

incumbent on the elected officials of this city government, however, to ensure that there is harmony between the long range plan for the city of Halifax, the aspirations of the citizenry, and Mr. Medjuck's proposed development.

It is my view that the Quinpool Road development should not move forward at a pace which precludes the asking and answering of certain critical questions. Some of the principal issues which I would suggest must be adequately appraised before the project goes forward include:

1. All possible alternative uses of the land should be considered; e.g., other mixes of uses such as a multi-faceted community service facility. The nineteen acre Quinpool Road site would be ideal for combining a senior citizens development, a centre for early childhood education, some town houses, and appropriate retail services, offices, and residential amenities, including green area for residents and users of the site.

2. Consideration should be given to the implications of the introduction of such a large scheme into the Halifax environment, since it will be itself a factor which will alter the area's planning environment. In other words, by agreeing to too much too soon, we could simply be agreeing to plan later for the consequences of this development and would thereby allow ourselves to be led by the developer rather than

having the developer be led by a well articulated city planning policy.

3. Consideration should be given to the relationship between this proposed development and the commercial centres of other parts of the city, particularly the downtown area, since it is clearly stated in the discussion paper on the Halifax Master Plan (Section on Policies, Item A.4) that a major objective is:

To maintain and strengthen downtown Halifax as the most varied and concentrated mixture of entertainment, shopping, offices, finance, and governmental services in Atlantic Canada.

4. Consideration should be given to the proposed project's impact on the local area, including the implications for the Quinpool Road merchants. We do not want to introduce a new development into Halifax which only benefits one location at the expense of others.

5. Consideration should be given to the implications of the configuration of the proposed project on the contours of the Halifax skyline. Mr. Medjuck has indicated his willingness to entertain a number of alternatives in terms of the heights of buildings, and I would also hope in terms of the aesthetic aspects of the architectural design.

6. Consideration should be given to the implications of this project for public services which, despite Mr. Medjuck's statement to the contrary, will in my opinion result in costs

to the city of Halifax. This is not to say that if there are costs to be born, it constitutes an argument against the project. Rather I would suggest it is simply a matter of being aware of the costs prior to project approval so that orderly planning can take place.

7. Consideration should also be given to the nature of the public services which will have to be provided. It seems abundantly clear that the proposed Quinpool Road development will result in a substantial increase in traffic in an already badly congested area. However, the really central point in this connection is the question of project design and its relationship to the transportation and transit policy of the city of Halifax. If the project is designed in such a way as to attract automobile traffic as opposed to making it substantially reliant on transit, we will simply have made one more concession to the private automobile in Halifax. At some point our emphasis, in my opinion, must shift from the private automobile to public transportation and projects of this size will be crucial in terms of the types of alternatives we have in the future.

8. Consideration must be given to what the project will mean in terms of the quality of life of people living, working, and using the proposed complex.

Mr. Medjuck expounded some of his personal philosophy at a meeting of local residents in early January. At this

time he indicated his belief that the three thirty-storey apartment buildings proposed would not be for families.

However, I would like to point out that he is proposing to create nearly 1500 apartments with a capacity of over 3,000 people, and he is proposing to construct 366,000 square feet of office and retail space, a large hotel, and approximately 60,000 square feet of residential amenities. In fact, he is proposing to create a new town within the city of Halifax with a population as great or greater than that of a number of small towns in Nova Scotia such as Windsor, Lunenburg, or Wolfville.

City Council should not approve the creation of a new town within the city of Halifax which has not been subjected to both good physical planning control, and careful social planning. If we follow Mr. Medjuck's philosophy, approval of the project in its present form will result in the creation of a new adult town the size of Wolfville.

I would strongly recommend, if after careful consideration of the questions I have raised earlier it is decided to proceed with the project, that a prime consideration of the Council be to seek the creation of a residential-commercial complex reasonably representative of the mix of population elsewhere in Halifax and in harmony with the overall needs of the city. This development should in any event contain a range of community social services that can meet the needs of old and young alike: community centres, day care centres,

playgrounds, open areas for relaxation and aesthetic enjoyment. A people-oriented place; not just a cold complex of steel and concrete! We should seek to create a development which attains levels of sophistication in physical and social planning which will make it a worthwhile addition to our city and which might even be so notable as to attract the attention of people elsewhere as a sane piece of urban development to study and adopt in their own area.

The challenge to the political authority in this community is to use their power and planning resources in cooperation with the entrepreneurial talent of men like Mr. Medjuck to create a great new social asset. If it takes time to work out the details of this project, then let us take the time. It is my view that City Council should not approve the project bit by bit and leave the details to be filled in by a developer. Rather it should seek to work out all the details in advance and allow for ample public participation concerning the merits of the project, including, perhaps, careful study by the proposed advisory council. I hope the questions I have raised will be given careful consideration and that City Council will bear in mind that it is being asked to create a new town within the city of Halifax.

Thank you for this opportunity to present my views on the Quinpool Road development.

K. Scott WOOD
28 Forestside Cr.
Halifax, N. S.

(5)

Downtown Halifax Business Association

P. O. BOX 761
HALIFAX, N. S.

January 16, 1973

City Clerk
City of Halifax
Halifax, Nova Scotia

Dear Sir:

The Downtown Halifax Business Association has received the proposal for Quinpool Road, and wishes to express an objection with regard to the amount of commercial space which is allocated in the proposal.

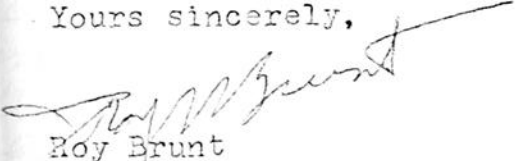
It is the feeling of the Association that such a concentration would benefit the greater number were it located in the downtown area.

The central business district has been designated for commercial development such as that outlined for Quinpool Road. A great deal of time and effort has gone into the preparation of a downtown plan which specifically calls for such commercial development.

The office tower, adjoining shopping arcades and so on, constitutes in effect another major shopping center for the Halifax peninsula. Such a development could cause serious detriment to the already established, successful and cohesive shopping districts in the City.

Our Association feels that if commercial outlets are to be included in the Quinpool Road development, then they should be only such enterprises as are necessary to service the accompanying residential development.

Yours sincerely,



Roy Brunt
President

"If Your Business Is DOWNTOWN - Downtown Is YOUR Business"

January 16/73.

I am going to give a few reasons why I think approval can not be given to this project as it ^{stands} by the city.

