

OUTLINE SPECIFICATION
CLAYTON PARK CONDOMINIUM PROJECT
APRIL 21, 1971

1. General

All materials and workmanship shall conform to the "Minimum Standards" of the National Building Museum and the local authority having jurisdiction.

PROPOSED CONDOMINIUM AND
APARTMENT RENTAL PROJECTS

Block "G"

CLAYTON PARK

2. Excavation

Excavation shall extend to undisturbed fill and to a depth shall be five feet below that required for adequate footing dimensions for concrete footings and foundations. Excavation shall be backfilled with compacted 2% stone chips.

3. Concrete

Concrete shall be 3000 P.S.I. for footings and foundations.
Reinforcing steel shall be #4.

Basement floor shall be at least 4" thick, steel reinforced over 3% crushed stone base. Provide floor drains.

4. Masonry

Party walls shall be constructed of 8" x 8" x 16" hollow concrete block, 1/2" staggering at 8" O.C. and 1/2" dry wall on both sides. Party walls shall form an unbroken separation between units. Sound transmission not less than 50 between dwelling units.

5. Wood Frame Construction

Provide conventional wood frame construction for walls between masonry party walls. All framing lumber shall be Southern Yellow pine, grade stamped as required by the National Standards.

CLAYTON DEVELOPMENTS LIMITED - DEVELOPER
MacFAWN AND ROGERS - ARCHITECTS

OUTLINE SPECIFICATION
CLAYTON PARK CONDOMINIUM PROJECT
APRIL 21, 1971

1. General

All materials and workmanship shall conform to "Residential Standards" of the National Building Code and the local authority having jurisdiction.

2. Excavation

Excavation shall extend to undisturbed soil and in no case shall it be less than that required for adequate frost protection for concrete footings and foundations. Perimeter drain tiles at the footings will be connected to storm sewers.

3. Concrete

Concrete shall be 2500 P.S.I. for footings and foundations. Basement floors shall be 3000 P.S.I.

Basement floor shall be at least 3" thick, steel trowelled on a 5" crushed stone base. Provide slope to floor drain.

4. Masonry

Party walls shall be constructed of 8" x 8" x 16" hollow concrete block, 1 x 3 strapping at 16" O.C. and 1/2" dry wall on both sides. Party walls shall form an unbroken separation between units. Sound transmission not less than 50 between dwelling units.

5. Wood Frame Construction

Provide conventional wood frame construction for units between masonry party walls. All framing lumber shall be Eastern Spruce, grade stamped as required by the Residential Standards.

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6. Thermal Insulation

Exterior walls shall be insulated with R-7 batts with integral vapour barrier stapled to inside face of studs.

7. Roofing

Flat roofs shall be roofed with built-up roofing of asphalt, gravel and roofing felt. A gravel stop shall be provided at the edges of roofs, cemented to the roofing membranes. Flashings shall extend over the edge of the roof to form a drip.

8. Exterior Openings

Windows shall be anodized aluminum sash, horizontal sliding or casement type together with storm sash and fly screen.

Exterior doors shall be 1-3/4" x 2'-10" x 6'-10" solid core installed in a pine frame with 3 hinges.

9. Interior Trim and Cabinets

Interior trim shall be spruce or pine for paint. Interior doors shall be 1-3/8" hollow core, hardboard faced for paint.

10. Exterior Finish

Brick Veneer and stained or painted wood siding and trim will be used in combination as shown on drawings.

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11. Interior Finishes

Walls & ceilings	-	1/2" drywall painted
Bathtub surround & bathroom floor	-	Ceramic tile
Kitchen floor	-	V.A. tile
Other floor	-	Carpet

Kitchen cabinets and vanities: Factory made and assembled units with plastic laminate counter tops, drawer and door fronts.

12. Heating

Each unit will be equipped with an oil fired forced warm air heating system, thermostatically controlled to maintain adequate heat: each unit will have it's own fuel oil tank in the basement.

13. Plumbing

Each unit shall be equipped with a 3 piece bathroom double compartment kitchen sink, laundry tub, washer and dryer connections and an oil fired hot water heater. Types A & B shall have 2 piece powder room on ground floor. Fixtures shall be "American Standard" or equal.

Each unit shall be connected to water, sanitary and storm mains. Hot and cold water lines shall be of copper tubing.

14. Ventilation

Interior bathrooms shall be provided with exhaust fan to the outside.

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15. Electrical

Electrical service to each unit shall consist of a 100 amp 12 circuit housepower panel with mains from a central point for each building.

All wiring shall be in accordance with the Canadian Electrical Code and the requirements of local authorities.

16. Site Work

Each unit shall have a cedar fence separation at the rear, providing an element of privacy for use of the patio.

Site will be fully landscaped and plantings will be in keeping with the general esthetics of the entire project.

Pathways will be of asphalt and connect each unit with streets and parking lots. Existing trees will be maintained wherever possible.

A swimming pool together with necessary filtering equipment of a size suitable for the population of this project will be incorporated into the landscaping. Perimeter of pool shall have a concrete deck and the entire area shall be fenced off for safety.

Garbage depots will be located at suitable locations for ease of truck access for removal.

Tot lots and an equipped playground will be provided in suitable locations throughout the site.



Clayton Developments Ltd.

