

Council,
December 14, 1967

as follows:

"Whenever any owner or occupier has been lawfully ordered to do anything in or about his property, or on property adjacent to the same and he fails to comply with the said order, the person or body that has given the order may do, or cause to be done, that which was ordered, and a statement of the cost of doing the same shall be submitted to the City Collector who shall add the cost to the next yearly rates on the property concerned."

Motion passed.

The City Solicitor was instructed to submit the legislation to City Council for consideration.

Motion - Alderman Moir - Amendment to Ordinance No. 55
Respecting Tag Days and the Solicitation of Money
on the Streets

MOVED by Alderman Abbott, seconded by Alderman H. W. Butler that the following Amendment to Ordinance Number 55, Respecting Tag Days and the Solicitation of Money on the Streets, be read and passed a First Time:

BE IT ENACTED by the City Council of the City of Halifax, as follows:

1. Section 3 of Ordinance Number 55, Respecting Tag Days and the Solicitation of Money on the Streets, is amended by adding thereto the words: "Such petition must be filed not later than the 15th day of November in any year and shall pertain to a solicitation to be held in the following year".
2. Sections 4, 5 and 6 of said Ordinance Number 55 are renumbered as 8, 9 and 10.
3. Ordinance Number 55 is further amended by inserting following Section 3 thereof, the following Sections:
 4. One solicitation only, whether a tag day or a door to door canvass, is permitted at any one time.
 5. Door to door solicitations shall not exceed three days' duration.
 6. Notwithstanding any other provision herein contained, no solicitations shall be permitted after December 15th in any year.

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7. Petitions under this Ordinance shall be referred to the Welfare Council (Halifax-Dartmouth Area), for recommendation based on merit. The City Clerk will recommend to the City Council appropriate dates upon which recommended petitioners will hold or conduct their solicitations.

Motion passed.

MISCELLANEOUS BUSINESS

Accounts Over \$1,000.00

MOVED by Alderman Sullivan, seconded by Alderman H. W. Butler that the Acting City Manager be authorized to pay the following accounts over \$1,000.00:

<u>VENDOR</u>	<u>PURPOSE</u>	<u>AMOUNT</u>
Dept. of Municipal Affairs	Printing of Debentures	\$1,950.46
Province of Nova Scotia	Municipal Capital Contribution under the Public Hospitals Act.	43,146.00
Ti-Tax Uniforms Reg'd	Nurses' Uniforms	2,071.30
		<u>\$47,167.76</u>

Motion passed.

Appointments - Halifax Industrial Development Commission

His Worship the Mayor nominated Alderman Doyle to be appointed to the Halifax Industrial Development Commission.

MOVED by Alderman Sullivan, seconded by Alderman Fitzgerald, that Alderman Doyle be appointed to the Halifax Industrial Development Commission, term expiring April 30, 1970.
Motion passed.

Report - Housing Committee

The report of the Committee reads as follows:

"It is recommended that City Council request Central Mortgage and Housing Corporation to proceed immediately with the design

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and planning of the Brunswick Street Housing Project using the elevations proposed by A. D. Margison and Associates for the Cogswell Street Interchange, which will be forwarded to them by City Staff."

After discussion, Council agreed to defer a decision on the recommendation from the Housing Committee until after the meeting of Council, to be held on December 20, 1967, with respect to the Alternate Proposal for the Cogswell Street Interchange.

Request - Salvation Army Re: Christmas Fund Program

The following letter was submitted from The
Salvation Army:

December 12, 1967

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

Dear Mr. Stoddard:

The Salvation Army traditional Christmas activities include the Christmas Kettles and Caroling. This has been a tradition before the turn of a century here in Halifax with The Salvation Army, and the money derived from this effort has brought inspiration and material assistance to thousands of families, citizens in Homes, Institutions and Hospitals also Prisons, down through the years.

We would ask His Worship the Mayor and the members of City Council for permission to continue our Christmas effort thus enabling The Salvation Army to carry on this humanitarian work in assisting many who rely upon our organization for their Christmas dinner and treats, for their children.

In our submission in connection with the survey that was taken of The Salvation Army, we included in our financial statement the money derived from our Christmas effort.

The Reviewing Committee found that The Salvation Army met the standards of philanthropy used as a guide.

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Thanking you for your kind consideration with respect to our request.

Yours sincerely,

(signed) Sidney A. Tuck, Major
Public Relations and Finance
Officer

MOVED by Alderman Black, seconded by Alderman Ivany that the request of The Salvation Army be granted. Motion passed.

Letter - Mrs. Gertrude G. Hardwicke Re: Truck Traffic
Restriction - Connaught Avenue

A letter was submitted from Mrs. Gertrude G. Hardwicke protesting against the proposed truck restriction on Connaught Avenue and stating her reasons. Copies of the letter were distributed to all members of Council.

MOVED by Alderman Meagher, seconded by Alderman H. W. Butler that the letter be referred to the Safety Committee for consideration. Motion passed.

Appointment - Tourist Director

The following report was submitted for the information of City Council:

"Mr. Hendrik "Henk" Hymans was appointed Director of the Halifax Tourist and Convention Bureau as of December 1, 1967.

