

Council,  
January 30, 1975

Possible Resubdivision of 12A and 12B Marriott Street and  
14A & 14B Mountain Road, Kline Heights

MOVED by Alderman Hanson, seconded by Alderman Walker, that staff be advised to draft an amendment to the City Charter so as to permit the subdivision of the properties known as Civic Nos. 12A and 12B Marriott Street and 14A and 14B Mountain Road, each into two lots and each lot to contain one semi-detached unit. Motion passed.

Application for Rezoning - Lot R - Lands of Reliable Investments, Windsor Street from R-2, General Residential Zone to C-2 General Business Zone; Application for Lot Consolidation Lot R and Lot 6A to form Block H, lands under lease to Halifax Commercial Park Leaseholds Ltd., Windsor Street and Strawberry Hill Street - DATE FOR HEARING

A staff report dated January 21, 1975, was submitted in accordance with the resolution of the City Planning Committee held on January 8, 1975.

MOVED by Alderman Sullivan, seconded by Alderman Meagher, that Council set a date for a public hearing to consider the rezoning application for Lot R, lands of Reliable Investments Windsor Street, from R-2 General Residential to C-2, General Business, as shown on Plan No. P200/6772 of Case No. 3115. Motion passed.

The City Clerk advised that the public hearing would be held on February 19, 1975.

REPORT - MISCELLANEOUS BUSINESS

Appointments

Appointments were nominated as follows:

Natal Day Committee

Alderman G. Lawrence  
Mr. Darrel Wentzell

Council,  
January 30, 1975

Halifax Housing Authority

Nellie McAndrews  
Lawrence Hampton  
Dick MacLean

Abbie J. Lane Memorial Hospital

Mr. D. Bryson  
Mr. Max Foreman  
Mr. Al Abraham  
Mr. Frank Milne

Halifax Civic Hospital

Mrs. Myra Freeman

Joseph Howe Festival Board

Alderman Lawrence

Municipal Development Plan Committee

Mr. Reg. Bell  
Mr. A. M. McCrae

Library Board

Mr. Len Kitz  
Mr. Bryce Merrill  
Mr. George White  
Mrs. Reg Prest  
Mrs. Bernice Jones

Court House Commission

Alderman W. Moore (re-appointment)  
Mr. Harry Butler (re-appointment)  
Mr. Gordon Hebb  
Mr. W. Sutherland

MOVED by Alderman Walker, seconded by Alderman Meagher, that the above-noted appointments be approved.  
Motion passed.

Council,  
January 30, 1975

Use of Incinerator - County of Halifax - Termination April 1,  
1975 (Incinerator Operations)

This item was deleted from the Order of Business.

Traffic Management Centre

A staff report dated January 28, 1975, was submitted.

MOVED by Alderman Connolly, seconded by Alderman Meagher, that MAPC and its consultants be informed as follows:

1. that the City of Halifax recommends the completion of the "feasibility report" which will deal with organization, costing, final evaluation (of "operating tactics") and definition of activities (to design and implement the initial stage of the Traffic Management Centre);
2. that the City endorses inclusion, in the Traffic Management Centre, of the "promising tactics", as outlined in Exhibit 15, and reproduced below:

EXHIBIT 15

PROMISING TACTICS FOR POSSIBLE INCLUSION IN A  
TRAFFIC MANAGEMENT CENTRE

EARLY STAGES ( STARTING 1975)

Exclusive Bus Lanes or Reversible Traffic Lanes

This activity will utilize the significant peak directional imbalance on Quinpool and Chebucto to create a Reverse Lane operation on Quinpool Road from the Rotary to the CBD. As part of the improvement, minor operational short-term changes will be made in the Rotary. This tactic could be implemented in conjunction with express bus operation in the city.

Variable Work Hours

Suggesting and aiding in the implementation of a variable work hour program for any private or public organization expressing interest.

Council,  
January 30, 1975

Signal Progressions and Traffic Responsive Control  
for the City

By utilizing either SIGRID OR SIGOP the entire control system will be updated to minimize delays, provide improved progressions and operations.

Transit Service Improvement

Implementation of express bus services from Cowie Hill and Clayton Park.

Public Advisory Service

To provide advice to the public on almost all matters related to transportation, e.g. Transit Routing and Scheduling, Car Pooling, Traffic Peaking Characteristics, Emergencies, Accidents, etc.

Marketing

Implementation of an expanded HTC marketing program plus a campaign to market such developments as Car Pooling, Work Staggering, etc.

Planning and Design

Collection and analysis of data, and the evaluation of ongoing as well as future tactics for implementation.

and, that the City urges inclusion in the "early stages" of the tactics which were earmarked to be considered in the "later stages", specifically:

Computerized Traffic Signal Control

Implementation of computerized techniques and hardware for traffic signal control with a possible interface with the Transit Communications System above.

Variable Parking Rates

The institution of, and/or a variable parking rate program, favouring non-peak and car pool users for long and short-term spaces in the CBD.

Parking Bans and Restraints

Possible removal of long-term spaces or the translation of long-term into short-term spaces within the CBD.

3. that the City considers it of great importance that the alternatives as to organization, costing, etc. (as would be considered in the "feasibility study") be well-researched and clearly presented at the same

Council,  
January 30, 1975

time as a definitive recommendation is made as to the above-cited factors;

4. that the City wants attention to be paid especially to the costs which are going to be incurred in both the establishing of the Traffic Management Centre and the undertaking of substantive demonstration projects;
5. that the City requires thorough systems studies be undertaken before any commitments are made as to computer capability so that the City's resources in this regard may be tapped - and so that the City might benefit by the introduction of added capability financed by the demonstration project; and
6. that the City requires that there be strong, local control of the project at the outset.

Motion passed.

Consulting Fee - Transportation - Municipal Development Plan

A staff report dated January 27, 1975, was submitted.

The City Manager advised that she is authorized to spend an amount not exceeding \$5000.00, which amount plus the amount requested, not exceeding \$1500.00, is to be used in total for the consultant's services.

Alderman Connolly stated that costs associated with the Municipal Development Plan are being submitted at various intervals and he would like to have all the costs submitted as a total cost picture.

MOVED by Alderman Connolly, seconded by Alderman Moore, that this matter be deferred until a total cost picture is submitted. Motion passed.

Area Rates

MOVED by Alderman Sullivan, seconded by Alderman Moore, that this matter be deferred until the next meeting of Committee of the Whole Council so that His Worship the Mayor and Alderman Lawrence may be present to provide a full representation of City Council. Motion passed.

Council,  
January 30, 1975

Current Budget

The City Manager stated that this matter is to be tabled at this time and Special Meetings are set up at which time it will be discussed.

It was agreed that the Current Budget be tabled at this time.

QUESTIONS

Question Alderman Hanson Re: Access to Chebucto Heights  
School

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Alderman Hanson stated that it has come to his attention that Chebucto Heights School will be opened next summer and there has been a great deal of concern re access to this school by way of Kline Heights. He asked if there is a proposed roadway that will go by way of Kline Heights suitable for the children to find their way to school and, if not, could the matter be looked into by staff. The City Manager stated a report would be submitted.

Question Alderman Hanson Re: Snow Plowing on Dutch Village Rd.

Alderman Hanson stated he is pleased to see that the snowplowers are enthusiastic and exhuberant but he has received some complaints from the residents along Dutch Village Road that the snow plows are dumping snow back on to the sidewalk. He suggested that the snowplows ease off going up Dutch Village Road as the speed of the plow pushes the snow onto the sidewalk.

Her Worship asked for a report on all the problems raised relating to snow removal.

Question Alderman Sullivan Re: Opening of Senior Citizens  
Complexes

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Alderman Sullivan referred to the opening of the Senior Citizens Complexes on Victoria Road and Cornwallis Street stating that he has been advised of two different dates. He asked for clarification as to what the actual date will be.

