 250 square feet to accommodate four additional police horses, and that Staff be authorized to prepare cost estimates in this connection.

Council,  
March 14, 1968

Alderman Connolly was not in agreement with the motion and felt that the stabling of the horses in Point Pleasant Park would necessitate the Police Department purchasing a truck for the transportation of the horses and probably, in the long run, cost more than the facilities at the Forum.

The Chief of Police advised that when Annexation takes place, wherever the horses are stabled, it will be necessary for the Police Department to purchase a truck for this purpose.

After further discussion, the motion was put and passed with Alderman Connolly voting against.

Tenders - Towing Privileges

The report of the Committee reads as follows:

"Tenders for Towing Privileges were submitted as follows:

<u>TENDERER</u>	<u>STORAGE PER DAY</u>	<u>TOWING WITH CRANE</u>	<u>TOWING</u>
Twin City Towing Halifax, N. S.	\$ .50	\$5.00	\$1.00
Y Towing Service Ltd. Halifax, N. S.	\$ .50	\$6.00	\$2.00
Active Towing Service Fairview, N. S.	\$1.00	\$7.00	\$1.00

It is recommended that the tender of Y Towing Service Ltd., which was the only tender received in compliance with the Tender Call, be accepted."

Alderman Black reviewed the discussions which had taken place at the Safety Committee meeting, and in view of the facts of the case, it was MOVED by Alderman Black, seconded by Alderman Moir that new tenders be called for Towing Privileges.

Council,  
March 14, 1968

Alderman A. M. Butler was not in agreement with the motion and felt that Council should hear from the representatives of the Companies which had submitted tenders before a decision is made. It was then MOVED by Alderman A. M. Butler, seconded by Alderman Doyle that Council hear the representatives of the Companies with respect to the matter.

The motion to hear representatives was put and passed, ten voting for the same and three against it as follows:

For: Aldermen Abbott, Matheson, A. M. Butler, Meagher, LeBlanc, Ahern, Connolly, Doyle, Sullivan and Fitzgerald 10

Against: Aldermen Moir, H. W. Butler and Black 3

Mr. R. A. Kanigsberg, Q.C. representing Twin City Towing and Active Towing Service and Mr. Allan MacDougall representing Y Towing Service Ltd. addressed Council and presented their respective points of view.

After considerable discussion on the matter, the motion to recall tenders was put and lost, four voting for the same and nine against it as follows:

For: Aldermen Moir, Matheson, Black and Abbott 4

Against: Aldermen A. M. Butler, Meagher, LeBlanc, Ahern, Connolly, Doyle, Sullivan, Fitzgerald and H. W. Butler 9

It was then MOVED by Alderman A. M. Butler, seconded by Alderman Meagher that the report of the Safety Committee be approved.

At this time, Alderman Matheson asked the City Solicitor

Council,  
March 14, 1968

if the City can legally accept the tender of Y Towing Service Ltd., due to the fact that the tender was not opened in the Council Chamber in accordance with the advertisement.

The City Solicitor said that he would consider the question.

Since an immediate answer was not forthcoming from the City Solicitor to Alderman Matheson's question, Council agreed to defer the matter to the next regular meeting of Council.

Tenders - Uniform Clothing & Footwear - Police Department

MOVED by Alderman Black, seconded by Alderman Fitzgerald that, as recommended by the Safety Committee, the following tenders be accepted for the supply of Uniform Clothing and Footwear for the Police Department:

Uniform Suits 3 pc.	\$78.55	G. B. Isnor Ltd.
" " 2 pc.	62.95	G. B. Isnor Ltd.
" Trousers	17.00	G. B. Isnor Ltd.
3/4 Nylon Jackets	Deferred pending investigation	
Officer Suits	65.45	G. B. Isnor Ltd.
" Overcoats	58.50	Robt. Simpson Ltd.
Ladies Uniform	58.95	G. B. Isnor Ltd.
Uniform Summer Hats	5.55	Stokes Cap & Regalia, Don
" Winter Hats	6.71	" " " Mills
" Shirts	4.24	G. B. Isnor Ltd.
" Motorcycle Suits	70.15	G. B. Isnor Ltd.
Grey Breeches	20.70	G. B. Isnor Ltd.
Grey Slacks	17.35	G. B. Isnor Ltd.
Blk. Leather Gloves	3.45	Morris Goldberg
Blk. Ties	1.05	Morris Goldberg
Blk. Socks	1.24	Morris Goldberg
Boots - 140 pairs	10.90	Morris Goldberg
Overshoes - 140 pairs	4.05	Foulis Engineering Sales Ltd.