Born and educated in Holland, Mr. Hymans has more than twelve years' related experience in travel and convention at executive level involving work at Stratford, Ontario, with the Canadian Government Travel Bureau in Ottawa and his last appointment was as Manager of a Travel Agency in Toronto.

Mr. Hymans is a founding member of the Canadian Institute of Travel Counsellors, an active Rotarian, and is married with four school aged children."

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Street Closures - Argyle Street from Duke Street to Buckingham,
Buckingham Street from Barrington Street to
the West side of Argyle Street

Halifax, MOVED by Alderman Fitzgerald, seconded by Alderman Ivany that a date be set for a public hearing into the matter of the above mentioned street closures. Motion passed.

The City Clerk advised that the public hearing will be held on January 11, 1968.

QUESTIONS

No questions were asked at this time.

NOTICE OF MOTION

Notice of Motion - Alderman Ivany - Metropolitan Transport
Commission

Alderman Ivany gave notice that, at the next regular meeting of City Council, he will move for adoption of the following resolution:

"BE IT RESOLVED that the special Transit Committee of the Council of the City of Halifax take under advisement the feasibility of forming a Metropolitan Transport Commission to be made up of representatives of the Cities of Dartmouth and Halifax and the Municipality of the County of Halifax in order to solve the metropolitan public transportation problems, including public transit service (buses and trolleys), bridges and ferry services and parking, with the legal authority to either supervise or to own and operate the same."

ADDED ITEMS

Letter - Chairman of the Advisory Committee on the Preservation
of Historic Buildings.

The following letter was submitted:

Council,
December 14, 1967

December 13, 1967

The Mayor and Aldermen,
Halifax City Council,
Halifax, Nova Scotia.

Gentlemen:

I have been asked by the Civic Advisory Committee on the Preservation of Historic Buildings to express the Committee's regret and concern about certain aspects of the City's renewal programme as these affect a number of older buildings of interest and significance.

It is a matter of distinct regret to this Committee that there is no stated civic policy that would ensure the retention, care and re-use of certain architectural features, such as cornerstones and interior finish, of buildings or other structures scheduled for demolition. While it is recognized that, in the light of present civic planning, many of the City's landmarks are to disappear, it is to be regretted that more careful planning cannot be carried out to ensure that at least some suitable evidence of these buildings and structures will be retained and incorporated in new buildings or relocated in renewal areas. The lamentable fate of the cornerstone of the Royal Acadian School and the future of the 1812 Wall of the Ordnance Yard will serve to illustrate this point.

The Advisory Committee has also become increasingly concerned that buildings are being acquired, abandoned, or boarded up before their interest and merit have been fully assessed and their preservation or fate adequately determined. The boarding up of a number of interesting, and apparently sound, buildings on Brunswick Street, and the abandoned and very deteriorated condition of an eighteenth century house on Barrington Street, which may possibly be the oldest domestic building still standing in Halifax, may be mentioned in this connection.

It is therefore, both the hope and the recommendation of the present Civic Advisory Committee that a suitable policy be established by the City of Halifax with regard to such matters as those outlined above while there is still time and some evidence, however slight, of our historic and architectural heritage still standing in our midst.

Yours very truly,

(Signed) Louis W. Collins
Chairman, Civic Advisory Committee
for the Preservation of Historic
Buildings.

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blasting MOVED by Alderman Matheson, seconded by Alderman Ahern that the Civic Advisory Committee for the Preservation of Historic Buildings be requested to confer with the appropriate City Staff and prepare, in written form, a suggested policy as outlined in the letter and submit same to City Council for consideration. Motion passed.

Welfare

Alderman Connolly referred to a discussion which took place at the last meeting of the Public Health and Welfare Committee respecting the payment of Welfare. He reiterated some of his comments made at that time relating to persons who abuse the Welfare Department and apply and obtain welfare payments when they have no intention of trying to find employment to care for their families. He also referred to Section 186 of the Criminal Code which relates to a penalty for persons who fail to provide for their families. He asked if this Section could be applied to those persons applying for welfare because they have no desire to work and who have turned down various suitable jobs.

Council agreed to have the City Solicitor study Section 186 of the Criminal Code and to report on whether or not this Section can apply to cases of this kind.

Street Systems

Alderman Ahern referred to the excavation work which is proceeding in connection with the Scotia Square Development and said that he had received complaints from persons residing on Barrington Street who are being awakened at night by the

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blasting operations. He also referred to the dirty appearance of certain city streets where trucks are hauling fill to the Central Victualling Depot to be dumped into the Harbour and stockpiled, he asked if something could be done about the appearance of the streets.

Staff were instructed to look into the two questions and discuss same with Halifax Developments Limited.

Alderman Fitzgerald stated that he understood that there is not sufficient room in the Central Victualling Depot to stockpile the fill and he had heard that this part of the operation was going to cease. He suggested that another location be found to stockpile the fill and resolve the problems.

Staff were instructed to investigate the report.

9:50 p.m. Meeting adjourned.