Council,  
January 30, 1975

Question Alderman Meagher Re: Plowing of Bus Stops on  
Windsor Street

Alderman Meagher stated he has received a complaint that the bus stops on Windsor Street are not being cleared and requested that the matter be looked into.

Question Alderman Downey Re: Lights on Gottingen Street

Alderman Downey asked if the report could be submitted re the lights on Gottingen Street. He noted that it had been requested some time ago. The City Manager stated that it would be forthcoming.

ADDED ITEMS

Amendments to Administrative Order Number 8, Respecting Real  
Property of a Character or Nature Other than  
Residential or Business -- FIRST READING

MOVED by Alderman Moore, seconded by Alderman Sullivan, that the amendments to Administrative Order No. 8, as submitted, be read and passed a first time. Motion passed.

Appointment - Director of Engineering and Works

MOVED by Alderman Walker, seconded by Alderman Moore, that City Council approve the appointment of Mr. P. Calda as Director of Engineering and Works for the City of Halifax. Motion passed with Alderman Connolly voting against.

Capital Punishment

A report dated January 30, 1975, from G. O. Robinson, Chief of Police, was submitted in which is stated that he, personally, as well as the Canadian Association of Chiefs of Police and other police organizations, are in favour of capital punishment for the murder of anyone -- not just for the killers of police and prison guards and respectfully requested the support of the Mayor and members of City Council in this matter.

Council,  
January 30, 1975

MOVED by Alderman Walker, seconded by Alderman Sullivan, that the Mayor and City Council support the recommendation of the Chief of Police in favour of capital punishment and so notify the Minister of Justice in Ottawa.

Alderman Shannon stated that she could not support the motion as she feels the taking of a life does not give society the right to the taking of another life.

MOVED by Alderman Meagher, seconded by Alderman Downey, that this matter be deferred to the next meeting of Committee of the Whole Council in order that members of Council may have time to study it.

The motion was put and resulted in a tie vote as follows:

FOR: Aldermen Downey, Meagher, Hanson and Moore. 4  
AGAINST: Aldermen Connolly, Shannon, Sullivan and Walker 4

Her Worship cast her vote in favor of the Motion and declared the same passed.

9:07 P.M. - Meeting Adjourned

HEADLINES

His Worship the Mayor .....	35
Minutes .....	35
Approval of Order of Business, Additions and Deletions ...	35
DEFERRED ITEMS:	
Approach Roads to A. Murray MacKay Bridge .....	36
REPORT - FINANCE & EXECUTIVE COMMITTEE	
Sign for Multi-Service Mainland South Office .....	37
Tender 74-142, Sale of 1945 Lafrance 65' Aerial Ladder Truck .....	37
Amendment - Collective Agreement - Union No. 143 Re: Health Incentive Bonus .....	37
Recreation Master Plan Needs & Attitudes Survey - \$9,130.00 .....	37
Tender - Testing and Inspection Services .....	37
Tender - Sale of Surplus Equipment .....	38



HEADLINES (CONT'D)

Agreement between the City & the Province Re: Portable Pensions .....	38
Community Centre - South End of City .....	38
Distribution of Transit Tickets for Senior Citizens ....	38
REPORT - COMMITTEE ON WORKS	
Fairview Lawn Cemetery War Veterans and Last Post Fund ..	39
REPORT - CITY PLANNING COMMITTEE	
Resolution - Financial Assistance from CMHC for Research Work .....	40
Rezoning Lot N - Lands of W. & A. Moir Ltd., Columbus St. from R-2 Residential Zone to C-3 Industrial Zone - DATE FOR HEARING .....	40
Commercial Developments (Maritimes) Ltd. - Office Tower - Barrington Street - Modification of Setbacks .....	40
Application for Final Approval of Lots 201-208 Inclusive - Will-O-Lake Park Subdivision, Birchview Drive .....	42
Possible Resubdivision of 12A and 12B Marriott Street and 14A and 14B Mountain Road, Kline Heights .....	43
Application for Rezoning - Lot R - Lands of Reliable Investments, Windsor Street from R-2, General Residential Zone to C-2, General Business Zone; Application for Lot Consolidation Lot R and Lot 6A to form Block H, lands under lease to Halifax Commercial Park Leaseholds Ltd., Windsor Street and Strawberry Hill Street - DATE FOR HEARING .....	43
REPORT - MISCELLANEOUS BUSINESS	
Appointments .....	43
Use of Incinerator - County of Halifax - Termination April 1, 1975 (Incinerator Operations) .....	45
Traffic Management Centre .....	45
Consulting Fee - Transportation - Municipal Development Plan .....	47
Area Rates .....	47
Current Budget .....	48
QUESTIONS	
Question Alderman Hanson Re: Access to Chebucto Heights School .....	48
Question Alderman Hanson Re: Snow Plowing on Dutch Village Road .....	48
Question Alderman Sullivan Re: Opening of Senior Citizens Complexes .....	48
Question Alderman Meagher Re: Plowing of Bus Stops on Windsor Street .....	49
Question Alderman Downey Re: Lights on Gottingen St. ..	49

Council,  
January 30, 1975

HEADLINES (CONT'D)

ADDED ITEMS

Amendments to Administrative Order Number 8, Respecting Real Property of a Character or Nature Other than Residential or Business - FIRST READING .....	49
Appointment - Director of Engineering & Works .....	49
Capital Punishment .....	49

DEPUTY MAYOR M. STANBURY  
CHAIRMAN

R. H. STODDARD  
CITY CLERK

*Record*

PUBLIC MEETING  
ARMDALE ROTARY  
M I N U T E S

St. James Anglican Church Hall  
Dutch Village Road  
Halifax, N. S.  
February 5, 1975  
8:05 P.M.

A public meeting re traffic modifications to the Armdale Rotary was held on the above noted date.

Present: His Worship Mayor Morris, Chairman; Aldermen Shannon, Downey, Meagher, Sullivan, Walker, Hanson, Moore, Lawrence and Deputy Mayor Stanbury.

Also Present: City Manager, City Solicitor, City Clerk, Director, Engineering & Works Department, and other staff members.

The following correspondence was received and circulated by the City Clerk's Office objecting to the City's proposed modifications:

1. Letter dated February 1, 1975, from Helen J. Cameron, 52 Brook St.
2. Letter dated February 5, 1975, from C. R. Sharpe, Riverview Drive, Timberlea.
3. Letter dated February 1, 1975, from J. K. Hayes, M.D., 9 Homecrest Terrace,
4. Letter dated January 30, 1975, from P. D. Murphy, P.Eng., 108 Doull Avenue.
5. Letter dated February 3, 1975, from Brian Hill, Pres., Bayers Road Merchants' Association.
6. Letter dated February 3, 1975, from F. J. Creaser, Pres., Halifax Heating and Air Conditioning Co., Ltd.
7. Letter dated January 31, 1975, from Clary Phillips, 79 Frederick Avenue.
8. Letter dated January 31, 1975, from Robert Smith, 119 Downs Avenue.
9. Letter dated January 30, 1975, from James J. Walsh, 36 Arlington Avenue.
10. Letter dated February 1, 1975, from Marjorie Major, 52A Dutch Village Road.
11. Petition, undated, signed by 26 persons.
12. Petition, undated, signed by 758 persons.

Public Meeting,  
February 5, 1975

His Worship welcomed those present and introduced to the audience the members of Council and staff present. He expressed Council's appreciation to Cannon Holm and the vestry of the Church for making available their facilities.

His Worship asked the City Manager to cause appropriate members of City staff to review everything that is said at this meeting, together with every paper that has been received at City Hall, with every opinion that is phoned or available, with every sentiment that is expressed verbally by an alderman or by the Mayor and to present to City Council, at its meeting on February 13, 1975, a further staff report with recommendations.