P. O. BOX 996
SUITE 1202
DUKE STREET TOWER
SCOTIA SQUARE
HALIFAX, NOVA SCOTIA
TEL. (902) 422-7391

May 11, 1971

His Worship the Mayor and
Members of City Council
City of Halifax
HALIFAX, N. S.

RE: PROPOSED CONDOMINIUM AND RENTAL PROJECT
- CLAYTON PARK

Dear Sirs:

Clayton Developments Ltd. hereby requests approval of a Development Permit on a site of approximately 10.3 acres in Clayton Park to be developed as follows: Phase I will consist of 87 condominium townhouse units for which plans and specifications are attached; and Phase II will be approximately 80 rental units of low rise apartment building to be built in the Fall of this year.

This application includes both phases so that Dunbrack Street can be approved up to Clayton Park Drive without the necessity of another Council Meeting.

The purpose of this narrative is to explain in some detail the condominium concept and, in particular, the background thinking and decision making which has been done in relation to services, road layouts, etc., for this project.

The concept of condominium home ownership has received enormous acceptance by the general public throughout Canada in the past four years. As an example, during the first six months of 1971, it is anticipated that approximately 17,500 condominium townhouse and apartment units will come on the market in Metropolitan Toronto alone. The basic reason that condominium has

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clayton park

colby village

not been built in this Province, aside from the usual conservatism of we Nova Scotians, has been the lack of condominium legislation in a form acceptable to lending institutions and developers.

As you are no doubt aware, a completely new Condominium Act was passed at the last Session of the Nova Scotia Legislature. This Act is similar in nature to the Ontario Act with particular modifications to suit Nova Scotia Law and our Registry System.

This project will be the first development processed under the new legislation, and in fact will be the first true condominium project ever built in the Atlantic Provinces. In its simplest form, condominium is "a concept permitting a group of people to own housing units on common lands, each unit owner sharing the cost of maintenance of the lands and the common services required within the lands, such as off street sewer and water services, as well as parking lots, landscaped areas, etc.". Each unit owner not only has an ownership interest in the exterior of all buildings and the land, but also pays a monthly maintenance fee to cover the cost of the upkeep of unit exteriors, all green space, parking lots, recreation areas, etc.

In this particular project, all of the units are two-storey townhouses with full basements. Each individual unit is virtually identical in interior design to the standard semi-detached home found throughout Clayton Park today. Depending on the size of the unit, selling prices will vary between \$24,500 and \$29,000. As a basis of comparison, the smallest unit in this project will be approximately 1,200 square feet and will sell for approximately \$24,500. A similarly sized unit in a semi-detached home in Clayton Park today sells in excess of \$30,000. The unit owner is not only getting a unit of the same size, but in addition has available the various amenities of swimming pool, tot lot, and the advantage of not having to cut his grass, shovel snow, and carry out other maintenance chores.

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There can be no question that as land values and servicing costs escalate, condominium home ownership will become an integral part of the housing future of this Province. While we realize the risk our Company is incurring by developing the first such project on the market, we feel very confident that within a year or two there will be many such projects under construction in the Halifax-Dartmouth metropolitan area.

The 87 condominium townhouses will vary in size from 1,200 to 1,400 square feet, plus a full basement which can have a recreation room. The basic architectural design is brick exterior with mansard roofs similar in nature to many of the condominium townhouse projects in other parts of the country.

The project will have a swimming pool and two comprehensive tot lots for children, with a walkway system throughout the project leading to the recreation area. The project is being specifically oriented towards families with children and yet we have maintained a density of only 11.5 units per acre, or about as low as a multiple project can be and remain economic.

Clayton Developments Ltd., the architectural firm of MacFawn and Rogers, and our planning consultants, Project Planning Associates Ltd., have been in constant communication with the various departments of City Hall since commencing work on this project. It is our understanding that the basic concepts in regard to servicing, road design, etc., have been agreed to by all departments concerned. There may be some details to be worked out as yet, and we are hopeful that the City of Halifax will approve this application subject to the finalization of last minute details.

The road pattern is comprised of two streets with the main feeder being street "X" and built to City standard specifications. The main access to the project is from Clayton Park Drive to street "X" with a secondary access/egress at the intersection of street "X" and Dunbrack Street. The latter is simply a right-in/right-out intersection with a turning lane in addition to the four lane width of Dunbrack Street. Crescent "Y" is a two-way lane with 24 feet of pavement on a 28-foot right of way,

similar to those proposed elsewhere in the metropolitan area.

Both streets will have concrete curbs and gutters and street "X" will have a concrete sidewalk on one side. All streets will be paved by the development company and will be deeded to the City upon completion of the project to be maintained by the City.

All parking areas and all green space will be owned and maintained by the condominium corporation. The developer will enter into a management agreement with the condominium corporation thereby assuring the community of proper and meaningful maintenance.

The underground services are designed to specifications agreed to between Project Planning Associates Ltd. and the City Engineering Staff. All laterals including water, sanitary and storm will run through each block of townhouses with clean-outs and manholes at the end of each block and a subsequent lateral to the street. This engineering concept is now being used in virtually all condominium projects throughout the country.

Initially, objections were raised by some of the abutting single family home owners on Tangmere Crescent and subsequent meetings between them and the development company have resulted in agreement satisfactory to all concerned. We are providing a fence along the backyards of the homes on Tangmere Crescent and a green buffer strip between the condominium and these single family homes. Mr. Ron Waters of the City of Halifax Development Department was involved in these conversations with the home owners, and for his assistance we are very appreciative.