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ALLAN O'BRIEN
MAYOR AND CHAIRMAN

R. H. STODDARD
CITY CLERK

SPECIAL CITY COUNCIL
MINUTES

Council Chamber,
City Hall,
Halifax, N. S.,
December 20, 1967,
8:05 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.

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

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

The meeting was called especially to consider the Cogswell Street Interchange.

His Worship the Mayor said that there were two additional items which he would ask Council to consider:

- (1) Brunswick Street Housing
- (2) Street Widening - Duke Street

MOVED by Alderman H. W. Butler, seconded by Alderman Fitzgerald that the Council consider the matter of Brunswick Street Housing. Motion passed.

8:07 p.m. Alderman Sullivan arrives.

MOVED by Alderman A. M. Butler, seconded by Alderman Moir that Council consider the Staff Report respecting Street Widening - Duke Street. Motion passed.

Committee of the Whole,
December 20, 1967

MOVED by Alderman Meagher, seconded by Alderman Connolly
that Council adjourn to meet as a Committee of the Whole in order
to discuss the report of A. D. Margison entitled "Review of
Alternate Proposal - Cogswell Street Interchange." Motion passed.

8:10 p.m. Council adjourned to meet as Committee of
the Whole.

His Worship the Mayor said that the following letter had
been received by the Acting City Manager from Mr. Allan Duffus.

Halifax, N.S.,
1525 Birmingham Street,
Dec. 19, 1967.

Mr. Arnold Ward
Acting City Manager
City Hall
Halifax, N. S.

Dear Sir:

I understand that a meeting of City Council has been called for
tomorrow evening to receive a report from A. D. Margison and
Associates on their assessment of the Alternative Plan for the
Cogswell Harbour Drive Interchange.

In view of the fact that another group of concerned citizens
have now made a submission to the Mayor and Aldermen, which
provides evidence supporting the viability of the Alternative
Proposal, I respectfully request the privilege to speak to
the question and to call upon Mr. Gordon K. Gravelle, Mr. Alfred
Howard and Mr. Peter Bennett for supporting evidence.

Yours very truly,

(sgd.) Allan F. Duffus, F.R.A.I.C

MOVED by Alderman A. M. Butler, seconded by Alderman Ahern
that the request be granted. Motion passed.

REVIEW OF ALTERNATE PROPOSAL COGSWELL STREET INTERCHANGE -
A. D. MARGISON AND ASSOCIATES LIMITED

Submitted at this time was the report entitled "Review
of Alternate Proposal - Cogswell Street Interchange" prepared
by A. D. Margison and Associates Limited.

Committee of the Whole,
December 20, 1967

(2) The letter of transmittal dated December 18, 1967 to
His Worship the Mayor and Members of Council reads as follows:

Re: Alternative Proposal
Cogswell Street Interchange
Our Project No. 2237-31

Dear Sirs:

As requested by Council at its meeting on the 22nd November, 1967, we have reviewed the alternative proposal for the Cogswell Street Interchange, submitted by Mr. A.F. Duffus, B.Arch., F.R.A.I.C., on behalf of an interested group of citizens.

In summary, the at-grade "T" intersection will operate satisfactorily with today's traffic volumes. However, by 1970 with the natural growth of traffic, plus the traffic generated by Scotia Square, the intersection will not function satisfactorily.

As was pointed out, various turning movements could be taken care of by the inclusion of overhead structures at various locations between Duke Street and Cornwallis Street and our review indicates that if these are included they could not handle the traffic around Scotia Square as efficiently, that the ultimate cost savings are negligible, and they would require the same land acquisition as the scheme Alternative "B", as adopted by Council the 22nd August, 1966.

In the best overall interest of the City we recommend the construction of the Cogswell Street Interchange as planned.

Yours very truly,

A.D. MARGISON AND ASSOCIATES LIMITED

(Signed) W.A. Stewart, P.Eng.,
Vice-President and General Manager

The report (a copy of which is attached to the official copy of these minutes) contains the following conclusions:

"We have reviewed the alternative proposal as requested by Council, with respect to its ability to handle the present traffic needs, the future traffic needs of both the Scotia Square and the City of Halifax, and we do not recommend its adoption for the following reasons.

- (1) It provides inferior traffic operations in the vicinity of Scotia Square. The "at grade" facility will not handle the traffic projected for 1970 when a good portion of the commercial areas will be in service.

- (2) The operational feature of the alternative proposal as outlined in a previous section of this report, are such that they will cause many traffic jams in the vicinity of Scotia Square, which area has, in our opinion, enough operating problems without adding to them.
- (3) If the structures are built as required to increase the capacity of the traffic arteries in the vicinity of Scotia Square, such construction programs would be of a major nature and would be detrimental to the operation of this revitalized business community.
- (4) The potential traffic in this area indicates that Water Street will eventually become Harbour Drive and will have to be a divided, controlled access roadway as shown on the alternative plan. This will require the taking of the same waterfront properties as Alternative "B". It is inconceivable that these property owners, in this case knowing that their property would eventually be required, would proceed with building improvements. If by chance they did, the City would have to pay the additional cost of these improvements at the time of expropriation.
- (5) As noted, the interchange at Cornwallis Street will be required and, as designed, would require reconstruction when Water Street becomes Harbour Drive. Alternatively, it could be designed to the appropriate standard now. This would require substantial CNR property not presently required, and the additional costs of this interchange would more than offset the indicated savings between the two schemes.
- (6) If the aforementioned interchange were constructed, the length of acceleration lanes required would interfere with the interchange requirements at the Angus L. MacDonald Bridge. Also, the interchange does not allow traffic proceedings from the dockyards to the bridges to use Harbour Drive.
The proximity of entrance and exit ramps in the vicinity of the Cogswell Street Interchange, with relation to the interchange at the Angus L. MacDonald bridge, was a concern of the City staff and was checked in our preliminary design.
- (7) It is essential in any major construction program that the minimum life span of usefulness is at least twenty years.