Alderman Connolly entered the meeting at 8:10 p.m.

His Worship advised that the City proposal was devised by traffic engineering staff of the City of Halifax and indicated that some modifications have been made to the proposal recently as follows: it has been ordered that no right turns be permitted off the St. Margaret's Bay Road in to the residential neighbourhoods during peak hours in the morning; it has been agreed as a temporary gesture that the exit from the Fairmount Subdivision will be manned by a traffic patrolman.

Mr. Donald Kindle, resident at 11 Margaret Road, asked for confirmation that residents of Kline Heights, employed at or wishing to proceed to the Lakeside Industrial Park, will have freedom to use both roads and will not have to go through the Rotary.

Mr. E. Moffat, resident of Fenwood Road, President of the West Armdale Homeowners Association, indicated that their concerns about the City's plan are:

- (1) Mumford Road cannot handle the traffic it would be expected to. He stated the Police Department indicated, in their view, Mumford Road is already overcrowded.
- (2) It has not gotten rid of the interfacing at the Rotary. He suggested if traffic has to cross, it is still basically a rotary with interfacing traffic.
- (3) It is suggested by City staff that much of the traffic going down St. Margaret's Bay Road would divert to other City entrances. He felt this is not possible, this traffic cannot

Public Meeting  
February 5, 1975

be diverted to Bayers Road.

Mr. Moffat indicated that features of the proposal being brought forward by the West Armdale Homeowners Association are that it can be implemented and trialed at the same cost as the City plan. He stated that it avoids tie up on Mumford Road and eliminates completely interfacing traffic. He noted that it is not a completed plan but is one that could be tried to see if the traffic pattern would work. He stated that in this plan 1400+ cars are eliminated from Quinpool Road per morning and because of the closing off of Chebucto Road to the Herring Cove Road, traffic adds approximately 1000+ cars, reducing the traffic on Quinpool Road by 400+ cars, which will go on Chebucto and Mumford Roads in the peak period in the morning.

Mr. Moffat, with the aid of maps and sketches, explained that the plan proposed that the present St. Margaret's Bay Road traffic has a right-of-way to come straight down, there will be two-way traffic in and out, to Chebucto Road. All the traffic originating on Herring Cove Road and Purcell's Cove Road using the Herring Cove Road will go in Quinpool Road and it will come out Quinpool Road. The feeders have been left on that already exist that will merge with traffic moving in the same direction. The traffic from the Bay Road going to Herring Cove will still be able to go to Herring Cove and merge with the outbound traffic. He stated that this will solve the problem of no right-hand turns on Quarry, Fenwood and Fairmount Roads. He noted that there will be a feeder, which is presently already there, which will take the traffic into Herring Cove Road off the St. Margaret's Bay Road. There will also be a feeder going into Chebucto Road that is already there which comes off Quinpool Road. He stated a cut-off could be installed later so that traffic could go on to the St. Margaret's Bay Road from Dutch Village Road. There would be a left turn to allow access to the parking lot of businesses in the area and Clinton Lane would be one-way which allows traffic to come down if they were to go to Dutch Village Road.

Mr. Moffat noted that the main problem is to get the main traffic problem from Herring Cove Road, the St. Margaret's Bay Road, and Dutch Village Road removed from trying to all move in the one direction at the same time. He suggested that this plan reduces the volume of traffic on Quinpool Road. The traffic that comes into the Rotary from Dutch Village Road in the morning would have to use Mumford Road. It would merge with

Public Meeting,  
February 5, 1975

the reduced traffic at the light on the corner of Mumford Road and Chebucto Road.

Mr. Moffat stated that part of the overall plan is an extension to Roosevelt Drive to the bottom of Flynn Park and will join with MacDonald St. at the bottom and could have a single lane left-turn light installed there with a stop light for the down-coming traffic so that there is still one lane at least going in Quinpool Road without being interfered with by that light. He stated that this light could be biased to suit the circumstances of the traffic that was built up in that area so that one could get back very quickly into this area if necessary from Quinpool Road. He stated the left-hand turn into Simpsons parking area would be eliminated because there is no place to make a third lane there; the left-hand third lane would be moved up to Phillip Street.

Mr. Moffat indicated that the plan's objective is to be a permanent modification and not during peak hours only. He suggested that to implement the plan very quickly, it would be necessary to widen Quinpool Road at the base so that there would be two-way traffic going both ways, another lane or two could be added onto it so that there would not be one lane traffic going in. Referring to the crossover, he stated that although it is already two-way, it is two-way in the same direction, it would be necessary to take the curve off and make it slightly wider. He added that if it was wished to install the four light to try the crossover, that is not a criteria for testing the principle of the main traffic flow.

A speaker suggested that Mr. Moffat's proposal is frightfully biased in favour of the St. Margaret's Bay Road. He asked if MacDonald Street and Connaught Avenue could possibly handle the volume of traffic coming from the Herring Cove and Purcell's Cove Road that necessarily has to go north of Quinpool Road. He suggested, out of fairness to the plan presently submitted, that the City's plan be the one that be given a fair trial or a compromise between the two plans be submitted.

A speaker stated his problem is that he walks across the Rotary twice a day and now the way to walk is now only barred half the time because the City does not clean its own streets in the area and very few others to, but not Mr. Moffat's proposal nor the first one mentions how a pedestrian is going to get across. He asked that the next speaker consider how a pedestrian is to get across the Rotary in any form.

Public Meeting  
February 5, 1975

Alderman Moore stated that it seemed to him an attempt is being made to solve a problem which occurs twice a day for a period of perhaps two hours per day. He asked Dr. Albert Sinclair to present a proposal that was prepared by Dr. Sinclair and his neighbours which was felt to be a reasonable alternative. Alderman Moore asked that staff give it due consideration and stated it is a plan which would be implemented intermittently throughout the day so that the Rotary would be able to be used as it presently exists for the major portion of a day.

A speaker asked what route the No. 5A bus would use to get from Quinpool Road to Chebucto Road enroute to St. Margaret's Bay Road.

A speaker suggested that the traffic which comes down past Palmer's Furniture and makes a left turn toward St. Margaret's Bay Road will definitely be a trouble spot as there will only be a dribble of vehicles get through with each light change and the general traffic is going to delay the bus. He asked if left turns into Simpson's lane will be prohibited, will the restriction include buses.

His Worship advised that bus service entering the peninsular City, in the City plan, from the St. Margaret's Bay Road in the morning would be permitted to cross through the lights at Dutch Village Road into Clinton Avenue and, when reaching the Chebucto Road intersection, would be permitted to turn right and would be permitted to go through the Rotary and go up to Herring Cove or go up Quinpool Road. He stated that the plan of the City gives priority to public transit and this is one of the ways in which it gives priority.

Dr. Sinclair stated that their major objections to the City's plan are:

(1) The diverting of traffic from St. Margaret's Bay Road up Dutch Village Road, even with a controlled red light, in order to make a right-hand turn on Mumford Road where the traffic is destined, it will be necessary for all traffic to travel in the curb lane as there is only one lane right-hand turn. This means residents on Dutch Village Road would find it extremely difficult to get out of their driveways and some reconsideration of that particular traffic pattern should be made.

Public Meeting,  
February 5, 1975

(2) There would be an increase in Mumford Road traffic and it must be considered that now one school and possibly two schools, will be located on a major traffic artery.

(3) A diversion of traffic up Dutch Village Road would compound the problem at Springvale - Fairmount and extend it down to Retreat Avenue, Rosemount Drive, Walton Drive and Rockwood Avenue.

(4) There has been considerable concern expressed by the Mumford Road ratepayers and residents about getting out into the traffic pattern going down Mumford Road and it could be agreed that with the increased load in the City's plan this would be so.