I am making not so much an attempt to explain what things are wrong with this project or what effects it could have on the community, as I am with trying to show that existing recommendations by the planning department, after years of research and brainstorming regarding this city's development, does not encourage this type of project on this particular piece of property. Even though the M.D.P. and MASTER PLAN has not been totally approved to date they do represent the general attitude or approach of the city planners.

Therefore to quote from the ^{Municipal} M.D.P. Sec 15, 16
"Downtown H.F. shall be regarded as the municipal regional business centre and shall include office, entertainment, service and retail facilities, while the Simpson's - Eaton's complex serves as a major retailing centre for the region"

"Major office projects, hotels, cultural, governmental activities and retailing facilities which would strengthen and enhance downtown H.F. as the dominant centre of Atlantic Canada shall be induced to locate therein and discouraged from locating elsewhere."

Now the Qumpool Project is such a development as is described here, in that it is the second most costly development of its type ever undertaken to date in HFX.

Excluding the 3 APT. BLDGS there is planned a 17 story office tower, a 9 story hotel as well as 180,000 sq. ft. of retail space, all of which is the type of development that is encouraged, to revitalize the downtown area, and discouraged from locating elsewhere. In fact the present zoning by-law for the city of HFX. Supports this idea as it stipulates that no R-3 development can occur outside that boundary indicated in Schedule A p 26. ~~which~~ ~~includes~~ the Downtown Area. is included

With regards to traffic it has been stated in Sec 3.4 of the MASTER PLAN under the ~~the~~ sub title LAND Development Planning that Qumpool Rd. should be downgraded to a collector street serving the immediate community while the ~~the~~ Municipal Development Plan further suggests that Chebucto Rd. be the major artery in that area of the city. Now traffic on Qumpool Rd. is bad enough without our flowing it with an additional 300 at on time of the day or another.

Further more new quating from the
Mail Stor Jan 9/13

" A merchant from Qumpool Road, who said he is one of more than 300 merchants on that street, said he ~~is one of more~~ ~~these~~ fears the development will result in the city banning all on street parking

on Quimpool Road. He suggested this would harm his business while the additional traffic generated by the development would prove to be an endless source of annoyance to area residents."

I guess Mr. Madjick never read the Master Plan as he believes the city will eventually outlaw parking on Quimpool Road with or without his development. It can this be the intention of the city if it has been recommended that Quimpool Rd be downgraded with regard to traffic

In view of these things it's apparent that Council has two alternatives before them. You can reject this project as it now stands or you can approve it and consequently rewrite 5-10 different clauses in the Municipal Development Plan and MASTER PLAN that says this type of development shouldn't be built.

This would seem ironic however since you would be implying that Mr. Madjick's approach to development has more merit than your own planning departments approach to words this cities future development.

In concluding I would like to say I am not apposed to ~~development~~ developing the land, it has great tax return possibilities, however I am apposed to this project as it now stands and I would like to see another attempt made on a less offensive scale.

Bruce Hallant
527 Morris St. Apt 712
HEX

STATEMENT ON THE PROPOSED CENTENNIAL PROPERTIES - QUINPOOL ROAD DEVELOPMENT FOR HALIFAX

After having viewed and discussed the proposed Quinpool Road project for nearly two hours with developer Ralph Medjuck, the School of Architecture students who participated, wish to present their assessment as a public service. Several preliminary comments are necessary.

It is becoming increasingly evident throughout the professions of architecture, urban planning and urban design, that the greatest failure of these professions in determining our urban environments, has been the lack of design consideration for the most important factor in design - PEOPLE. Incredible, yet unfortunately true, this realization has only developed on a substantially wide scale within the past five years in the larger urban centres of North America. Its seeds are only beginning to develop publicly here in Nova Scotia, however, and this is extremely unfortunate during an age where communications can provide us with information (facts, figures, ideas, realities of life) from anywhere in the world within seconds. Why then should this realization take so long to develop here? People of Halifax, we must listen to other people in the world or we will continually be trying to catch up to them, and at the same time, make their mistakes all over again. North American urban development is undergoing a cyclic process, i.e. most cities are trying to recreate the environments they once had. Halifax is in a fortunate position, therefore. For certain reasons Halifax has not dived headlong into the same pool of urban disaster which many other cities have.

We now have a unique and enviable opportunity of developing our city in a progressive, yet human and aesthetic way. We must seize this opportunity, and modify or throw out all projects which will hinder or prevent us from realizing the potential quality of our urban development. The Quinpool project is such a project, as it is now presented. It requires basic overall modifications, which can easily be made, provided that the intent is there to provide a positive addition to the city of Halifax.

Naturally, since the project scheme which we have viewed is being presented as a preliminary scheme we will restrict our remarks to the preliminary levels, in most cases. However, we are not so naive to believe that this project, which has been worked on for over a year or so, which has had thousands of dollars, perhaps hundreds of thousands of dollars, put into it already, is only a preliminary idea. It is definitely a serious proposal, and the city should not expect to be able to effect modifications in it unless strong action is taken. The city will have the ability to take such action because certain legal matters must be taken care of in order to obtain final approval for the project.

The concept of a mixed land use development for Quinpool Road cannot categorically be labelled bad. A project of this intensity, however is extremely undesirable at this time, for this area of Halifax. Serious, worthwhile, and progressive planning efforts are being made by citizens and professionals through the Downtown Committee of the City Council of Halifax, to revitalize the downtown core of the city. In effect, this development will undermine the plans which the citizens of Halifax have indicated that they want to

follow. The Quinpool Road area needs this development in the same way that every family needs a third car. This area is a commercially stable area. The Downtown Core is no longer stable. Such projects are needed downtown (but not in such a proposed form of course). In fact, there is no place anywhere that needs such a project in its proposed form. PEOPLE - our most important criteria - do not need such environments, they do not want such environments. People come to Halifax to escape this type of development and the type of city it represents. This development is Vancouver, it is Toronto - it belongs to a hundred other North American cities. And, as stated before, there are strong signs that indicate these cities do not even want these developments anymore. This project is not Halifax. It is not for Haligonians. It is not for humans!

