

Council,  
November 14, 1968

His Worship the Mayor asked when the report will be submitted to City Council.

Alderman Meagher said that it is expected that a report will be forthcoming before the next regular meeting of City Council.

Alderman Sullivan felt that perhaps the decision should be left to the new Council.

After further discussion it was MOVED by Alderman Matheson, seconded by Alderman Meagher that the motion of Alderman Black be referred to the Special Committee dealing with the Election of School Board Members for consideration. Motion passed.

Motion - Alderman A. M. Butler Re: Amendment Section 498, City Charter Re: Appointments to School Board

Alderman A. M. Butler gave notice at the last regular meeting of City Council that he would move that legislation be secured enabling the City Council to appoint to the Board of School Commissioners the same number of Commissioners as appointed by the Provincial Government.

Alderman A. M. Butler suggested that perhaps his motion should be referred to the Special Committee dealing with the Election of School Board Members as was Alderman Black's.

Council agreed to the suggestion.

MISCELLANEOUS BUSINESS

Report - Housing Committee

MOVED by Alderman Matheson, seconded by Alderman

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Fitzgerald that, as recommended by the Housing Committee, Council make a formal request of the Partnership for a public call for proposals from private developers for the building of public housing projects either in the existing or enlarged City, on land owned or controlled by the developer.

Alderman Matheson spoke to his motion and said that Council, at its meeting of May 30, 1968, approved a request being made of the Partnership to make a public call for proposals from private developers for the building of public housing projects, but Central Mortgage and Housing Corporation required certain information with respect to the housing demand. He stated that the information has now been forwarded to the Corporation and he felt that if Council approves the motion, an effort would be made to try to expedite the provision of additional housing stock in the City.

The motion was then put and passed.

MOVED by Alderman Matheson, seconded by Alderman Black that, as recommended by the Housing Committee, Council approach the Minister in Charge of the Nova Scotia Housing Commission, to suggest that the Department of National Defence be urged to make a decision in the matter of relinquishing to the City of Halifax for housing purposes, land owned by them for which they do not anticipate a use in the foreseeable future.

Alderman Matheson said that the motion related to the Gorsebrook Area and he felt that the Department of National Defence has taken a long time to decide about the land and might

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need a push. He added that the Nova Scotia Housing Commission has approached the Department of National Defence on behalf of the City and any further communication should go from the Commission.

The motion was then put and passed.

Alderman Sullivan referred to the Co-operative housing scheme at Sackville and suggested that an area be found in the City or the County areas for another such scheme. He suggested a portion of the watershed area.

Alderman LeBlanc suggested that perhaps the Department of National Defence might settle for a land swap if the City could find an equal area of land in one of the County areas to be annexed.

His Worship the Mayor said that the Housing Committee has considered this suggestion but the City cannot do a straight swap, both sides have to pay for the land.

Some discussion followed with respect to the different types of housing which might be constructed in the new City when adequately serviced areas of land are found.

#### Lord's Day Permit

The following application for a permit to operate a business on the Lord's Day was submitted:

Maurice Slaunwhite  
6320 Yale Street                      Grocery Store

MOVED by Alderman Meagher, seconded by Alderman

Connolly that the application to operate a business on the

Lord's Day, as submitted, be approved. Motion passed.

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Letters - Mrs. Iris Mitchell Re: Amendments to City Super-  
annuation Plan

The following report was submitted from Staff:

"Mrs. Iris E. Mitchell, widow of the late Chief of Police, V. W. Mitchell, has requested City Council to consider the gross inadequacy of survivor's benefits.

The present pension legislation as defined in the Halifax Superannuation Act (and amendments) passed in 1966, does not allow for any greater benefits than those already noted in the letter written by Mrs. Mitchell. At the time that this Act was passed, it was realized that there might be additional claims from time to time, from various individuals and groups, for special consideration. As these claims are always difficult to judge objectively, part of the Superannuation Plan legislation provided the following:

"Section 19. The City, or any board, commission or authority of the City, as the case may be, shall not make, grant or give any gratuitous pension grants to any retired employee of the City or of any board, commission or authority of the City, as the case may be, or to any survivors of such retired employee, who retires or dies after the date this Act comes into force."

Since the passing of the pension legislation early in 1966, many representations have been made to the Retirement Committee concerning apparent inequities and lack of suitable provision for both retiring members and survivors. As a result of these representations, the Retirement Committee engaged an actuary to report on the effects and costs of the many proposals and this information should be available within one or two weeks. If at all possible, the review by the Retirement Committee will be in sufficient time to allow for a decision, if such is required, by City Council, in time for 1969 legislation.