Concern has been expressed by several members of City Council in the past year or so about the lack of recreation and green space in Clayton Park. We attempted to explain the problems encountered at the time in (a) obtaining a definition for all developers of what is desirable green space; and (b) completing the details of the master plan for Clayton Park prior to basic decisions

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which have to be made by City Staff and City Council. These latter decisions include the final location of the Lacewood Drive arterial and the desirable density for the upper regions of Clayton Park.

At the Committee of the Whole meeting when this project will be discussed we will present to the members of City Council a slightly amended master plan of Clayton Park indicating the land uses including green space for the remainder of the development. We hasten to add at this point that in all probability there will be substantial changes to this master plan when final decisions are forthcoming on the above questions. The creation of this master plan is only meant to be a temporary measure to indicate the Company's good faith that we intend to continue providing sufficient green space to create a desirable community development.

It is important to remember in considering this problem of parkland that the entire balance of the development in Clayton Park should be done on a "one development permit basis". In other words, decisions on location of arterial roads and density maximums for the area should be established by City Staff, with Clayton Developments Ltd. and its consultants then establishing a reasonably permanent master plan. This master plan would then be incorporated in a development permit for the entire 150 acres remaining in Clayton Park. This is the true purpose of a development permit, rather than to control several small acreage developments. We are anxious to proceed with this work and are hopeful that these decisions will be forthcoming within the next month or so, in order that the final master plan for Clayton Park can be completed by the end of this year.

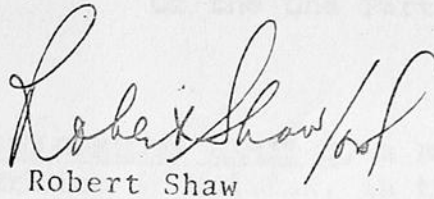
In summary, Clayton Developments Ltd. is excited about the prospects of creating the first condominium project in Nova Scotia and we ask the members of City Council for approval of this development permit to allow the project to proceed.

His Worship The Mayor and
Members of City Council
May 11, 1971

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B B T Thank you very much.

Yours very truly,
CLAYTON DEVELOPMENTS LTD.,



Robert Shaw

RS/aol

Enclosures

WHEREAS the Developer represents that he is the sole and
owner of certain lands situated in the City of Halifax, the
Forestry Division being shown as being situated in the
Park Subdivision, Halifax, Nova Scotia, 1971 and signed
by Walter A. Servant, Minister of the Environment and
Schedule "A".

AND WHEREAS under the provisions of the Halifax City
Charter, 1965, the City Council has the authority to
of good planning, control and regulation of the use of
controls and land use regulations, and the City Council
of development in accordance with such regulations as
may be set out in a development agreement.

AND WHEREAS the City Council has approved the proposed
of a development agreement as set out in
Appendix "A" of this Agreement and the City Council is satisfied that
the construction of the development is in accordance with sound planning
principles.

NOW THEREFORE THIS AGREEMENT IS MADE AS FOLLOWS:

Time Schedule

1. The Developer shall commence work on the proposed
development within 30 days of the date of this agreement.
2. The Developer shall complete construction of the
development within two years from the date of this agreement.

Permits

3. This agreement shall constitute a Development Permit
within the meaning of Section 538A of the Halifax City
Charter, 1965. The Developer shall construct the proposed
development in accordance with this agreement.

THIS AGREEMENT made this day of
A.D., 1971

B E T W E E N:

THE CITY OF HALIFAX, a Body Corporate,
hereinafter called the "City"

Of the One Part

- and -

CLAYTON DEVELOPMENTS LIMITED, a Body Corporate,
with Head Office at Halifax, in the County of
Halifax and Province of Nova Scotia,
hereinafter called the "Developer"

Of the Other Part.

WHEREAS the Developer represents that it is the registered owner of certain lands described as Lot G-2, G-3, and G-4 Forestide Crescent being shown on a plan entitled "Clayton Park Subdivision" bearing date July 29, 1971 and signed by Walter E. Servant attached to this Agreement as Schedule "A".

AND WHEREAS under the authority of Section 538A of the Halifax City Charter, 1963, the City may, in the interest of good planning, depart from standard procedures, zoning controls and land use requirements to permit the construction of development in accordance with terms and conditions as may be set out in a development agreement.

AND WHEREAS the City has examined the proposal for construction of a condominium development on the lands described in Appendix "B" of this Agreement and the City is satisfied that the condominium development is consistent with sound planning principles.

NOW THEREFORE THIS AGREEMENT WITNESSETH THAT:

Time Schedule

1. The Developer shall commence work on the proposed development within 30 days of the date of this agreement.
2. The Developer shall complete construction of the development within two years from the date of this agreement.

Permits

3. This agreement shall constitute a Development Permit within the meaning of Section 538A of the Halifax City Charter, 1963. The Developer shall construct the proposed development in accordance with this agreement. Upon the

signing of the agreement and subject to Section 5 hereof, the Building Inspector shall issue building permits for specific portions of the development. The Development Plan shall be the condominium outlined in Appendix "B" attached hereto which Appendix "B" forms part of this agreement consisting of the plan entitled "Kenginston Court Condominium Site Plan" and dated July 29, 1971 and revised by August 10, 1971 signed by V. G. MacFawn, Architect. The necessary working drawings for the construction of the housing units shall be approved by the Building Inspector and shall conform to this plan.

