

- "1. THAT the application for rezoning from R-2 Residential to C-2 General Business of the property designated as Lots No. 13 and 15 Catamaran Road, to permit the construction of a one-storey repair shop and warehouse, be approved;
2. THAT a date be set for a public hearing into the matter;
3. THAT the area outlined on the plan attached to the staff report dated March 19, 1969 be designated as the area within which people will be notified of the public hearing."

MOVED by Alderman Ivany, seconded by Alderman McGuire, that approval not be given to the request for a rezoning from R-2 Residential to C-2 General Business of Lot Nos. 13 and 15, Catamaran Road, to permit construction of a one-storey repair shop and warehouse.

Alderman Connolly said it had been his understanding at the Town Planning Board meeting that staff was going to give further consideration to the application, in view of a rumor that land was being purchased in the area for eventual commercial purposes.

Alderman McGuire said that idea had been expressed by himself, because he was fearful of denying in this case the benefits of rezoning to an individual, and later being faced with an application from a large concern for the same request, at which time it might be granted. However, he said, he was now satisfied that the land he had been concerned about was not in the immediate area, so that the fears he had expressed previously were now somewhat allayed.

The motion was then put and passed, four voting for the same and two against it, as follows:

For	- Aldermen Ivany, LeBlanc, McGuire, Meagher .....	4
Against	- Aldermen Connolly and Sullivan....	2

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Extension to a Non-conforming Building and Modification of  
Front and Side Yard Requirements - #40 Withrod Drive

The City Manager advised that this matter was being deferred until Project Planners had completed their study in connection with Kline Heights. It was therefore agreed that the item should be deleted from the agenda, and restored at such time as that study was completed and a report available.

PUBLIC HEARINGS AND HEARINGS

Public Hearing Re: Street Closure - Portion Gorsebrook Avenue

A Public Hearing was held at this time with respect to the closing of Gorsebrook Avenue from Robie Street to approximately 242 ft. eastwardly, as shown on Plan No. TT-9-17534 on file in the office of the City Engineer.

The City Engineer gave a resume of what had led up to the request for the closing of this street, and stated that staff was thinking to the future when the North West Arm Bridge would be built, together with approach roads to the Bridge, and that it would be undesirable to have Gorsebrook Avenue intersect Robie at that time. He referred to talks with St. Mary's University on the subject, and the suggestion that the closed portion of Gorsebrook Avenue be made available to the University.

Alderman Ivany referred to the considerable development taking place in the south end of the City, and asked if the Traffic Engineer had done any traffic count on the consequences of loading Tower Road and Inglis Street with traffic.

The City Engineer said this matter had received consideration, and said at the time the street lines

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were proposed for Robie Street, St. Mary's University had been told there would be no access from Robie Street. He said the idea was that Young Avenue, not Inglis would carry much of the traffic from the waterfront. He then asked Alderman Ivany if he was leading up to a question about the ramp from the National Harbours Board to Young Avenue, in which case he felt His Worship the Mayor could advise what the plans were in this connection.

His Worship said that obviously there would be a need for an access to the container pier section from the north and west, that would allow a proper flow of traffic. He then outlined several ideas which had been discussed.

Alderman Ivany said that before making a closure such as the one under discussion, he felt it was necessary to look at the traffic problem in the whole area, so as to assess whether such a closure might be creating additional congestion.

Alderman LeBlanc asked if the Traffic Engineer could inform Council of a traffic count on Gorsebrook at the moment. The Traffic Engineer said no count had been taken, but he would make a guess of about 200 vehicles a day. Alderman LeBlanc then asked if the Traffic Engineer foresaw any problem if the street were closed.

The Traffic Engineer said the reason for closing the street was a result of long range planning, including the opening of the North West Arm Bridge.

Alderman McGuire informed Council at this time he would not take part in the debate, since his employers were one of the parties involved in the issue.

His Worship the Mayor asked if there were anyone present who wished to speak against the closure of Gorsebrook from Robie Street to approximately 242" eastwardly.

A Mr. G.S. Digby came forward, and said that he resided at 5872 Gorsebrook Avenue. Mr. Digby said he was not satisfied that the staff report represented more than a partial consideration of the problem. He said it was his feeling that if the street were going to be closed, it was because it was part of a larger problem, which would involve rezoning from the present R-1, specifically speaking with regard to any plans St. Mary's University might have for the land. In this regard, he said, he did not feel the residents of the area had been given enough information on the subject. As far as the North West Arm Bridge was concerned, he objected to the present closing of Gorsebrook when it was known that the Bridge, if built, would not be constructed for some time. Another point, he said, although small, was that the map did not indicate any turn-about at the end of the street, without which he felt there would be a traffic problem.