(5) The Rotary serves a very useful purpose between peak hours of traffic and to eliminate the Rotary as a traffic route altogether is probably not as great a convenience as it is an inconvenience. He felt that the present Rotary can be modified to accept the present traffic from Herring Cove Road and St. Margaret's Bay Road, where the greatest tie-up is now. Mr. Sinclair felt the divergence of traffic is not going to solve all the problems as it is an ever-increasing traffic and the proposal by City staff takes the congestion from one place and places it in another.

Dr. Sinclair presented a proposal as follows:

During the determined peak periods:

1. All traffic to or from Herring Cove Road will use Quinpool Road.
2. All traffic to or from St. Margaret's Bay Road will use Chebucto Road.

During the determined peak periods:

1. No traffic from Dutch Village Road or from Quinpool Road may enter a rotary traffic pattern.
2. Traffic flow will be regulated by suitable lights and signs located at a distance "upstream" from the rotary.

During "off peak" periods:

The present rotary traffic pattern will be in effect.



Public Meeting,  
February 5, 1975

A copy of a brief submitted by Dr. Sinclair is on file in the City Clerk's Office.

A speaker stated he had a simple suggestion which is to have the centre lane on Herring Cove Road, which is controlled by a reversing set of lights, extended right across through the Rotary as an elevated structure and meet in with Chebucto Road before the railway overpass. The City could regulate to give priority as an exclusive bus lane or else have mixed traffic on it but basically he felt there would not be any other great changes involved except the suggestion that there should be a park and ride facility at the head of the Arm and there would have to be some fill put in there. He stated the buses going up Quinpool Road could have a new lane made for them on the water side of the Quinpool Road retaining wall and eventually, if a car park was necessary, this is where the bus could be loaded. In the afternoon traffic coming down Chebucto Road, if Clinton Lane was widened for general use to two lanes with traffic going in each directions but exclusively for the buses, this bypass might be necessary or advisable to speed along public transit. The areas cut off on the City Plan would not need to be cut out and he felt that a changeover by a lot of people to public transit can be gotten and believed the general plan should work out.

Dr. Dexter complimented His Worship and the audience on the conduct of the meeting and noted that one plan received tremendous applause. He suggested that staff is more than capable of handling the specific details. He suggested that the Rotary traffic works adequately during the day time and the proposals presented are bandaid, stopgap and interim measures, which citizens will put up with provided steps are taken in the right direction to solve the problem and not just the symptoms. He stated he was referring to the implementation and expansion of Dunbrack Street, an Arm Bridge and perhaps even a further harbour bridge.

Mr. Sharples, Phillip Street, stated he would like to propose that since we have run out of land at the Rotary, we should now start thinking of taking some of the water which would be the only logical solution to the problem. He suggested that if a start is made at the Armdale Yacht Club, there is a varying amount of water there which is used for very little. Initially maybe a causeway could be put across to Quinpool Road but in the long run he suggested building up the land so that it becomes the transit centre for the area.

Public Meeting,  
February 5, 1975

Mr. A. Ruffman suggested that where Purcell's Cove Road enters Herring Cove Road, the Purcell's Cove Road traffic is sorting itself out, which will be true no matter which proposal is put into effect, a slight amount of pavement could be added in front of the school to make it two lanes as you proceed through the lights and a sorting out can occur. He suggested any improvement at the Rotary has to include transit and asked if there are some twists that can be given to the proposals presented to give transit priority.

Mr. Graham Hicks gave his support to the West Armdale plan as he felt it would appear to cause the least amount of trouble to the greatest amount of people. He stated he would feel an Arm Bridge is the major answer.

Mrs. Heather Lindsay stated her main criticism of the two alternate plans presented is that both have in common the fact that all traffic from Purcell's Cove Road and Herring Cove Road will exit via Quinpool Road. She suggested 50% of the cars going out Quinpool Road will want to turn left to get to the north part of the City so that there will be half of the cars trying to turn left which means that Quinpool Road, which will be a two lane road, will, in effect, have its centre lane virtually blocked by people trying to turn left at the first opportunity, either at MacDonald Street or Connaught Avenue. She suggested it will mean a destruction of residential streets which are to the north of Quinpool Rd. and will reduce Quinpool Road to one lane only for through traffic and traffic going to the south. She stated that Connaught Avenue also may have three lanes going north but at the Connaught Avenue - Quinpool Road intersection there will be one lane turning north onto Connaught Avenue and one lane straight ahead and she felt the bottleneck there would be unbelievable. She pointed out that from Purcell's Cove Road and Herring Cove Road there is no other alternative route to the City whereas the other alternative for St. Margaret's Bay Road, Dutch Village Road, etc., may not be as convenient, they do have alternatives.

Margaret Cummings, Fairmount Subdivision, stated that in addition to a single exit from the subdivision, there is no means of public transportation from the top of the subdivision. She suggested there would be no real problem if the hours were clearly set and the signs were appropriate restricting rotary traffic.

Public Meeting,  
February 5, 1975

Mr. Peter Thomson, resident of Springvale-Fairmount, suggested that City staff take a more careful look at the two alternate plans that have been suggested because, in looking at the City proposal, it appears that the traffic that comes from Herring Cove and Purcell's Cove, for that which is in fact going down Quinpool Road, the traffic has been lightened for them to a certain degree but the traffic coming from Herring Cove that uses Chebucto Road or turns left going onto Dutch Village Road is now all funnelled up Chebucto Road. He stated that, along with this, all the traffic which comes from St. Margaret's Bay Road is funnelled along Dutch Village Road but they do have to turn right and go up Mumford Road. He stated there is one set of lights on Mumford Road at Romans Avenue which leads to Bayers Road and the traffic there is already mad. There is a temporary-permanent barrier at Westmount and no traffic can get in there, so traffic would end up at Chebucto Road. What has occurred is that the St. Margaret's Bay Road traffic has gone in a very large circle and right back onto Chebucto Rd. where it was when it started. He therefore suggested that the alternate plans be looked at and considered very carefully.

A speaker, resident of Timberlea, stated he has a crippled daughter whom he takes to the Armdale Taxi stand every morning. He comes in on the St. Margaret's Bay Road and would have to go up Dutch Village Road, in Mumford Road, down Chebucto Road, to get to the Armdale taxi, where he cannot take a left turn into the taxi stand which means he will have to try and walk his daughter into the taxi stand. His Worship stated that this private and personal problem would have been made good and will be made good by the City under any plan at the Armdale Rotary, and arrangements will be made that will be more suitable and convenient.

Mr. Tom Lowe, Fenerty Road, Armdale, referring to Clinton Avenue, asked how local traffic will be distinguished from other traffic.

A speaker suggested that City staff consider finding a couple of half-way policed parking lots up the Herring Cove Road and up the St. Margaret's Bay Road where a bus would pick up people who wanted to get into town, then these people could go back there to pick up their cars in the evening and therefore would eliminate these cars from the Rotary. His Worship stated that this would be done.

Public Meeting,  
February 5, 1975

Mr. Reg Allen expressed his appreciation to City Council for holding this meeting and suggested that of the alternatives suggested, Dr. Sinclair's proposal could be implemented with the least cost and suggested that staff take this back and that Council give some serious consideration to arriving at a solution where alternatives might be tried.

Mr. Fowlie, Armdale, stated he had evidence that residents of Lakeside were approaching their County Councillor to support the West Armdale Association's plan. He expressed appreciation for the action taken by City staff in erecting stop signs on Quarry Road, Fenwood Road, to prevent the Havill Subdivision being used as a cut-off on the Rotary. He asked if it is proposed to make a similar modification in a reverse direction to prevent residents of Herring Cove Road from using the Havill Subdivision as a cut off. He stated roads in the Subdivision are not suitable for heavy traffic and it will be only a matter of time before a serious accident occurs. His Worship stated that this is being done, the out traffic at night will be similarly prohibited from using the Herring Cove to St. Margaret's Bay Road approaches as a method of a cut off.