4. The Developer shall construct at its own expense the streets, sidewalks, curbs, gutters and sewers in accordance with the City of Halifax Drawing Numbers TT-14-19261 to TT-14-19267 inclusive and signed by John Bannerman, P. Eng., affixed hereto as Appendix "C" and forming part of this agreement. Prior to the issuing of any building permit, the Developer shall file with the Building Inspector a performance bond or other security in the form and amount acceptable to the City that will guarantee construction, installation, and completion of the public works to be constructed with the building authorized by that building permit to a standard acceptable to the Director of Engineering and Works. Upon the conveyance of the streets by the Developer to the City and upon the acceptance of the public works by the Director of Engineering and Works, the Developer shall file with the Building Inspector a twelve month guarantee bond in the amount of 10 per cent of the actual cost of construction of the public works, and the Building Inspector shall at that time release the Performance Bond to the Developer.

Water and Sewer Service

5. The Developer shall be responsible for ensuring that the installation of water lines shall be in accordance with the standards of the Public Service Commission of Halifax and that sewers shall be in accordance with standards of the City of Halifax. The City shall be responsible for the extra costs involved in installing sanitary sewers in excess of fifteen inches in diameter and storm sewers in excess of twenty-four inches in diameter.

6. It is understood and agreed between the parties hereto that if during the currency of this agreement arrangements are made between the City and the Government of Canada and/or the Government of Nova Scotia, or agencies of these governments for financial assistance or for cost sharing of any municipal works or services which can be applied to the costs of such services in this development, the City agrees to remit to the Developer any monies which it may receive or save as a

CITY COUNCIL
SPECIAL SESSION
PUBLIC HEARING - HARBOUR DRIVE

result of such fiscal arrangements. It is agreed that the City will endorse any claim made by the Developer for refund of Federal and/or Provincial Sales Tax with respect to materials used for municipal services in the development provided such claims meet with the approval of the appropriate authority.

7. It is understood and agreed between the parties hereto that should the Developer fail to observe any of the requirements of this agreement, then the development permit shall be null and void and any building permits previously issued to the Developer for buildings not yet under construction are thereby revoked.

IN WITNESS WHEREOF the parties hereto have caused This Agreement to be executed and their Corporate Seals to be hereunto affixed by the hands of their duly authorized officers the day and year first above written.

SIGNED, SEALED AND DELIVERED)
in the presence of)

THE CITY OF HALIFAX

Mayor

City Clerk

CLAYTON DEVELOPMENTS LIMITED

CITY COUNCIL
SPECIAL MEETING
PUBLIC HEARING - HARBOUR DRIVE
M I N U T E S

Council Chamber,
City Hall,
Halifax, N. S.,
September 1, 1971,
8:00 p.m.

A Special Meeting of the City Council was held on the above date.

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

Present: His Worship the Mayor, Chairman, Aldermen Abbott, MacKeen, Stanbury, Hogan, LeBlanc, McGuire, Meagher, Allen and Sullivan.

Also Present: City Manager, Assistant Solicitor, Acting City Clerk, City Engineer, Director of Planning and other Staff members.

The Acting City Clerk advised that the meeting was called as a Public Hearing with respect to the proposed Harbour Drive.

Public Hearing - Proposed Harbour Drive

A Public Hearing was held at this time to hear the views of interested citizens and groups with respect to the construction of Harbour Drive to the north and south of the Cogswell Street Interchange.

The City Manager introduced the subject and suggested that Council first hear from the City Engineer and then the Director of Planning before hearing from other persons present at the meeting.

The City Engineer, with the aid of numerous sketch plans and drawings, described the proposed alignment of Harbour Drive north from the Cogswell Street Interchange to the Fairview Overpass. He outlined some of the difficulties which might arise along its length and referred to the approaches to both the Angus L. Macdonald and A. Murray MacKay Bridges. He then asked whether or not Council wished him to continue with a description and explanation of the portion of the proposed Harbour Drive to the south of the Cogswell Street Interchange at this time.

After some discussion, it was MOVED by Alderman McGuire, seconded by Alderman LeBlanc that the City Engineer continue with his explanation so that Council are able to get a complete picture of the proposed roadway. Motion passed.

The City Engineer continued to outline the proposed Harbour Drive from the peninsula side of the proposed North

Harbour Drive
Special Council,
September 1, 1971

West Arm Bridge through the southern part of the City to the Cogswell Street Interchange.

The Director of Planning then elaborated further on the Staff Report dated March 30, 1971 and listed the advantages and disadvantages of a Harbour Drive as seen by City Staff.

At the request of His Worship the Mayor, Mr. Kaulback, consultant working on the Transportation Study for MAPC, briefly outlined his present assignment and suggested that perhaps the City should design and prepare for other methods of public transit and for pedestrian traffic rather than for the automobile.

Mr. Robbie Shaw addressed the Council as a private citizen and he pointed out that his views had changed somewhat over the last five years. He felt that a major highway of the kind proposed through the centre of Halifax would be disastrous. He felt that the municipality should spend money on pollution control rather than on such expensive facilities. He contended that such a roadway would spoil any possible future development of the waterfront and referred specifically to the historic waterfront buildings. He was of the opinion that the construction of a Harbour Drive would preclude access to the waterfront by private citizens. He suggested that more study be given to other forms of public transit such as air cushion vehicles, etc.