After some discussion on this matter, with respect to the methods of selecting the best quality of tenders submitted, the motion was put and passed.

Council,  
March 14, 1968

Settlement At this time, it was MOVED by Alderman Meagher,  
seconded by Alderman Fitzgerald that Item 17(e) be considered  
after the report of the Safety Committee.

Welfare His Worship the Mayor advised that this change would  
require the unanimous vote of Council.

The motion was put and declared lost as Aldermen  
Black and Moir voted against.

Tenders - Uniform Clothing - Fire Department

MOVED by Alderman Fitzgerald, seconded by Alderman  
Sullivan that, as recommended by the Safety Committee, the  
following tenders be accepted for the supply of Uniform  
Clothing for the Fire Department:

3 pc. Uniform Suits	\$74.75	G. B. Isnor Ltd.
Uniform Shirts	3.99	Morris Goldberg
Black Ties	.67	Morris Goldberg
Uniform Overcoats	48.65	G. B. Isnor Ltd.
All Weather Coats	22.00	Morris Goldberg
Uniform Trousers	16.25	G. B. Isnor Ltd.

Motion passed.

Plans - Central Fire Department Headquarters

MOVED by Alderman Fitzgerald, seconded by Alderman  
Ahern that, as recommended by the Safety Committee, the plans  
of the Central Fire Department Headquarters, as submitted by  
the Architect, be approved, and that tenders be called for  
its construction. Motion passed.

REPORT - PUBLIC HEALTH AND WELFARE COMMITTEE

Council considered the report of the Public Health  
and Welfare Committee from its meeting held on March 7, 1968  
with respect to the following matter:

Motion passed.

Council,  
March 14, 1968

Settlement Legislation - Social Assistance Programme

MOVED by Alderman Matheson, seconded by Alderman Fitzgerald that, as recommended by the Public Health and Welfare Committee, the proposal to eliminate the settlement provisions in the Social Assistance Programme, be approved, and that the Provincial Department of Welfare and the Union of Nova Scotia Municipalities be advised accordingly. Motion passed.

REPORT - COMMITTEE OF THE WHOLE COUNCIL, BOARDS AND COMMISSIONS

Amendments to Ordinance #55 - "Tag Days", etc., Second Reading

Deferred.

10:11 p.m. Council adjourned to meet as Committee of the Whole.

Amendments to "Committee Ordinance #105" - Second Reading

MOVED by Alderman Connolly, seconded by Alderman Matheson that the Amendments to Committee Ordinance #105 relating to the change of name of the Tourist and Convention Committee to the Visitors and Convention Committee, be read and passed a Second Time. Motion passed.

10:12 p.m. Council reconvened, the same members being present.

MOVED by Alderman Moir, seconded by Alderman Fitzgerald that, as recommended by the Committee of the Whole Council, the Amendments to Committee Ordinance #105, relating to the change of name of the Tourist and Convention Committee to the Visitors and Convention Committee, be read and passed a Second Time. Motion passed.

Council,  
March 14, 1968

rezoning of 3309- REPORT - TOWN PLANNING BOARD Large Road from

R-2 Zone Council considered the report of the Town Planning Board from its meeting held on March 5, 1968, with respect to the following matters:

Street Furniture - Terms of Reference for Consultants

be estab MOVED by Alderman Fitzgerald, seconded by Alderman H. W. Butler that, as recommended by the Town Planning Board, the Architects Advisory Committee be asked to prepare Terms of Reference, with cost estimates, for consultants to develop a unified approach to street furniture in the City of Halifax and that when the Terms of Reference are submitted, City Council will decide whether or not to engage consultants to undertake the study. Motion passed.