As present legislation precludes any action by City Council at this time, it is suggested that the Retirement Committee should report on the proposed changes in the legislation, and then City Council can make such decision as it thinks fit."

The City Manager said that the Actuarial Report which will be received within one or two weeks will be considered by the Retirement Committee.

His Worship the Mayor suggested that perhaps the letters from Mrs. Iris Mitchell should be referred to the

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Retirement Committee as well.

Council agreed that the whole matter should be referred to the Retirement Committee to be considered along with the Actuarial Report on the Superannuation Plan and a report prepared for City Council.

Alderman LeBlanc felt that there have been other similar cases over the past few months which should also be considered. He thought that the provisions of the pension plan appear to be archaic.

Alderman A. M. Butler reported that there was a time not long ago when there was no payment to survivors and at that time the claimants would press their case on Council and would receive very generous annual allowances. He said that this became such a large amount that the restrictive clause was included when the plan was changed to prevent the disastrous situation which had developed over the years from recurring.

After further discussion it was agreed that the matter of survivors benefits should be thoroughly studied by the Retirement Committee.

#### QUESTIONS

#### Question Alderman Sullivan Re: Traffic Lights - Lady Hammond Road

Alderman Sullivan asked when the traffic lights will be installed on Lady Hammond Road.

The City Manager advised that Staff have instructed the Company to deliver the signals as soon as possible and when they arrive they will be installed immediately.

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Question Alderman Sullivan Re: Traffic Congestion

Alderman Sullivan referred to a complaint he had received that a bus took one hour to reach Duffus Street from Cogswell Street during the supper hour and he asked if anything can be done to slow down the east to west traffic which appears to be the cause of the delay.

His Worship the Mayor suggested that the matter be referred to the Traffic Engineer to see if anything can be done to change the traffic signal timing.

Question Alderman Fitzgerald Re: Tie-ups in Traffic at Rotary

Alderman Fitzgerald asked if the Traffic Engineer would also look at the Armdale Rotary traffic, where considerable delays have occurred on a number of mornings and traffic has come to a complete standstill.

Question Alderman Connolly Re: Soot Bill

Alderman Connolly asked if the Nova Scotia Light and Power Company has paid the bill for the soot nuisance.

The City Manager said that the City has been endeavouring to collect but it appears that the Company is stalling on the matter. He expected to have some information next week with respect to the payment of the bill.

Question Alderman Connolly Re: Rent Control

Alderman Connolly referred to a question he raised at the last meeting of City Council with respect to the above matter and he asked if Staff have had an opportunity to look at the Rental By-laws yet. He asked the City Manager if he would consider publishing the rent control provisions in the

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newspaper so that citizens would know what control is in effect in the City.

The City Manager said that he would give consideration to publishing some information regarding rent control presently in force in the City.

Question Alderman Sullivan Re: New Basinview Home

Alderman Sullivan asked when construction of the new Basinview Home will start.

His Worship the Mayor said that there are some very difficult problems about the Terms of Reference which were created by an unclear situation between the Hospital Insurance Commission and the Provincial Department of Welfare. He said that certain Provincial participation in the costs in different proportions come from different bodies and the matter has been taken up with the Premier. As a result of the meeting, a joint staff committee of the Province and the City was appointed to clarify the situation. He advised that another meeting was held with respect to per unit costs. Further work has to be done to substantially modify the plans for the new Home after the Terms of Reference are amended.

Alderman Sullivan asked if the number of beds will be cut down.

His Worship the Mayor said that the number of beds per floor, size of units and supervision are among some of the items to be considered further.

Alderman Sullivan referred to a visit he made to the Home at Beaverbank and said that the old people there are con-

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cerned as they are far away and are lonely and they feel that they are being neglected.

Question Alderman Ivany Re: Mental Hospital

Alderman Ivany asked how plans for the new Mental Hospital are proceeding.

His Worship the Mayor replied that the architects are expecting to have completed plans for a tender call in December. He said that there has been no hold up on the part of the City and it is hoped that the Hospital Insurance Commission will not delay construction of the new hospital.

Question Alderman Ivany Re: Election Procedures - Vote by Proxy

Alderman Ivany asked if any consideration has been given to permit a vote by proxy for a Civic Election, since it is allowed in Provincial Elections.

His Worship the Mayor said that he is not aware of any recent consideration. He said that Council sees difficulties and problems in the Election Provisions of the City Charter when an election takes place but seems to forget about them afterwards until it is too late to change the Charter before another election occurs. He suggested that Council should study the Election Provisions of the Charter soon after January 1, 1969 in detail.