Since such projects do not incorporate considerations for some slightly more complex human needs and values and also some of the very basic ones, why then are they built? Money - that's all it is. Mr. Medjuck says that he is waiting for someone to show him that more humanly planned environments can be built here in Nova Scotia. He says we can't afford them. We say we can't afford this type of development. Not only does it cost us heavily with respect to environmental and human qualities, but it also, in effect, costs us, the taxpayers, more financially. The increase in tax revenue from such a project is countered by the great servicing costs which projects such as this generate. Any everyone pays for these. Police protection requirements increase with the number of stories in housing complexes (Source: New York City Housing Authority, 1969 Data). The percentage of crimes in buildings over thirteen stories was eleven percent higher per 1,000 people than in three storey buildings and eight percent higher than in six storey buildings. Fire protection costs increase, and

rescuing people from such heights become extremely difficult or impossible. Do we want to witness a disaster such as that which took place in New Orleans recently or in Seoul, Korea, a year or so ago - people jumping to their deaths from highrise buildings. Halifax does not have the equipment to fight fires in buildings of such height. It is doubtful that the necessary equipment exists. And, if it does, should everyone else pay for such equipment? The taxes from the project won't, that's for sure. Should the federal government or provincial government pay for it? Who should pay for the extra sanitary facilities, water lines, electricity distribution which this project will cause need of? Who is going to pay for the extra transit service required? (Hopefully, in this one case it could pay for itself.) Who is going to make up for the loss of property value for the homes in the neighbourhood or, on the other hand, this project may blow these property values way out of proportion and render the residents incapable of paying their taxes.

Furthermore, as we have pointed out before, citizens who are capable of paying taxes are often driven out of the city by such projects and the psychological or physical pressures they exert on the people. They may move to another community, out to the country, or to another city. This decreases our tax base, i.e. we have fewer people to pay taxes. (Take a look at how the population is changing. It actually went down in Halifax.) At the same time, these people commute to the city, they require the access roads, the office buildings, the bridges and the maintenance of all these but they do not pay taxes to the city. This means we pay more. Isn't this happening here now?

Whether we're designing buildings, outdoor spaces, or cities, we're designing for PEOPLE, not money, not excessive profit. However, it can be shown that designing for PEOPLE not only provides human and environmental profits but also financial profits. Though they may not be of the same magnitude as the present development system provides, they are still profits. It is up to you, the citizens, as to which types of benefits you wish to receive and how much of each. We believe that all are desirable, but our priorities are the human and environmental values and the effects which they have on the people of the city.

To get back to the specific project in question here is a summary of our assessment.

Human and Environmental Design Considerations: Poor to Non-existent:

- The North orientation of one-half of the apartments in the project means no sunlight in these apartments at any time during the year except perhaps late evening in June. Orientation is directly in face of cold northwest winter winds. This could result in cold apartments.
- Almost a complete lack of usable exterior open spaces, due to wind problems which will be created, sun shadows and lack of design ingenuity.
- The consideration of social factors with respect to high buildings and high densities are relatively non-existent. Neighbourhood houses behind project are considered as unimportant for the time-being and are subject to purchase. What about the people living in these houses, especially those on Allan Street? Do they want to move? This development is not suitable for family living, but how many families will move in? They are 90 three bedroom apartments planned.
- Little thought has been given to the preservation of the quality and diversity of the urban character of that area. Aesthetics do not seem to have been

considered. It seems that the architects from Toronto have produced designs for several buildings in other cities of this same aesthetic appearance. Drab, mundane and relatively cheap-looking is how the facades could be described. The architects are no less to blame than anyone else for this project.

Purpose of the Project: It cannot be approved because it contravenes the intentions of the citizens of Halifax to revitalize their urban core. Methods and plans are being developed to effect this. We would appreciate the cooperation of the developers and the landowners in achieving this purpose.

The Quinpool Road project is not economically necessary for the city. A similarly conceptualized project would be more feasible if located downtown on the sites designated by the planning studies which have been made over the past years. It is time to implement these recommendations or our money is wasted and we end up with lower quality environments. There are no planning or urban design studies which back up this project.

Traffic Considerations and Parking: Without doubt the already intolerable traffic conditions in the Quinpool-Willowtree area will be worsened unless everybody who will live there leaves their car at home (which would be a good idea if the City was willing to start encouraging it). However, 2,400 cars in one garage can only lead to gigantic problems.

The idea of developing the lands on Quinpool Road is not essentially bad, however development at this scale and in such an unenlightened manner, being so incongruous with the immediate local environment and the future plans for the city, cannot possibly enhance the development of the city nor is it a healthy standard for other developers to follow.

file

A BRIEF TO THE MAYOR AND CITY COUNCIL
REGARDING THE PROPOSED QUINPOOL ROAD DEVELOPMENT

Philip D. Pecey

1345 Edward St.

I urge you to turn down the development permit until a detailed economic study can be done. This study should examine the economic effects of some of the following alternative uses for the land:

1. the developer's proposal
2. rezoning part to R3 (125 persons per acre) and part to C2
3. rezoning all to R3
4. rezoning all to R2
5. leaving as park and institutional (taking no action)
6. purchasing the land (at park and institutional prices about \$150,000) and using for a park, community centre etc.

This option appears uneconomical at first. However, the purchase price could probably be obtained from the federal government. This would be an easier way of obtaining needed community lands than expropriating residential or commercial land elsewhere.

The economic study should calculate the tax benefits and long term costs to the city for each of proposals 1. to 6. The costs would include costs for water, sewer, fire protection, police, street maintenance, education, recreation and social welfare services. As you know, these matters are the subject of debate in Halifax at present. Some persons feel that any development is a good thing. Others, led by Ald. Margaret

Stanbury, feel that taxes from apartments do not meet the costs of the city's services. Only a detailed study can provide the answers.

The economic study should also calculate the capital costs to the city for any proposal. It is my understanding that the developer's proposal would require a new storm sewer the length of Quinpool Rd. Traffic on Quinpool Rd., already above capacity, would increase 25%, requiring major street improvements. Water would have to be supplied to the site. All of these capital projects would place a major strain on the city's capital budget for the next two or three years. Recreational facilities, sewers and street improvements in other parts of the city would have to be postponed.

Over the next few years, the development would cost the city many millions of dollars. No business would commit itself to such an expenditure without a detailed study of the alternatives. City Council has recently spent some \$30,000 to study the harbour interceptor sewer and some \$40,000 to study city maintenance. The same should be done for this project.

CITY POLICIES

I urge you to reject the developer's proposal because it contradicts the laws and policies of the city in several respects.

The proposed development attempts to bypass the city's Zoning Bylaw in the following ways:

1. Residential and commercial uses are proposed for park and

institutional land.

2. The proposed density is in excess of the 125 persons per acre of residential land allowed in the bylaw. The City Manager says the proposal is for more than 250 persons per acre. I have been told by city staff the exact figure is 344 persons per acre.
3. From the model, the wall of one apartment appears to be too close to the rear wall of the commercial section (Part VI,4(4)(c) of the Zoning Bylaw)
4. It appears to be mathematically impossible for the developer to provide the required recreational open space (PartVI,5(2)(a)).
5. Although exact plans have not been provided, the buildings on the model appear to contradict the setback requirements.

