

Council,
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REPORT - COMMITTEE ON WORKS

The report of the Committee on Works was considered from its meeting held on June 10, 1968 with respect to the following matters:

License - Telephone Booth Encroachment - Maritime Telegraph and Telephone Company Limited

MOVED by Alderman Black, seconded by Alderman Abbott that, as recommended by the Committee on Works, an encroachment license be granted to Maritime Telegraph and Telephone Company Limited for the installation of one telephone booth on Gottingen Street, between Young and Kaye Streets, as shown on Plan No. TT-8-17303, for a period of five years and in accordance with Ordinance No. 112, the Encroachment Ordinance. Motion passed.

Tenders for Equipment - Works Department

(i) 1968 Model Mechanical Sweeper

MOVED by Alderman Fitzgerald, seconded by Alderman H. W. Butler that, as recommended by the Committee on Works, the tender of Nova Scotia Tractor & Equipment Limited, in the amount of \$15,475.00, being the lowest tender meeting specifications, be accepted for the supply of one 1968 Mechanical Sweeper for the Works Department. Motion passed.

(ii) 2 Refuse Packer Bodies

MOVED by Alderman Fitzgerald, seconded by Alderman H. W. Butler that, as recommended by the Committee on Works, the tender of Atlantic Body & Equipment Limited in the amount of \$15,904.76, being the lowest tender meeting specifications,

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be accepted for the supply of two refuse packer bodies for the Works Department. Motion passed.

(iii) 1 Four-in-one Bucket

MOVED by Alderman Fitzgerald, seconded by Alderman H. W. Butler that, as recommended by the Committee on Works, the tender of Industrial Machinery Co. Limited in the amount of \$6,787.00, being the only tender submitted, be accepted for the supply of one Four-in-one Bucket for the Works Department. Motion passed.

(iv) 5 1968 Model Dump Trucks

MOVED by Alderman Fitzgerald, seconded by Alderman H. W. Butler that, as recommended by the Committee on Works, the tender of Scotia Chevrolet Oldsmobile Limited in the amount of \$35,553.00, being the lowest tender meeting specifications, be accepted for the supply of five, 1968 Model Dump Trucks (with Steel Body) for the Works Department. Motion passed.

(v) 1 1968 Dump Truck with Tilt Cab

MOVED by Alderman Fitzgerald, seconded by Alderman H. W. Butler that, as recommended by the Committee on Works, the tender of Scotia Chevrolet Oldsmobile Limited in the amount of \$8,972.00, being the lowest tender meeting specifications, be accepted for the supply of one 1968 Dump Truck with Tilt Cab (with Steel Body) for the Works Department. Motion passed.

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REPORT - SAFETY COMMITTEE

The report of the Safety Committee from its meeting held on June 10, 1968 was considered with respect to the following matters:

Tenders - Surplus Fire Truck

MOVED by Alderman Fitzgerald, seconded by Alderman Abbott that, as recommended by the Safety Committee, the tender of Milford Station Fire Department, Hants County, for the purchase of one surplus 1943 LaFrance Pumping Engine from the Halifax Fire Department, in the amount of \$1,520.00, be accepted. Motion passed.

Tenders - Traffic Signal Equipment

MOVED by Alderman Fitzgerald, seconded by Alderman Moir that, as recommended by the Safety Committee, the following tenders be accepted for the supply of traffic signal equipment at the Connaught Avenue/Almon Street intersection:

<u>ITEM</u>	<u>COMPANY</u>	<u>PRICE</u>
1. Standards	Cooke Sales Limited	\$1,120.00
2. Traffic Signals	Can. General Electric	1,080.00
3. Traffic Signals	Can. General Electric	440.00
4. Pedestrian Signals	Can. General Electric	464.00
5. Push Buttons	Harris and Roome	39.72
6. Controller	Can. General Electric	426.00
7. Detector	Harris and Roome	252.00

The following letter was submitted from Cooke Sales Limited:

June 13, 1968

Mayor Allan O'Brien,
City Hall,
Halifax, N. S.

Your Worship:

This letter is written to respectfully ask how the City of Halifax can justify the acceptance of Appendix "B"

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for Traffic Signal Equipment only, as passed by the Safety Committee on Monday, June 10, 1968 without a decision on the following points:-

- (a) To accept or reject our Principal's offer of \$7,300. for the complete Traffic Installation, installed at Connaught Avenue and Almon Street, a reduction of \$3,407. from the original price (Letter May 15, 1968).
- (b) A decision regarding the payment for Bases, Trenching and Paving (paid by C. A. E. Ltd. included in above price of \$7,300. totally installed price) Cost - \$1,512.00
- (c) A decision on Kempt Road and Windsor Street installation covering the cost of Bases, Trenching and Paving Cost - \$1,302.23

This intersection rented to City @ \$245. per month.
Our Principal to pay all operating expenses and service.

- (d) Our tender in the amount of \$4,180. was the lowest complete tender, when rental rebate of \$679. is taken into account.

We respectfully ask that this letter be read or distributed to the Aldermen before the Council makes a final decision.

Respectfully submitted,

(Signed) C. V. Cooke
COOKE SALES LIMITED
AGENTS C. A. E. LTD.

His Worship the Mayor suggested that Council hear from the City Manager, at this time, with respect to the letter from Cooke Sales Limited.

The City Manager referred to point (a) as contained in the letter and stated that it has been a general policy of Council to look at tenders only and not consider other extraneous items. In referring to point (b) in the letter, the City Manager advised that Staff recommends purchase of the bases and payment for trenching and paving at the Connaught

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Avenue/Almon Street intersection at a cost of \$1,512.00.

He said that a decision on the Kempt Road and Windsor Street installation, referred to in point (c) of the letter, should be deferred at this time because the installation is being rented by the City from Cooke Sales Limited until the Narrows Bridge approaches and new traffic arteries are finalized.

He referred to point (d) and stated that the statement of Cooke Sales Limited with respect to their tender being the lowest complete tender when the rental rebate of \$679 is taken into account is correct, except that the City has been in the habit of accepting tenders on the component parts of traffic lights and that when the components are taken individually they can be purchased for \$3,821.00.

Alderman Sullivan asked if the equipment supplied by Canadian General Electric is as good as the equipment supplied by Cooke Sales Limited and if the lights will be the same size as those presently installed.

The City Manager replied in the affirmative.

The motion was then put and passed with Alderman Connolly voting against.