The City Engineer referred to the remarks that had been made concerning rezoning in the area, and said they were irrelevant to the subject under discussion, which was a street closure. He said the land was presently zoned R-1 and if St. Mary's wished to do make use of the land, it would be necessary to hold a Public Hearing to have it rezoned park and institutional. He said it was not the intention to put a cul-de-sac at the far end of Gorsebrook, if closed, for the reason that due to negotiations St. Mary's University was presently carrying on with landowners in the area, it could involve having to move the cul-de-sac two or three times.

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he also felt the Alderman LeBlanc asked if there would be a cul-de-sac when it was finally determined what property St. Mary's was going to buy.

The City Engineer said there must be a cul-de-sac, and it would come from St. Mary's. As far as effecting the closure at this time, he said the City would get from the University 21,343 square feet of land, and in turn would deed to the University 14,430 sq. ft., and that, he stated, was the reason for the closure at this time.

Mr. Digby questioned the guess of about 200 vehicles using Gorsebrook, and the heavy traffic problem was not being improved by the trucks which went to the kitchen at St. Mary's, for which they had been told there would be a right turn access off Robie, but such was not the case. Also, he stated, there was no provision for a pedestrian access from Roger's Drive nor Gorsebrook to Robie, and a large number of school children crossed over it up to St. Francis' School, and he felt in a case of the City trading land with the University, there should be provision for pedestrian right of way through from two residential streets to Robie Street, before a closure of those streets is allowed.

Alderman Ivany asked Mr. Digby if he could not envisage any benefits stemming from the closure, due to elimination of through traffic.

Mr. Digby said he was not opposed to the closure itself, but he was saying it had not been very well thought out or presented as far as the residents in the area were concerned. All they could see at the moment, was that the street would be cut off without the provision of an appropriate turn around, and

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he also felt there should be some provision for truck traffic to St. Mary's other than via Gorsebrook.

Mr. G.B. Robertson, Q.C., spoke next, stating he was representing the Estate of Manuel Zive, which owned the property at the north-east corner of Robie and Gorsebrook Avenue, and also Fundy Industries, which owned property on Roger's Drive, immediately behind the Stanfield property. The Zive property, he said, was R-1 land fronting on two streets, and the present proposal would be to completely block that property off from Gorsebrook Avenue. The staff recommendation of March 19th, he stated, provided for the closing of Gorsebrook through the full extent of the Zive property. For these reasons, Mr. Robertson said, his client opposed the closure. He said the property had not been sold to the University, and he had been informed it was not even up for sale. A member of the Zive family, he said, had planned to build a private residence on the land fronting Gorsebrook. If the staff proposal is approved, he stated, there would be no access to the Zive property, except crossing over the Arm and back, which meant the land would be adversely affected by the closure, since the City, in fact, would be expropriating the right of the property to street access. He said he was alarmed to hear Mr. Dodge speak as though decisions had already been reached to effect the closure, and all he was doing was to ask Council to confirm his arrangement.

Mr. Robertson referred to St. Mary's interest in the area, and said that representatives of Fundy Industries had conferred with the President of the University

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and it was quite clear that the University will require a great deal of land, and the question was what did they intend to do with the land. All the property to the south of the University, he said, was zoned R-1 and very valuable, the houses having been built within the last ten to twelve years. Acquisition of properties on Gorsebrook and Roger's Drive would, he stated, delete valuable properties from the tax roll. He then put forward what he considered to be a more suitable proposal, inasmuch as it would leave R-1 properties alone, and that was for the City to look at properties to the north of Inglis, and make some of this available to the University. He commented on the present high-rise buildings in the Gorsebrook vicinity which looked down on the R-1 properties surrounding them, which he felt, to put it mildly, was an invasion of privacy. If the Stanfield property is used for high-rise, he said, it would have a detrimental effect upon the property on Roger's Drive owned by his client. Many of the houses on Roger's Drive, he added, had large picture windows which looked out on the Stanfield property.

His Worship the Mayor asked Mr. Robertson if he was suggesting that the University should not be able to develop the Stanfield property to its maximum capacity because of the effect on the picture windows in houses on Roger's Drive.

Mr. Robertson said that in fact the property was R-1, so these residents had a right to voice an objection.

His Worship the Mayor pointed out that the zones were not fixed permanently, but were subject to change within the zoning by-law.

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the conversation Mr. Robertson said that looking ahead, he felt it was obvious that because of the small amount of land to the south, bound by Robie Street, it was obvious that the University would not be satisfied, even if it got all of that land, whereas if you look northward from Gorsebrook, you would see that the property had not been used for many many years. He agreed it was valuable land, but said its usage would not involve the destruction of expensive dwellings to develop it. By constructing an underpass under Inglis Street, Mr. Robertson said this land could be very desirable for development from the University's point of view.