Mr. L. W. Collins read a submission from the Halifax Landmarks Commission (copy attached to the Official Minutes of this meeting) opposing the extension of Harbour Drive south of the Cogswell Street Interchange and recommending that the roadway north of the Interchange be reviewed.

Mr. Allan Duffus of the Heritage Trust concurred with the remarks of Mr. Collins.

Mr. J. Howard of Halicon Ltd. advised that he would be prepared to answer any questions which might be directed to him.

Mr. William Clarke addressed Council on behalf of the Neighbourhood Centre and felt that much consideration should be given to the possible displacement of persons living in the area of the proposed Harbour Drive to the north of the Cogswell Street Interchange. He felt that citizen opinions should be obtained and considered before any final decision is made. He was of the opinion that the City does not concern itself sufficiently with citizens who could be uprooted by such schemes.

Mr. Fletcher Smith addressed Council on behalf of A. M. Smith and Company and felt that any road construction which takes place to obviate one bottleneck usually creates another. He was of the opinion that such a roadway would destroy the development potential of the waterfront area.

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Mr. A. Ruffman addressed the Council as a private citizen from Purcell's Cove and as a member of the Movement for Citizen Voice and Action. He said that he considered it incredible that the City appears to be catering to the automobile and suggested that some drastic measures may be required to prohibit the automobile in the downtown area. He felt that a further look should be given to the use of hydrofoils, subways, speed ferries and other forms of rapid transit. He was of the opinion that it might be an advantage to Halifax if people were discouraged from bringing their cars into the downtown. He hoped that the Transportation Study being prepared for MAPC will take into consideration many of the matters he has raised and he felt that City Council should not accept the Study if it does not, but ask for further studies to be done.

During the short discussion which followed, Mr. Ruffman said that in some cities the downtown area is being strangled by high speed roadways and freeways. He said that it doesn't necessarily mean that wide access roads create a viable business area.

Father Mills addressed the Council and supported the comments made by Mr. Clarke of the Neighbourhood Centre. He felt that it is scandalous to proceed with such a development and neglect to obtain the views of the poor people living in the area who could well be displaced. He stressed the fact that there appears to be a lack of concern for the plight of the poorer section of the community when large development projects and construction projects are discussed.

Mr. K. Wilson addressed the Council as a private citizen and stressed the need for a collector type street such as Harbour Drive so that the aggravating traffic volumes on streets such as Robie Street, Connaught Avenue, which are primarily residential streets could be removed. He suggested that perhaps a trestle type of roadway could be constructed over the railway tracks running along the Harbour which would remove the possibility of acquiring expensive business property. He concluded with the statement that collector streets are required in the City and there is a great need for a Harbour Drive.

Mr. Peter O'Brien addressed Council as a citizen and resident of Connaught Avenue and he pointed out that when petitions were submitted by residents of Connaught Avenue some years ago Council advised that a Harbour Drive would relieve Connaught Avenue of much of its truck traffic and would prove to be a solution to the problem. He said that the traffic conditions on Connaught Avenue are just as bad as they were, if not worse, and a Harbour Drive must be constructed to improve the quality of life on other residential streets in the City.

No other persons wished to be heard and His Worship the Mayor said that the public hearing is now over and the matter is before Council for consideration.

Harbour Drive,
Special Council,
September 1, 1971

Some discussion followed and Alderman McGuire was of the opinion that more information is required before a decision can be made. He felt that the concept of Harbour Drive has slipped in to become a fact of life and although he could understand how this occurred, he considered that a further review should be undertaken to see if some modifications are necessary to the grand concept presented to this meeting.

After further discussion it was MOVED by Alderman LeBlanc, seconded by Alderman Sullivan that the matter be deferred for six months.

In speaking to his motion, Alderman LeBlanc felt that other information such as the MAPC Transportation Study would be available at that time.

His Worship the Mayor questioned whether it would be fair to the new Council to defer the matter quite so far ahead.

After some consideration on this point, Alderman LeBlanc, with the approval of his seconder, amended his motion to read two months rather than six months and that a meeting be then arranged at the Call of the Chair.

Alderman Stanbury was of the opinion that further discussion on Harbour Drive could quite easily be tied in with those on truck routes since they are related.

At this time, discussion took place with respect to the need to consider the Staff Report on Suggested DREE Priorities and it was agreed that an Adjourned Council meeting should be held at 8:00 p.m. next Wednesday, September 8th to deal with this report.

In reply to a question, Mr. Kaulback advised that the MAPC Transportation Study is an on-going study but that some of the sections of the study could relate to Harbour Drive and it is expected that the first of the interim reports should be available around the middle of October.

His Worship the Mayor suggested that the report containing a resolution approved by the Downtown Committee should be tabled.

MOVED by Alderman Meagher, seconded by Alderman Sullivan that the report of the Downtown Committee dated August 30th, 1971, be tabled. Motion passed.
(Copy of Report attached to the Official Minutes of this meeting).

After discussion, the motion was put and passed.

11:12 p.m. Council adjourned until 8:00 p.m.,
Wednesday, September 8, 1971.