Alteration to a Subdivision - Lot "X" Gottingen Street - Land Owned by Nova Scotia Light and Power Company Limited

at its MOVED by Alderman Fitzgerald, seconded by Alderman Sullivan that, as recommended by the Town Planning Board, the application for an alteration to a subdivision to permit Lot "X" Gottingen Street to be subdivided into two lots creating Lot "Y" which will be conveyed to the Halifax-Dartmouth Bridge Commission for the purposes of constructing the new Narrows Bridge, as shown on Drawing Nos. P200/2342 - 00-17174, be approved and a public hearing waived. Motion passed.

Rezoning R-2 Zone to R-3 Zone - 3309-3317 (Lots 7 & 8) duplex  
Dutch Village Road

dwelling by internal alterations, be approved. Motion passed.  
MOVED by Alderman Fitzgerald, seconded by Alderman Black that, as recommended by the Town Planning Board, the

Council,  
March 14, 1968

rezoning of 3309-3317 (Lots 7 and 8) Dutch Village Road from R-2 Zone to R-3 Zone to permit the construction of a four-storey, 26-unit apartment building, as shown on Drawings No. P200/2356-2360, be approved, a date for a public hearing set and the plan outlined in black, attached to the report, be established as the affected area in which the property owners will be notified. Motion passed.

Alteration to a Subdivision - Lot "D" Gorsebrook Avenue and Tower Road

The City Clerk advised that this application has been withdrawn by the applicant and a new plan submitted.

Modification of Lot Area - 3466-3468 Claremont Street

The City Clerk advised that the Solicitor for the applicant has requested referral back to the Town Planning Board as he did not have an opportunity to address the Board at its last meeting.

Council agreed to refer the matter back to the Town Planning Board.

Modification of Front Yard Requirements - 6293 Edinburgh Street

MOVED by Alderman Fitzgerald, seconded by Alderman Moir that, as recommended by the Town Planning Board, the application for modification of front yard requirements at 6293 Edinburgh Street, as shown on Drawing No. P200/2347, to permit the conversion of a single family dwelling to a duplex dwelling by internal alterations, be approved. Motion passed.



Council,  
March 14, 1968

Rezoning C-1 Zone to C-2 Zone - 5990 Spring Garden Road

The City Clerk advised that the Solicitor for the applicant has requested referral back to the Town Planning Board as he did not have an opportunity to address the Board at its last meeting.

Council agreed to refer the matter back to the Town Planning Board.

Restaurant Occupancy - 2828 Windsor Street

The report of the Board reads as follows:

"The Board had for information a Staff Report relating to an application for a restaurant occupancy permit at 2828 Windsor Street. It is understood that the owners of the property have submitted an application to the Liquor License Board for a liquor license.

It is recommended that the Building Inspection Department hold up the issuance of an occupancy permit for a restaurant at 2828 Windsor Street until the result of the application for a liquor license has been made known and that the matter be discussed again at that time."

The following additional report was submitted to City Council from Staff:

"On March 5, 1968 the Planning Board directed that the Building Inspection Division hold up the issuance of an occupancy permit for a restaurant at 2828 Windsor Street until the result of the application for a liquor license at the same address had been made known. The matter was to be discussed again after the liquor application had been decided.

The Liquor License Board now reports that the applications for a Dining Room and Lounge License for these premises have been refused. The applicant for the restaurant occupancy advises the Building Inspector that he still wishes to secure a restaurant occupancy.

In view of the above circumstances, the Building Inspector reports he has no reason against issue of the requested restaurant occupancy immediately."

Council,  
March 14, 1968

MOVED by Alderman Fitzgerald, seconded by Alderman Moir that the matter be referred back to the Town Planning Board for further consideration. Motion passed.

MOTION

Motion - Alderman Matheson Re: Flags - Tourist Bureau

MOVED by Alderman Matheson, seconded by Alderman Fitzgerald that the Halifax Tourist and Convention Committee be asked to forward any decision made with respect to any changes in the display of flags at the Tourist Bureau for Council consideration, before such changes are implemented.

Alderman Matheson spoke to his motion and felt that visitors to the City and the Province were interested in seeing something different and were not concerned with seeing their own particular flag flying.

Alderman LeBlanc felt that visitors, when seeing their own particular flag flying are given a feeling of welcome.