Stanfield proper His Worship the Mayor then asked if there was anyone in the gallery who wished to speak in favour of the closure.

In reference to Mr. Edmond Morris came forward and identified himself as Assistant to the President of St. Mary's University, the owner of the "Oaks", the name by which the Stanfield property was known at the University. He said the University was not planning any high-rise buildings on that property, and even if it were, they were familiar with the City By-laws and would be guided by them. Frankly, he added, he was surprised when Council had entered into speculation on the use to which the University intended to put this property. Furthermore, he said, the University did not initiate the plan to close Gorsebrook Avenue, nor were they now pressing for the scheme. He said if the street closure was effected, the University would favour the idea, but it has taken no steps to originate the closure, nor would it be dismayed if the street were not closed. He stated that Mr. Dodge had accurately reflected



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the conversation which led to the abutment, and that St. Mary's greatly appreciated the friendly and courteous manner in which staff had brought to their attention, staff's aspirations for traffic through the south end of the City. The Standfield property he said was purchased by the University, not the Jesuit Fathers, although the Jesuit Fathers had proposed at one time the construction of a chalet type residence at the lot's western extremity, but that idea, he said, had long since been dropped. Mr. Morris said he could say with all honesty, that the University had no intentions at present for development of the Stanfield property. Furthermore, the University is aware that if in the future it ever entertained the thought of building on the land, they would have to apply for a rezoning. In reference to Mr. Robertson's remarks that the high-rise residence built by St. Mary's had invaded the privacy of the surrounding R-1 home owners, Mr. Morris said he had not hitherto heard such a complaint voiced. The idea behind the high-rise, he said, had been to restrain the University from spreading itself over taxable land. It was a fact, he added, that the University was rapidly expanding, and the high-rise building seemed the better solution between using air space or covering a large tract of taxable land. Referring to the suggestion that the University had not been a "good neighbour" Mr. Morris said that many persons in the area, including some of those present at this meeting, had called the University and had been extended the fullest cooperation. The University, he said had voluntarily constructed a side-walk and retaining wall, and were doing other things that a "good neighbour" should.

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In conclusion, Mr. Morris said the University on balance would prefer to see the portion of Gorsebrook under discussion closed, but it did not initiate this application, and it would not be dismayed if the recommendation were not pursued.

A Mr. Donald Hogan came forward next, stating he lived at 5888 Gorsebrook Avenue. Basically, he said, he was in favour of the closure, as he could see many advantages stemming from it. However, he suggested that the closure could move up to Robie Street, rather than move down and cut off the Zive property.

Several Aldermen said they did not understand what Mr. Hogan had in mind, and His Worship the Mayor suggested that what Mr. Hogan was proposing, was that the traffic requirements of the auto could be met by a cul-de-sac much closer to Robie; however, he added, a disadvantage in this would be that the City would not be selling this land to the University, the proceeds of which under the proposed arrangement would cover some of the costs of land to be acquired from the University, but this, he stated, would have to be considered in the light of the argument about the Zive property.

His Worship the Mayor said the matter was now before the Council.

Alderman LeBlanc questioned the City Engineer about the effects of the closure on the Zive property, and Mr. Dodge confirmed that at some time in the future, that the property would not have any access to it, taking into account the possible widening of Robie Street.

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Alderman LeBlanc asked if the City would offer any compensation to the Estate of the Zive property, if the closure is proceeded with and that land sterilized because of cutting off all access to it.

The City Solicitor said there would be no legal obligation to do so on the part of the City.

Alderman Sullivan suggested a solution to the problem by moving the line for the closure 40 or so feet to the west, so that an access to the property would be maintained.

His Worship the Mayor said this could probably be done as long as the land was not sub-divided, which would require a number of accesses to the individual parcels of land, but at the moment an access to Robie and one to Gorsebrook would be sufficient. He pointed out there would accordingly be a change in the dollar value of the land deal with the University.

MOVED by Alderman Connolly, seconded by Alderman Sullivan, that Gorsebrook Avenue be closed from Robie Street to approximately 242 feet eastwardly as shown on Plan No. TT-9-17534 on file in the City Engineer's office.

His Worship the Mayor asked Mr. Dodge if there were any objections to moving the closure line back 40 feet, as had been suggested by Alderman Sullivan, and Mr. Dodge replied there was none.

MOVED in amendment by Alderman Meagher, seconded by Alderman Sullivan that the 242 foot figure in the motion be changed so that Gorsebrook avenue is closed from Robie Street to approximately 200 feet eastwardly.