Mr. Wm. Stewart, P.Eng., addressed Council in support of the submission and elaborated on the various points contained therein and also answered various questions posed by the Members of Council.

Committee of the Whole,
December 20, 1967

PRESENTATION - MR. ALLAN DUFFUS - B. ARCH., F.R.A.I.C.

Mr. Allan Duffus addressed the Council as follows:

"At a special meeting of City Council held on November 22nd, 1967 to receive the submission of an alternative proposal for Cogswell Street Interchange, a memo from the Office of the Mayor was tabled. This memo concluded with the following statement -

If the needs of Scotia Square are adequately met, and if other public concerns such as traffic flows are adequately provided for, there would be substantial advantage to the city in a proposal which guarantees any of the following:

- (a) Saving historic buildings
- (b) Less business disturbance
- (c) Less land sterilization
- (d) Less cost
- (e) Better overall planning
- (f) Better appearance

May I comment on these points by stating, without prejudice, that the alternate plan does, in fact, meet these requirements.

You have received a report which has been compiled by a group of concerned citizens; they have retained independent engineering consultants who have provided the answers which we did not presume to answer at the initial presentation.

On the strength of these professional opinions, however, we can now say, without fear of contradiction, that the needs of Scotia Square are adequately met, in the important aspects of grade, connections, access to all entrances, and traffic flow capacity to meet normal growth.

In these comments we would like to clear up several misconceptions. There was the suggestion that a start on the Brunswick Housing Development would have to await finalization of the street alignment at Cornwallis and Harbour Drive. Since the alternative plan would follow the same street alignment as the present interchange plan, such a delay cannot be blamed on the alternative proposal.

There has also been the suggestion that there is a risk in accepting conceptual designs when angles, profiles and measurements are unknown. Undoubtedly this was the case when the original plan "B" was laid down on paper in August 1966. There was no such risk, however, when the alternate plan was developed, for the very good reason the City Staff and Scotia Square very willingly provided all the grades, profiles, street alignments, building locations and approaches that could be considered necessary to prepare a feasible alternative.

I trust that what I have said will be accepted as a sincere attempt to present our case as fairly and as concisely as possible.

Committee of the Whole,
December 20, 1967

If there are any further points of general concern which you would like to have clarified, I would be glad to answer. However, there may be many points of a technical nature which require confirmation, and I trust you will permit me to have these questions referred to those members of the committee of concern or to their engineering consultants who are here present tonight."

Mr. Duffus also elaborated on his remarks and answered various questions from Members of Council.

SUBMISSION - MR. W. MURRAY GOULD ON BEHALF OF COMMITTEE
OF CONCERN

Mr. Gould addressed Council as follows:

"Due to the controversy surrounding the construction of a traffic facility adjacent to the Scotia Square development a group of concerned and interested citizens formed a Committee of Concern to assess the facts and figures available. Their study is now complete, and the results are herewith submitted for your consideration.

It must be stated that the Committee is in full favor of the development of Scotia Square. It should also be stated that rumour to the contrary, the Committee is not critical of the engineering and design work carried out by the City's professional consultants.

Our study was carried out by many people, some Committee Members, others who in their professional capacities did not feel it politic to publicly associate themselves with the controversy, and others who were engaged by the Committee on a professional consulting basis.

The reports attached will, we feel, remove all doubt in the answers to the summation in the letter from Your Worship to Members of City Council under date of November 22, 1967.

From the results of our studies, it is apparent that with very minor modification the alternate proposal will meet the requirements of Scotia Square, and all other traffic. It will result in tremendous cost savings, will cause considerably less business disturbance and land sterilization, and being more compact, will be more aesthetically acceptable.

A great deal of work has gone into the reports attached hereto, and it is the earnest hope of the Committee that the results of that work will be of material assistance to Your Worship and Members of City Council when you make your final decision."

Committee of the Whole,
December 20, 1967

Dear Sir,
Mr. Gould elaborated on the points contained in the "Report of the Committee of Concern of the proposed Cogswell Street Interchange", copies of which had been distributed to the Members of Council prior to the meeting and a copy of which is attached to the Official copy of these minutes.

Mr. Gould also answered various questions from the Members of Council and then introduced Mr. Gordon K. Gravelle, P. E., Consulting Engineer, who had been engaged by the Committee of Concern to prepare a report on the traffic capabilities of the alternate Harbour Drive proposal as it affects Scotia Square.