The Zoning Bylaw was passed with good reason. It should not be bypassed.

The proposal contravenes sections A3f, A3g, B3a and B16 of the Municipal Development Plan. The M.D.P. map shows Quinpool Rd. reduced in status, with a community business centre at Oxford and Quinpool.

The city's Master Plan says 502 new acres of park are needed on the peninsula by 1986. There is already sufficient residential and commercial land on the peninsula to support any foreseeable population increase.

I urge you to turn down the developer's request in order to be fair to other citizens and developers in the city. This developer should not be granted special favours.

SPECIAL CITY COUNCIL
PUBLIC HEARINGS
M I N U T E S

Council Chamber
City Hall
Halifax, N. S.
January 17, 1973
8:10 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 City Clerk, joined in reciting the Lord's Prayer.

Present: His Worship the Mayor, Chairman; Aldermen Connolly, Meagher, Sullivan, Stanbury, Wentzell, Stapells, Bell, Hogan, and Deputy Mayor MacKeen.

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

The City Clerk advised that the meeting was called as a Public Hearing with respect to the following items:

1. Zoning - Former portions of Windsor Street, Kempt Road & Lady Hammond Road From C-2 General Business Zone to C-3 Industrial Zone;
2. Zoning - Former Portions of Acadia Street & Dartmouth Avenue to "P" - Park & Institutional;
3. Rezoning - Lands in the area bounded by Keating Road, Crown Drive, St. Margaret's Bay Road and Balcome Drive: from C-1 Local Business to R-1 and R-2 Zones;
4. Rezoning - Civic Nos. 2176-2180 Robie Street from R-3 Multiple Dwelling Zone to C-2 General Business Zone.

Zoning - Former Portions of Windsor Street, Kempt Road and Lady Hammond Road from C-2 General Business Zone to C-3 Industrial Zone

A Public Hearing was held at this time into the above matter.

The City Clerk advised that the matter had been duly advertised.

At the request of the Chairman, Mr. Dave Keefe of the Development Department explained the proposal and indicated the various parcels of land involved by means of a map.

There was no response to His Worship the Mayor's questions for persons wishing to speak in favour of or against the zoning.

The matter being before Council, it was MOVED by Alderman Connolly, seconded by Alderman Bell that the matter be forwarded to the next regular meeting of City Council without recommendation. Motion passed.

8:15 p. m. - Alderman Moir arrives.
Public Hearing Re: Zoning - Former Portions of Acadia Street and Dartmouth Avenue to "P" - Park and Institutional

A Public Hearing was held at this time into the above matter.

The City Clerk advised that the matter has been duly advertised.

At the request of the Chairman, members of Staff with the aid of maps, outlined the zoning proposal.

A number of questions were asked of staff and Alderman Sullivan said that in the last few months, one property in this area has been rezoned approximately three times, and suggested that if Council were desirous of rezoning the lands in question after approval has been given, it would be possible to do so.

There was no response to His Worship the Mayor's questions for persons wishing to speak in favour of or against the zoning.

The matter being before Council, it was MOVED by Alderman Hogan, seconded by Alderman Wentzell, that the matter be forwarded to City Council without recommendation. Motion passed.

Public Hearing Re: Rezoning - Lands in the area Bounded by Keating Road, Crown Drive, St. Margaret's Bay Road and Balcome Drive from C-1 Local Business to R-1 & R-2 Zones.

A Public Hearing was held at this time into the above noted matter.

The City Clerk advised that the matter had been duly advertised.

At the request of the Chairman, Mr. Dave Keefe of the Development Department, with the aid of a map, outlined the rezoning application and answered questions raised by Council.

Alderman Connolly in referring to lands proposed for Rezoning to R-1 which border on Chocolate Lake, suggested retaining an area of say one Lot in depth as it presently exists so that the existing Commercial activities would not become non-conforming.

His Worship then asked for those wishing to speak in favour of the rezoning application.

Mr. Thomas G. Baker, the area representative of the West Armdale Homeowners Association, addressed the Council and read a brief from the Association dated January 17, 1973, which outlined the reasons why the majority of residents in the affected area favoured the proposed rezoning.

A number of questions were asked of Mr. Baker and Alderman Moir in referring to an 83 unit apartment building as mentioned in the brief and which lies within the area proposed for rezoning, asked if a permit has been granted and if construction has started.

It was advised that such is the case, and it was suggested by Alderman Moir that rezoning of the lands in question may result in difficulties for the developer in terms of financing, as this building would become non-conforming.

A short discussion ensued with respect to the differences in the regulations governing the Mainland and the Peninsula, and it was suggested by Alderman Connolly that the necessary Public Hearings should be held to enable the City to operate under one law.

The City Manager suggested that both Zoning By-laws are outdated for the needs of today but suggested the City should determine in what direction it wished to proceed which could be outlined in a Municipal Development Plan. He said that hopefully by 1975, the City will be involved in a process of looking at new zoning standards.

Mr. W. D. Fowlie, President of the West Armdale Homeowners Association addressed Council and said he was appearing on behalf of Mr. Len Burnell, Vice-President of the Association who was unable to attend the meeting. Mr. Fowlie read a brief from the Association which on behalf of the members, supported the application for rezoning.

Alderman Moir asked for Mr. Fowlie's opinion with respect to Alderman Connolly's earlier suggestion that an area of the lands proposed to be rezoned to R-1, remain as C-1 to the depth of one Lot which fronts on St. Margaret's Bay Road. Mr. Fowlie said he would be against such a suggestion as there are no sidewalks on that area of the St. Margaret's Bay Road which offer protection to pedestrians. He also noted that the Bay Road is the main route to the South Shore.

Mr. Fowlie with the use of a map, referred to an existing Commercial strip in the area, and said it is his understanding that in the new Development Plans this area is to be zoned Residential, and suggested this is another reason why the area in question should be rezoned to Residential as opposed to remaining Commercial.

Alderman Moir at this time, again referred to the 82-unit Apartment Building presently under construction in the proposed area for Rezoning, and asked that staff check as to whether there will be any great hardship to the developer with respect to its financing, if the area in question were rezoned to Residential.

Mr. Gregory Lambros of 9 Birchwood Drive, who is a member of the West Armdale Homeowners Association addressed the Council speaking in favour of the rezoning. Mr. Lambros said the Master Plan proposal should be followed which outlines the density proposed for the area in question as residential and low density in general. He also noted that the area is very rocky and irregular and said the reason for changes in the zoning is to control density and suggested it will also control traffic.