Alderman LeBlanc said that there has been and still is some confusion in the County areas where people do not know which Ward they are in, and he asked if the map could be re-published in the newspaper showing the Wards.

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His Worship the Mayor suggested that after the nominations had closed that such information placed in the paper should have attached to the description of the Wards, the names of the candidates in such ward.

Question Alderman Matheson Re: Cost of Preparation of Jury Lists

Alderman Matheson referred to a question he had asked at a previous Council meeting with respect to the cost of the preparation of Jury Lists and he asked if any consideration had been given to changes in the method of preparation.

The City Manager said that he would obtain information from the City Clerk and report to the next Council meeting.

NOTICES OF MOTION

Notice of Motion - Alderman Black Re: Amendment to Ordinance No. 104 Respecting the Composition and Meetings of Council.

Alderman Black gave notice that, at the next regular meeting of the City Council, to be held on Thursday, November 28, 1968, he would move that Ordinance Number 104, Respecting the Composition and Meetings of Council be amended to provide that the Council shall consist of the Mayor and ten Aldermen, one alderman representing each ward, pursuant to the Order of the Board of Commissioners of Public Utilities dated July 23, 1968; such amendment to be effective on the 2nd day of January, 1969.

Notice of Motion - Alderman Abbott Re: Introduction of Ordinance No. 126 Respecting the Assessment of Real Property of Widows and Certain Other Persons

Alderman Abbott gave notice that, at the next regular meeting of the City Council, to be held on Thursday, November 28, 1968, he would introduce Ordinance Number 126, Respecting

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the Assessment of Real Property of Widows and Certain Other  
Persons; the purpose of the Ordinance being to allow the  
City to exempt from taxation a certain portion of the assess-  
ment on real property owned by widows and other persons whose  
income is below a specified amount.

Notice of Motion - Alderman Ivany Re: Introduction of Ordinance  
No. 132, Respecting Plumbing

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Alderman Ivany gave notice that, at the next regular  
meeting of the City Council, to be held on Thursday, November  
28, 1968, he would introduce Ordinance Number 132, Respecting  
Plumbing, by which Ordinance the City set plumbing standards,  
requirements for licenses, and inspection and permit fees.

ADDED ITEMS

Composition - Committees, Boards & Commissions of the City of  
Halifax

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A schedule was submitted setting out the composition  
of the Committees, Boards and Commissions of the City of Halifax  
together with the expiry date of such appointments.

MOVED by Alderman Abbott, seconded by Alderman Black  
that the expiry date of appointments to the committees, boards  
and commissions of the City of Halifax, as shown on the schedule  
submitted, be extended to December 31, 1968. Motion passed.

Annexation Information

The following memo was submitted from His Worship  
the Mayor:

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"In my view there is a need to improve the flow of information to people in the new city areas on the changes in by-laws and services which annexation will bring about.

So that the information will be accurate, it should be disseminated under the control of the City Manager.

I propose that Council consider adopting a motion to instruct the City Manager to advertise a telephone number and the name of a member of City staff whom he would designate to answer requests for information on annexation implications.

If Council is in agreement, the service should start immediately and might run to January 31, 1969. Consideration could be given in January to any continuation beyond that date."

MOVED by Alderman LeBlanc, seconded by Alderman Fitzgerald that the City Manager be instructed to advertise a telephone number and the name of a member of City Staff whom he would designate to answer requests for information on annexation implications.

Alderman LeBlanc thought it was an extremely good idea.

Alderman Ivany asked if a record would be kept of the questions asked.

His Worship the Mayor said that such a record would be kept.

The motion was then put and passed.

Amendment to Administrative Order #2

The City Manager advised that there are three part time drivers with the County Fire Departments who are over age according to Administrative Order No. 2; the Order setting the age at 29 years as the upper limit. The three drivers have fairly good experience of the County areas and the Fire Chief feels that they should be added to the force. He added that

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if the men are taken on, it will not constitute a breach of the Collective Bargaining Agreement. He said that all that is required is a clause to be added to Administrative Order No. 2 stating that those firemen presently in the County Fire Service who are required by the Halifax Fire Department for service should be admitted by waiving the upper age limit requirements. He said that this can be done by passing this clause at two regular meetings of Council.

After a short discussion, it was MOVED by Alderman Fitzgerald, seconded by Alderman Sullivan that Administrative Order No. 2 be amended to include a clause as outlined by the City Manager and that the City Solicitor prepare such amendment. Motion passed.