MOVED by Alderman Moir, seconded by Alderman Abbott that the City pay the sum of \$1,512.00 to Cooke Sales Limited for the bases, trenching and paving at the Connaught Avenue/Almon Street intersection and that a decision on the Kempt Road and Windsor Street installation be deferred until the rental is no longer required. Motion passed.

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REPORT - PUBLIC HEALTH AND WELFARE COMMITTEE

The report of the Public Health and Welfare Committee from its meeting held on June 11, 1968 was considered with respect to the following matter:

Collection of Accounts - Halifax Mental Hospital and Suggested Legislation - Refer to Union of Nova Scotia Municipalities' Conference

MOVED by Alderman Fitzgerald, seconded by Alderman Sullivan that, as recommended by the Public Health and Welfare Committee:

1. representation be made to the Union of Nova Scotia Municipalities with respect to the collection of Hospital Accounts under the Municipal Mental Hospitals Act as well as the suggested legislation requested by the City of Halifax;
2. a resolution be drafted and submitted to the Union for its consideration at the 1968 Conference.

Motion passed.

REPORT - COMMITTEE OF THE WHOLE COUNCIL, BOARDS & COMMISSIONS

Amendments - Ordinance #55 Re: Tag Days, etc. Second Reading

Deferred.

REPORT - TOWN PLANNING BOARD

The report of the Town Planning Board, from its meeting held on June 10, 1968, was considered with respect to the following matters:

Rezoning - R-2 Zone and C-1 Zone to R-3 Zone - Southeast Corner Jubilee Road and Walnut Street

MOVED by Alderman Fitzgerald, seconded by Alderman A. M. Butler that, as recommended by the Town Planning Board:

1. City Council approve the rezoning of the Southeast corner of Jubilee Road and Walnut Street from R-2 and C-1 Zones to R-3 Zone to permit the construction

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of a four-storey, 22-unit apartment building, as shown on Drawings No. P200/2409, P200/2413 and P200/2429;

2. a date for a public hearing be set;
3. the area outlined on the plan attached to the Staff Report dated May 24, 1968 be designated as the area within which people will be notified of the public hearing.

Motion passed.

Modification of Side Yard Requirements - 3718 Lynch Street

MOVED by Alderman Sullivan, seconded by Alderman Fitzgerald that, as recommended by the Town Planning Board, the application for modification of side yard requirements at 3718 Lynch Street, as shown on Drawing No. P200/2419, to legalize an existing duplex dwelling be approved, subject to the removal of the embankment at the rear of the building for the width of the lot and a depth of at least 8 feet. Motion passed.

Extension to a Non-conforming Building and Modification of Side Yard Requirements - 6046 Pepperell Street

MOVED by Alderman H. W. Butler, seconded by Alderman Black that, as recommended by the Town Planning Board, the application for an extension to a non-conforming building and modification of side yard requirements at 6046 Pepperell Street, as shown on Drawing No. P200/2420, to permit the construction of a one-storey addition to the rear of the existing single family dwelling, be approved. Motion passed.

Modification of Front Yard Requirements - 6435 Vienna Street

MOVED by Alderman H. W. Butler, seconded by Alderman Fitzgerald that, as recommended by the Town Planning Board, the

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application for modification of front yard requirements at 6435 Vienna Street, as shown on Drawing No. P200/2428, to permit the conversion of a single family dwelling to a duplex dwelling by internal alterations, be approved. Motion passed.

Alteration to a Subdivision - 5788-5806 North Street and
5733-5743 Willow Street

The report of the Town Planning Board reads as follows:-

"The Town Planning Board had for consideration a Staff Report relating to an application from Maritime Telegraph and Telephone Company Limited for an alteration to a subdivision of the above-mentioned property. The proposal is to demolish the existing dwellings and consolidate the six lots, which are located on the south side of North Street and the north side of Willow Street in a C-2 Commercial zone, so that a five-storey extension can be added to the existing Maritime Telegraph and Telephone Company Limited Toll Building.

The Board, at its meeting held on May 21, 1968, directed the applicant to advertise the intention of City Council to consider the application at its meeting to be held on June 13, 1968 and advised the Company that City Council would make a decision after considering any written objections which might be received.

The Board, at its meeting on May 21, 1968, also suggested that Staff take a look at the traffic patterns in the area with special reference to the Agricola-North Street intersection and submit a report outlining any traffic improvements or changes which might affect the development.

At the Town Planning Board meeting held June 10, 1968, the City Engineer advised that no major changes are anticipated in the area of the Agricola-North Street intersection which would affect the proposed alteration to a subdivision.

Council has now to make a decision on the application for an alteration to a subdivision, since the applicant has duly advertised the intention of City Council to consider the application, after reviewing any written objections which might be received."

Council was advised by the City Clerk that no written objections to the alteration to a subdivision had been received.

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MOVED by Alderman Fitzgerald, seconded by Alderman Black that the alteration to a subdivision of the properties at 5788-5806 North Street and 5733-5743 Willow Street, as shown on Drawing Nos. P200/2402 - 00-10-17274, be approved.

Request - County of Halifax - Sewer and Water - Kline Heights

MOVED by Alderman Fitzgerald, seconded by Alderman Black that, as recommended by the Town Planning Board, City Council direct Staff to work out the best means by which an Urban Renewal Study of the Kline Heights area can be proceeded with as soon as possible. Motion passed.

Site for Police Boys' Club - Fort Needham Park - Letter from Halifax Relief Commission

The report of the Town Planning Board reads as follows:

"At the Town Planning Board meeting held on May 21, 1968, consideration was given to a request from the Police Boys' Club for a site on Fort Needham Park.

The Board directed, at that meeting, that a letter be written from the Board indicating that the Board is in favour of the proposal of the Police Boys' Club and asking for the views of the Halifax Relief Commission.

A letter was accordingly written and the following is an extract from the letter received from the Chairman of the Halifax Relief Commission:

"Should it become the policy of City Council, expressed by formal resolution, to open the enclosures of its parks, gardens and playgrounds to provide for the erection of buildings for the use of institutions serving special membership groups, the Halifax Relief Commission, after further consultation with the City to ascertain its projected plans in this respect, will consider offering no objection to withdrawing the protection now existing, which assures the use of Fort Needham Park for the use of the citizens of Halifax forever."

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The Board agreed to send the matter to City Council without recommendation with the suggestion that the matter be discussed after the City Manager has presented some advice as to how the City could proceed and comply with the request of the Halifax Police Boys' Club without creating a precedent."