Mr. Lambros said he was also in favour of the rezoning as there is presently no controls that the City of Halifax has regarding R-3 zoning in the annexed area of the City. Mr. Lambros then made reference to questions previously raised by members of Council and requested favourable consideration be given to the application.

Mr. Art Monahan of 15 St. Margaret's Bay Road, addressed Council in favour of the proposed rezoning and suggested the area could change completely if not rezoned and felt the only protection is the application which is presently before Council. He said the area is significantly a single-family residential area and said the area has changed greatly in the last 6 months with the commencement of construction of an 86-unit apartment building, and the rezoning to permit a Motel. He also suggested that Chocolate Lake is one of the few lakes left in Halifax which has any residential development around it at all, and requested favourable consideration of the application.

There being no further persons wishing to speak in favour of the rezoning, His Worship called for those wishing to speak against.

Mr. L. Kitz appeared before Council representing a Mr. Chagnon and Mr. Wayne Keddy. Mr. Kitz advised of conditions presently existing in the area and said that Mr. Chagnon the owner of two properties with a frontage of about 140' on the St. Margaret's Bay Road, purchased these in 1969 at a price of \$45,000 and has since submitted preliminary plans to the Building Inspector for a 30-unit building. He said that although the design plans as submitted were satisfactory, Mr. Chagnon did not proceed with construction of the building.

Mr. Kitz also referred to property owned by Mr. Wayne Keddy which also fronts on the St. Margaret's Bay Road and who also had plans drawn but were not submitted to the Building Inspector. Mr. Kitz also advised of a letter received from a Mr. Pettipas who owns a building in the area which states that he is in favour with the zoning of the area as it presently exists.

Mr. Kitz on behalf of his clients, requested that when Council considers the rezoning, the hatch-piece of property on the north side of the St. Margarets Bay Road and which is suggested to be rezoned to R-2, be removed from the proposal. Mr. Kitz advised that if this area is exempted, an application will be made to rezone this area to R-4.

Mr. W. H. Jost representing Taxaco Canada Limited, addressed Council and advised he is appearing with respect to a piece of land owned by Texaco which is situated on the area proposed for R-1 zoning, and which has a frontage of 118'. He said this land has been occupied by the Company since 1959 as a service station. He said that if the rezoning is approved, the operation of Texaco will become a nonconforming use and objected to the inclusion of this lot in the rezoning on the grounds that it amounts to confiscation of their property. Mr. Jost also questioned whether the planning act deprived the owners of property who find their right to use it is restricted, and suggested that if there is a legal right to compensation, it will be exercised.

Mr. Jost also said the property would be subject to all limitations of a non-conforming use and said if it were to burn down, it could not be rebuilt.

Alderman Moir suggested that the City Manager and the City Solicitor discuss the principle raised by Mr. Jost with respect to compensation being awarded resulting from amendments to the zoning by-law.

Mr. Robert Wright representing Irving Oil Company Limited addressed the Council and said he was appearing with respect to the land owned by the Irving Oil Company which they have occupied since 1947. He said the company is concerned with the financial repercussion if the proposal is approved and said the property value stands to be diminished. Mr. Wright requested that the land owned by Irving Oil Limited be excluded from the proposed rezoning.

Mr. J. MacIsaac appeared before Council representing Mr. Donald Keddy a property owner in the area being considered. Mr. MacIsaac advised that Mr. Keddy, relying on the Commercial Zoning, purchased property on the south side of the St. Margaret's Bay Road behind the Texaco Station for a considerable sum. He suggested that a change in the zoning as proposed, amounts to expropriation without compensation. Mr. MacIsaac requested that the property owned by Mr. Keddy be excluded from the proposed rezoning.

The City Clerk read a letter of objection which was received from Mr. & Mrs. Stanley W. Power of 18 St. Margaret's Bay Road under date of January 12, 1973.

There being no further persons wishing to speak against the rezoning, His Worship the Mayor declared the matter before Council.

Alderman Stapells in referring to the Chagnon properties as mentioned by Mr. L. Kitz, asked that staff give an indication as to what the maximum residential land use of the properties would be under the present Commercial Zoning as compared to the proposed zoning.

It was MOVED by Alderman Moir, seconded by Alderman Sullivan that the matter be referred to City Council without recommendation. Motion passed.

10:10 P. M. - Meeting adjourned for a short recess.

10:30 P. M. - Meeting reconvened with the same members being present.

Public Hearing Re: Rezoning - Civic Nos. 2176-2180 Robie Street from R-3 Multiple Dwelling Zone to C-1 General Business Zone

A Public Hearing was held at this time into the above matter.

The City Clerk advised that the matter had been duly advertised.

At the request of the Chairman, Mr. Dodge of the Development Department, with the aid of maps, explained what is involved in the application. Mr. Dodge pointed out that the area in question lies within the proposed future widening of Cunard Street and said when this work is completed, it will take approximately one-half of the existing three lots. He also said this is one of the main arteries as far as the provincial widening program is concerned.

In reply to a question as to how soon the widening as mentioned by Mr. Dodge would take place, the City Manager said this will depend on the extent of development which takes place on other east-west roads in the City between the urban core and the Rotary, as well as the development which takes place on the other side of the Rotary, and the need for people to get from the Spryfield area downtown. The City Manager suggested that the timing of this would be within the next ten years in terms of property acquisition.

The City Manager said there is no justification for Council to take an act which will result in Council being put to a greater expense to achieve an improvement which is indicated as necessary in the foreseeable future, and said this is why staff have recommended the application be turned down.

With respect to the proposed widening of Cunard Street, Alderman Moir questioned whether it was intended to take any lands from the North Commons for this purpose, to which Mr. Dodge replied in the negative.

In reply to His Worship the Mayor's question for persons wishing to speak in favour of the rezoning, Mr. Frank Cordon expressed a desire to do so.

Mr. Frank Cordon, representing the applicant, appeared before Council. He said that the application consists of three properties and said his client owns a store which is non-conforming which he wishes to join with one of the other properties. Mr. Cordon said his client does not wish to use the three properties but it is necessary to consolidate the three to facilitate the rezoning.

Mr. Cordon said it is a neighbourhood grocery store and suggested the rezoning would enable his client to serve his customers better, and also suggested the proposed expansion would not result in increased traffic problems as most people walk to this type of store. He also said that since the original application was made, there have been two rezonings in the area; one being the Legion on Cunard Street and the other being the Willow Tree.