ALLAN O'BRIEN
MAYOR AND CHAIRMAN

JOY P. LAMB
ACTING CITY CLERK

City Clerk

City Council
Public Hearing,
September 1, 1971

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

FROM: Downtown Committee

SUBJECT: Harbour Drive

DATE: August 30, 1971

The following resolution was unanimously passed
at the August 25, 1971 meeting of the Downtown Committee:

*The Downtown Committee recommends to
City Council that, in our view, there
should not be a 6 lane arterial road
through the downtown which would
encourage through traffic and require
acquisition of expensive property,
endangering employment and destroying
the character of the old city.*

Attached is a copy of a statement on Downtown Objectives
recently ratified by the Downtown Committee. The basis for
this resolution can be found in section 2(b).

Respectfully submitted,

Allan O'Brien

Allan O'Brien,
Chairman

AOB/bms

Downtown Committee,
July 28, 1971
(Revised August 25, 1971)

DOWNTOWN OBJECTIVES

This outline of objectives will provide basic guidance for the work of the Committee and should provide assistance in making decisions about the future growth of the downtown.

OBJECTIVES

1. Economic

- (a) To maintain and strengthen downtown Halifax as the most varied and concentrated mixture of entertainment, shopping, offices, finance, and governmental services in Atlantic Canada.
- (b) To stimulate the maximum intensity of use and development in the central area of Halifax, consistent with the requirements and interests of downtown and the overall community.
- (c) To encourage harmonious co-operation between private development and public capital expenditures.

2. Social

- (a) To strive for a lively, vibrant downtown.
- (b) To develop improved vehicular access and discourage through traffic while at the same time protecting and enhancing the environmental qualities of downtown Halifax so that it remains an attractive place for people to work, live and enjoy themselves.
- (c) To preserve the "human scale" of the downtown where opportunities are presented.

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3. Environmental Design

- (a) To preserve and enhance the historic character of downtown Halifax.
- (b) To enhance vistas and to preserve views from Citadel Hill to the Waterfront and in areas of distinct character.
- (c) To conserve and rehabilitate areas and buildings of architectural value and character, creating a City Centre with both activity and visual pleasure and, in these cases, ensuring redevelopment that is in harmony and in scale with the existing design.
- (d) To strive to take full advantage of the potential inherent in the Waterfront and the Harbour.

Note: In pursuing the objectives listed above and in making design and public works decisions about downtown Halifax, it was felt desirable to establish a theme or label which would capture public attention and assist in the campaign of developing downtown Halifax. Waterfront Centre was tentatively chosen as this descriptive label.

To: His Worship the Mayor and Members of the Halifax City Council
Item: The Future of the Harbour View Drive Concept
From : L.W.Collins, Chairman, Halifax Landmarks Commission
Date : September 1 ,1971

INTRODUCTION:

With the publishing of the Urban Renewal Survey of Professor Gordon Stephenson in 1957, the commendable urge in many Halifaxians to bring up an early rehabilitation of their City was given a new impetus. That Report was concerned in large measure with the redevelopment rather than rehabilitation of areas of greatest blight. Justifiable as that focus may then have been, it may now be suggested that some of our present problems may be with us because our perspective since 1957 has not changed with the times.

Because we have focussed so very closely on individual aspects of renewal such as Scotia Square, low rental housing and major traffic arteries, we failed to develop the overview and philosophy necessary to the wisest and most humane urban use of our civic environment.

In this connection it might be argued that:

- (a) The concern forced on the City by the need to ensure the future of Scotia Square led to the development of interchange of a type that no city in our financial position can any longer justify or afford. By wise use of the air rights over this Interchange, it may yet be possible to recoup some of the vast sums there expended.
- b) That a number of our low-cost housing developments have become contained or 'ghetto' areas that, however new and hygienic, have yet to produce the kind of neighbourhood or community with their accepted services, that appeared in such a development as the Hydostone in 1919.
- (c) That there is a danger now becoming more obvious as more bridges are proposed that Halifax is fast becoming a vast network of bridge approach roads, bridge abutments and real or proposed cross-town arterial, maximum speed, controlled access roads. Some years ago when an insight into our proposed future road pattern in peninsular Halifax was given at a public meeting, a small voice was heard to remark pignantly: "My God! Where are the people?"

PLANNING:

- (a) At the moment it would appear that we may finally getting the cart once again behind the horse. A Downtown Planning Committee is a t work. Hopefully the 'old Downtown' of Halifax will receive its long overdue attention and review.
- (b) Two possible alternatives are being reviewed as sites for a Civic Centre.

Finally, at long last there has been preliminary move to try to determine what kind of City Halifaxians want. When that is more clearly worked in the light of the cloth we may have for cutting in the foreseeable future, we can then tackle our Harbour View Drives in a more reasonable manner.

HARBOUR VIEW DRIVE

- 1. It is to be wondered if all of the thinking that led to the original proposal of a Harbour Drive is now valid. At various times it has been stated that it was necessary to develop such a inner city highway for a number of reasons:
 - (a) Such a developed road was needed to service The Town Central Area

(b) Scotia Square required such a road and an interchange to succeed .

(c) The containerport needed a Harbour Drive.

(d) The design of an Arm Bridge could best be served by incorporating a Harbour Drive.

(Etc.)