Letter Re: Unit Trains

The following Joint Statement was submitted by Premier G. I. Smith of Nova Scotia, Mayor Allan O'Brien of the City of Halifax and J. W. E. Mingo, Chairman of the Port of Halifax Commission.

"The Province of Nova Scotia a year ago agreed to join the City of Halifax in paying for the cost of a study by a firm of consultants of a proposed container-unit train service for the Port of Halifax.

The consultants, retained by the Port of Halifax Commission to undertake the study, submitted their report to the Commission in July.

On the basis of the contents of the report, during the last few months the Commission has undertaken a number of preliminary steps that would lead eventually to the formation of a company to provide a flow of import and export container traffic between overseas ports and North American inland terminals via the Port of Halifax.

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Among these preliminary steps have been discussions with federal and railway authorities and representatives of shipping companies which might make use of such a service.

Two weeks ago the Commission met with the Government of Nova Scotia and, as a result of the meeting, the decision has been reached to form a Crown corporation of the Province of Nova Scotia to provide this service.

The provincial government and the City of Halifax, the latter informally, have made a commitment to pay up to \$1,000,000 to get the project underway, the city to participate to the extent of assuming 20 per cent of the overall amount. It is hoped that the federal government also will agree to contribute to the financing, and discussions at the official level are underway.

Although we would have preferred to delay a decision pending further discussions with federal officials, as well as the several other parties who are vitally concerned in the undertaking, the consultants have made it very clear that the time factor is critical if the project is to achieve the success that all of us desire.

To attain its objective of providing an economical, regular and speedy container service between Europe and North American points with Halifax, the corporation will sell unit train services to shippers, freight forwarders, brokers and agents.

The critical time factor will be realized when we point out that the target date for starting the service is July 1, 1969, for traffic between Halifax and Montreal and Toronto. A year later, the service would be extended to terminals for the Detroit and Chicago areas.

The consultants envisage the service being extended eventually to west coast ports to provide a land bridge between Europe and Asia. However, we are concerned at the moment with the initial services, the link between Halifax and Montreal and Toronto, and then Detroit and Chicago.

The proposed operation will result in substantial benefits to the economy of the region and the province, as well as to the city and the railway.

At the present time there is a lack of year-round, regular and economical shipping from Nova Scotia, therefore such a service will further the expansion of export-oriented secondary industry, and stimulate the development of allied commercial activities.

The service should help to change the role of the Port of Halifax from that of a winter port of declining importance to that of a major year-round gateway to Europe and North America, and even elsewhere.

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Because of the unit trains that would have to be part of the service, the Canadian National Railways will benefit from a new and large source of regular, long-distance traffic.

Although deficits are foreseen for the initial years while operations are getting underway, the venture is conceived and is being planned as a viable one, and there is the prospect that it will reach a position of substantial profits within 10 years.

Although there are risks involved such as competition from other ports, the question of volume and rates, and the possibility of an overgrowth of container services internationally, the moderate investment seems to be more than justified by the direct and indirect benefits that will result from our own system.

The natural advantages of Halifax Harbour, the distance to Europe compared with other major ports on the Atlantic Coast of North America, in addition to the corporation's ability to employ the new techniques associated with unit trains and container handling, place it in a very strong position to compare favorably with any other similar service in the United States or Canada.

Within a very short period of time we hope that we will be able to obtain agreement from federal authorities as to the part that Ottawa wishes to take in the venture.

In view of the fact that the new Halifax container pier will not be ready for use by next summer, as a temporary measure it will be necessary to use another location for the container terminal, for which the co-operation of the National Harbours Board is required. The Board has been very helpful to date and we look forward to a continuation of their support and interest.

An immediate requirement is the formation of a well-qualified but small staff to carry out all the tasks that are necessary if we are to start the service next summer. A board of directors and president will be appointed in the very near future to get this important enterprise underway without delay."

His Worship the Mayor advised that formal action is required to be taken by City Council authorizing the payment of \$200,000.00 which is 20% of the \$1,000,000.00 which is necessary to get the proposal underway. He said that this expenditure would require a recommendation from the City Manager.

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MOVED by Alderman A. M. Butler, seconded by Alderman Black that City Council agree to the expenditure of \$200,000.00 being the City's share for 1969 of the proposed container-unit train service for the Port of Halifax, subject to a recommendation from the City Manager.

The City Manager said that his recommendation is that the City borrow the money required and charge the interest as part of the City's current budget requirements for next year.

The motion was then put and passed.