A report was submitted from the City Manager suggesting the following guidelines under which Council might entertain proposals for development on park lands:

1. The development is not inconsistent with the purposes of the park;
2. A suitable portion of the development is open to and useable by the general public;
3. The development occupies a relatively small portion of the park, and
4. The development reverts to the City if the sponsoring organization becomes defunct.

Alderman LeBlanc was reluctant to oppose the site for the Police Boys' Club on Fort Needham but was concerned about the effect of the solution offered by Alderman A. M. Butler in his letter. He suggested that City Staff immediately begin to consider alternative locations for the Club since he understood that certain financial gifts were dependent on construction being begun within approximately 45 days from now. He referred to a location previously requested by the Club opposite to Richmond School, which he understood was to be reserved for school expansion and suggested a location on the Basinview Home property. He felt that Council should hear from Mr. Ralph M. Medjuck a member of the Advisory Board of the Club.

At the request of Alderman Moir, Staff displayed a plan showing the area of Fort Needham Park and the proposed

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location of the building, also the site originally requested by the Police Boys' Club on the lands adjacent to the Park and purchased recently from the Halifax Relief Commission by the City. After further discussion, it was noted by Alderman

Black, Alderman Black felt that the answer requested from the Halifax Relief Commission by the Town Planning Board was whether or not the Relief Commission would grant a release of the covenant to permit the construction of the building for the Halifax Police Boys' Club and not a reply relating to the policy of City Council.

Alderman Sullivan expressed his opposition to the proposal as he felt that the general public would not have the full use of the Park, it would be restricted to a certain group of people.

Alderman Ivany thought that the construction of a Club building would do much to attract more people to the area of the Park.

Alderman Moir referred to the land opposite to Richmond School and said that the future role of the Junior High Schools would have to be considered before the Board of School Commissioners would agree to release the land which has been reserved for school expansion.

Alderman Fitzgerald said that he was reluctant to withdraw the protection of the City from other parks, gardens and recreation areas in the City just to permit the Club to construct its building.

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Alderman Ahern expressed the view that the City should provide an alternative location for the Police Boys' Club but did not consider Fort Needham a proper location.

After further discussion, it was MOVED by Alderman Black, seconded by Alderman Ivany that, in view of the consistency of the purpose of the Halifax Police Boys' Club and the existence of a building on the land in question at the present time, City Council request the Halifax Relief Commission to give the necessary release to permit the erection of the building requested by the Police Boys' Club and that the guidelines suggested in the report from the City Manager be forwarded to the Commission with the motion.

His Worship the Mayor suggested that Council hear from Mr. Medjuck at this time.

Mr. Medjuck outlined the position of the Police Boys' Club with respect to the financing arrangements and the timing of construction and indicated that the Club had originally requested a site opposite Richmond School but was advised that the land had been reserved for school expansion purposes. He advised that the general location of Fort Needham was extremely suitable as many of the boys are drawn from the North End of the City.

In reply to a question, Mr. Medjuck said that perhaps a location around the perimeter of the Commons might be suitable but no further south.

Alderman Sullivan suggested the Gorsebrook area.

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In reply to a question, Constable Johnson of the Police Boys' Club, stated that out of a membership of between 400 and 500 boys, only one lives to the south of North Street and approximately 25 live to the west of Windsor Street, although he did say that any boy in the City was eligible to become a member.

The Director of Civic Recreation addressed Council and indicated that the present building on Fort Needham, which contains lavatory facilities and storage space for the playground equipment, is in need of replacement and he said that the Police Boys' Club are prepared to make available a similar amount of space, plus a recreation room for use on rainy days, in their building free of charge. He said that if the building is sited on the land opposite to Richmond School, it would not be of use to the Recreation Commission as it would be too far removed.

Alderman Sullivan again stated that he would like to have Fort Needham Park retained for the use of all citizens of the City and not for the use of a selected group.

Alderman Matheson thought that perhaps Council should review the legal position.

The City Solicitor said that to his recollection the land was conveyed to the City on the condition that it be used by the City as a Park.

After further discussion, the motion was put and resulted in a tie vote, six voting for the same and six against it as follows:

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For: Aldermen Ivany, Matheson, Fitzgerald,
H. W. Butler, Black and Moir 6

Against: Aldermen Meagher, LeBlanc, Ahern, Connolly,
Sullivan and Abbott 6

Alderman A. M. Butler abstained from voting.

His Worship the Mayor cast his vote in favour of
the motion and declared same passed.

Alderman Sullivan, at this time, gave Notice of
Reconsideration of the matter.

Extension to a Non-conforming Building - 3636 Acadia Street

MOVED by Alderman Connolly, seconded by Alderman
Fitzgerald that, as recommended by the Town Planning Board,
the application for an extension to a non-conforming building
at 3636 Acadia Street, as shown on Drawing No. P200/2430, to
permit the roof to be raised and a second storey added to
the existing one-storey single family dwelling, be approved.
Motion passed.

Building Permit - 2369-73 Creighton Street

MOVED by Alderman Abbott, seconded by Alderman
LeBlanc that, as recommended by the Town Planning Board, a
Building Permit be issued for the extension of the Social
Club located at 2369-73 Creighton Street. Motion passed.

MOTIONS

Motion - Alderman LeBlanc Re: Taxi Ordinance #116 - First
Reading

MOVED by Alderman LeBlanc, seconded by Alderman
Meagher that Ordinance No. 116, the Taxi Ordinance, be read
and passed a First Time. Motion passed.

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Motion - Alderman Ivany Re: Expropriation Procedures ✓

At the last meeting of City Council, Alderman Ivany gave notice that he would move that consideration be given to the expropriation procedures as they affect owner-occupied residential units in the City of Halifax.

Alderman Ivany asked if the matter could be deferred for two weeks.

Council agreed to defer the matter.

His Worship the Mayor suggested that copies of the resolutions adopted by the Canadian Federation of Mayors and Municipalities at their recent conference be circulated to all members of Council prior to the next regular meeting of Council.

MISCELLANEOUS BUSINESS

Accounts Over \$5,000.00

MOVED by Alderman Black, seconded by Alderman Ivany that the City Manager be authorized to pay the following accounts over \$5,000.00:

<u>VENDOR</u>	<u>PURPOSE</u>	<u>AMOUNT</u>
Department of Education	Balance of City's share operating costs of the Vocational School - Apr. 1/66 - July 31/66	\$ 36,401.57
Main Street Motors Limited	1 Massey Ferguson tractor	6,235.15
		<u>\$ 42,636.72</u>

Motion passed.