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passed, with Alderman Ivany said he would not oppose the motion, but he still wanted as soon as possible something that would indicate a better appreciation of the traffic problems in the whole area.

The motion to amend was put and passed with Alderman Connolly against and Alderman McGuire abstaining.

The main motion as amended was put and passed with Alderman McGuire abstaining.

A formal resolution was submitted giving effect to the foregoing motion of Council.

MOVED by Alderman Meagher, seconded by Alderman Sullivan, that the formal resolution as submitted be approved. Motion passed.

Public Hearing Re: Southern Official Street Line, Inglis Street from Tower Road to Robie Street - Section 19F - Official City Plan

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A Public Hearing was held at this time into the altering of the southern official street line of Inglis Street from Tower Road to Robie Street as shown on Section 19F of the official City Plan.

His Worship the Mayor asked if there was anyone present who wished to speak against the alteration of the official street line as noted above, and there was no reply. He then asked if there was anyone present wishing to speak in favour of the alteration, and again there was no response. The matter, he said, was therefore before Council.

MOVED by Alderman Connolly, seconded by Alderman Sullivan, that the southern official street line of Inglis Street from Tower Road to Robie Street be altered as shown on Section 19F of the official City Plan. Motion

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passed, with Alderman McGuire abstaining.

A formal resolution was submitted giving effect to the forgoing motion of Council.

MOVED by Alderman Meagher, seconded by Alderman Sullivan that the formal resolution, as submitted be approved. Motion passed with Alderman McGuire abstaining.

#### PETITIONS AND DELEGATIONS

His Worship the Mayor made reference to a petition which had been submitted from cab drivers in the City, having to do with the number of taxi licences issued, and outlining some proposals in this connection.

The Acting City Clerk advised the matter was not on the agenda because she had not receiving copy of the petition. His Worship the Mayor said he thought the petition had been submitted directly to the members of Council.

It was agreed the matter should be referred to the Safety Committee, and an evening set for a hearing.

#### TOWN PLANNING BOARD

MOVED by Alderman Sullivan, seconded by Alderman LeBlanc, that Item 15 (c) from the Report of the Town Planning Board, be moved up on the agenda for discussion at this time. Motion passed unanimously.

#### Feasibility Study - Realignment of Dunbrack Street

The recommendation of the Town Planning Board was that the matter be referred to the Council meeting of May 14th, 1969, in order that the Council would have time to study staff report dated May 7th, which had been distributed just prior to the meeting of the Town Planning Board on that date. The May 7th staff report had been prepared following study of

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a proposed realignment of the arterial route, as put forward by the Fairview Home-Owners Association. The report read as follows:

"At present, the Development Department have had time to understand some of the implications of the suggested realignment. It is possible at this stage to list some of the planning considerations which are involved as follows:

1. New alignment cuts across several properties, resulting in areas of land which are too small or badly shaped to be developed in isolation.
2. The school land is severed in two, and although it is probably possible to expand the school, the associated open space for playing fields will be divorced from the site. Some way of crossing Dunbrack Street would be necessitated - ideally, an underpass, purely for the circulation of school children from one area of land to the other, could be provided but would be costly.

If crossing the road becomes involved, it is likely to be only possible at the light controlled junctions. The curve and slope of the road will probably eliminate any possibility of crossing elsewhere on the road between Main avenue and Rosedale Avenue.

3. The land of one house, at present under construction, will be affected by the new road line; others may shortly be affected.
4. The land for development between Dunbrack Street's new line and the power line will have greater access difficulties than if Dunbrack Street remains as recommended by staff. The access difficulties will form a very real limitation on the layout of the area.
5. The sloping grade in combination with the proposed curved road will create a hazardous situation.

"It should be mentioned that Item No. 5 is mainly an Engineering problem, the implications of which have not, at present, been fully assessed. It is considered valid at this stage to draw your attention to the fact that the points listed here are by no means conclusive and represent planning aspects in isolation.

"Staff reaffirm that the proposed Dunbrack Street will be a safe street as far as children crossing to school are concerned. As mentioned on a previous occasion, accidents involving children do not generally occur in the near proximity of schools, but in fact occur in residential areas as is borne out by several accidents within the Fairview Area. It is felt at this stage that of the two road alignments, the staff proposal is a safer, better and less expensive street than would be provided by the suggested realignment."

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Alderman Ivany referred to remarks made that the Council had shown a hesitancy in settling this matter, and asked how many times the matter had actually been before them.

The Acting City Clerk said she would check the index in order to answer Alderman Ivany.

Mr. R. Pugsley, Barrister, then asked if he could speak on behalf of the Home-Owners Association, and the Chairman said that since this was not a Public Hearing the request would have to be in the form of a motion by an Alderman, which must pass with a majority vote.