Mr. Gravelle then addressed Council elaborating on his report which is attached as Appendix "A" to the report of the Committee of Concern.

Mr. Gravelle, at the conclusion of his presentation also answered various questions from the Members of Council.

10:45 p.m. Committee adjourned for a short recess.

11:07 p.m. The Committee of the Whole reconvened, the following Members being present: Aldermen Abbott, Moir, Ivany, Matheson, Meagher, Ahern, Connolly, M. D. Sullivan, Fitzgerald and H. W. Butler.

PRESENTATION - HALIFAX DEVELOPMENTS LIMITED - MR. W. B. HARDMAN

Mr. W. B. Hardman, General Manager, Halifax Developments Limited submitted and read the following letter dated December 20, 1967 and addressed to His Worship the Mayor and Members of Council.

Committee of the Whole,
December 20, 1967

Dear Sirs:

Re: Cogswell Street Interchange

Halifax Developments Limited and their consultants have now had an opportunity to assess the merits of the Duffus and Margison schemes for a traffic interchange at the corner of Cogswell Street and Harbour Drive.

It is our opinion that a level T junction will in no way be able to handle the estimated volume of 40,000 cars per day using this interchange. The massive concentration of automobiles on Cogswell Street, due to the closing of Buckingham and Jacob Streets, will require some type of overpass arrangement. The volume of traffic cannot be handled by a T junction.

Unless the traffic leaving Scotia Square can enter an interchange and then be disseminated in either a north or south direction, there will be a considerable bottleneck, not only at Cogswell and Barrington Streets, but also at Duke and Brunswick, and Brunswick and Cogswell Streets.

It has been said that public transit will relieve a considerable amount of the traffic congestion around Scotia Square. While we would hope that a good number of customers and employees in the Scotia Square complex will arrive at the site by public transit, it is a proven fact that public transit does not meet the needs of the cash and carry retail customer. Since Scotia Square will contain the largest retail shopping complex in the metropolitan Halifax area, provision must be made for these cash and carry customers and the normal occupants of the Scotia Square complex who wish to drive their cars to work.

The apartment complex in Scotia Square will contain a great number of tenants who work in Scotia Square; however, there will also be a number of tenants who do not work in Scotia Square. The majority of these tenants will have cars. To ascertain the traffic generated by apartments, please examine the increase in traffic around the Park Victoria on South Park Street.

The financial and tenant commitments which Scotia Square has entered into are all based upon an interchange containing a grade separation and an easy flow of traffic in both north and south directions. It is imperative that these commitments not be jeopardized by radical changes in the plan for the interchange.

It is understood that the residual land fronting the Harbour, left after the completion of the interchange, is of some concern to City Council. The Directors of Halifax Developments Limited consider any waterfront property to be prime land and would be quite eager to participate in its development.

Committee of the Whole,
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We would advise that, under certain conditions, we are prepared to accept an extension of the completion date for the Cogswell Street, Harbour Drive Interchange. Subject to our programs being fully co-ordinated, a penalty-bonus completion clause being arranged with the General Contractor, and an undertaking that no further time extensions will be requested, the date for completion of the interchange can be extended from May 1, 1969, to July 1, 1969.

In conclusion, we would like to re-emphasize our position in stating that a T intersection is entirely unacceptable as a means of servicing the traffic volume generated by the Central Business District and Scotia Square.

Yours very truly,

HALIFAX DEVELOPMENTS LIMITED

(Signed) W. B. Hardman
General Manager

Mr. Charles MacCulloch, Member of the Board of Directors of Halifax Developments Limited also addressed Council in support of the Margison proposal for the Cogswell Street Interchange and the alignment of Harbour Drive as it affects the Scotia Square Development.

SUBMISSION - MR. THOMAS P. CALKIN

Mr. G. T. Calkin submitted and read the following letter on behalf of T. P. Calkin Limited whose offices and plant are located at 2162 Upper Water Street in the affected area:

"We would like to thank Alderman Connolly for placing us on the agenda this evening and for allowing us to express our view on the proposed plans for the Cogswell Street Interchange.

Our remarks will be short and to the point.

First, we would like to state that T. P. Calkin Limited has been in business in Nova Scotia for over 120 years. We have also participated in the business growth and development in Halifax for over three decades. Naturally we have considerable interest in this project and its ramifications.

We would also like to point out that we are in favour of the development of Scotia Square or any other such project that will enhance our city as a place to live and as a business community.

Committee of the Whole,
December 20, 1967

As you all know, the four basic functions of management are planning, organizing, directing, and controlling activities to achieve desired ends.

Our desired ends are to continue to participate in the business community of this area and to play an active part in the City of Halifax. We presently employ over 25 people in our Halifax operation and want to plan intelligently our growth to protect our invested interests and our employees.

Now we meet a new situation. Depending on the extent of changes required on or near our property as noted in these proposals, we feel there will be a considerable readjustment in our business with probable loss of trade and a serious loss of rental income.

Although we realize the city must view any major readjustment such as this in the light that it will benefit the city as a whole, we at T.P. Calkin Limited would like to register our feelings that one of these plans will surely extinguish our rental income completely and both plans could seriously affect our trade.