Lord's Day Permits

The following applications for Lord's Day Permits were submitted:

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Mrs. Gloria M. Ross 2198 Windsor Street	Laundromat
Mrs. Gloria M. Ross 2160 Windsor Street	Grocery Store
Leon Hachey 556 Tower Road	Grocery Store
Theresa LeBlanc 2093 Brunswick Street	Grocery Store
Bashir Habib 1252 Queen Street	Grocery Store
Bashir Habib 2705 Robie Street	Grocery Store
Helen D. Pottie 5661 Cogswell Street	Grocery Store

MOVED by Alderman Ahern, seconded by Alderman Sullivan that permits to operate business on the Lord's Day be granted to the above-named applicants. Motion passed.

Report - Housing Committee

MOVED by Alderman Matheson, seconded by Alderman Connolly, that, as recommended by the Housing Committee, the City proceed with negotiations for the acquisition of the L. W. Allen Property and the Maritime Fleetway Transport Limited Property and if these properties can be acquired for a reasonable price, they be included in the Terms of Reference for the consultants on the City Prison Lands so that all the lands can be developed as one overall scheme.

Alderman Matheson explained in detail the recommendation of the Committee and advised Council of the visit by the Committee to the site.

After a short discussion, the motion was put and passed.

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2. MOVED by Alderman Matheson, seconded by Alderman Connolly that, as recommended by the Housing Committee, the Partnership be requested to proceed with a feasibility study for public housing on the lands east of Claremont Street and north of Windsor Park, comprising approximately two acres and that simultaneously the Partnership negotiate for the acquisition of this property.

Alderman Matheson said that after the Committee had viewed the site, Mr. J. McKinnon of the Nova Scotia Housing Commission felt that a start on a housing scheme could be made almost immediately the site is acquired.

In response to a request, the Chief Planner displayed a plan of the area and indicated that perhaps three buildings of ten units each could be constructed on the site.

After further discussion, the motion was put and passed.

Trolley Coach Routes - Cogswell Street Interchange - Scotia Square

A report was submitted from Staff relating to the necessary changes to trolley coach routes brought about by the construction of the Cogswell Street Interchange. Attached to the Staff Report is a plan showing the existing and proposed trolley routes. (A copy of the Staff Report and Plan is attached to the Official Minutes of the meeting).

MOVED by Alderman Moir, seconded by Alderman Fitzgerald that:

1. The changes in trolley routes, as outlined on the plan attached to the Staff Report dated June 13, 1968, be approved;

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2. Council approved the expenditure of an amount of \$20,000.00 for the widening of Hollis, Barrington, Cornwallis and Duke Streets; funds to be charged to the Capital Account for the Cogswell Street Interchange.

Motion passed.

Revised One-Way Street Pattern - Downtown

A report was submitted from Staff for the information of Council relating to a revised one-way street pattern for the downtown area which will be implemented whenever construction of the Cogswell Street Interchange demands it. Attached to the Staff report is a sketch plan dated June 13, 1968 and entitled "Revised One-way Traffic System in Downtown Halifax". (A copy of the Staff Report and sketch plan is attached to the Official Minutes of the meeting).

Council agreed that the matter should be referred to the Town Planning Board for further study.

Additional Costs for Sewer - Cogswell Street Interchange

A report was submitted from Staff relating to the additional sewer costs required in connection with the Cogswell Street Interchange. (A copy of the Staff Report together with Sketches "A", "B" and "C", is attached to the Official Minutes of the meeting.)

In reply to a question, the City Engineer advised that there is the utmost urgency with respect to the matter and that the cost is included as part of the submission which is being considered by Central Mortgage and Housing Corporation in Ottawa for cost-sharing.

City Council
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TO: His Worship the Mayor and
Members of City Council

FROM: S. A. Ward, City Manager

DATE: June 13, 1968

SUBJECT: Staff Report - Trolley Coach Routes - Cogswell Street Inter-
change - Scotia Square

Of the twelve transit routes in the City, only three (routes 1, 10, and 12) have not been affected by the construction of the Cogswell Street Interchange and Scotia Square.

Five routes have been affected by the construction of Scotia Square and the Interchange. Routes 2, 3, 5, and 11 have been changed to Duke Street due to the closure of the main portion of Buckingham Street. Route 8 has been changed to George, Granville, and Buckingham Streets, due to the closure of Jacob Street and a portion of Argyle Street.

Phase One of the Cogswell Street Interchange is due for completion around August 15, 1968. No overhead network was proposed for the Interchange; therefore, the trolleys will be using a new route prior to August 15, 1968.

Four routes (4, 6, 7, and 9) now using Barrington Street will travel south on Barrington Street as far as Cornwallis Street, proceed west on Cornwallis Street to Gottingen Street, south on Gottingen Street to Cogswell Street, east on Cogswell Street to Brunswick Street, along Brunswick Street, and down Duke Street to Barrington Street or Hollis Street. Northbound traffic will follow the same roadway only in a northerly direction.

The proposal to change routes 4, 6, 7, and 9 is planned to go into effect July 8, 1968. Definite announcement to the public will be made at a later date.

The attached sketch clearly shows the proposed route of Duke, Brunswick, Cogswell, Gottingen, and Cornwallis Streets. By using this route, very little additional overhead network is required, thereby keeping costs to a bare minimum.

The two remaining routes, 3 and 5, will be affected when Phase 2 of the Interchange is completed. These routes now use Hollis Street and will be changed to Barrington Street next summer (1969) when the Interchange is completed. More detail of these routes is given in the revised (one-way) downtown street pattern report.

The changes mentioned above means that eight routes will use Duke Street to travel east and west. Duke Street is to be widened to four lanes (48') from Barrington Street to Brunswick Street, but traffic problems are expected in the area of Duke Street at Granville Street, and Duke Street at Hollis Street.

With the completion of the Interchange, two additional routes will be carried on Barrington Street, which may cause problems at peak hours.

The route changes proposed have been designed and agreed upon by the staffs of the Nova Scotia Light and Power Company and the City of Halifax.

The Transit Company has asked that Cornwallis Street be widened from Barrington Street to Brunswick Street, as well as improvements to intersections, where sharp turns are encountered.

Only six feet of widening is possible on Cornwallis Street due to homes being close to the street line. The estimated costs of all widenings is \$20,000, which includes Hollis and Duke Streets, and Barrington and Duke Streets.

Work has already started on the alternate system by the Nova Scotia Light and Power Company and staff now ask the approval of the sum of \$20,000 for widening purposes.