MOVED by Alderman Ivany, seconded by Alderman Connolly, that Mr. Pugsley be allowed to address Council, after staff have expressed their views in the matter and been questioned by Council. Motion passed with Alderman McGuire against.

John Coe, Senior Planner came forward to present staff's position in the matter.

The Acting City Clerk returned at this point and advised that the matter had been discussed at Council this year once as a recommendation from the Committee of the Whole, and on three other occasions during the question periods in Council.

Mr. Coe said that since the May 7th report had been prepared, staff had taken yet another look at the whole question of the location of the arterial route, and were still of the opinion that the best location was the staff recommendation of the existing Dunbrack Street. He then outlined a suggestion, based on projected growth in the area, that instead of extending the present school on Dunbrack, a second school would be built and the arterial

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route placed between the two. This, he said, would eliminate much of the crossing back and forth that would be required if the present school were enlarged. The Senior Planner said that Mr. John Preston of the Regional Planning Commission, who had suggested the realignment as submitted by the Home-Owners Association, had been informed of this idea of creating an additional school "catchment", and had agreed it was an acceptable alternate solution.

Alderman Connolly said he did not think it was feasible to have two elementary schools in the area, but Mr. Coe said that the School Board had confirmed the necessity for expansion of the present school in the future, so it was a matter of putting additional facilities in a different location rather than building an extension at the existing site.

Alderman Ivany asked where would the route commence, and where would it end, and Mr. Coe replied the answers to that were a matter of long range planning, and he felt part of the problem was the Dunbrack Street portion was being dealt with in isolation of the total project, which involved a long period of time before completion.

The staff recommendation involved the route passing through property owned by the Ashburn Golf Club, and His Worship the Mayor asked if anyone had investigated the costs involved of acquiring this land.

The City Engineer said it was hoped that, in line with usual practice of developers donating land for roadways, there would be no cost involved for the City. He said there had been meetings with members of the Golf Club, and it was felt these matters could be worked out nicely. He said the



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Club was planning to take out Holes 1, 2, and 3, near Dutch Village Road, and place them at the north end of their property. They might, he stated, build a curling rink in the area where they remove the three holes. Once a decision was made in the matter, he said, the Golf Club along with developers, and Central Mortgage and Housing Corporation would have to be supplied a final plan, and a lot of details would then have to be worked out.

Alderman LeBlanc said he could not believe that Ashburn would donate land to the City for a right of way; rather, he felt they would expect to get everything they could out of the City for it. He asked the City Engineer if in the case of the staff recommendation on Dunbrack Street being approved, he could advise how long it would be before any physical change would actually take place in that area.

Mr. Dodge said some changes would take effect this year insofar as a paving program in Wards 7,8,9, and 10 were concerned. Also, he added, regardless of what took place, Dunbrack Street would not be a highway, but simply another City street with a 30 m.p.h. speed limit.

Mr. Pugsley spoke on the matter next, opening his remarks with a reference to a Town Planning Board meeting in September, 1968 at which the Clayton Park Development had addressed the Board on the subject of a Rockingham-Spryfield arterial road, and suggesting that it be placed some 700 ft. west of the Light and Power Company transmission line, which would also remove it from the school. He then referred to Mr. Dodge's hope that the City would not have to pay for land acquired from the Ashburn Golf Club if the road

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went through their property, and said he was very sceptical that this would be the case. He said Mr. Dodge had made reference to a slight encroachment on Ashburn property because of the Bi-Centennial Highway, and stated this "slight" encroachment had cost the Province \$180,000, and in the present case the encroachment would be more than "slight". With regard to the suggestion put forward by Mr. Coe that a second school be built to eliminate the necessity of children crossing Dunbrack to get to school, Mr. Pugsley said it would be very difficult to control this situation, since if one of the schools had a better playground the children would tend to use it regardless of which side of the road they lived on. Another objection he voiced was that of the noise factor involved if Dunbrack became the arterial road, and the affect this would have on the classrooms situated so close to the road. Finally, he said, there was the matter of a reduction in property values for those homes situated on Dunbrack. The suggested location put forward by the Home-Owners Association, he stated, would remove all these arguments.

The City Engineer was asked what the Department of Highway's views would be about relocation of the arterial road, and he replied they had informed the City they would recommend one location only for the interchange, and that was the Dunbrack Street location. He said they had already turned down the suggestion of hooking it up with the Prospect interchange.