Pat Morris, Rockwood, stated that modifications should be made with the least pressure and inconvenience on the minority. She stated although residents are willing to share the problem, they do not want to take it all on unless it is absolutely necessary.

Bernard Havill, Crown Drive, representing the Armdale Residents Association, stated his opposition to the City plan and asked if a study has been taken by staff of the businesses affected by the proposal, re losses or increases. He stated that their proposal eliminates the rotary once and for all and therefore requested that their proposal be given due consideration.

David Stewart, Rockwood, observed that the City plan will create a very serious problem particularly for the residents of the Fairmount-Springvale area in that turning left out of Springvale Avenue there is an incline on the right. He stated if traffic travels at the same speed up Dutch Village Road as it travels down Dutch Village Road, there will be a very serious accident at that intersection. He stated something to control the speed up Dutch Village Road as well as to control the traffic at that intersection will have to be instituted. Mr. Stewart further observed that the residents of Herring Cove and Purcell's Cove area have been objecting to the Sinclair

Public Meeting,  
February 5, 1975

proposal in particular because they will have only one lane from which to turn left on Connaught Avenue. He stated it would seem the problem might be solved if the Sinclair plan was used, by making Quinpool Road one-way in the morning, all four lanes, so that there is two lanes turning left onto Connaught Avenue and two lanes for through traffic. Traffic coming down Quinpool Road in the morning at these peak hours would have to turn right onto Connaught Avenue and then go down to Chebucto Road to get to the Rotary area. He stated it would seem that the only traffic this might inconvenience would be the traffic which was wishing to come down to the Rotary to go out the Herring Cove Road and instead of coming down Quinpool Road they would have to come down Chebucto Road and would have to cross the lane of traffic from the St. Margaret's Bay Road that is now planned to go up Chebucto Road. He stated he would think that a light installed at that cross-over point would be a simple thing and was sure the St. Margaret's Bay Road residents would not mind having their traffic flow interrupted.

Professor Chard, representing the Ecology Action Centre, expressed their support for the proposed rotary alterations and the principle of dealing with traffic congestion through improved transit and the re-working of the existing highway network at a minimum cost to the taxpayer. He suggested that changes might be considered to alleviate the inconvenience caused to the St. Margaret's Bay Road residents as follows:

1. During peak hours, traffic approaching the St. Margaret's Bay Road could be stopped at the Prospect Rd. interchange, and rerouted to the Bi-Centennial Highway.
2. Armdale residents living along the St. Margaret's Bay Rd. could be issued an easily recognizable sticker which would identify them as local traffic and allow them access to the Clinton Ave.-Quinpool Rd. route. A copy of Professor Chard's brief is on file in the City Clerk's office.

Mr. Doug Lane, referring to the City Plan, asked what would the problems be if Chebucto Road was made one way from the Rotary to Mumford Road from 7:00 a.m. to 9:00 a.m. heading east, and 4:00 p.m. to 6:00 p.m. in the evening heading west.

Dr. Monaghan suggested that the option which splits the traffic between Chebucto Road and Quinpool Road on a more permanent basis is the preferable one. He indicated he was opposed to the City plan.

Public Meeting,  
February 5, 1975

Mr. Donald Warren, resident of Armdale, commended the audience and His Worship the Mayor for the conduct of the meeting. He suggested that if the matter is decided on the basis of the greatest good for the greatest number, statistics will play a part.

Mr. Allan Robertson stated he felt that Dr. Sinclair's plan satisfies most of the West Armdale Association's objectives, its recommendations are very simple and are going to be very cheap and easy to apply and with Mr. Stewart's suggestion for one-way traffic on Quinpool Road, the objection of the mainland south traffic going to the north end of the City may be overcome.

Mr. P. Calda, Director, Engineering and Works Dept., stated he would not comment on any of the proposals presented. He reviewed briefly the report submitted to His Worship the Mayor dated January 6, 1975, by City staff.

Mr. J. Jollymore suggested that a railway line presently existing and not in use, if a proper depot was erected, could carry people into the City from the St. Margaret's Bay Road area. He pointed out that the Willow Tree intersection works quite well with traffic lights.

Mr. Moffat stated that the following points were not covered in his initial statements. He stated that the traffic patterns in his and Dr. Sinclair's proposal are basically the same, the one difference in the proposals being that Dr. Sinclair's proposal retains the Rotary. He stated that the solution for transit at the Rotary is to maintain transit routes down St. Margaret's Bay Road, up Chebucto Road, and in and out of Herring Cove along Quinpool Road. He suggested that if the rotary, as it now exists is taken away, the area that will be cleared in the centre will be more than ample to increase the parking area there by about four times, it will facilitate pedestrian movements, and could also be used for a bus interface.

Mr. Graham Hicks suggested that instead of making direct left turns, some study should be made of the idea of making four right turns.

His Worship the Mayor stated that in December 1974 the Mayor of Lethbridge, Alberta, invited the Mayor of the City of Halifax to attend the opening of the Canada Winter Games in

Public Meeting,  
February 5, 1975

the City of Lethbridge. He stated it was his wish that Alderman Hanson represent the City in this instance and he further requested Alderman Hanson to proceed to Edmonton, Alberta, to view its Recreation complex. He stated that if Alderman Hanson will represent the City of Halifax at Lethbridge next week, His Worship would leave the Chair and assume Alderman Hanson's seat and vote as Alderman Hanson instructed him to vote so that there will be no loss of his vote at City Council.

A speaker asked if the City is assuming that the Department of Highways will approve any plan that will be submitted. His Worship stated it is his hope that the Provincial Traffic Authority and the Minister of Highways will not stand in the way of the declared and earnestly worked out wish of the people of the City.

Mr. Gordon Clarke, Spryfield, noted that changes at the Rotary do cause problems elsewhere. He suggested that left-hand turns, especially on the main arteries, should be prohibited, definitely during rush hours and preferably at all times. He stated that this, in effect, creates an express lane in the left hand lane of four lanes and makes the curb lane available for buses only. He further suggested that cars which would make a right hand turn at the next intersection, bus stops being placed at the opposite sides of intersections would prevent any back-up of traffic making a right hand turn. He stated that the West Armdale plan creates a relief at Springvale-Fairmount entrance to Dutch Village Road since the only traffic being fed onto there in the morning is from Chebucto Road headed westward, which is minimal, and also, from Dutch Village Road headed out St. Margaret's Bay Road, which is minimal.

Mr. Lindsay, Hartlen Avenue, stated that at a meeting of the Spryfield Residents' Association, the vote was to endorse the City plan.

Mr. Michael Hertz requested facts on the Mumford Road - Chebucto Road interchange. He stated that by the count of the Engineering Department, only 600 cars per day use the Mumford Road now. Mr. Calda advised that with the anticipated relocation of 943 vehicles, 70-75% will be rerouted along Mumford Road and 25% along the Bi-Centennial Highway. In total, the eastbound traffic on Mumford Road in the morning will be approximately 1100 cars; in the opposite direction westward,

Public Meeting,  
February 5, 1975

75 to 100 cars, coming along Dutch Village Road southwardly and turning left onto Mumford Road will come 750 to 800, and from Dutch Village Road from the Rotary itself approximately 250.

Alderman Lawrence and Alderman Sullivan retired from the meeting at 11:15 p.m.

His Worship the Mayor announced that following implementation of modifications at the Armdale Rotary, staff have been asked to conduct an inquiry into modifications at the Fairview Overpass and at the Halifax-Dartmouth bridges.

Meeting adjourned - 11:20 p.m.