Alderman Connolly thought that the problem was associated with the flying of the American flag and he read from the Minutes of the last Tourist and Convention Committee meeting wherein there was a suggestion from the Director of the Tourist Bureau that the Union Jack should be replaced by the American flag.

Alderman Fitzgerald was opposed to this suggestion.

After further discussion, the motion was put and passed, with Aldermen Abbott and Connolly voting against.

Council,  
March 14, 1968

MISCELLANEOUS BUSINESS

Report - Housing Committee

MOVED by Alderman Fitzgerald, seconded by Alderman Matheson that, as recommended by the Housing Committee:

- (a) Section V, A. (2) on Page 6 of the draft "Call for Proposals, Development Consultants, Prison Lands" prepared by City Staff and dated March 13, 1968 (Copy attached to the Official Minutes of this meeting) be amended to read:

"(2) The City Dump - amelioration of the visual aspects and other desirable improvements."

- (b) the draft Call for Proposals, as amended, be approved.

Motion passed.

1968 Legislation

MOVED by Alderman Moir, seconded by Alderman Abbott that the following draft legislation be added to the City's General Bill:

48. The Council may, in the years 1969 to 1973, inclusive, in respect of the areas annexed to the City on January 1, 1969, and in accordance with the order of the Board of Commissioners of Public Utilities, levy and collect an area rate of so much on the dollar of assessed value of the property in the annexed areas.

Motion passed.

Resolutions to Canadian Federation of Mayors & Municipalities

Two Resolutions were submitted from Alderman Ivany in draft form with a request that Council should consider sending them to the Canadian Federation of Mayors and Municipalities Convention.

Council agreed to refer the two resolutions to the Finance and Executive Committee for consideration.

Council,  
March 14, 1968

Expropriation Properties - Cogswell Street/Harbour Drive  
Interchange

A report was submitted from Staff relating to the Expropriation of Properties required for the Cogswell Street/Harbour Drive Interchange.

MOVED by Alderman Black, seconded by Alderman Moir that the following properties be expropriated and vacant possession obtained, as resolved by City Council on December 28, 1967:

Civic Number 2031 Upper Water Street	Halifax Fisheries Limited
Civic Number 2061 Upper Water Street	Brookfield Brothers Limited
Vacant Land on Upper Water Street (formerly known as Civic Number 61 Upper Water Street)	Franklin Service Company Ltd.
Civic Numbers 1977-1979 Upper Water Street (fee simple estate)	S. Cunard & Company Limited
Vacant lands on Upper Water Street, formerly 103 and 107 Upper Water Street	Standard Construction Company Limited
Civic Number 2021 Upper Water Street	Estate of James E. Gould, W. Murray Gould and C. Sherburne Gould
1963-69-71 Upper Water Street	Furness Withy & Company Limited
Civic Numbers 2073-2075 Upper Water Street	Ralph Connor Company Limited
Civic Numbers 2067-2069-2071 Upper Water Street and Vacant Land on western side of Upper Water Street, known formerly as 180-184 and 186-188 Upper Water Street	Willard MacKenzie

Motion passed unanimously.

Council,  
March 14, 1968

City Council Expropriation Resolutions and Plans were submitted giving effect to the foregoing resolution of City Council.

MOVED by Alderman Black, seconded by Alderman Moir that the resolutions and plans, as submitted, be approved.

Motion passed unanimously.

Plans for Harbour Drive and Cogswell Street Interchange

The following report was submitted from Staff:

"City Council at its meeting of February 29, 1968 considered certain recommendations in respect of the exact location of the Court House site. In particular, it agreed that the western boundary of the site was to be the eastern boundary of Harbour Drive where it abuts the Court House site on Water Street just north of George Street. The western boundary of the site was based upon an allowance of 98 feet for a six lane divided highway to be constructed at some future date. In the opinion of A. D. Margison and Associates this requires a 130 foot right of way. A condition of acceptance of the site was the determination by test borings that soil conditions were satisfactory.

Considerable discussion preceded the conditional decision to make a land reservation for ultimate construction of a six lane roadway. Much of this discussion involved the question of whether the Cogswell Street Interchange should initially connect to a one way pair system with the right of way through the historic buildings on the east side of Water Street, or, through the block presently occupied by the Morse's Tea building. Staff was asked to report back to Council the financial implications of each alternative.