We have recently completed exhaustive studies of our future in Nova Scotia and find it is in our best interest to improve our facilities (i.e. physical plant) and to provide more and better services to our customers in this area.

Now that we have done our planning, we are in the embarrassing situation that we do not know how to organize our efforts to achieve our aims.

Why? A lack of decisions from other groups concerning land use.

We are one of the privileged companies that will likely be affected by the extensions of either plan. Because of this we can be somewhat objective in our comments.

What we suggest is that you exercise your best judgement quickly, in the best interest of our community, its citizenry, and the tax payer. Once you have made your heavy decision - act quickly and implement your plans.

May we also suggest that under any scheme, you look over the plan and consider companies that will be affected by future expansion and notify them of same. We as well as other companies are in a difficult position because we cannot make long range plans due to the lack of information.

Let there be no mistake, that if we are going to be affected now or in ten years, we would like to know now and have our premises expropriated at this time. If we are not going to be affected, we want to know so that we can strengthen and consolidate our physical plant so it will enable us to execute our plans for tomorrow.

Committee of the Whole,
December 20, 1967

Without intelligent assessment and conclusive decisions, we continue to sit in a state of suspension. We are saying that a lack of decision can do much more harm than you may realize. Incorrect decisions we know are expensive, but, when sufficient evidence is available we urge you to act quickly. We are asking you to open your eyes to tomorrow, act on your best advice and get on with the job so that we too can get on with our efforts.

In a nutshell - we are saying that this has serious ramifications to our company and we are wondering when we can expect a decision and if it will be short or long term.

Thank you for your time."

Respectfully submitted,
T. P. CALKIN LIMITED.

(Signed) J. J. Simpkins
Manager-Halifax Branch

(Signed) G. T. Calkin,
Director.

SUBMISSION - CITY STAFF

At the request of His Worship the Mayor, the Acting City Manager said that Mr. C. L. Dodge, City Engineer would present the City Staff's viewpoint on the matter of the Cogswell Street Interchange.

Mr. Dodge confirmed the Staff viewpoint as expressed previously that the alternate proposal for the Cogswell Street Interchange is not capable of handling the present volume of traffic and, therefore, would not be capable of handling the projected volume of traffic.

MOVED by Alderman Fitzgerald, seconded by Alderman Moir that City Council confirm its decision with respect to the alignment of Harbour Drive in the area of the Scotia Square Development (including the Cogswell Street Interchange) as contained in the resolution passed by City Council on July 19,

Committee of the Whole,
December 20, 1967

1967 which reads as follows:

"THAT Council adopt Phase No. 1 of the Harbour Drive project as proposed by the Consultants;

THAT reservations be made for two (2) additional lanes and that Council maintain flexibility of action to construct the project easterly by utilizing a small portion of the Piers which extend into the Harbour in the area of the Morse's tea Building".

Alderman Ivany referred to the need to bring together as quickly as possible the Members of the Advisory Committee on the Preservation of Historic Buildings to devise ways and means of salvaging as much as possible of the Historic Waterfront Buildings and relocating them on other sites.

Alderman Meagher advised the Council that Mr. Gilbert Hutton, President of the Heritage Trust of Nova Scotia and a member of the City's Advisory Committee on the Preservation of Historic Buildings, was present in the Council Chamber and has in his possession a telegram which he had received pertaining to the Waterfront Buildings.

It was agreed to permit Mr. Hutton to be heard.

Mr. Hutton said that Mr. Peter Bennett, Assistant Director of the Historic Sites Division of the Department of Northern Affairs and National Resources in Ottawa had hoped to be able to be present at tonight's meeting, but was unable to attend.

He said that Mr. Bennett had sent a telegram which he would read, but that before reading it he would like to read the following comments attached to the report of the Committee of

Concern as Appendix "E".

"BUILDINGS OF ARCHITECTURAL AND HISTORIC MERIT

Halifax still retains at this moment many physical reminders of our heritage in the form of buildings and structures surviving from the eighteenth and nineteenth centuries. It is generally agreed that efforts should be made to retain at least some of these in order to remind us of our own past and contribution to the development of Canada; to contribute to a more attractive city to live in and to visit by providing a continuity of architectural styles rather than unrelieved vistas of one period only; and, by no means least important, to provide a further dimension to the city's ability to attract and hold the tourist. Tourism is already the third largest industry in Nova Scotia in terms of dollars earned and is increasing very rapidly in relative importance with the steady increase in standards of living, leisure time and ease and speed of transportation.

It is only feasible and desirable to restore and preserve a few of these buildings for museum type uses or as examples of their type. However, there exists in Halifax a unique group of nineteenth century commercial buildings in the area bounded by the Central Victualling Depot, Granville St., Duke St. and the Ferry Wharf and the harbour. This group of buildings could provide the foundation of an economically viable restored commercial area, adjacent and complementary to Scotia Square.