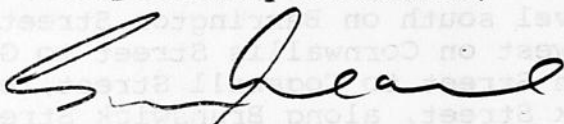
As this work is a result of the Cogswell Street Interchange, it is recommended that the \$20,000 be charged against the capital authorization for the Interchange construction.

The removal of the trolleys from this particular section of Barrington Street will help the already congested areas, which is partly due to the narrowed street width of 25 feet.

Congestion on Barrington Street will increase due to Scotia Square construction as well as new sanitary and storm sewers, which are part of the Cogswell Street Interchange.

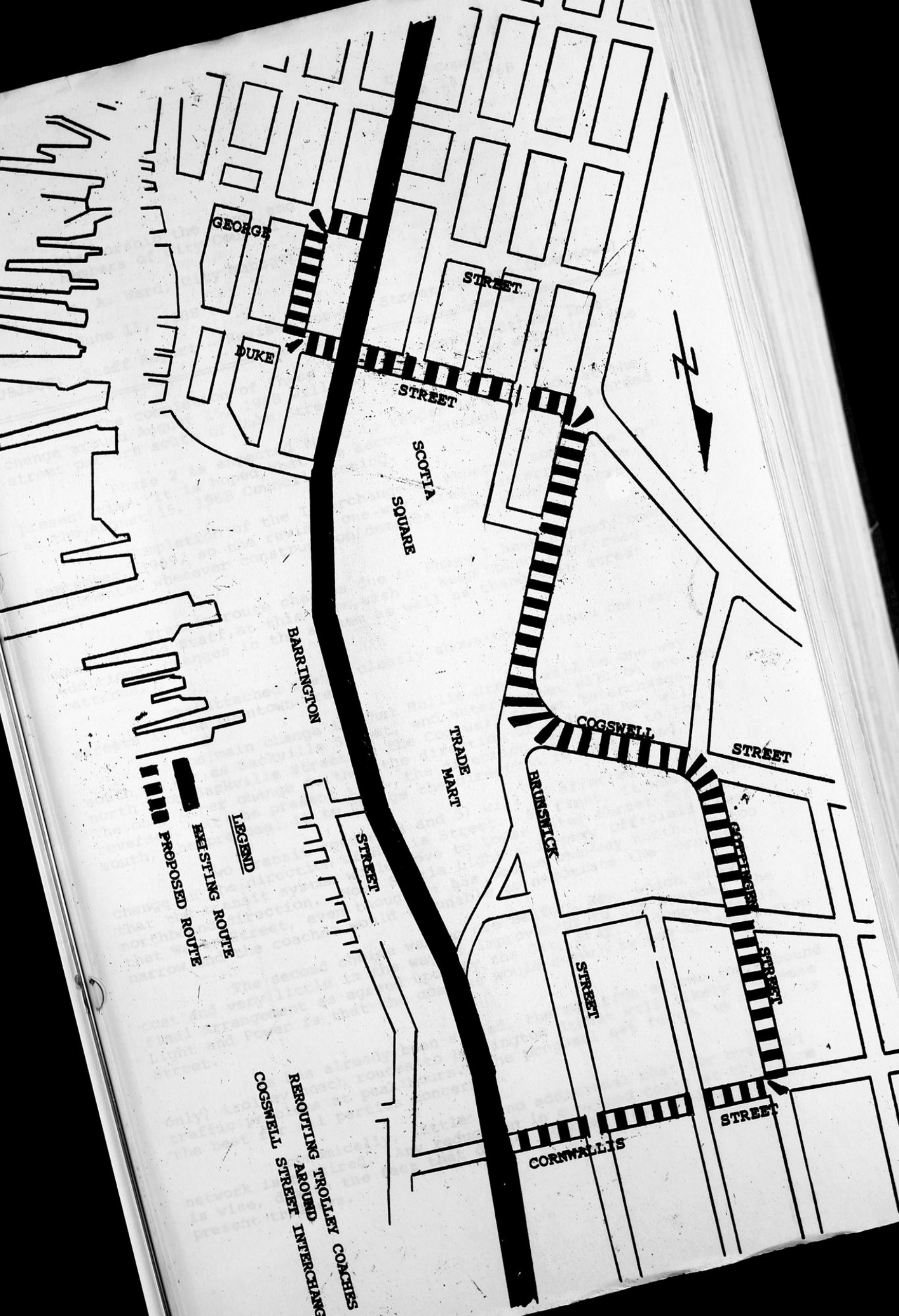
If the July 8, 1968 date to reroute trolleys can be met, traffic congestion will be minimized at least.

Respectfully submitted,



S. A. Ward
City Manager

CLD/meb
Attachment



GEORGE STREET

DUKE STREET

STREET

STREET

SCOTLAND SQUARE

BARRINGTON STREET

TRADE MART

COGSWELL STREET

STREET

BRUNSWICK STREET

STREET

STREET

STREET

CORNWALLIS STREET

STREET

LEGEND
— EXISTING ROUTE
▨ PROPOSED ROUTE

REROUTING TROLLEY COACHES
AROUND INTERCHANGING
STREET



City Council
June 13, 1968

TO: His Worship the Mayor and
Members of City Council

FROM: S. A. Ward, City Manager

DATE: June 11, 1968

SUBJECT: Staff Report - Revised One-way Street Pattern (Downtown)

The completion of Phase I of the Cogswell Street Interchange around August 15, 1968 will have little or no effect on the street pattern south of Duke Street.

Phase 2 is expected to go to tender in July and, at the present time, it is hoped that the second contract will be awarded at the August 15, 1968 Council meeting.

Completion of the Interchange is expected some time in September, 1969, so the revised one-way street pattern will be implemented whenever construction demands same, sometime next summer.

Transit route changes due to Phase I have already been started, and Staff, at this time, wish to keep Council informed on additional changes in the system as well as changes in street patterns.

The attached sketch clearly shows the revised one-way streets in the downtown area.

The main change is that Hollis Street will be one-way south as far as Sackville Street, and Water Street will be one-way north from Sackville Street to the Cogswell Street Interchange. The only other change is that the direction of Bedford Row will be reversed. At the present time, the direction of flow is to the south, the proposal is to change the direction to northbound.

Two transit routes (3 and 5) will be affected by the change in the direction of Hollis Street. At first, it was thought that the transit system would move to Lower Water Street for the northbound direction. Nova Scotia Light and Power officials state that Water Street, even though it has become one-way north, is too narrow and the coaches would be unable to negotiate the corners.

The second choice was to use Bedford Row, which added cost and very little in the way of improvement to the system. The final arrangement as agreed upon by the City Staff and Nova Scotia Light and Power is that the coaches would return by way of Barrington Street.