It is possible to establish the one-way pair system by acquiring and using lands to the east of the present Water Street. This would necessitate the acquisition and demolition of at least portions of the buildings on the east side of the street between Buckingham and Duke Streets. It is also possible to operate a one way pair system by acquiring a portion of the block occupied by the Morse's Tea building and avoiding the buildings on the east side of Upper Water Street.

From an engineering point of view, the road alignment of both alternatives is satisfactory. It would, however, be preferable to locate the one way connection from Water Street to the Cogswell Street Interchange through the Morse's Tea Building because in the long run, it will undoubtedly be less expensive to convert this one way street into a six lane divided highway. This alternative would necessitate less reconstruction of the Interchange.

Council,  
March 14, 1968

City Council asked A. D. Margison and Associates in 1967 to determine the relative merits of the two basic connections. At that time, A. D. Margison and Associates indicated that it would cost approximately \$800,000 more to route the connection through the Morse's Tea building than it would to use the alignment to the east of the existing Water Street. Since the original study, two things have happened to affect these calculations. These are:

1. The main structural elements of the Cogswell Street Interchange were moved somewhat to the east to permit the facility to function properly. The slight eastern movement of the structures means that certain properties, which were affected by the first study, can now be avoided thus reducing the cost of property acquisitions.
2. Council, while maintaining the principle of a one-way pair connection to the Interchange, have now given consideration to a right of way reservation to permit ultimate construction of a six lane divided highway when this should prove necessary.

A. D. Margison and Associates have examined the engineering aspects and have determined that there is now relatively little difference in construction costs in routing the connection to the Interchange through the Morse's Tea block rather than through the buildings on the east side of Water Street. A copy of the Margison Report will be available for Council.

Before reaching a decision on the question of connecting the Interchange to Water Street through the Morse's Tea block or through the buildings on the east side of Water Street, it might be advisable for City Council to carefully reconsider the decisions already taken by Council and the financial implications of altering its acquisition programme. These earlier decisions could have a substantial bearing on any alteration in plans. The essential points appear to be as follows:

1. The decision to acquire the fronts of a number of properties on the east side of Water Street was taken by City Council in 1958. This decision was taken after Professor Stephenson had worked with City Staff to prepare an initial development plan for the Central Redevelopment Area. Cost sharing arrangements were entered into with Central Mortgage and Housing Corporation in the acquisition and demolition of these partial takings in 1958.
2. The Committee of Concern has estimated that the cost of acquisition and demolition of those properties which might be restored and retained is \$467,100. Staff is prepared to accept this estimate.

Council,  
March 14, 1968

3. While the agreement with Central Mortgage and Housing Corporation anticipated only partial taking of the properties on the east side of Water Street, the majority of the owners have taken the view over the years that partial taking would effectively eliminate their businesses. Almost without exception, owners have advocated that the City acquire the total of each property if any of the properties is to be taken. Because of this situation, the City has in fact acquired a number of properties. Some of the land so acquired was to be used for the roadway while the remainder was to be disposed of.
4. While the City agreed to partial takings of the properties on the east side of Water Street in 1958, the programme of acquisition was not actively pursued for a number of years pending decisions on the reuse of the Central Redevelopment Area.

Acceptance of Scotia Square and in particular acceptance of the design of the Cogswell Street Interchange by City Council on July 19, 1967 appeared to some of the owners to mean that a firm decision had been taken. In addition, City Staff with the approval of City Council notified all of the property owners in the area on January 15, 1968 that their properties would be required by the City by August 1, 1968.

As a result of actions taken by the City, some of the owners on the east side of Water Street appear to have taken steps to relocate their businesses.

5. A portion of the Central Victualling Depot lands are required for construction of the Interchange.

The Department of National Defence took the position that these lands would be made available providing the City was prepared to provide an equal amount of land adjoining the Central Victualling Depot. The Department of National Defence required that the final Central Victualling Depot site be roughly the same shape as it was before lands were taken for the Interchange.

In order to create land for the Central Victualling Depot, the City undertook a programme of land reclamation using fill from Scotia Square. The reclamation programme was based upon a connection to the Interchange through the properties on the east side of Water Street. If the decision is taken to make this connection through the Morse's Tea building, arrangements will have to be re-negotiated with the Department of National Defence.