HEADLINES

Public Meeting - Traffic Modifications - Armdale Rotary .. 1

MAYOR EDMUND MORRIS  
CHAIRMAN

/cm



*Record*

SPECIAL CITY COUNCIL  
PUBLIC HEARINGS  
MINUTES

Council Chamber  
City Hall  
Halifax, N. S.  
February 12, 1975  
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 Mayor Morris, Chairman; Aldermen Connolly, Shannon, Downey, Meagher, Sullivan, Moore, and Deputy Mayor Stanbury.

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

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

1. Modifications of Provisions of Zoning By-law - Forum Lands;
2. Street Closure - Portion of Monaghan Drive;
3. Official Street Lines - Northern Side of Almon St.

Public Hearing - Modification of Provisions of Zoning  
By-law - Forum Lands

A public hearing was held at this time re the above noted matter.

The City Clerk advised that the item was duly advertised and that no written objections were received.

Special Council,  
February 12, 1975

A staff report dated February 12, 1975, was submitted.

There being no persons wishing to speak in favour of or against the proposed modification of provisions of the Zoning By-law, His Worship then declared the matter to be before Council.

MOVED by Alderman Connolly, seconded by Alderman Sullivan, that the matter be forwarded to the regular meeting of City Council to be held on February 13, 1975, without recommendation. Motion passed unanimously.

Public Hearing - Street Closure - Portion of Monaghan Drive

A public hearing was held at this time re the above-noted matter.

The City Clerk advised that the item was duly advertised and no written objections were received.

There being no persons wishing to speak in favour of or against the proposed street closure, His Worship then declared the matter to be before Council.

MOVED by Alderman Sullivan, seconded by Alderman Downey, that the matter be forwarded to the regular meeting of City Council to be held on February 13, 1975, without recommendation. Motion passed unanimously.

Public Hearing - Official Street Lines - Northern Side of Almon Street

A public hearing was held at this time re the above-noted matter.

The City Clerk advised that the item was duly advertised and no written objections were received.

Special Council,  
February 12, 1975

There being no persons wishing to speak in favour of or against the proposed official street lines on the northern side of Almon Street, His Worship then declared the matter to be before Council.

MOVED by Deputy Mayor Stanbury, seconded by Alderman Connolly, that the matter be forwarded to the regular meeting of City Council to be held on February 13, 1975, without recommendation. Motion passed unanimously.

Meeting adjourned - 8:20 p.m.

HEADLINES

Public Hearing - Modification of Provisions of Zoning By-law - Forum Lands .....	53
Public Hearing - Street Closure - Portion of Monaghan Drive .....	54
Public Hearing - Official Street Lines - Northern Side of Almon Street .....	54

MAYOR EDMUND MORRIS  
CHAIRMAN

R. H. STODDARD  
CITY CLERK

CITY COUNCIL  
MINUTES

REVISED SHEET  
Council Chamber  
City Hall  
Halifax, N.S.  
February 13, 1975  
8:15 P.M.

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

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

Present: His Worship Mayor Morris, Chairman; Aldermen Connolly, Shannon, Downey, Meagher, Sullivan, Walker, Moore and Deputy Mayor Stanbury.

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

HIS WORSHIP THE MAYOR

His Worship stated that he and Alderman Shannon would be pleased to report verbally about recent conversations held here and in Ottawa in connection with urban transportation and possible proposals which might be brought before Council for its deliberation and consideration concerning the Quinpool Road Lands.

MINUTES

The City Clerk advised that in reviewing the minutes of the City Council meeting held on January 30, 1975, staff would like to advise City Council that the resolution appearing in the January 30th, 1975, minutes is not in accordance with the staff report of January 27, 1975.

Approach Roads A. Murray MacKay Bridge

MOVED by Alderman Meagher, seconded by Alderman Sullivan, that the minutes of City Council meeting held on January 30, 1975, be approved subject to the following amendment re: Deferred Item "Approach Roads to A. Murray MacKay Bridge":

City Council,  
February 13. 1975

"that the Province of Nova Scotia be again requested to assume responsibility for the approach roads on the Halifax side of the A. Murray McKay Bridge."

Motion passed.

This action will require a Motion of Rescission.

APPROVAL OF ORDER OF BUSINESS, ADDITIONS AND DELETIONS

At the request of the City Clerk, Council agreed to add:

- 20(a) - Application for Bill Posters License - Dalhousie University
- 20(b) - Northwood Manor

At the request of the City Clerk, Council agreed to delete:

- 10(a) - Appointment of Architect - North End Fire Station

The Order of Business, as amended, was approved.

DEFERRED ITEMS

Consulting Fee - Transportation - Municipal Development Plan

MOVED by Alderman Meagher, seconded by Alderman Shannon, that City Council approve, for the continued work of Mr. Bell, the expenditure of up to, but not exceeding \$1500.00, to be added to the ceiling of \$5000.00 which the City Manager is authorized to spend. The affected account would be the General Government, Contingency Fund, 009-411. Motion passed.

Modification of Provisions of Zoning By-law - Forum Land

A Public Hearing was held re the above-noted matter on February 12, 1975.

City Council,  
February 13, 1975

MOVED by Alderman Connolly, seconded by Alderman Sullivan, that City Council approve, under the provisions of Part 16(1)(b) of the Zoning By-law of the City of Halifax, a modification of its provisions to permit the use of fifteen easterly acres of the Forum lands for a Federal public building, as shown on Plan No. 00-12-21071 dated January 16, 1975.  
Motion passed.

Street Closure - Portion of Monaghan Drive

A Public Hearing was held re the above-noted matter on February 12, 1975.

MOVED by Alderman Meagher, seconded by Deputy Mayor Stanbury, that City Council approve the closure of a portion of Monaghan Drive between Almon Street and Young Street as shown on Plan No. TT-20-21072 dated January 17, 1975.  
Motion passed.

A Formal Resolution was submitted giving effect to the foregoing motion of Council.

MOVED by Alderman Meagher, seconded by Deputy Mayor Stanbury, that the Formal Resolution, as submitted, be approved.  
Motion passed.

Official Street Lines - North Side of Almon Street

A Public Hearing was held re the above-noted matter on February 12, 1975.

MOVED by Alderman Meagher, seconded by Alderman Moore, that the Official Street Lines on the northern side of Almon Street from Windsor Street to approximately one thousand feet (1000') east, ten feet (10') to the north, as shown on Official City Plan 1-G, dated January 17, 1975, be approved.  
Motion passed.

A Formal Resolution was submitted giving effect to the foregoing motion of Council.

MOVED by Alderman Meagher, seconded by Alderman Moore, that the Formal Resolution, as submitted, be approved.  
Motion passed.

City Council,  
February 13, 1975

Possible Sale of Forum Lands

His Worship stated that a motion authorizing the sale of the easterly fifteen (15) acres of the Forum lands to Her Majesty the Queen in Right of Canada for the construction of a federal building might be in order as the approval of the Minister of Municipal Affairs will be required.

The City Solicitor advised that the resolution might be in accordance with the terms as set out in letters dated January 14, 1975, and January 15, 1975, from R. D. Hoyt, Regional Manager, Property Services, Department of Public Works.

MOVED by Alderman Sullivan, seconded by Deputy Mayor Stanbury, that City Council authorize the sale of the easterly fifteen (15) acres of the Forum lands, for a Federal public building, in accordance with the terms and conditions as set forth in letters from the Federal Department of Public Works, dated January 14 and 15, 1975, subject to the approval of the Minister of Municipal Affairs.

Alderman Connolly stated he had no difficulty with forwarding to the Minister a recommendation to sell the land or asking his authority or approval to sell. However, he would, if at all possible, like to see negotiations left open for an opportunity to negotiate a better price for the land.

His Worship stated that the offer of the Government of Canada is contingent upon the City being in a position to make the lands available on or before March 10, 1975. He suggested that the figure of \$2,900,000.00 is a firm offer and stated it is higher than two appraisals done for the City of Halifax. He stated that, in the opinion of the Chair, this figure is not negotiable but if Council instructs, a higher price will be negotiated.