MOVED by Alderman Matheson, seconded by Alderman Black that Council extend an expression of appreciation to Mr. J. W. E. Mingo, Chairman of the Port of Halifax Commission who has worked untiringly for the City and the degree of success achieved has been largely due to the resourcefulness and energy and time he has given voluntarily.

After several Aldermen had expressed their appreciation of Mr. Mingo's work, the motion was put and passed.

Alderman Abbott suggested that an expression of appreciation should also be extended to the Provincial Government in this regard.

Alderman Ivany asked if the Consultants Report is available to Aldermen.

His Worship the Mayor advised that Mr. Ray March would certainly permit any Alderman to see the report although it is of a confidential nature.

After further discussion, Council agreed that an

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expression of appreciation should be forwarded to the Province for their co-operation and assistance in the proposed container-unit train service.

Letter - Halifax-Dartmouth Bridge Commission

Alderman Ivany referred to the following letter and resolution received by the City from the Halifax-Dartmouth Bridge Commission:

November 1, 1968

Mr. R. H. Stoddard,  
City Clerk,  
City Hall,  
Halifax, N. S.

Dear Sir:

Enclosed is certified extract from the Minutes of a meeting of the Halifax-Dartmouth Bridge Commission held in the Commission's Board Room on the 30th day of October last.

The extract covers a Resolution unanimously resolved, in principle, by the Bridge Commission and based on a Resolution passed, in principle, by the Council of the City of Halifax at a meeting held on July 25, 1968, which latter Resolution was discussed and dealt with in detail at a meeting between representatives of the City of Halifax in the persons of Mr. R. B. Grant, Director of Development, Mr. C. L. Dodge, City Engineer, and Mr. Lewis Lubka, Chief Planner, and Mr. Hugh Pratley, Consulting Engineer, and Mr. L. J. Burke, General Manager, representing the Bridge Commission.

In presenting their report to the Commission at the meeting on October 30, Messrs. Pratley and Burke commented with appreciation on the friendly and co-operative atmosphere that had existed during the negotiations and on the element of fairness on the part of all concerned that had characterized these discussions and had resulted in a general agreement on the conditions as outlined in the attached Resolution which is now submitted to you for, we hope, finalization by the City.

Yours truly,

(Signed) A. M. MacKay  
Chairman

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UPON MOTION IT WAS UNANIMOUSLY RESOLVED, that, with respect to the resolution of Halifax City Council passed at the meeting held on July 25, 1968, regarding the Narrows Bridge approaches, the Halifax-Dartmouth Bridge Commission approve in principle the following:

1. Barrington Street remain a two-way street from its intersection with Harbour Drive south of the Narrows Bridge to a connection with Lady Hammond Road;
2. A portion of Bayne Street be realigned;
4. The Commission to provide access to and a cleared site on City Field or nearby City-owned land for the purpose of bulk salt storage such site to be selected by the City;
5. Adequate access be provided to all properties at the western extremity of Barrington Street (Fairview Developments, Provincial Department of Highways and Abattoir);
6. Construction of the following intersections, as outlined in the previous Staff report;
  - (a) a street from the termination of the Bridge approach road at Africville to Duffus Street;
  - (b) a street from the termination of the Bridge approach road at Columbus Street, to the intersection of Robie Street and Livingstone Street;
  - (c) a revised intersection of Kempt Road and Lady Hammond Road;
7. The division of responsibility between the City and the Commission for maintenance and lighting of streets to be worked out by the respective staffs.

The division of responsibility between the City and the Commission for the maintenance and lighting of streets has been agreed to by the respective staffs and is as shown on a plan in possession of the City Engineer.

BE IT FURTHER RESOLVED, that the Commission cannot approve in principle Item 3 -

3. An estimate of costs be prepared for a bridge structure leading to City-owned industrial land from the intersection of Robie Street and Memorial Drive, and the construction of such bridge if the costs are reasonable.

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The estimate of cost of a bridge structure as set out in Item 3 above was prepared by Messrs. Pratley and Dorton at a figure of \$200,000.00. This cost is regarded as unreasonable in relation to the value of the industrial land, and therefore the commission cannot agree to the construction of this overpass.

Alderman Ivany referred to a portion of land which has been sterilized by the Bridge approaches and he suggested that perhaps the City should negotiate for the 4 to 6 acres of land at a price of about \$200,000.00.

The City Manager advised that there is another access to the land so it is not sterilized and can be used.

His Worship the Mayor said that the Bridge Commission resolution has saved the City in excess of \$2,000,000.00.

9:50 p.m. - Meeting adjourned.