Council,  
March 14, 1968

It may well be that the City will find it has reclaimed more land than is necessary. It may be that it will be possible to negotiate satisfactory arrangements with the Department of National Defence which will result in the extra land being available for abutting uses. Alternatively, existing abutting uses may wish to relocate. The City may have little alternative but to convey the extra reclaimed land to the Department of National Defence at no return to the City.

6. The City has agreed with Central Mortgage and Housing Corporation on the acquisition of properties and the construction of services to a total of \$11,100,000 in respect of Scotia Square and the Cogswell Street Interchange. It is still negotiating with Central Mortgage and Housing Corporation for additional estimated costs of about \$1,500,000. The Corporation has indicated its willingness to consider these additional amounts but continuing negotiations have been lengthy and complex.

Cost sharing on the properties on the east side of Water Street was arranged on the understanding that partial takings were necessary to permit construction of a street to service proposed developments. A decision to move the street to the west to avoid these properties could mean that Central Mortgage and Housing Corporation would decide not to participate in the cost of these acquisitions. The Corporation has the authority under Section 23 to acquire and clear properties but it may not have the power to acquire commercial properties for restoration and retention.

It may be that the City could abandon its acquisition programme on the east side of Water Street. On the other hand, owners have been notified that the City will be taking the properties and because of this the City may have a legal or moral obligation to compensate property owners. It is conceivable that the total cost of such obligations, if they exist, would be a total cost to the City.

7. The original decision to widen on the east as opposed to the west was taken in 1958. While the reasons for this decision are not clear from the record, it would appear logical to assume that one of the principal factors affecting the decision was the possibility of residual land for disposal.



Council,  
March 14, 1968

If the roadway goes through the Morse's Tea block, the total cost of acquisition is a charge to the road. If it goes through the properties to the east of Water Street, part of the costs would be a charge to the road but there would be residual land available for public or private development.

It is probable that this cleared land would have a value of about \$200,000 for development purposes.

8. The historic significance of the buildings on the east side of Water Street was apparently not an important factor in 1958. In fact, Professor Stephenson's original study anticipated the establishment of a Ferry Plaza in this area.

The historic nature of the buildings was drawn to the attention of the City in the early 1960's. Since that time, considerable discussion has taken place respecting these buildings and, in fact, a number of inconclusive studies have been undertaken.

City Council appointed an Advisory Committee on the Preservation of Historic Buildings. The Committee met a number of times over a period. In addition, Council on the recommendation of the Committee engaged Mr. Peter John Stokes to prepare a preservation study on these buildings. Unfortunately, Mr. Stokes did not complete his study, although he did present preliminary plans to the Committee together with a verbal report.

More recently, the Urban Design Group of Providence, Rhode Island, were engaged to carry out a preliminary preservation report for the City. The historic buildings on the waterfront were dealt with in some detail in this report. The principal recommendation of the Urban Design Group was that a feasibility study should be undertaken with financial assistance under Part V of the National Housing Act. Staff have since been advised that such funds may not be available for this purpose.

The Urban Design Group indicated in its report that restoration was not normally feasible unless the restored buildings had a viable use. This could only be determined after detailed study. Mr. Stokes in his preliminary verbal report indicated that it was his estimate it would cost \$580,532 to restore and rehabilitate the historic buildings on the east side of Water Street. He also indicated that it would cost \$662,100 for various site works including rebuilding of wharves, wall areas, street development,

Council,  
March 14, 1968

parking, and so forth. This latter figure anticipated certain other things taking place and it is probably not a true figure relating only to the existing waterfront buildings.

Mr. Stokes' figures excluded the acquisition costs.