Alderman Sullivan expressed concern that further negotiations now could endanger the transaction and hoped that the matter could be disposed of and authority passed along to the Government to proceed.

His Worship added that, in the Chair's opinion, any attempted change from the terms of this negotiation will not only imperil but will end this project since the Crown has made it very clear that it wishes ownership by and on March 10, 1975, but is prepared to permit continued occupancy by the City.

City Council,  
February 13, 1975

Alderman Connolly stated that it has come to his attention that the government had been negotiating for this property for some period of time and discussions had taken place in a range of approximately \$6.00 per square foot and he asked what had happened to these negotiations. His Worship advised that he was not aware of any such negotiations.

Alderman Connolly stated it was his understanding that Council was dealing with the principle and philosophy of this transaction and was not dealing specifically with dollars and cents which were always to be open for negotiation. He stated that this is why he had not raised this issue until this time.

Alderman Moore stated that he felt that Council should be looking at the possibility of having within the City a sports complex and, at the same time, having a light industrial facility, providing jobs and causing money to be turned around within the economy of the City. He felt the possibility of having these two facilities in the very near future makes up for any discrepancy that might occur had the City bargained for another number of months to try to obtain a bit more money in the transaction. He stated the fact should not be disregarded that the suggested price is based upon a number of independent appraisals which he submitted would definitely support the price which is before Council.

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

Hearing - Appeal Against the Refusal of the Building Inspector  
to Issue a Permit for Two Single Facia Signs on  
Building 1-31 Bedford Highway

A staff report dated February 5, 1975, was submitted and considered.

Mr. Sullivan, Building Inspector, explained the matter to members of Council.

His Worship asked if the applicant was present and wished to address Council to which there was no response.



City Council,  
February 13, 1975

The City Clerk advised that the applicant was notified that the appeal would be heard at this time on this date.

MOVED by Alderman Connolly, seconded by Alderman Shannon, that the decision of the Building Inspector refusing a permit for the erection of three facia signs at Civic No. 1-31 Bedford Highway be confirmed because such erection contravenes the City of Halifax Zoning By-law, Mainland Area, Section 40(1). Motion passed.

Hearing - Appeal Against the Refusal of the Building Inspector to Issue a Permit for Two Single Facia Signs on  
Building 338 Herring Cove Road

A staff report dated February 5, 1975, was submitted and considered.

Mr. J. W. Brokenshire, owner of the building, addressed Council stating that the Building Inspector wishes the sign to be put in front of the building which would be a danger to cars. He stated that the building involved was a former theatre and the signs are to be placed on an existing Marquee structure which projects from the building.

MOVED by Alderman Walker, seconded by Deputy Mayor Stanbury, that the appeal from the decision of the Building Inspector refusing a permit for the erection of two additional facia signs at Civic No. 338 Herring Cove Road be granted. Motion passed.

REPORT - FINANCE & EXECUTIVE COMMITTEE

Council considered the report of the Finance and Executive Committee from its meeting held on February 5, 1975, as follows:

Appointment of Architect - North End Fire Station

This item was deleted from the Order of Business at the request of the City Manager.

City Council,  
February 13, 1975

Tender for Rifle Range - Police Department

Deputy Chief Fry addressed Council and stated that it is necessary to have the rifle range, which is also used as a pistol range, in the new Police Station. In response to questions from members of Council, he also stated that the facilities at Stadacona are small and are subject to the use of 22 calibre ammunition only and is not suitable for 38 calibre ammunition.

The City Manager advised that the total cost should be recorded in the report as \$33,700.00.

MOVED by Alderman Walker, seconded by Deputy Mayor Stanbury, that the equipment be procured directly from Kory Industries Inc. and installed by B.A.B. Welding Ltd. at a total cost of \$33,700.00 and that the additional funds be reallocated in the capital budget of the Police Station for this expenditure.

The motion was put and resulted in a tie vote as follows:

FOR: Aldermen Downey, Sullivan, Walker and Deputy Mayor Stanbury 4

AGAINST: Aldermen Connolly, Shannon, Meagher and Moore 4

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

Local Improvement Interest Rate for 1975

MOVED by Alderman Meagher, seconded by Alderman Downey, as recommended by the Finance and Executive Committee, that the interest rate to be charged on outstanding balances of new local improvement instalment accounts for 1975 be struck at 9.0%. Motion passed.

Legislation

Section 6

A further staff report dated February 7, 1975, was submitted by the City Solicitor, in which is noted that

City Council,  
February 13, 1975

the original proposed legislation is amended to read as follows:

6. Section 430 of said Chapter 52 is amended by adding thereto the following subsection:

(3) The building inspector or any of his assistants shall not be personally liable for damages arising from failure to inspect or for negligence in carrying out such inspection where a duty to inspect is imposed by this or any other Act or any by-law of the City.

Alderman Sullivan stated that he does not feel that this legislation is necessary and would have to vote against it.

The City Solicitor stated that from the amount of correspondence received in this regard from time to time and from a labour - management point of view, he would consider this legislation to be very important.

The City Manager advised that since assuming her present position several staff members have written to her re this matter as a result of a recent Court case. She stated the purpose of the legislation is not to in any way relieve the building inspectors of their duty to the City or to avoid any action that the City might feel necessary because of their failure to perform their duties, it is merely to relieve them of the personal financial responsibility which would possibly be in excess of their capability of payment.

Mr. Sullivan, Building Inspector, stated that basically the administration of the Ordinance makes the Building Inspector responsible for the proper construction of buildings within the City. He stated he has not the staff to insure that all the materials and workmanship that goes into buildings are precisely to the National Building Code standards.

Alderman Shannon suggested that it is important that the Building Inspectors be given every protection as they are exposed to risks which other staff members are not and in passing this legislation the Building Inspector might be given the confidence to go ahead with his work even more vigorously.

City Council,  
February 13, 1975

MOVED by Alderman Meagher, seconded by Alderman Connolly, that Section 430 of said Chapter 52 be amended by adding thereto the following subsection:

(3) The building inspector or any of his assistants shall not be personally liable for damages arising from failure to inspect or for negligence in carrying out such inspection where a duty to inspect is imposed by this or any other Act or any by-law of the City.

The motion was put and passed with Aldermen Moore and Sullivan voting against.

#### Section 8

A staff report dated February 11, 1975, was submitted by the City Manager.

MOVED by Alderman Connolly, seconded by Deputy Mayor Stanbury, that the proposed legislation be approved.

Discussion ensued wherein it was noted that the staff report dated February 11, 1975, indicates that the proposed legislation is not unanimously supported by staff.

MOVED by Alderman Sullivan, seconded by Alderman Moore, that this matter be deferred to the next meeting of Committee of the Whole Council to be held on February 19, 1975, for further input from the three Departments concerned.

The motion was put and passed, five voting for the same and three against as follows:

FOR: Aldermen Downey, Meagher, Sullivan, Moore and 5  
Deputy Mayor Stanbury

AGAINST: Alderman Connolly, Shannon and Walker 3

#### Section 12

Alderman Moore stated he does not feel the City should be responsible for the legal fees arising from the defence of any of its employees charged in a criminal matter and does feel that the proposed legislation is a detraction from the duties of a policeman.

City Council,  
February 13, 1975

Alderman Connolly felt that police officers might be tempted to look the other way if they live under the fear of criminal action being taken against them in the performance of their duties. He stated he is more concerned about the police officers carrying out their duties in the manner in which they have been trained to do and suggested that they may become concerned if, in the performance of their duties in a proper manner, criminal action is taken against them and they are found innocent, they have to pay court costs, etc.

The City Solicitor clarified the proposed legislation by advising that it relates to Section 191 of Chapter 52, which section lists the purposes the City of Halifax may tax and the proposed legislation has nothing to do with the specific. He advised that this is just one of the purposes for which the City may raise money and, if approved, the policy that has been outlined, would be then developed.