Mr. Cordon also referred to the proposed street widening and suggested it would be too far in the future to consider as an objection to the application in question. Mr. Cordon requested favourable consideration be given to the application.

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The City Manager questioned whether Mr. Cordon on behalf of his client, would be willing to make a commitment to the City by way of a Registerable Caveat to the effect that if the property were rezoned, there would be no additional costs to the City as a result of the improvements to the property resulting from the rezoning and increased business interest that would result therefrom. He said the recommendation of staff would still be for refusal as the desirable use of this land would be for major residential development, but said he was making this suggestion as Council may feel differently.

Mr. Cordon advised he had not discussed such a suggestion with his client but said he would be willing to do so and report back. Mr. Cordon was further questioned with respect to the application.

Mrs. Marjorie Hodgson, owner of property 2148 Robie Street, addressed Council stating that she is fully in favour of the proposed rezoning.

There being no further persons wishing to speak in favour of the rezoning, His Worship called for those wishing to speak against.

There being no persons wishing to speak against, His Worship declared the matter before Council.

MOVED by Alderman Meagher, seconded by Alderman Stapells that the matter be sent to Council without recommendation.

Motion passed.

REQUEST TO ADD ITEM TO AGENDA

His Worship advised of an item arising from today's Finance & Executive Committee meeting which should be added to tonight's meeting of Council entitled "Restoration and Development - Historic Waterfront Buildings". His Worship also advised that unanimous consent of Council was required.

Alderman Moir requested that an explanation be given as to why the item should be added to the agenda.

The City Manager advised that Council is dealing with an agreement which has certain deadlines in it and certain performance requirements on the part of both parties, and said that as things stand now, if Council does not do this or something else before next Monday, the City will be in default or could be in default in some of the time limits. The Manager said the City could have failed to have met the time limit that is prescribed in the agreement, and advised that if the decision is not to carry out staff's recommendation as contained in the report of January 16, 1973, his recommendation would be a totally different one. This he said, is the easier way out in terms of allowing a little time to endeavour to resolve the differences.

Alderman Connolly asked if the City Manager was asking for the extension even though there are differences which may not be able to be resolved.

The City Manager replied in the affirmative and said that it also tends to clarify what might end up as a muddy issue as to whether the last extension of time was indeed complied with or not, and noted the date of December 15th was one that the Developers suggested. The Manager said that he frankly thought Council should have made it December 31st or January 15th and so did staff, but the developer said "no" as they wished to keep things tight. He said they did not have all the documents in staff's hands by December 15th; it was December 19th.

The City Manager said that the idea of extending the agreement to February 25th., which is the anniversary date of the original agreement, seems to be the fairest and the most reasonable thing to do. He said the matter will have to be back to Council before that date but that staff will endeavour to be back as soon as possible, and if there are any unresolved issues, with those clearly identified.

In reply to a question from Alderman Connolly as to why this did not appear on the agenda at last Thursday night's Council meeting, it was advised by the Acting City Solicitor that the City had a 21 day period in which it was supposed to look at something and it was just physically impossible for all parties who had to look at this to do so within the 21 days. The Solicitor advised that the City would not have an answer from the Department of Indian Affairs until the 21 days were up either, and therefore, it just could not be done last Thursday.

Alderman Connolly questioned if the extension is not largely asked for by problems created by the development company, but more so because staff did not have the opportunity to review it fully, to which the Acting City Solicitor could not agree.

The City Manager suggested that the deadlines and other requirements that were included in the agreement in terms of the initial deadline, in terms of the extension which was a deadline that the developer was imposing on themselves, and in terms of a review period, were unrealistically short. He said this will now be extending the deadline for the starting period but does not extend the City's review period as of the end of the deadline of the starting period, and felt the City will be way ahead of the game by then.

Alderman Sullivan asked if this would be the last extension to which the City Manager, in this area of endeavour, guaranteed no finality. He did not want to say to Alderman Sullivan that this will be the last, but hoped it would be.

Alderman Sullivan said that 4 or 5 years ago he had some doubts but finally went along with it, and now at this point, noted nothing has been done at all.

FINO The City Manager said a great deal of work has been done in a preparatory sense and the Company is getting very close to the point of being ready to actually start doing some work.

MOVED by Alderman Meagher, seconded by Alderman Hogan that City Council agree to add the item "Restoration and Development - Historic Waterfront Buildings", to the agenda.

Motion passed unanimously with all members being present.

RESTORATION & DEVELOPMENT - HISTORIC WATERFRONT BUILDINGS

MOVED by Alderman Stapells, seconded by Alderman Wentzell that, as recommended by the Finance and Executive Committee, the Agreement to Lease dated February 25, 1972, between the City of Halifax and Historic Properties Limited be formally amended by the parties thereto to extend the date for receipt of submissions under Sections 2 and 3 of the Agreement to February 25, 1973, subject to the concurrence of Central Mortgage and Housing Corporation.

Motion passed unanimously with all members being present.

11:15 p. m. - Meeting adjourned.

HEADLINES

- Public Hearing - Zoning - Former Portions of Windsor Street, Kempt Road and Lady Hammond Road from C-2 General Business Zone to C-3 Industrial Zone
- Public Hearing - Zoning - Former Portions of Acadia Street and Dartmouth Avenue to "p" - Park & Institutional
- Public Hearing - Rezoning - Lands in the area bounded by Keating Road, Crown Drive, St. Margaret's Bay Road and Balcome Drive from C-1 Local Business to R-1 and R-2 Zones
- Public Hearing Re: Rezoning - Civic Nos. 2176-2180 Robie Street from R-3 Multiple Dwelling Zone to C-2 General Business Zone
- Request to Add Item to Agenda
- Restoration and Development - Historic Waterfront Buildings

MAYOR WALTER R. FITZGERALD
CHAIRMAN

R. H. STODDARD
CITY CLERK

SPECIAL CITY COUNCIL
PUBLIC HEARING
MINUTES

Council Chamber
City Hall
Halifax, N. S.
January 24, 1973
7:35 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 City Clerk, joined in reciting the Lord's Prayer.

Present: His Worship the Mayor, Chairman; Aldermen Bell, Connolly, Hogan, Meagher, Moir, Stanbury, Stapells, Sullivan, Wentzell, and Deputy Mayor MacKeen.

The City Clerk advised that the meeting was called as a Public Hearing to consider the matter of Store Hours.

PUBLIC HEARING RE: STORE HOURS

A Public Hearing was held at this time into the above noted matter.