The old quarter of Montreal, containing many similar buildings is well advanced in this restoration process and where recently only partly used by day and deserted by night, now lives from early morning to very late at night as tourist and resident alike enjoy restaurants, taverns, artists studios, coffee houses, specialty shops and boutiques. Several American cities, especially on the northeastern seaboard with many similarities to Halifax, have successfully undertaken such projects and many others are in the process of beginning them. A group of waterfront granite buildings in Boston provided the nucleus for the large Lewis Wharf project involving, in addition to the kind of commercial activity mentioned above, marinas, yachting supply premises and some dwelling spaces, much sought after for the advantages of their location.

Whether or not this unique, imaginative, valuable and potentially profitable undertaking should be carried out here would have to be determined by a thorough feasibility study recently suggested by consultants retained by the city. This study would determine the minimum number of such buildings and the conditions of accessibility necessary for a viable restored area. If a number of the most significant and interesting of these buildings are destroyed before the feasibility study can be undertaken, or if a traffic system is built which virtually dictates an extensive road facility right through the centre of the area, this opportunity might be prejudiced or even destroyed.

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He then read the following telegram which had been received from Mr. Bennett:

"RE YOUR INQUIRY THE MINISTER'S OFFER OF CO-OPERATION IN HIS LETTER TO MR J L CONNOLLY OF OCTOBER 21 1965 IS BASED ON EXISTING POLICY WHICH REMAINS UNCHANGED".

Mr. Hutton explained that the "Minister's Offer" consists of advice that the Federal Government would share up to 50% of the cost of a restoration program.

Mr. Hutton said that he would like to conclude his remarks as follows:

"Surely, the real question is whether it is desirable for the City to assess some lesser traffic capacity for a time in order to provide for a fairer solution and time to assess important possibilities such as a historic area which could very well compliment to a large extent Scotia Square."

The motion was then put and passed as follows:

FOR THE MOTION: Aldermen Abbott, Moir, Ivany, Matheson, Meagher
Fitzgerald and H. W. Butler. 7

AGAINST IT: Aldermen Ahern, Connolly and Sullivan 3

12:10 a.m. December 21, 1967 Meeting of the Committee of the Whole adjourned and Council reconvened with the following members being present: Aldermen Abbott, Moir, Ivany, Matheson, Connolly, Doyle, Fitzgerald, H. W. Butler, Meagher and Sullivan.

MOVED by Alderman Fitzgerald, seconded by Alderman Moir that as recommended by the Committee of the Whole:

"Council adopt Phase No. 1 of the Harbour Drive project as proposed by the Consultants;

THAT reservations be made for two (2) additional lanes and that Council maintain flexibility of action to construct the project easterly by utilizing a small portion of the Piers which extend into the Harbour in the area of the Morse's tea Building".

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Motion passed with Aldermen Ahern, Connolly and Sullivan voting against.

MOVED by Alderman Ivany, seconded by Alderman Moir that the appropriate Federal Department at Ottawa be informed of the necessity to demolish the historic buildings on the Waterfront because of the construction of the Harbour Drive; and that a meeting of the Advisory Committee on the Preservation of Historic Buildings be convened so that a determination can be made as to what buildings or portions of buildings on the Waterfront can be salvaged and relocated on other sites. Motion passed.

BRUNSWICK STREET HOUSING

MOVED by Alderman Moir, seconded by Alderman Matheson that Central Mortgage and Housing Corporation be advised that it will now be in order for the Corporation to prepare the preliminary plans for the Brunswick Street Housing Project in accordance with the alignment and grades established for Harbour Drive in the report of A. D. Margison and Associates Limited. Motion passed.

STREET WIDENING -- DUKE STREET

A report was submitted from Staff respecting street widening - Duke Street (Market Street to Brunswick Street, North Side).

MOVED by Alderman Moir, seconded by Alderman Abbott that the tender of L. W. Allen Limited, in the amount of \$3,400.00 being the lowest of three tenders received for the temporary widening of the North Side of Duke Street, from Market to Brunswick Street, be accepted. Motion passed.

12:15 a.m. Meeting adjourned.

HEADLINES

Review of Alternate Proposal Cogswell Street Interchange A. D. Margison and Associates Limited	1053
Presentation - Mr. Allan Duffus - B.Arch., F.R.A.I.C.	1056
Submission - Mr. W. Murray Gould on Behalf of Committee of Concern	1057
Presentation - Halifax Developments Limited - Mr. W. B. Hardman	1058
Submission - Mr. Thomas P. Calkin	1060
Submission - City Staff	1062
Brunswick Street Housing	1065a
Street Widening - Duke Street	1065a

the Lord's Prayer.

There were present: His Worship the Mayor, Chairman;
Aldermen Black, Abbott, ... M. Butler, Haagher, ...

Connolly, Fitzgerald, ...

ALLAN O'BRIEN
MAYOR AND CHAIRMAN

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

WJC/ler

Minutes of the meeting held on December 14, 1967 were
approved on motion of Alderman Black, seconded by Alderman
Fitzgerald.

APPROVAL OF ORDER OF BUSINESS, ADDITIONS AND DELETIONS

His Worship the Mayor asked if the Members of Council
would agree to meet in his office immediately after the Order
of Business had been approved in order to receive advice from
the City Solicitor with respect to one of the items on the Order
of Business.