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ALLAN O'BRIEN  
 MAYOR AND CHAIRMAN

R.H. STODDARD,  
 CITY CLERK.

Record

ORDER OF BUSINESS

CITY COUNCIL  
MINUTES

CITY COUNCIL

NOVEMBER 28, 1968

Council Chamber,  
City Hall,  
Halifax, N.S.  
November 28, 1968  
8:07 8:00 p.m.

1. Lord's Prayer
2. Roll Call
3. Minutes: October 31 and November 14, 1968
4. Approval of Order of Business, Additions & Deletions
5. Deferred Items: NONE
6. Motions of Reconsideration: NONE
7. Motions of Rescission: NONE
8. Public Hearings & Hearings:
  - (a) Public Hearing Re: Amendment Zoning By-law -  
Establishment C-4 Zone
  - (b) Public Hearing Re: Rezoning #5660-62 South Street and  
#5659-65 Fenwick Street from  
R-3 Zone to C-2 Zone
9. Petitions & Delegations:
  - (a) Petition Re: Store Hours, "Cove Store", Birch Cove
10. Report - Finance & Executive Committee:
  - (a) Final Plans - Lane Memorial Hospital
  - (b) Appointment - Architect - Mr. George Dixon, Playground Building
  - (c) Property Acquisition - #5234 Artz Street
  - (d) Property Acquisition -
    - (i) #623/27 Barrington Street
    - (ii) 100/104 Upper Water Street
    - (iii) #1971-73 Upper Water Street
    - (iv) Vacant Lot, Upper Water Street
  - (e) Salary Adjustments - Public Health Inspectors
  - (f) Jurors' Fees
  - (g) Narrows Bridge Approaches
  - (h) Solicitation of Funds - Nova Scotia Institute of Technology  
Technical Association
  - (i) Revised Compensation - Acquisition #175 Creighton Street -  
\$12,031.25
11. Report - Committee on Works:
  - (a) Sign - Canada Games - Armdale Rotary
  - (b) Alteration to Flag Pole - Grand Parade
12. Report - Safety Committee: NONE
13. Report - Public Health & Welfare Committee: NONE

14. Report - Committee of the Whole Council, Boards & Commissions:  
(a) Amendments - Ordinance #55 Re: Tag Days, etc. -

SECOND READING - DEFER

15. Report - Town Planning Board:

- (a) Amendment to Zoning By-law Part V - R-2 Zone - Group Homes
- (b) Rezoning - #3415 Dutch Village Road from R-3 Residential Zone to C-3 Industrial Zone - DATE FOR HEARING
- (c) Extension to a Non-conforming Building and Modification of Side Yard Requirements - #5869-71 Kane Street

16. Motions:

- (a) Motion - Alderman Black Re: Amendment to Ordinance #104 respecting The Composition and Meetings of Council - FIRST READING
- (b) Motion - Alderman Abbott Re: Introduction of Ordinance #126 respecting The Assessment of Real Property of Widows and Certain Other Persons - FIRST READING
- (c) Motion - Alderman Ivany Re: Introduction of Ordinance #132 respecting Plumbing - FIRST READING

17. Miscellaneous Business:

- (a) Accounts Over \$5000
- (b) Report - Housing Committee
- (c) Report - Advisory Committee on the Preservation of Historic Buildings
- (d) Report - Special Committee Re: Election of School Board Members, etc.
- (e) Tenders - Canada Games and Recreation Facilities
- (f) Joint Committee on Negro Employment
- (g) Proclamation of Sections of 1963 City Charter

18. QUESTIONS

19. Notice of Motion

20. Added Items

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CITY COUNCIL

ORDER OF BUSINESS

8:00 P.M.

CITY COUNCIL  
M I N U T E S

Council,  
November 28, 1968

Council Chamber,  
City Hall,  
Halifax, N.S.  
November 28, 1968  
8:07 p.m.

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

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

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

Also present: City Manager, City Solicitor, City Clerk, and other staff members.

MINUTES

MOVED by Alderman Abbott, seconded by Alderman H.W. Butler, that the minutes of the meetings of City Council held on October 31 and November 14, 1968, be approved. Motion passed.

APPROVAL OF ORDER OF BUSINESS, ADDITIONS & DELETIONS

It was agreed that the following items be added to the agenda:

- 20(a) - Conveyance of Land by the C.N.R. to the City of Halifax at the Intersection of Hollis Street and Terminal Road.
- 20(b) - City of Halifax Submission to Board of Commissioners of the Public Utilities Re: Transit.