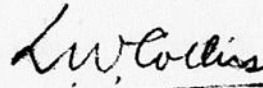
COMMENT:

1. All such considerations appear in isolation from the broader aspect of general City development.
2. In particular instances it is to be legitimately questioned if the earlier expected requirement is matched by actual present or expected demand. This probably true of the containerport need which appears to have been met by rail traffic to an acceptable extent.
3. No one would dispute that Water Street, including that section south of the Cogswell Street Interchange must receive reasonable and early upgrading but this, combined with the appropriate use of other major peninsular roads, should be carefully investigated to determine if they are not sufficient to serve a North West Arm Bridge, especially if we avoid the costly and unjustifiable proliferation of approach roads that offer such an enticement to engineers. It may reasonably be remarked that it likely that a vast number of motorists using an Arm Bridge are choose a more central peninsular exit from the Downtown Area in preference to moving east and then south.
4. North of the Cogswell Street Interchange further change and development are now inevitable in view of the City's present purchase and demolition of properties. Here, too, however, that commitment is not so far advanced that vigilance need not be exercised and modification is still possible. Every ramp and approach road should be reviewed carefully by the elected representatives of the citizens. The recognition of a higher good to be served when approach road proposals for the Angus L. MacDonald Bridge area was under discussion just over a year ago enabled City Council to ensure an adequate recreation area for the George Dixon Recreation Centre.
5. City Council has, similarly, civic interests to protect in the area immediately to the East of the Cogswell Street Interchange and again, especially, immediately south of the Interchange to George Street. It has been noted that, throughout the many discussions of the possible development of a Harbour View Drive there has been all too little said publicly about a reasonable and proper redevelopment of the City's Waterfront. In fact, it can be argued that the development of a road of the kind proposed could considerably inhabit and possibly even prevent development of the waterfront to its greatest potential. If this Drive goes forward, Halifax may be obliged to seek a new motto. 'E mari merces-Wealth from the Sea' has long been our proud boast.
6. City Council may well have expressed its concern at a critical time when on July 31, 1969 it, by majority vote, rescinded an earlier resolution that the section of Water Street immediately south of the Cogswell Street Interchange be built to the line and grade of the proposed Harbour Drive. This leaves the opportunity for the area to be improved, especially in the light of a new look at the Downtown Business District. Secondly, it gives Council a chance to look again at the implications of such a Harbour Drive that may have been missed the first time.
7. If the development of a Harbour Drive would endanger the Historic Waterfront Buildings, have the full implications and effects of such a Drive on any proposed new developments been fully estimated? How much has been achieved if we build such a Harbour Drive and at the same time destroy or at best isolate what might have been a productive Waterfront?

RECOMMENDATION:

- (a) It is, therefore, recommended by the Halifax Landmarks Commission that the proposed Harbour View Drive not be extended South of the Cogswell Street Interchange and that its extension to the North be reviewed, especially as it may affect residential areas, recreational areas, and other civic amenities and services.
- (b) The land immediately to the east of the Cogswell Street Interchange and similar areas of potential redevelopment throughout the course of the proposed Harbour View Drive should be reviewed as early as possible in an appropriate Halifax Waterfront Redevelopment Survey so that reasonable and appropriate use can be planned for such land before potential enhanced use and higher civic revenue are inhibited by unwise road developments.
- (c) The whole roadway along the Halifax Waterfront should be reviewed in order to ensure adequate rehabilitation in the light of this City's foreseeable financial picture.
- (d) That having committed itself to such proposals as that of the restoration and re-use of the Historic Waterfront Buildings the City should now ensure that such a project, which has attracted a startling amount of interest, should be given every opportunity to succeed, especially in view of the serious interest shown.

Respectfully submitted,



L.W. Collins, Chairman,
Halifax Landmarks Commission

following to the Mayor:

4. \$5,000,000 Bond Issue

... A report dated September 2, 1971 was submitted listing various proposals for the purchase of City of Halifax debentures totaling \$5,000,000, and recommending that the tender of Dominion Securities Corporation Limited be accepted.

... by Alderman Abbott, seconded by Alderman Allen, that the tender of \$5,000,000 plus accrued interest, by Dominion Securities Corporation Ltd., giving a net cost of money of 8.45% to the City, be accepted and that His Worship the Mayor and the City Clerk be authorized to sign a formal resolution on behalf of the City in this connection. Motion passed.

A formal resolution with effect...

SPECIAL CITY COUNCIL MEETING
MINUTES

Reund

Special Council,
September 8, 1971

Council Chamber, seconded
City Hall,
Halifax, N.S.
September 8, 1971
5:00 P.M.

A special 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 Acting City Clerk, joined in reciting the Lord's Prayer.

Present: His Worship the Mayor, Chairman; and Aldermen Abbott, Stanbury, Hogan, Ivany, LeBlanc, McGuire, Meagher, Allen, and Sullivan.

Also present: City Manager, City Solicitor, and Acting City Clerk.

The Acting City Clerk advised that the meeting had been called for the purpose of concluding the following business:

1. Public Hearing - Amendments to Zoning By-laws - Fees
2. Public Hearing - Building Line - Citadel Properties Ltd.
3. Cogswell St. Interchange - Contracts Nos. 1 & 2 - Dineen Construction (Atlantic) Ltd.

Council agreed to the addition of the following item to the agenda:

4. \$5,000,000 Bond Issue - October 1, 1971.

BOND ISSUE - \$5,000,000 - October 1, 1971

A staff report dated September 8, 1971 was submitted listing tenders received on the subject purchase of City of Halifax debentures totalling \$5,000,000, and recommending that the tender of Dominion Securities Corporation Limited be accepted.