As has already been stated, the addition of two (northbound only) trolley coach routes to Barrington Street will likely increase traffic problems at peak hours. The proposal set forth, we feel, is the best for all parties concerned.

Economically, little or no additional cost for overhead network is required. Any reduction in overhead costs at this time is wise, due to the fact that diesel coaches will replace the present trolleys.

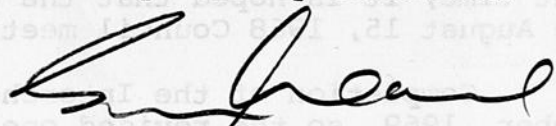
The public is served much better from Hollis and Barrington Streets than it would be on Water Street or Bedford Row. Another important fact is that the Nova Scotia Light and Power Company will be in a better position financially with the present proposal.

To implement the system as proposed will require many changes; for instance, eighty-five new signs are required, not counting the existing that will be salvaged. Changes to the traffic lights at the corners of Sackville and Hollis Streets and Sackville and Water Streets will be required.

Parking meters, pavement markings, trolley stops, poles, etc. will also have to be changed, similar to the changes made when the present one-way system was implemented.

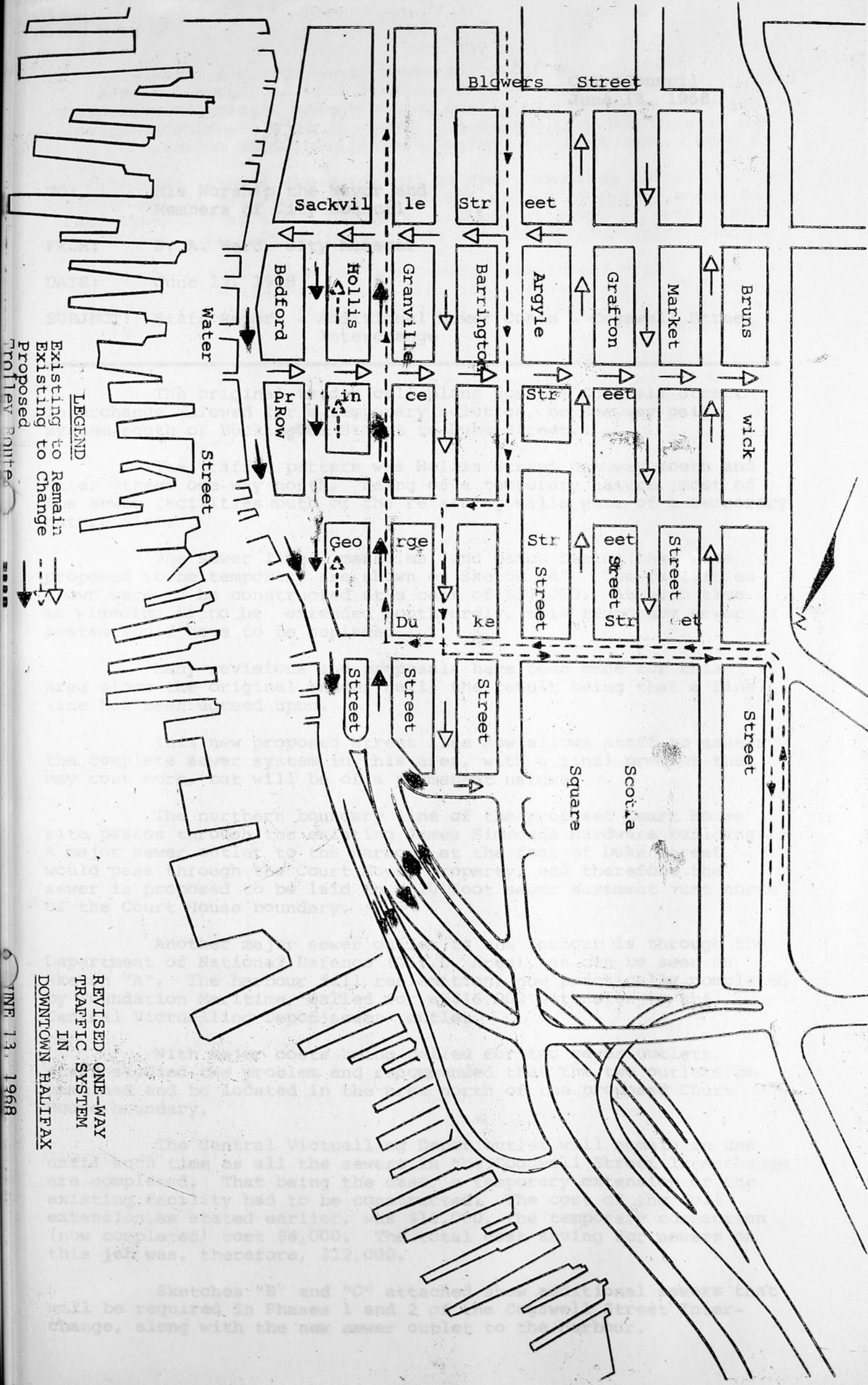
Estimates of cost for the revisions are being made up and will be included in the 1969 Budget.

Respectfully submitted,



S. A. Ward
City Manager

CLD/meb
Attachment



LEGEND
 Existing to Remain
 Existing to Change
 Proposed
 Tramway Route

REVISED ONE-WAY
 TRAFFIC SYSTEM
 IN
 DOWNTOWN HALIFAX
 DATE: JUNE 13, 1968

City Council
June 13, 1968

TO: His Worship the Mayor and
Members of City Council

FROM: S. A. Ward, City Manager

DATE: June 12, 1968

SUBJECT: Staff Report - Additional Sewer Costs - Cogswell Street
Interchange

The original tender call plans for the Cogswell Street Interchange allowed for a temporary solution, or one-way pair system south of Buckingham Street to Duke Street.

The traffic pattern was Hollis Street one-way south and Water Street one-way north. Being of a temporary nature, most of the sewer facilities south of the retaining walls were of a temporary nature also.

The sewer lines, manholes, and catch basins that were proposed to be temporary are shown on Sketch "A". The facilities shown were to be constructed at a cost of \$27,000. At such time as widening is to be extended southwardly, this temporary sewer system would have to be replaced.

Many revisions and proposals have been made for this area since the original tender call, the result being that a final line has been agreed upon.

This new proposed street line now allows staff to assess the complete sewer system in this area, with a final product that may cost more, but will be of a permanent nature.

