

Park may become eyesore

AT FIRST GLANCE, the current dispute over the fate of Seaview Park could be viewed as a confrontation between development and sentiment; the future and the past; or even black and white. But the issues aren't that simple. They never have been.

In his *Daily News* column, Tom Regan wrote that the plan to run an industrial road through the park was viewed as a business decision by Halifax city council (or, at least, the council members who voted in its favor) and the Halifax Port Corporation. That assessment is correct, up to a point. It can, however, be taken a step farther.

This wasn't just a business decision. It was also a power decision. What kind of power? Coercive power . . . the kind of power that says, "We're going to go ahead and do this, and it doesn't much matter what anybody else thinks." This is the same kind of power council exerted almost thirty years ago, when the wheels of the Africville relocation were cranked into motion. The current decision has failed to take into account the heritage value of the Seaview Park site, which was once an established black community.

It was a decision that ignored the significance the Africville experience holds for its former residents, their descendants, the rest of the black community, and the province as a whole. The timing of the road project is interesting. And a look back to recent history is instructive. A road in the Seaview Park area was first proposed in 1984, a year before the park offi-



Charles
Saunders

cially opened. At that time, the purpose of the road was to link Fairview Cove to the Volvo assembly plant. Then the Volvo plant relocated, and that was the end of plans for the road. The city established Seaview Park in 1985. Was it known then that the park would enjoy only six years of undisturbed existence?

Fast-forward to 1989. During the latter part of that year, the *Africville: A Spirit That Lives On* exhibit opened at the Mount St. Vincent University Art Gallery. The exhibit, which featured displays of artifacts salvaged from the Africville relocation, put the community back on the map of social consciousness.

Right the old wrong

During the weekend of the opening, a conference concerning the past, present, and future of Africville produced a wide-ranging series of discussions. Out of those discussions came a firm resolve to right the old wrong, to reclaim the lost land.

A year later, the Africville Genealogy Society announced its intention to pursue legal action toward that end. A few months after that, the access road that died in 1984 lurched back to life. Suddenly, the road became essential to the economic survival of the port.

The timing of city council's decision to go ahead with the road

could, of course, be coincidental. On the other hand, it could also represent a preemptive strike designed to stymie the Africville residents' efforts to recover what once belonged to them. A public hearing or inquiry would help to clarify these matters.

It would also shed light on why alternate access routes, such as the one Africville Genealogy Society President Irvine Carvery proposed in the April 21 *Daily News*, were not considered, and why there wasn't an environmental impact study of the effects of a truck road on the park.

When the original Africville relocation scheme unfolded in the 1960s, the media portrayed the community as an eyesore. And that was one of the milder epithets employed. Ostensibly, the people in power did not want motorists crossing the proposed MacKay Bridge to pass directly over a black community that had become an outpost of urban poverty and neglect.

Of course, the city's prominent role in the creation of those conditions was conveniently ignored. In the near future, commuters traveling over the MacKay Bridge may be greeted by the sight of bulldozers once again chewing up what used to be Africville.

They may also see peaceful protesters attempting to block the progress of those bulldozers. They may see police dragging those protesters away, while more line up to take their places. And that will be an eyesore of a different kind — a moral eyesore.

20 May / 91

Seaview Pk.

CC
27 MAR /91

**Notice of Motion Deputy Mayor O'Malley Re:
Motion of Reconsideration: Agenda Item 15.3,
Halifax Port Corporation Re: Proposed Service Road
- Fairview Cove to Richmond Terminal**

Deputy Mayor O'Malley gave Notice that at the next regular meeting of Halifax City Council, **scheduled for Thursday, 11 April 1991**, she proposes to introduce a Motion of Reconsideration with regard to Agenda Item 15.3, "Halifax Port Corporation Re: Proposed Service Road - Fairview Cove to Richmond Terminal," which had been debated by Council earlier in tonight's (27 March) meeting.

**Halifax Port Corporation Re: Proposed Service Road -
Fairview Cove to Richmond Terminal**

This item was forwarded to Council without recommendation pending receipt of further information from staff.

A supplementary staff report dated 22 March 1991 was submitted.

MOVED by Deputy Mayor O'Malley, seconded by Alderman Pottie that subject to the final design of the access road from Fairview Cove to Richmond Terminal being approved, that:

- 1a) the cost of the relocation of the playground be part of the contractual agreement to be absorbed by the Port Corporation;
- b) the cost of an appropriate fence installation be part of the contractual agreement to be absorbed by the Port Corporation;
- c) cost of the treeline installation be part of the contractual agreement to be absorbed by the Port Corporation;
2. there be a pedestrian access from Novalea Drive;
3. a public meeting be held to discuss the proposed service road and the intermodal facility prior to approval of either proposal.

Deputy Mayor O'Malley went on to comment on each part of the recommendation and urged members of Council to support her motion. In referring to the proposed fence installation, Deputy Mayor O'Malley presented pictures of various types of barriers that are located in the City. The Deputy Mayor made particular reference to the barrier at Briarwood and Bayview noting that it was aesthetically pleasing and suggested, if there was going to be a new fence at Seaview Park, that this was the type she would desire.

The City Manager indicated that there were a couple of points which he should bring to Council's attention before dealing with the motion which relate basically to the overpass. He noted that this roadway was basically a reconstruction of old Barrington Street and indicated that an overpass or a pedestrian access from Novalea Drive to the Park was something that had never been negotiated with the Port Corporation to his knowledge. The City Manager suggested that this item was not required by this development and commented that it would seem to him that this would be more properly a part of the CN development.