Alderman Connolly said he could not support a 4-lane highway through a residential area, and he therefore felt the route proposed by the Fairview Home-Owners Association

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as shown on the map in red, represented a better location

Mr. Dodge said the four lanes were required if Dunbrack Street was to become a transit route. Also, he added, the only way to get light-controlled intersections operating, was to provide extra space for left turns only.

MOVED by Alderman Connolly, seconded by Alderman LeBlanc, that the line shown in red on Drawing No. TT-10-17577, be approved as the location for the arterial road.

Alderman McGuire said he felt the mover should explain how he proposed overcoming the problem encountered by the intersection of the road at this location with the Bi-Centennial, in view of the Department of Highway's statement that they would not permit an intersection at that point.

Alderman Connolly said the engineers would have to work something out, and referred the question to Mr. Dodge.

The City Engineer was asked, if the Department of Highways did not approve an intersection of the road as shown in red on the map with the Bi-Centennial, could he suggest a solution to the problem. Mr. Dodge replied that anything could be built, but what counted was the net return you got from it.

His Worship the Mayor asked the City Engineer if it was a question of safety, and Mr. Dodge replied "no", it was a question of engineering feasibility.

Alderman Sullivan asked what would be the harm in an at-grade crossing of a 30-m.p.h. Dunbrack Street

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at the Bi-Centennial Highway, and Mr. Dodge said that sooner or later Council would have to make up its mind as to what it wanted. He referred to the Narrows Bridge and the Cogswell Street Interchange, with more than 30 m.p.h. speeds, and said it was a matter of all these things eventually hooking up with one another.

There was some discussion on the City's right to govern the speed limit on that portion of the Bi-Centennial which was located within the City limits, following which the City Solicitor ruled that the City did not have any jurisdiction over the Bi-Centennial with regard to speed regulations, including the portions which lay within the City limits.

At this point Mr. Pugsley asked permission to speak again, but the Chairman said that since it was not a public hearing, permission for him to address Council again would have to stem from a motion.

MOVED by Alderman LeBlanc, seconded by Alderman Sullivan, that Mr. Pugsley be allowed to address the Council a second time. Motion passed with Alderman McGuire against.

Mr. Pugsley said that his clients had consulted an Engineer, who had advised them that if the speed on the Bi-Centennial were reduced to 40 m.p.h. until you got to a point beyond the intersection of the proposed relocation (shown in red on the map), an interchange would be feasible at that intersection.

His Worship the Mayor asked Mr. Pugsley if he could identify the engineer who had made that statement, and Mr. Pugsley said he would first have to get the man's

permission to do so, and this he would seek.

His Worship the Mayor asked Alderman Connolly if his motion were meant to include the hiring of appraisors to ascertain the cost involved in locating the road as shown in red on the map. The Alderman replied he did not think that would be necessary at this time.

AERIAL MAPPING - ADDITIONAL REQUIREMENTS FOR LONG-RANGE PLANNING

The City Manager asked, in view of the fact that Council might not complete the agenda this evening, if Item 20 (c) could be moved up, as there was an aircraft standing by awaiting a decision in the matter.

A staff report dated May 13th was submitted, stating that staff had been considering the use of colour film for this photography, for reasons set out in the report.

MOVED by Alderman Meagher, seconded by Alderman Sullivan, that an appropriation of \$2,100.00 under Section 316C of the City Charter, be approved, to permit colour aerial photography of the City. Motion passed.

FEASIBILITY STUDY - REALIGNMENT OF DUNBRACK STREET  
(Continued)

At this point, for the benefit of Council, the City Engineer displayed additional maps, to illustrate the overall plan of which the Dunbrack Street location was only a part, and again he asked Council what its intentions were.

Alderman McGuire said he felt this was an important question which the City Engineering was asking, and although he could not answer for the whole Council, he felt it was his duty as an Alderman to assess the problems of the City to the best of his ability, and at the moment one of the most pressing problems facing the City, he said, was the housing

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shortage. He said every delay in establishing the line of Dunbrack Street, meant an additional delay in the commencement of housing projects in the area, for the reason that developers had to know the street line before making their plans. He felt the motion presently on the floor was questionable, since it was unreasonable, and he did not know how to proceed under these circumstances. Furthermore, he stated, the views of the Fairview Home-Owners Association did not represent the total views of the residents in the areas, including some of those living on Dunbrack Street, since he had spoken with a number of these persons who felt that the staff recommendation was a reasonable one. The Home-Owners' chief complaint had to do with the safety element of the road as suggested by staff, and Council had been told by experts that it would be a safe one.

Alderman McGuire said at this point he would MOVE adjournment of the meeting until 5 p.m. the next day.