The northern boundary line of the proposed Court House site passes through the existing James Simmonds Hardware building. A major sewer outlet to the Harbour at the foot of Duke Street would pass through the Court House property, and therefore the sewer is proposed to be laid in a 20 foot sewer easement just north of the Court House boundary.

Another major sewer outlet to the Harbour is through the Department of National Defence (C.V.D. Area), as can be seen on Sketch "A". The harbour fill reclamation, now practically completed by Foundation Maritime, called for a \$16,000 extension to the Central Victualling Depot sewer outlet.

With major costs being called for two sewer outlets, staff studied the problem and recommended that the two outlets be combined and be located in the area north of the proposed Court House boundary.

The Central Victualling Depot outlet will remain in use until such time as all the sewers in the Cogswell Street Interchange are completed. That being the case, a temporary extension of the existing facility had to be constructed. The cost of the full extension, as stated earlier, was \$16,000, the temporary connection (now completed) cost \$4,000. The total cost saving for sewers on this job was, therefore, \$12,000.

Sketches "B" and "C" attached show additional sewers that will be required in Phases 1 and 2 of the Cogswell Street Interchange, along with the new sewer outlet to the Harbour.

Sketch "B" shows the sewer lines that are to be constructed under the present contract for the Cogswell Street Interchange, as well as a line on Buckingham Street shown in green. The line in red will remove all sewage south of Buckingham Street to Duke Street from the Central Victualling Depot outlet.

The estimated cost of the permanent sewers, sanitary and storm, shown in red is \$29,000. Estimated cost of the combined sewer shown in green is \$4,700. Proposed costs for Contract One (Dineen Atlantic Limited) is, therefore, \$33,700.

From the figures above, the estimated increased cost is \$6,700. As stated earlier with this proposal, all sewers are separated and permanent and there will not be a waste of \$27,000 for temporary work.

Sketch "C" shows the sanitary and storm sewer along with the outlet to the Harbour. Sewers are shown in red, with the outlet and Duke Street connection shown in green. As can be seen from the sketch, the 36" sanitary sewer and 36" storm sewer pass through the fronts of the historical buildings.

Underground utilities in the present roadway include a 12" x 18" sewer, along with a 24" and 9" water main. The roadway width, curb to curb, being only 17' at Morse's Tea does not allow any more utilities. The two new sewers along with the Nova Scotia Light and Power and Maritime Telegraph and Telephone underground will use up the area of road back to the new street line.

The demolition of the buildings on the east side of Water Street is not in the present contract; therefore, the sewers cannot be constructed at this time. Once the demolition has been completed, sewers will then be installed and will be called for in the second tender call in July, 1968.

Estimated cost of the sewers, shown in red on Sketch "C", is \$20,000 plus \$1,800 for the removal of the old Central Victualling Depot pipe that passes under the roadways of the Interchange to the proposed street line limits. Total cost of Contract 2, not counting outlet, is \$21,800.

The outlet along with the Duke Street connection is estimated to cost \$35,000. Adding all the increased costs, a substantial increase in cost occurs.

Summary of proposal and costs:	<u>Increase</u>
Contract I - Dineen - Original Cost \$27,000 (temp.)	
Contract I - Dineen - Revised Cost \$33,700 (perm.)	\$ 6,700
Contract 2 - Not called as yet.	
Proposed Cost \$21,800 (perm.)	\$21,800
Sewer Outlet and Duke Street Connection \$35,000 (perm.)	\$35,000
	\$63,500

Reviewing the complete case, the actual increased cost is only \$16,500 as can be seen from the following breakdown:

Total Estimated Increased Cost	\$63,500
Sewer Outlet (not actually a sewer charged against the Cogswell Street Interchange) really a Court House Land Cost	\$35,000
	<hr/>
Balance	\$28,500
Savings from C.V.D. Sewer	12,000
	<hr/>
Actual Increase	<u>\$16,500</u>

As stated earlier, the cost of the end product is greater but the results outweigh the costs.

Advantages are:

1. All sewers in the area are permanent.
2. All sewers in the area are separated.
3. Two outlets have been combined into one, thus helping to clean up the problem of outlets to the Harbour.
4. A capital expenditure of \$27,000 is not wasted on a temporary condition.
5. The existing outlet in the Central Victualling Depot area will be eliminated, thus taking an outlet off private property. This outlet, if not removed now, may have to be moved some day when H.M.C.S. Scotian is built.

City Staff at this time ask Council Members for approval of the following:

1. Agree to the proposed increase of \$6,700 for the present contract. If agreed upon, sewer work on Buckingham Street will start next Tuesday.
2. Agree to the proposed increase of \$21,800 for the sewers in Contract 2 along with the \$35,000 sewer outlet. The items above will be in the second tender call slated for July, 1968.