MOVED by Alderman Abbott, seconded by Alderman Allen, that the tender of \$99.277 per \$100 debenture, plus accrued interest, by Dominion Securities Corporation Ltd., giving a net cost of money of 8.451% to the City, be accepted and that His Worship the Mayor and the City Clerk be authorized to sign a formal resolution on behalf of the City in this connection. Motion passed.

A formal resolution giving effect to the

foregoing motion of Council, was submitted.

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

COGSWELL STREET INTERCHANGE, CONTRACTS NOS. 1 AND 2 (DINEEN CONSTRUCTION (ATLANTIC) LIMITED)

MOVED by Alderman Ivany, seconded by Alderman McGuire that, as recommended by the Finance and Executive Committee, authority be given for the City to pay up to \$47,323.84 to Dineen Construction (Atlantic) Limited to settle claims from the contractor pursuant to Contracts Nos. 1 and 2, in accordance with negotiations undertaken between Mr. J.E. Franklin, Vice-President of Dineen Construction and the City Manager. Motion passed.

PUBLIC HEARING - AMENDMENTS TO ZONING BY-LAWS - FEES

A Public Hearing was held at this time to consider an amendment to the Zoning By-Law of the City and County of Halifax to repeal the present Part II, Section 14 of the By-law and substitute a new section therefor, and also add a new Section 13A, the purpose of the amendment being to provide for a new scale of fees to be charged on application for modification or amendment of any provisions of the By-laws.

There was no response to the Chairman's question if anyone was present who wished to speak either for or against the proposed amendment, so the matter was declared to be before the Council for its consideration.

MOVED by Alderman Ivany, seconded by Alderman Abbott, that approval be given to the following amendment to the Zoning By-law of the City and County of Halifax:

1. Part II, Section 14 of the Zoning By-law (Peninsula Area) be repealed and the following substituted therefor:
 14. Any application to amend the Zoning By-law, or modify any of the provisions of this By-law must be accompanied by a fee at the time of making such application.

The fee for making such application is as follows:

Modification of the By-law	\$20.00
Amendment of the By-law	\$50.00

2. The Zoning By-law (Mainland Area) be revised by adding the following section:

13A. Any application to amend the Zoning By-law, or modify any of the provisions of this By-law must be accompanied by a fee at the time of making such application:

The fee for such application is:

Special Council,
September 8, 1971

Modification of the By-law \$20.00
Amendment of the By-law \$50.00

Motion passed.

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

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

PUBLIC HEARING - BUILDING LINE - CITADEL PROPERTIES LTD.

A Public Hearing was held at this time to consider the removal of the 10-foot building line on the service land located west of Brunswick Street between Rainnie Drive and Cogswell Street for the property of Citadel Properties Limited.

At the time this application was submitted to the City Planning Committee, a staff report dated June 25, 1971 recommended approval.

A staff member outlined for the benefit of Council members what was involved in the matter.

Mr. R. Medjuck, who had earlier expressed a desire to speak on behalf of the applicant, Citadel Properties Limited, said there was nothing he could add to the staff explanation.

After a short discussion it was MOVED by Alderman Abbott, seconded by Alderman Sullivan, that the application to lift the 10-foot building line on the service land located west of Brunswick Street between Rainnie Drive and Cogswell Street for the property of Citadel Properties Limited, as shown on Plan No. P200/4598 of Case No. 2436, be approved. Motion passed.

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

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

5:10 P.M. - Meeting adjourned.

HEADLINES

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Construction (Atlantic) Limited 542
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Public Hearing - Building Line - Citadel Properties.. 542

ALLAN O'BRIEN, MAYOR AND CHAIRMAN

JOY P. LAMB
ACTING CITY CLERK

ADJOURNED CITY COUNCIL MEETING
MINUTES

Record

Council Chamber,
City Hall,
Halifax, N.S.
September 8, 1971
8:00 P.M.

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

Present: His Worship the Mayor, Chairman; and Aldermen MacKeen, Stanbury, Hogan, Ivany, McGuire, Meagher, and Allen.

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

The meeting was for the purpose of discussing a staff report dated August 30, 1971 entitled "Suggested Priorities for DREE Submission".

After a preliminary explanation by the City Manager, and some questioning by the Aldermen on different aspects of the report, the Council considered the individual items contained therein.

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This page required no action by Council since it listed the first ten priorities previously set by Council, i.e. Pockwock, Arm Bridge, Fresh Water Brook Sewer, Fairview Sewer (incl. Evans Avenue), Spryfield Sewer, Dunbrack Street - Herring Cove Road to Kearney Lake Road, Interim Bridge Connector, Harbour Sewer Interceptor (Duffus Street southward), Fairview Junior High, and Waterfront Land, in that particular order.

Alderman Ivany said he was prepared to move that staff write MAPC or the Province requesting information as to when the necessary funds would be available for the Fresh Water Brook Sewer, Fairview Sewer, Spryfield Sewer, and the Harbour Sewer Interceptor so that design and construction work could proceed in an orderly fashion.

The City Manager suggested that there would be no answer forthcoming to that question until the end of September.

Alderman McGuire spoke of the need to budget more money for acquiring open space to be utilized as park lands in the future. He said consideration was now being given to priorities for the next five year period and if no effort were made during this time to acquire park lands, the opportunity in some cases might be lost forever. He felt the acquisition of such lands that might be lost at a future date should take priority over other items, which might just mean a longer completion for them.

After further discussion the Council continued its examination of the individual items under the