MOVED by Alderman Ahern, seconded by Alderman Sullivan, that the following item be added to the agenda:

- 20(c) - City Housing. Motion passed.

MOVED by Alderman LeBlanc, seconded by Alderman Ahern, that the following item be added to the agenda:

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20(d) - Parking Restrictions - City Streets. Motion passed.

PUBLIC HEARINGS AND HEARINGS

Public Hearing Re: Amendment Zoning By-law - Establishment C-4 Zone:

His Worship the Mayor referred to the advertisement which appeared in the newspaper on November 5th, concerning the establishment of a C-4 Professional Zone within the City's zoning by-law, and asked if there was anyone present who wished to speak against it. No person came forward to speak against the amendment, at which point His Worship the Mayor asked to hear from anyone who wished to speak in favour of it, and Mr. H.G. Rounsefell indicated his desire to do so.

8:15 p.m. - Alderman Connolly arrives.

Mr. Rounsefell said that Council and the Town Planning Board had heard his views before, so he would not repeat them this evening, but would like attention brought to his letter of November 26th addressed to the City Clerk, in which he set forth his objection to the requirement of 500 sq. ft. of gross floor area per car space requirement on buildings erected in the C-4 Zone. He felt that the parking requirement should relate to net rentable area and not include corridors, elevators, mechanical, electrical and air conditioning equipment rooms, etc., and suggested that a figure of 800 sq. ft. of net rentable area, or 1000 sq. ft. of gross area would provide ample parking space. Mr. Rounsefell's letter was not read in full since the City Clerk stated it had been circulated to all members of Council previous to the meeting.

A Mr. Geoffrey Marshall, who identified himself as an architect and engineer, spoke next, stating that the by-law as it appeared in the newspaper was extremely confusing,

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ambiguous, and in some cases meaningless. He said it would be a hopeless task for any architect to design a building within the framework of the by-law as it was presently worded.

Alderman Black said he agreed with Mr. Marshall that the wording of the by-law was very confusing, but said it was his understanding that staff were already working on a re-wording of the R-3 requirement to simplify it, and since the C-4 zoning was an extension of the R-3, the clarification in the R-3 wording would be reflected in the C-4.

On a question from Alderman Matheson as to the reason for the inclusion of the amendment to R-3 Zone, the Chief Planner said the feeling of Staff was that if a C-4 Professional Zone was to be established, the use of residential areas for professional offices should be curtailed. He said previously "an architect" could mean a staff of eight, and the amendment would allow for one only, and a net area not to exceed 400 square feet.

Mr. Lubka was questioned on how staff had arrived at the figure of 500 square feet with regard to the parking regulation, and he replied it was decided upon after studying by-laws of most Canadian cities and taking other factors into consideration. He said the figure represented a compromise between the opinions of the staff members, and noted that the City Clerk had a letter from a Mrs. Gillespie opposing the parking requirements on the grounds that the 500 sq. ft. figure was grossly inadequate. He said the solution for determining the correct figure required consideration of the particular area and use of the building, and that there was no general figure which could be used for every building.

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The Chief Planner said that in the case of the Halifax Professional Centre building, the design of the building allowed for about 97 parking spaces, whereas under the 500 sq. ft. stipulation in the by-law, the building should provide about 132 parking spaces.

Mr. Rounsefell confirmed that one floor of the building would be used for mechanical, electrical and air-conditioning equipment, and another for board rooms, lounge areas and swimming pool, and it was calculated by the Chief Planner that this would decrease the 132 parking space requirement by about 9, but still leaving a shortage of about 26 spaces.

Alderman Fitzgerald thought some consideration should be given to the type of transit system which the City hoped to develop, and which if successful could reduce the number of parking spaces required.

MOVED by Alderman Abbott, seconded by Alderman Fitzgerald, that the establishment of a C-4 Zone (Professional Zone) as advertised, be approved.

The Chief Planner was questioned about the statement in Mr. Rounsefell's letter that the City of Vancouver use a figure of 1000 sq. ft. of gross area, and cited the Vancouver Medical Building as an example. Mr. Lubka replied that staff had studied the Vancouver by-law and could not find any reference to 1000 sq. ft. in it, so that most likely it had been a special concession to that particular building.

MOVED in amendment by Alderman Moir, seconded by Alderman Black that "Professional Chemist" be added to the list of professional uses enumerated under Section 1.(1) of the C-4 By-law. Amendment passed.

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MOVED in amendment by Alderman Moir, seconded by Alderman Black, that the words "shall be provided" be inserted after the words "20 feet" in Section 6 of the By-law. Amendment passed.