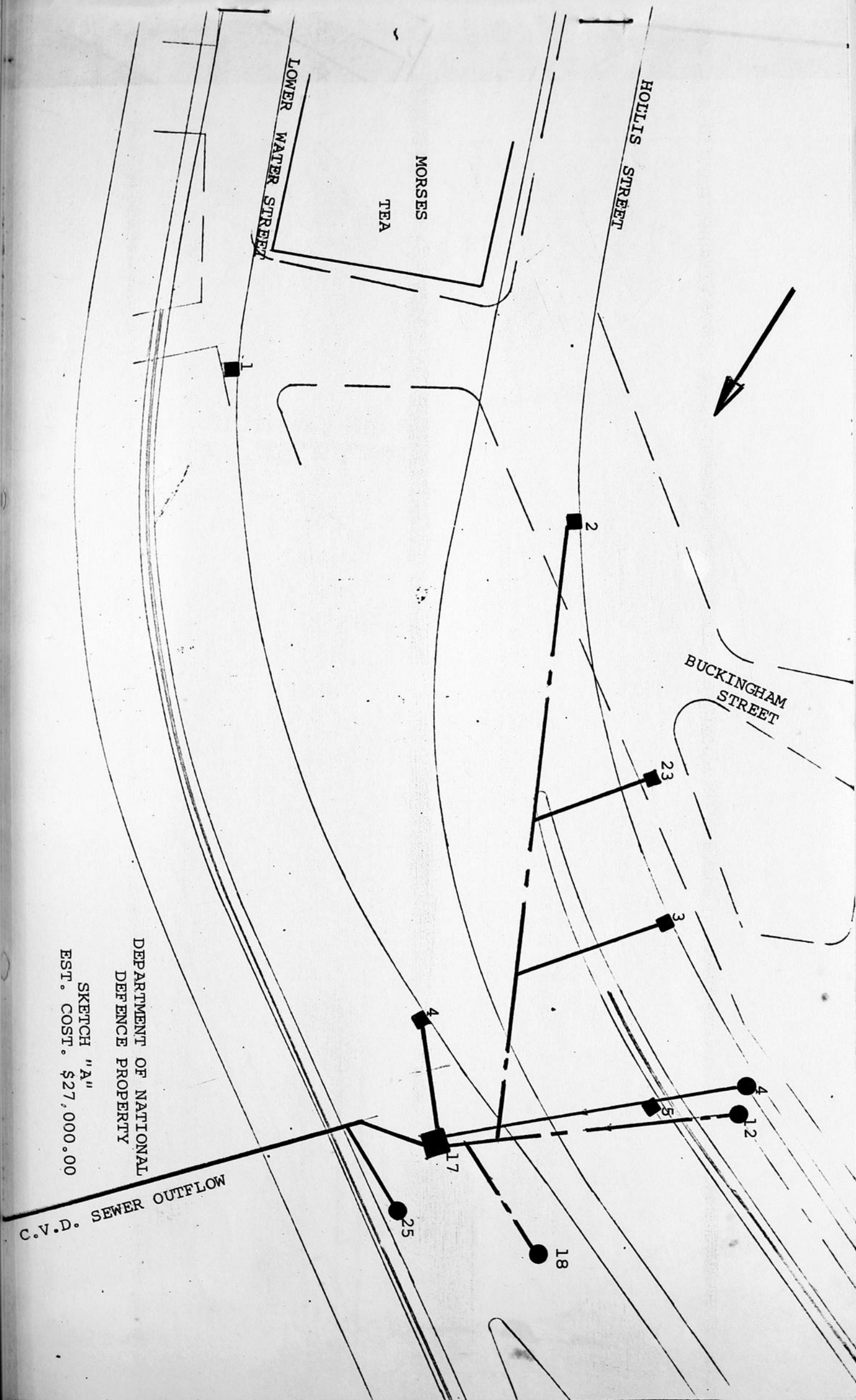
Notification to the public by the press will have to be given concerning the sewer work on Buckingham Street, due to changes in street pattern that will be required during construction.

Respectfully submitted,



S. A. Ward
City Manager

CLD/meb
Attachments



MORSES
TEA

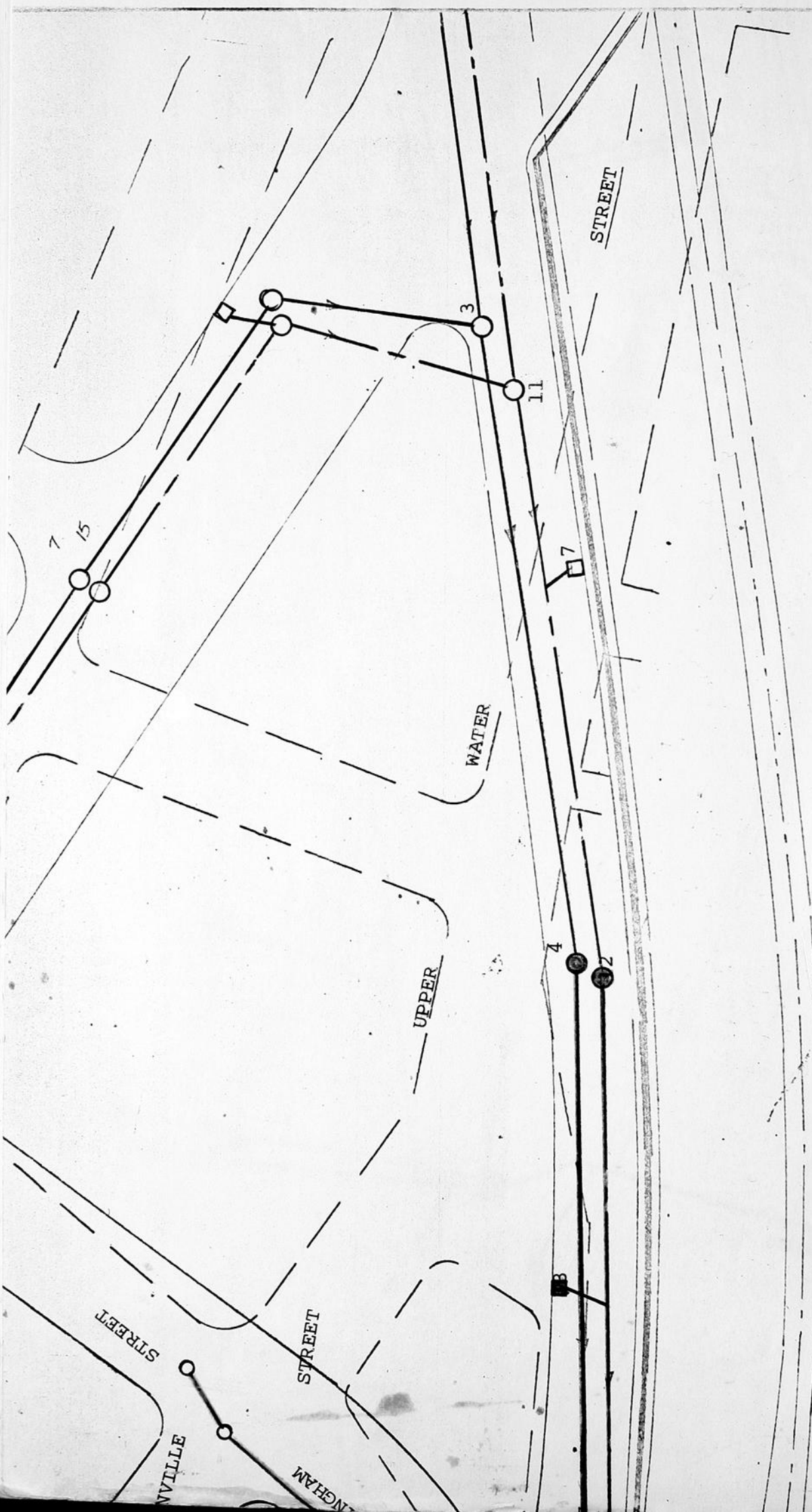
LOWER WATER STREET

HOLLIS STREET

BUCKINGHAM STREET

DEPARTMENT OF NATIONAL
DEFENCE PROPERTY
SKETCH "A"
EST. COST. \$27,000.00

C.V.D. SEWER OUTFLOW



SKETCH "B"
EST. COST \$21,800.00