Council agreed to accede to the request of His Worship
the Mayor.

MOVED by Alderman Black, seconded by Alderman Abbott that

Commissioner of Health

CITY COUNCIL
MINUTES

Council
December 28, 1967

Council Chamber,
City Hall,
Halifax, N. S.,
December 28, 1967,
8:00 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.

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

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

MINUTES

Minutes of the meeting held on December 14, 1967 were approved on motion of Alderman Black, seconded by Alderman Fitzgerald.

APPROVAL OF ORDER OF BUSINESS, ADDITIONS AND DELETIONS

His Worship the Mayor asked if the Members of Council would agree to meet in his office immediately after the Order of Business had been approved in order to receive advice from the City Solicitor with respect to one of the items on the Order of Business.

Council agreed to accede to the request of His Worship the Mayor.

MOVED by Alderman Black, seconded by Alderman Abbott that

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the Order of Business, as submitted, be approved. Motion passed.

No. 122 8:05 p.m. meeting adjourned for a short recess to permit the Members of Council to meet in the Office of the Mayor.

8:30 p.m. Council reconvened the following Members being present:

Aldermen Black, Abbott, Moir, A. M. Butler, Meagher, Ahern, Connolly, Fitzgerald, H. W. Butler, Matheson, Sullivan and Ivany.

DEFERRED ITEMS

Expropriation of Land - Africville Area

Further deferred.

Property Acquisition - 2097 Barrington Street

A report was submitted from Staff respecting the possible acquisition of the property at 2097 Barrington Street.

The report gives a brief history of the negotiations respecting the subject property and recommended that the offer of the owner to sell the property for \$12,500.00 be accepted.

MOVED by Alderman Moir, seconded by Alderman Abbott that the sum of \$12,500.00 be paid to Mr. David Fong as settlement in full for all claims in connection with the acquisition by the City of his property at 2097 Barrington Street required in connection with the construction of the Cogswell Street Interchange. Motion passed with Alderman Connolly voting against.

Ordinance No. 122 Re: Tax Concessions for New Commercial and Industrial Construction (SECOND READING)

His Worship the Mayor stated that a special meeting of the Committee of the Whole Council is to be held on January 9, 1968 to discuss the matter of tax concession for new commercial

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and Industrial Buildings at which time the matter of Ordinance
Resolution No. 122 will be discussed.

MOTIONS OF RECONSIDERATION

No Motions of Reconsideration were heard at this time.

MOTIONS OF RESCISSION

No Motions of Rescission were heard at this time.

PUBLIC HEARINGS & HEARINGS

No Public Hearings or Hearings were scheduled for this
time.

PETITIONS AND DELEGATIONS

No petitions and delegations were scheduled for this
time.

REPORT - FINANCE AND EXECUTIVE COMMITTEE

Appointment of Administrator - Estate of Emilia Mildred
Sulkus

MOVED by Alderman Ahern, seconded by Alderman Connolly
that, as recommended by the Finance and Executive Committee, Mr.
John L. Leitch, City Treasurer, be appointed to act as adminis-
trator of the Estate of Emilia Mildred Sulkus on behalf of the
City of Halifax, a creditor of the Estate. Motion passed.

Application - Tax Concession - Halifax Longshoremen's
Association, #1451 Hollis Street

MOVED by Alderman Connolly, seconded by Alderman Meagher
that, as recommended by the Finance and Executive Committee,
legislation be sought empowering the City to fix the taxes for
the year 1968 on the premises owned by the Halifax Longshoremen's
Association, Local 269, I.L.A. at 1451 Hollis Street known as
the Hiring Hall at \$500.00. Motion passed.

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Resolution - Council of the City of Ottawa Re; Community
Improvement Program

A report of the Finance and Executive Committee reads
as follows:

"A request from the City of Ottawa for endorsement of the
following resolution passed by the Council of the City of Ottawa
is forwarded without recommendation.

"WHEREAS the Centennial Commission Community Improvement
Program has made Canadians aware of their immediate environment
and had prompted them, through leadership and guidance, to
improve it. This process must continue. The impetus must not
be lost.

THEREFORE, BE IT RESOLVED that the Community Improvement
Program should be continued under Federal Government leadership
in its present scope in co-operation with the provincial
governments and that it should be expanded to gradually embrace
concern for the total environment."

MOVED by Alderman Ivany, seconded by Alderman Connolly
that as requested by the City of Ottawa, City Council endorse the
resolution and forward same to the Prime Minister. Motion
passed.

Applications for Solicitations under Ordance No. 55

MOVED by Alderman Moir, seconded by Alderman Ahern that,
as recommended by the Finance and Executive Committee, permission
to hold tag days or door-to-door canvasses be granted to the
following organizations in 1968;

Boy Scouts of Canada,
Callow Veterans' and Invalids' Welfare League
Canadian Cancer Society
The Cystic Fibrosis Society of Nova Scotia
Girl Guides of Canada
Halifax Civic Youth Band Auxiliary
Halifax Little League Baseball Association
Multiple Sclerosis Society
Nova Scotia Amateur Swimming Association
Retarded Children's Association
The Royal Canadian Legion