At the request of the Chairman, the City Solicitor outlined the present Ordinance which governs store hours in the City of Halifax, that being Ordinance Number 121 "Respecting the Closing and Observation of Holidays of Certain Classes of Shops in the City of Halifax". The City Solicitor also answered questions pertaining to the By-law which were asked by members of Council.

His Worship the Mayor then asked for those persons wishing to speak in favour of a change in the existing By-law.

Mr. Jack Dalton, Executive Secretary of the Scotia Square Merchants' Association, addressed Council in favour of repealing the City's store hours legislation. Mr. Dalton read a brief submitted by the Association dated January 24, 1973, which in summary stated the following reasons why the Scotia Square Merchants believe that repeal of the City's by-law would serve the public interest:

"First, it would provide the consumer with more shopping convenience. Stores in Scotia Square would remain open more than two nights a week and stores in other shopping centres could be expected to add at least one more evening opening to their operating schedules.

Second, repeal of the by-law would strengthen the competitive position of shopping centres in Halifax.

Third, it would create new jobs in retailing and stimulate the commercial life of the community, especially in the downtown area where hotels, restaurants, and other businesses would be among the beneficiaries. It would also stimulate new investment and development in the downtown area."

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Mr. Dalton was then questioned by members of Council and Alderman Connolly questioned whether repealing of the present Ordinance would be in the best interests of Halifax Developments Limited as rents are paid by the various stores on a total volume of business basis.

Mr. Dalton agreed that it would be, provided increased sales resulted from longer hours. He suggested the tenant would have to be doing more business which would also be to his advantage. Mr. Dalton also pointed out that the Association regulates the store hours which are subsequently enforced by the Landlord, and also pointed out that Halifax Developments Limited does not vote on the matter of store hours, but that it is determined by majority vote of the merchants. Further questioning ensued, and it was advised by Mr. Dalton that there was an 85% majority vote among the merchants in favour of seeking repeal of the By-law at the time the vote was taken.

Janet Murray, President of the Halifax County Branch of the Consumers Association of Canada, addressed Council and read a brief with respect to a survey which was conducted from the Atlantic Winter Fair, October 28 to November 4, 1972, in which the question was asked "Do you want more Evening Shopping Hours in Halifax". She advised that of the 1,670 persons responding, 75.9% wanted more evening shopping hours, 21.8% did not want more evening Shopping hours, and 2.3% indicated indifference. As a result of the survey, as well as further discussions with consumers and store managers, she urged that Council give serious consideration to the repealing of Ordinance Number 121.

Members of Council then asked a number of questions of the President of the Halifax County Branch of the Consumers Association of Canada with respect to the submission.

Mr. Ken Butler representing Butler Brothers Limited, then addressed Council in favour of a change in the present By-law. Mr. Butler suggested the City of Halifax is in a position of negotiating with the City of Dartmouth and the County of Halifax who have an advantage in store hours and a more interesting climate for revenue producing, and suggested that this advantage, in being able to attract shops, would not be given up to the City of Halifax. In referring to the Mic-Mac shopping complex in Dartmouth, Mr. Butler suggested that the two major Department Stores in this complex were attracted there because of the shopping hours. Mr. Butler suggested that a Provincial By-law which would be fair to everyone in the Metro area, would never be realized unless Halifax was in a position to negotiate, and said it is presently not in that position.

Alderman Connolly questioned Mr. Butler about the Bayers Road Merchants Association with respect to the tenants having to remain open if there were no restrictions on hours, and Mr. Butler suggested it is a two-way street. He said if the majority of tenants are successful, then the Landlord is successful as well, and said there are times when decisions have to be made for the majority.

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Mr. Butler was also questioned with respect to a Provincial By-law for the entire Province, and he suggested that by the time Provincial Legislation considered the various types of stores and shops etc., and categorized them, it may never result in a By-law. He said that even if it were to take a year, the other two Municipalities would be taking full advantage of the situation during that time.

Mr. Butler was then further questioned by members of Council with respect to the subject matter.

Mr. Gary Warnica of U-Needa A Discount Stores, addressed Council in favour of a change in the present By-law, and said they operate stores both in Dartmouth and Halifax and have found open hours very successful. He advised that their Dartmouth store is rather small but that they employ roughly 30 extra people as a result of the hours in that City. Mr. Warnica suggested there should be no limitation of store hours and it should be up to the individual Merchants to work when they so desire.

Mr. Warnica then answered questions from members of Council with respect to the subject matter.

There being no response to His Worship the Mayor's question for further persons wishing to speak in favour of a change in the present By-law, he asked for those wishing to speak against change.

Mr. Richard A. Donahoe representing the Gottingen Street Merchants' Association, addressed Council and read a brief which contained reasons why the Association was opposed to any change in the present Ordinance.

The brief in part, suggested the present By-law serves the Public at large with every reasonable regard for its needs and conveniences in that it permits the opening of stores on Thursday and Friday nights of every week and permits opening on any week day night preceding a public holiday. As well, it permits stores to be open every night in Easter week and every week night during the entire month of December. The brief went on to state that the position taken by the Gottingen Street Merchants' Association is the same as that taken by the Merchants' Associations of Barrington Street and Spring Garden Road who have been the backbone of the business community, have produced a large share of the business assessment, and consequently provided a large share of the City's revenues.

The brief went on to state that the outlets which would find it profitable to remain open week nights would be the larger stores and chain-stores, and that the extra costs to the smaller downtown stores which would result from having to follow suit, may spell disaster for those which are operating at only a marginal profit level, but at the very least, they would have to pass this loss on to the consumer in increased prices.

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The Brief further suggested that it would appear that the most likely gainers from the proposed move would be those landlords in shopping centres or elsewhere, whose return from rents is based on the volume of turnover, and bears no relation to the profitability of the operation to the merchant tenant. The Brief concluded by requesting Council to retain the present By-law and thereby, lend a measure of assistance to a group of citizens who have difficulties enough not to deserve to have additional and unnecessary ones added through the action of Council.

Alderman Moir questioned what his groups reaction would be to increasing the By-law by one night per week, and it was advised by Mr. Donahoe that he felt his clients would go along with this if they were forced to, but said his present instructions are to state that they are in favour of the present By-law. Mr. Donahoe was further questioned on the matter.

Mr. T. Wickwire, representing the Spring Garden Road Business Area Association and the Downtown Halifax Business Association, addressed Council opposing a change in the present By-Law. Mr. Wickwire said he would have to endorse the remarks as presented by Mr. Donahoe and pointed out that he represents many family businesses who will have to work longer hours, pay higher rents, etc., which in order to maintain a profit ratio, will result in price increases if store hours are extended.