Alderman LeBlanc said he shared many of the concerns put forward by Alderman McGuire; however, he said Council had been faced with tremendous problems of recent date because of things happening which staff did not project, and gave as an example the fact that the Salvation Army was given a permit to build at a location which later cost the City a tremendous sum of money because of the Cogswell Street Interchange. He said it was not his desire to go against a staff recommendation, but in the present case he felt by a little compromise and concession giving, staff could solve the problems involved. Alderman LeBlanc

said he had no doubt that if the red line were approved,  
a way would be found to solve these problems.

His Worship the Mayor said that might be  
so, but there was the price tag to consider.

The motion was then put.

Alderman McGuire said he felt that if  
Council approved the location as indicated by the red line  
on the map, it would be making a serious mistake, and since  
Council in the past had indicated its willingness to defer items,  
he would ask them to defer a vote on the motion, at least until  
the following afternoon, in deference to other persons who  
would be affected by the decision.

The Chairman said the rules stated that  
once a motion was put to Council, it had to be acted on without  
further delay.

The motion was passed, with Alderman McGuire  
against.

Alderman McGuire said he was giving a  
Notice of Reconsideration of the motion at the next regular  
meeting of Council.

11:10 p.m. - Meeting adjourned until  
5 P.M. the following day.

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ALLAN O'BRIEN  
MAYOR AND CHAIRMAN

J. LAMB  
ACTING CITY CLERK

REPORT - FINANCE & EXECUTIVE COMMITTEE

The report of the Finance and Executive Committee was considered with respect to the following items:

Application for Solicitation of Funds - "Miles for Millions"

MOVED by Alderman Meagher, seconded by Alderman Connolly that, as recommended by the Finance and Executive Committee, October 25, 1969 be approved as a date for the "Miles for Millions". Motion passed.

Tax Concessions - The Lord Nelson Hotel Limited

MOVED by Alderman Ivany, seconded by Alderman Sullivan that, as recommended by the Finance and Executive Committee, the agreement between the City and the Lord Nelson Hotel Limited, which provides for exemption of City taxes other than Fire Protection tax on the following public facilities in the Lord Nelson Hotel, as long as such are used as part of the Hotel's convention and/or public facilities,



CITY COUNCIL  
ADJOURNED MEETING  
M I N U T E S

Council Chamber,  
City Hall,  
Halifax, N.S.  
May 15, 1969  
5:07 p.m.

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

Present: His Worship the Mayor, Chairman; and Aldermen Sullivan, Meagher, McGuire, Ivany, and Connolly.

Also Present: City Manager, Assistant Solicitor, Acting City Clerk, and other staff members.

His Worship the Mayor advised that the meeting was being held to deal with the business remaining on the Order of Business for last night's Council meeting.

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MOVED by Alderman Ivany, seconded by Alderman Sullivan that, as recommended by the Finance and Executive Committee, the agreement between the City and the Lord Nelson Hotel Limited, which provides for exemption of City taxes other than Fire Protection tax on the following public facilities in the Lord Nelson Hotel, as long as such are used as part of the Hotel's convention and/or public facilities,

Adjourned Council,  
May 15, 1969

be extended for the year 1968, and that the matter be reviewed next year, when the agreement between the City and the C.N.R. respecting the Hotel Nova Scotian will expire:

Imperial Ballroom  
Regency Ballroom  
Georgian Lounge and reception area,  
including the mezzanine.

Motion passed.

Grant - John Howard Society

MOVED by Alderman McGuire, seconded by Alderman Meagher that, as recommended by the Finance and Executive Committee, the payment of a grant of \$1,500.00 to the John Howard Society of Nova Scotia be approved in principle, and that the Society be informed that the City would meet any deficits up to that amount that might be experienced by the Society in 1969. Motion passed.

Tax Grant - Theatre Arts Guild

MOVED by Alderman McGuire, seconded by Alderman Ivany that, as recommended by the Finance and Executive Committee, approval be given to an appropriation in the amount of \$746.00, under authority of Section 316C of the City Charter, to permit a grant in lieu of taxes to be paid to the Theatre Arts Guild for their property on Parkhill Drive in Jollimore, in accordance with the resolution of City Council dated August 15, 1968. Motion passed.

Tax Grant - Spryfield Credit Union Ltd.

MOVED by Alderman Ivany, seconded by Alderman Connolly, that as recommended by the Finance and Executive Committee, a tax concession be not granted to the

Adjourned Council,  
May 15, 1969

Spryfield Credit Union Ltd., for the reasons that (1) no other Credit Union in the City receives one, and (2) if a grant were made in this case all other credit unions would be entitled to the same kind of grant. Motion passed.

Fire Insurance - Canteen - Point Pleasant Park

MOVED by Alderman Sullivan, seconded by Alderman Meagher that, as recommended by the Finance and Executive Committee, settlement in the amount of \$22,775.00 be approved and accepted by the Council. Motion passed.