MOVED in amendment by Alderman Moir, seconded by Alderman Black, that provision of a Coffee Shop, not to exceed a maximum of 1500 sq. ft. floor space, be approved. Amendment passed.

MOVED in amendment by Alderman Fitzgerald, seconded by Alderman Sullivan that Section (6) be changed to require one parking space for every 1000 square feet of gross floor area.

Alderman Matheson said the City was embarking on a new venture with the establishment of a C-4 Professional Zone, and he felt if any mistake was made in calculating parking requirements, it should be for being extra cautious. He said Council had a duty to protect the residential character of the areas in which the type of building would locate under this By-law.

Alderman Black referred to Alderman Fitzgerald's statement that an efficient transit service might reduce the number of parking spaces required, and said he did not see how a transit system would have any reflection on the cars used by doctors in the building with which Mr. Rounsefell was concerned. Furthermore, he said, the 1,000 figure would reduce the parking requirements below what the builders of the Halifax Professional Centre were prepared to supply.

The motion to amend was put and lost, six voting for the same and seven against it as follows:

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FOR - Aldermen Abbott, Meagher, Ahern, Sullivan,  
Fitzgerald, and H.W. Butler ..... 6

AGAINST - Aldermen Black, Moir, Ivany, Matheson,  
A.M. Butler, LeBlanc, and Connolly..... 7

Mr. Lubke as  
MOVED in amendment by Alderman Ivany, seconded  
by Alderman Black, that "Professional Fee Appraisers" and  
"Estimating Quantities Surveyors" be added to the list of  
professional uses under the C-4 Zone. Amendment passed.

Staff report  
MOVED in amendment by Alderman Black, seconded  
by Alderman Abbott, that area used for the building's mechan-  
ical plant be deducted for the purposes of calculating the  
parking requirements. Amendment passed.

The City Solicitor suggested that a motion be  
passed to cover the situation should the Minister not approve  
the amendments.

With reg  
MOVED by Alderman A.M. Butler, seconded by Alder-  
man Abbott, that should the Minister not see fit to accept  
the amendments, he be asked to approve the By-law for a C-4  
Zone as advertised without amendments. Motion passed.

The motion was then put and passed.

Includ  
Public Hearings Re: Rezoning #5660-62 South Street and #5659-65  
Fenwick Street from R-3 Zone to C-2 Zone

and the C  
His Worship the Mayor asked if there was any person  
present who wished to speak against the rezoning, and there was  
no response. The City Clerk confirmed that he had received  
no written objections to the rezoning.

The net  
The Chief Planner then outlined for Council, by  
means of a map, the area involved. He said that Staff basically  
opposed the application, as there were seven livable units on

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the site which would disappear if the rezoning were approved and the Workmen's Compensation Board located there, and it would also separate one residential area from another.

Mr. Lubka said that interest had been shown on several occasions by developers as the land for an apartment building, although nothing had actually materialized.

Council also had for consideration the following

Staff report:

"During consideration by the Town Planning Board of the application by the Workmen's Compensation Board to re-zone the properties in question, Planning Board members requested that information on the taxability of the proposed building be available at the time of the public hearing. Representatives of the Workmen's Compensation Board had indicated that the building would yield tax revenue to the City. Whether this revenue would be equivalent to full taxation or to the level of grants in lieu of taxes now paid by the Province on certain buildings was not made clear. The taxability of physical assets of the Workmen's Compensation Board is not set out in the Workmen's Compensation Act.

"With regard to the present level of grants in lieu of taxes paid by the Province, the City in 1968 expects to receive \$94,371 which is about 44.2% of normal taxes (excluding business occupancy) on the buildings to which the grant applies. (There is about \$32 million worth of Provincially-owned buildings, including the Victoria General Hospital on which no grants are paid).

"The actual grant applicable to their buildings presently included in the calculations would be \$148,000 at the \$3.00 rate used by the Province. Since grants on all such buildings in the metropolitan area are divided among the three municipal units, 20.6% and 18.5% of the City grant is paid to Dartmouth and the County respectively. This amounts to \$57,768. Halifax receives in turn \$4,139 as its share of grants applicable to Provincial buildings in the other two municipalities.

"If the proposed Workmen's Compensation Centre yields a grant in lieu of taxes on the present basis by the Province, the City could expect to receive only about 60.9% of it, the remainder being distributed to the other municipal units. The net result would leave the City with about 44% of normal tax revenue from the property, not taking into account business occupancy tax.

"An identical private building on the same site used for business purposes, would yield realty tax on 100% of the