Mr. Wickwire referred to a portion of the Scotia Square lease which indicates that the Landlord will benefit by increased hours as the rents are based on gross sales and not necessarily increased profits of the tenants resulting from the longer hours. He also suggested the employees, who are reluctant to make a public presentation, are against increased hours. He also noted that the present By-law is a sound one as it has been upheld by the highest Court of Ontario. Mr. Wickwire referred to the suspicion which relates to the possible dollar drain to outlying areas, and advised that his group has had discussions with the Department of Municipal Affairs on the matter.

Mr. Wickwire said that representation will also be made to the Union of Nova Scotia Municipalities to the effect that what now exists in Halifax, is too good to lose. He said if the worse does happen, that will be the time to look for Provincial Legislation but suggested it may be a little late to arrange anything Legislatively for this session.

In reply to a question from Alderman Stapells about the feelings of his clients regarding a compromise in that one additional open night be incorporated in the Ordinance, Mr. Wickwire suggested the two Associations, in the interest of citizenship, would be willing to go along with it but said they would rather have the By-law as it presently exists. Further questioning of Mr. Wickwire by the Members followed.

Mr. L. Newman, Managing Director of the Arcade Ladies Shoppe Limited, opposed a change in the By-law. Mr. Newman said the matter of store hours is an economic one and noted that of those speaking in favour of change, with the exception of two, they were all large companies, and those against, represent the small ones.

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Mr. Newman referred to a letter which he had sent to the various shopping centres throughout the City and advised that of the 112 replies received from the various shops, there were 101 against extended hours and 11 for. He referred specifically to letters received from merchants in Scotia Square, and said that of the 28 replies received, 4 were for extended hours and 24 were against.

Mr. Newman said he did not wish to work six nights per week and suggested that the extra money which he would make would not make up the difference in expenses and that he actually would not be making money. He said the smaller stores only want an equal chance and said the only way to provide that chance is to reduce or restrict the number of hours in which the larger stores are able to operate.

Alderman Stapells also asked Mr. Newman about his feelings with respect to amending the present Ordinance to allow for an extra open night, to which he replied that if he was forced to compromise his position, he would be agreeable. Mr. Newman then answered further questions on the matter.

Mr. Roy Brunt, President of the Downtown Halifax Business Association, addressed Council opposing a change in the By-law. Mr. Brunt on behalf of the Association, read a brief dated January 23, 1973 which outlined their concern with regard to the Store Hours By-law. The brief advised in part that it is anticipated that the issue of Provincially controlled store hours will be discussed during this sitting of the Legislature, and requested that the City take no action until the matter is dealt with in the Legislature.

In reply to a question, Mr. Brunt advised that the Association hopes that action will be taken at this sitting of the Legislature but if not, at the next sitting. Alderman Moir also asked for his opinion if a moratorium were placed on a decision in the matter for 12 months, to which he suggested the Association would be in agreement with.

Mr. Donald Mahon, President of Mahon's Stationery Limited addressed Council and requested that the present By-law be retained until Provincial Legislation is obtained for store hours in Nova Scotia.

There being no further persons wishing to speak opposing a change in the Ordinance, His Worship declared the matter to be before Council.

MOVED by Alderman Moir, seconded by Alderman Sullivan that the matter be sent to the February 15th. meeting of City Council without recommendation. Motion passed.

9:55 p. m. - Meeting adjourned.

HEADLINES

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MAYOR WALTER R. FITZGERALD
CHAIRMAN

R. H. STODDARD
CITY CLERK

CITY COUNCIL
MINUTES

Council Chamber,
City Hall,
Halifax, N. S.,
January 25, 1973
8:10 p.m.

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

Present: His Worship the Mayor, Chairman, Aldermen Bell, Connolly, Hogan, MacKeen, Meagher, Moir, Stanbury, Stapells, Sullivan and Wentzell.

Also Present: City Manager, City Solicitor, City Clerk and other Staff members.

MINUTES

Minutes of the meetings of Council held on January 10th, 11th, 16th and 17th, 1973 were approved on motion of Alderman Stapells, seconded by Alderman Bell.

APPROVAL OF ORDER OF BUSINESS, ADDITIONS AND DELETIONS

The City Clerk advised that the following changes should be made in the Order of Business:

Item 17(c) to be deleted.

Item 20(a) Capital Borrowings - 1973 to be added.

Item 20(b) Tender 72-151 - 1973 Truck Chassis Complete with Combination Salt Dump Body, One Way Plow and Automatic Transmission to be added.

Alderman Sullivan requested Council to approve the addition of an item as 20(c) entitled Pockwock Water Supply.

MOVED by Alderman Moir, seconded by Alderman Stapells that the above noted amendments be made to the Order of Business. Motion passed.

MOVED by Alderman Moir, seconded by Alderman Stapells that the Order of Business, as amended, be approved. Motion passed.

DEFERRED ITEMS

Proposed Major Development - Quinpool Road

A report was submitted from Staff relating to

studies which are presently under way on the specific aspects of the proposed development.

A letter was also submitted from Centennial Properties Limited indicating that the developer would like to make the following representations:

- "1. Our traffic Consultants will meet with City Staff to develop a mutually acceptable traffic plan.
2. We will provide within the complex day-care centres for children and senior citizens, and indoor tenant amenity areas, social rooms and recreation facilities as well as outside leisure areas for adults and developed designated play areas for children.
3. We will maintain an overall density of 250 people per acre (not including the unlandscaped commercial area).
4. We will re-orient the apartment buildings and substantially scale down the height of the apartment buildings towards Allen Street while maintaining the permitted density.
5. We will reduce the height of the office building from seventeen storeys to nine storeys and re-distribute that area."

Alderman Sullivan spoke on the matter and felt that Council should not delay the approval of this project. He was of the opinion that the developer has taken into consideration in submitting the letter the concern which was expressed at the various public meetings and public hearing.

Alderman Connolly spoke of the importance of this major development and realized that some concern has been expressed on certain items but was afraid that if the City delays a decision on the matter, it might well lose the development and the resultant tax revenue. It was then MOVED by Alderman Connolly that the development be approved fully in accordance with the plans submitted by the developer and that a Development Permit pursuant to Section 538A of the City Charter be issued, subject to the following conditions to be incorporated in a Development Agreement:

- (a) That the overall density not exceed 250 people per acre of the gross site area excluding the unlandscaped commercial area.
- (b) That the seventeen storey office building be reduced in height to nine storeys and the space be re-distributed accordingly.