Payment of Account for Patient at Nova Scotia Hospital Province of Nova Scotia

There was no recommendation from the Finance and Executive Committee, since the motion authorizing the payment of the account had been lost at the Committee's meeting of May 7th.

MOVED by Alderman Meagher, seconded by Alderman McGuire, that Council authorize the payment of the account submitted by the Province of Nova Scotia for the costs of Maintenance of Catherine Jackson Jones in the Nova Scotia Hospital, in the amount of \$10,900.00 (including interest) under Section 316C of the City Charter, 1931. Motion passed.

Alderman Meagher said it had been with reluctance that he moved payment of the account, but he did so in the face of the City's legal obligation.

Possible Acquisition - Part of Trinity Church Property - Brunswick Street

MOVED by Alderman Ivany, seconded by Alderman Sullivan that, as recommended by the Finance and Executive

Adjourned Council,  
May 15, 1969

Committee, the property owned by the Trinity Church, as shown on Plan No. TT-9-17405, be purchased for \$2,712 and that the City undertake to move the chain link fence and sod the bank, if necessary. Motion passed.

Applications for Tag Day, Door-to-door Canvass, etc. - Lions Club of Halifax, Christmas Nut Sale

MOVED by Alderman Ivany, seconded by Alderman Connolly that, as recommended by the Finance and Executive Committee, approval be given to the Lions Club of Halifax to hold a Christmas Nut Sale on December 10th, 11th, and 12th, 1969. Motion passed.

Tenders - Parking Meters

At its meeting of May 7th, the Finance and Executive Committee had studied a staff report recommending the purchase of 300 Duncan manual parking meters. From the point of view of cost, the Duncan meter was not the cheapest, but staff had based their recommendations on five other factors, such as maintenance costs, etc. The Committee had recommended that the matter be referred back to staff for a further study of the financial aspects involved, following which a new staff report, dated May 13th, was submitted to Council, in which staff reaffirmed their recommendation that the Duncan meter be purchased.

MOVED by Alderman Ivany, seconded by Alderman McGuire, that approval be given to the purchase of 300 Duncan manual parking meters to effect the 25¢ parking rate in the downtown area. Motion passed.

Alderman McGuire suggested that it would be useful to do a comparative study of the parking meter revenue of this City with other cities of the same size.

Alderman Meagher asked if the City could collect the money, or what kind of a check was possible on the receipts.

The City Manager said it was necessary to know the revenue which should be obtained from the meters, and then a check could be made to see if the receipts totalled a reasonable percentage of that figure. He said it was possible the City would move towards the type of collection boxes which could be put in the Duncan meters, and which were thief-proof, as they could only be removed in a special manner. The extra cost involved in installing these boxes, he said, might be considered worthwhile at the time the City is in the position of having to hire additional collectors. Such boxes, he added, were sent direct to the bank for sorting, so that there would be a saving in the time of individuals used for this purpose.

Memorial Library:

Removing and replacing flashing	\$2,000.00
New roof	2,550.00
Total	\$4,550.00

Motion passed. Funds for this work provided in the 1969 Current Budget under Account #9-400-205.

Tenders - Repointing Stone Work - City Hall

MOVED by Alderman Ivany, seconded by Alderman Meagher that, as recommended by the Committee on Works, the lowest tender of Charles W. Stone Limited, made up as follows, be accepted for repointing work - Argyle and Barrington Street

Council,  
May 15, 1969

REPORT - COMMITTEE ON WORKS

Council considered the report of the Committee on Works from its meeting held on May 7, 1969 with respect to the following matters:

Tenders - Reroofing Memorial Library

Alderman Ivany asked if Staff had checked to ensure that the lowest tenderer was aware of the work involved in the job, to which the City Manager replied that the contractor recommended, D. A. Cummings Ltd., was well aware of the work involved.

MOVED by Alderman Ivany, seconded by Alderman Connolly that, as recommended by the Committee on Works, the lowest tender of D. A. Cummings Ltd., 3250 Kempt Road, made up as follows, be accepted for reroofing the Halifax Memorial Library:

Removing and replacing flashing	\$1,000.00
New roof	<u>2,550.00</u>
Total	<u><u>\$3,550.00</u></u>

Motion passed. Funds for this work provided in the 1969 Current Budget under Account #9-400-208.

Tenders - Repointing Stone Work - City Hall

MOVED by Alderman Ivany, seconded by Alderman Meagher that, as recommended by the Committee on Works, the lowest tender of Charles W. Stone Limited, made up as follows, be accepted for repointing work - Argyle and Barrington Street