Alderman Sullivan stated he cannot support this legislation and suggested that if a policeman has to go to Court because of a case he is involved in and there is any amount of money involved, if it is a just case the City would support the policeman as it has in the past.

MOVED by Alderman Connolly, seconded by Alderman Walker, that the legislation as proposed in Section 12 be approved.

Alderman Moore further stated that he was concerned that this will be a precedent which will be worked in labour negotiations and will be demanded by other departments.

The motion was put and passed, five voting for the same and three against as follows:

FOR:	Aldermen Connolly, Meagher, Walker, Shannon, and Deputy Mayor Stanbury	5
AGAINST:	Aldermen Downey, Sullivan and Moore	3

MOVED by Alderman Connolly, seconded by Alderman Walker, that the remaining 1975 proposed legislation, as submitted, be approved as follows:

1. An Act to Amend Chapter 54 of the Acts of 1963, "The Halifax Housing Authority Act";

City Council  
February 13, 1975

2. An Act to amend Chapter 52 of the Acts of 1963, the Halifax City Charter, sections 1, 2, 3, 4, 5, 7, 9, 10, 11.

Motion passed.

Council  
February 13, 1975

REPORT - SAFETY COMMITTEE

Council considered the report of the Safety Committee from its meeting held on February 5, 1975 as follows:

Widening of Herring Cove Road, Dentith Road to City Limits

The recommendation of the Safety Committee reads as follows:

"That a consultant be selected to carry out a functional design of the Herring Cove Road (to include horizontal and vertical alignment, land acquisition requirements etc.) from the Armdale Rotary to the City limits at an estimated cost of between \$35,000 and \$50,000."

His Worship suggested the title should be changed to read "Dentith Road to the City Limits".

The City Manager said the matter was approved in the Capital budget but that the appointment of consultants are required.

Alderman Meagher said he was in favour of the proposed work but questioned whether this should not be included in the list of items to be discussed by the Mayor when he meets with the Minister of Highways. Alderman Meagher felt that if consultants are appointed, it may make it difficult to receive any help from the Province.

His Worship suggested that a study was also to be carried out on Dutch Village Road and Alderman Moore advised that he had requested a study to set up street lines and sidewalks on a certain portion of the west side of the Dutch Village Road.

MOVED by Alderman Meagher, seconded by Alderman Moore that the selection of a consultant to carry out a functional design of the Herring Cove Road as proposed, be deferred and that His Worship the Mayor be authorized to meet with the Department of Highways to seek cost sharing on consultant fees for a study of such widening as well as for the widening of Dutch Village Road.

Alderman Meagher suggested the Province should be requested to look further than the City limits and should include that portion of the road which extends into the County.

Alderman Walker said that if cost sharing can not be achieved, it was important to do the study anyway and that it be done as soon as possible.

Alderman Moore said he is of the understanding that an amount is included in the Capital Budget for preliminary work on the Dutch Village Road and His Worship said the intention is to see if the City can obtain cost sharing.

The Director of Engineering and Works said it is not necessary that a consultant be hired as the Province has a rather large staff saying that perhaps they could conduct the study themselves.

The Motion was then put and passed.

Capital Punishment

MOVED by Deputy Mayor Stanbury, seconded by Alderman Sullivan that, as recommended by the Safety Committee, a communication be sent to the Minister of Justice and the Solicitor General requesting that the law which now exists with respect to Capital Punishment, be enforced.

Motion passed with Alderman Shannon against.

MOVED by Alderman Walker, seconded by Deputy Mayor Stanbury that, as recommended by the Safety Committee, a letter be forwarded to the appropriate Federal Authorities to the effect that City Council very strongly recommends that the term "life in Prison" be interpreted to mean exactly what it says in cases of Capital and Non-Capital murders.

Motion passed with Alderman Shannon against.

REPORT - CITY PLANNING COMMITTEE

Council considered the report of the City Planning Committee from its meeting held on February 5, 1975, as follows:

Amendments to the Zoning By-law R-2 Zone - Mainland Area  

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DATE FOR HEARING

MOVED by Alderman Connolly, seconded by Alderman Moore that, as recommended by the City Planning Committee, City Council set a date for a public hearing to consider amending the R-2 Zone in effect in Mainland Halifax by adopting the proposed amendments as attached to the staff report of January 7, 1975, allowing day nurseries as permissible R-2 uses.



The City Clerk advised the public hearing is scheduled for March 5, 1975.

The Motion was put and passed.

Modification of the Lot Area Requirement - Lot F Lawrence Street

This item was forwarded to City Council without recommendation for the purpose of notifying persons living in the surrounding neighbourhood of the use intended with respect to the application.

Alderman Meagher noted that from an information report from the City Manager dated February 13, 1975, that only one person had expressed opposition to the proposal.

MOVED by Alderman Connolly, seconded by Alderman Stanbury that the application for the modification of the lot area requirement to permit the construction of an 8-unit apartment building on Lot F, Lawrence Street, as shown on Plan Nos. P200/6821 and P200/6830 of Case No. 3148, be approved by City Council. Motion passed.

Subdivision - Hampton Mews Condominium Development - Clayton Park

MOVED by Alderman Moore, seconded by Alderman Connolly that, as recommended by the City Planning Committee, the subdivision Plan for the Hampton Mews Condominium Development numbered P200/6832 of Case No. 2972, be approved by City Council. Motion passed.

Rezoning Recommendations by the Downtown Committee (For Tabling)

The Recommendation from the City Planning Committee read as follows:

"That the report dated January 28, 1975 and attached appendices, be tabled by City Council."

MOVED by Alderman Shannon, seconded by Alderman Meagher that the rezoning recommendations of the Downtown Committee be referred to staff for a further report.

Alderman Shannon said that in the report which was submitted, there were about two lines giving reasons as to why the rezonings should not take place with a great deal of the report devoted to the opposite view. Alderman Shannon said she would like to hear further views expressed as to the merits of the recommendations.

The Motion was put and passed with Alderman Sullivan and Deputy Mayor Stanbury voting against.

10:30 P. M. - Alderman Lawrence arrives.

Design Principles Relating to Block 0925 - Downtown Committee -  
(For Tabling)

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MOVED by Alderman Connolly, seconded by Alderman Meagher that, as recommended by the City Planning Committee, the report of the Downtown Committee entitled "Design Principles Relating to Block 0925" dated January 27, 1975, be tabled by City Council. Motion passed.

MISCELLANEOUS BUSINESS

Amendments to Administrative Order Number 8, Respecting Real Property of a Character or Nature Other than Residential or Business - SECOND READING

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MOVED by Alderman Connolly, seconded by Alderman Lawrence that the following amendments to Administrative Order Number 8, Respecting Real Property of a Character or Nature Other than Residential or Business, be read and passed a Second Time:

"Be it enacted by the City Council of the City of Halifax that Administrative Order Number 8, respecting Real Property of a Character or Nature Other than Residential or Business, as amended and approved by the City Council on the 31st day of May, 1973, is hereby further amended as follows:

1 SCHEDULE "A" to Administrative Order Number 8, is amended by adding thereto the following:

3844 Basinview Drive	Happy Day Nursery
1555 Chestnut Street	Chestnut Street Pre-School Centre Ltd.
382 Dutch Village Road	Tot N' Tyke Nursery
1245 Edward Street	Sapp's Nursery
33½ Melody Drive	Melody Drive Kindergarten
3160 Veith Street	ABC Nursery & Kindergarten"

Motion passed.

Neighbourhood Improvement Program - Four Block Area bounded by  
Creighton, Cunard, Agricola, West, Maynard & Gerrish Streets

A staff report dated February 10, 1975 was submitted on the matter.