9. If the one way pair connection is made through the Morse's Tea block, there are a number of alternative situations which might develop. Without attempting to anticipate all of these situations, it is advisable to list a few of the more obvious.
  - a) The City could abandon all further attempts to acquire properties. Theoretically, this might result in a situation where the City incurred no costs. From a practical point of view, this does not seem realistic. The City now owns some property. Some owners have at least proceeded on their relocation programme to the point where some obligations may rest with the City. In addition, some properties, including the Imperial Oil property and James Simmonds Company Limited to the south of the site, will be required for the Court House. No matter what happens, therefore, the City is committed to some extent to property acquisitions on the east side of Water Street.
  - b) The City could accept the fact that it is committed to the acquisition of certain properties and arrange for the sale of these properties to private sources for use for commercial purposes. The owners of the properties which were not acquired could continue their use of existing properties.
  - c) The City could proceed with the acquisition of all of the properties, providing this is legally possible, take such properties as it requires for the Court House Site, and arrange for the restoration and retention of the remainder.

The most costly eventuality would appear to be (c) above and Council might be wise to consider the implications if this situation arose.

Restoration specialists appear to be in agreement that restored properties should be reasonably viable from an economic point of view. This means that there is the problem of determining suitable reuses for the properties and sources of funds for acquisition and restoration. These are interrelated and the answers are not readily or immediately available.

Council,  
March 14, 1968

It has been suggested that funds to cover the cost of studying these problems might be available from Federal sources. It has also been suggested that if the study proved the feasibility of restoring properties Federal funds might be available to cover a portion of the cost of acquisition and restoration. This could well be the case, but it should be borne in mind that there is no certainty in this respect. It is further suggested that even if funds are available, it would require exhaustive documentation and vigorous negotiations to ensure that funds are obtained.

It is possible that the City would have to accept full responsibility for all costs.

10. If a decision is taken to make a connection of the Interchange to a one way pair using Water Street and Hollis Street and this decision results in the Water Street connection being made through the Morse's Tea building, Council will have to consider the additional property or properties required.

An examination of the engineering considerations indicates that the connection can be made by acquiring only the Morse's Tea building. However, the Halifax Glass Company, which was recently destroyed by fire, has indicated that if the connection is made to the east, it will rebuild. If it is made through the Morse's Tea block, Halifax Glass would want to sell to the City as the property would undoubtedly have to be acquired at some future date.

The Committee of Concern has estimated that the cost of acquiring and clearing the Morse's Tea building is \$210,600. Staff is prepared to accept this estimate for purposes of this report. It might be possible to arrange cost sharing with Central Mortgage and Housing Corporation on this acquisition but Council should remember that the City is still attempting to negotiate cost sharing on \$1,500,000 on those areas of the development where agreement has been reached between the City, the Corporation, and the development company on the form of the agreement.

The points listed above are, of course, in the opinion of Staff, points which should be considered by City Council in reaching a decision as to whether the temporary connection between the Interchange and Water Street should be made to the east of Water Street or through the Morse's Tea building. There are many uncertainties dealing with each possibility and it is difficult to make a real comparison of the two possibilities. However, it appears to Staff that the following points are pertinent:

Council,  
March 14, 1968

- a) The connection can be made either to the east or to the west.
- b) There are certain engineering benefits if the connection is made through the Morse's Tea block, although according to the Margison Report, there are difficulties in timing.
- c) If the connection is made to the east of Water Street, the historic buildings will be removed. The financial picture would appear to be as follows:

Acquisition and removal of properties	\$ 467,100
Recoveries from sale of properties	<u>200,000</u>
Loss	<u>\$ 267,100</u>
The City's share of this loss would be	\$ 133,500

It could be assumed that redevelopment of the vacant land would result in assessments exceeding the \$233,100 assessment now attributed to these properties. This increased assessment might tend to offset the loss on the disposal of property suffered by the City.

- d) If the connection is made through the Morse's Tea Block, the range of probabilities is very greatly widened. Certain cost sharing arrangements may or may not be arranged. Certain existing commitments might be abandoned. However, there is no assurance that any of these eventualities can be realized.

The worst possible situation in which the City could find itself is, therefore:

a) Acquisition of Morse's Tea	\$ 210,600
b) Acquisitions of properties on the east side of Water Street	<u>350,100</u>
TOTAL	<u>\$ 560,700</u>

If the City proceeded with preservation on its own, the following costs would be added:

a) Restoration of historic buildings based upon Peter John Stokes' estimates	\$ 580,000
b) Site development as per Peter John Stokes' preliminary submission adjusted downwards to cover a smaller site	<u>\$ 400,000</u>
Total	<u><u>\$1,540,700</u></u>