A discussion and debate followed and Alderman Flynn MOVED IN AMENDMENT, seconded by Alderman Fitzgerald that the first part of the motion be substituted with the words:

"City Council approve the proposed service road for the Halifax Port Corporation and that:

- 1a) the cost of the relocation of the playground be part of the contractual agreement to be absorbed by the Port Corporation;
- b) the cost of an appropriate fence installation be part of the contractual agreement to be absorbed by the Port Corporation;
- c) cost of the treeline installation be part of the contractual agreement to be absorbed by the Port Corporation."

Deputy Mayor O'Malley expressed the concern that the amendment was changing the intent of her motion and the Chairman agreed and **ruled the amendment out of order.**

Following a further discussion and debate on the motion, at the request of Council, Deputy Mayor O'Malley agreed to divide her motion and deal with part 1a, b, and c separately as follows:

- "(1) subject to the final design of the access road from Fairview Cove to Richmond Terminal being approved that:
 - a) the cost of the relocation of the playground be part of the contractual agreement to be absorbed by the Port Corporation;
 - b) the cost of an appropriate fence installation be part of the contractual agreement to be absorbed by the Port Corporation;
 - c) the cost of the treeline installation be part of the contractual agreement to be absorbed by the Port Corporation."

Motion passed.

Council next considered part (2) of the motion as follows:

"(2) there be a pedestrian access from Novalea Drive"

A discussion followed and Alderman Flynn commented that there was a pedestrian access from Barrington Street which

is the original roadway. Therefore, Alderman Flynn suggested that the motion to provide a pedestrian access is a redundant one because an access already exists. He went on to suggest that the purpose of the motion was to try and tie the project in with the CNR proposal which are two separate items.

The discussion continued and the Chairman indicated that there was a problem with the motion with respect to who would pay for the access. Deputy Mayor O'Malley noted that the access related to part 3 of the motion which is to hold a public meeting to deal with the access and the CNR proposals at the same time. The Chairman pointed out that Council was not dealing with the CNR proposal at this time and, therefore, ruled part (2) of **the motion out of order**.

Deputy Mayor O'Malley challenged the ruling of the Chairman which resulted in **the ruling being upheld** with eight (8) voting for and (3) voting against as follows:

FOR: Aldermen Holland, Fitzgerald, Downey, Pottie, Hanson, Ducharme, Flynn, and Stone.....(8)

AGAINST: Deputy Mayor O'Malley, and Aldermen Grant and Jeffrey.....(3)

Council then considered the third part of the motion as follows:

- "3. a public meeting be held to discuss the proposed service road and the intermodal facility prior to approval of either proposal."

The motion was put and defeated with three (3) members of Council voting for it and eight (8) voting against it as follows:

FOR: Deputy Mayor O'Malley, and Aldermen Pottie, and Jeffrey.....(3)

AGAINST: Aldermen Holland, Fitzgerald, Downey, Grant, Hanson, Ducharme, Flynn, Stone.....(8)

It was then MOVED by Alderman Flynn, seconded by Alderman Fitzgerald that:

- (1) City Council approve the final design plans for the proposed service road based on the following conditions:

- a) the cost of the relocation of the playground be part of the contractual agreement to be absorbed by the Port Corporation;

- b) the cost of an appropriate fence installation be part of the contractual agreement to be absorbed by the Port Corporation;
 - c) the cost of the treeline installation be part of the contractual agreement to be absorbed by the Port Corporation.
- (2) City Council approve the maintenance by the City of the roadway once it is constructed.

A debate followed and it was MOVED by Deputy Mayor O'Malley, seconded by Alderman Pottie that the motion be deferred pending the holding of a public meeting to discuss the proposed service road plans prior to being approved by Council.

Motion of deferral defeated.

The previous motion by Alderman Flynn was put and passed with eight (8) voting for it and (3) voting against it as follows:

FOR: Aldermen Holland, Fitzgerald, Downey, Grant, Hanson, Ducharme, Flynn, and Stone.....(8)

AGAINST: Deputy Mayor O'Malley, and Aldermen Pottie and Jeffrey.....(3)

Case No. 5194: Extension of Development Agreement - 1521 Lower Water Street

MOVED by Alderman Fitzgerald, seconded by Alderman Downey that, as recommended by the City Planning Committee, City Council authorize an extension to the development agreement governing Block "M," 1521 Lower Water Street, being the same agreement registered at the Registry of Deeds in Book 4612, Pages 45052-57 inclusive, on the condition that the development be commenced within two years of Council's approval and completed within four years of said approval.

The motion was put and passed.

MISCELLANEOUS BUSINESS

Appointments

A memorandum, dated 25 March 1991, was submitted from His Worship Mayor Wallace.

Barbara

INFORMATION REPORT
Case No. 5984

TO: His Worship the Mayor and Members of Council
FROM: Bernard. G. Smith, Acting City Manager
DATE: 3 May 1990
SUBJECT: Lands in the area of Seaview Park and the Fairview
Container Pier

Question Alderman O'Malley Re: Rezoning of Seaview Park

Alderman O'Malley requested a report from staff regarding the rezoning of Seaview Park from C-5 to Parks and Institutional to be consistent with future land use regulations.

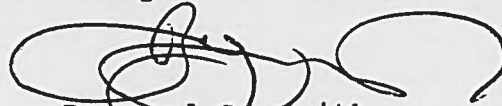
Question Alderman O'Malley Re: Rezoning of lands between Seaview Park and the Fairview Container Pier

Alderman O'Malley advised that she had asked that the Planning Division start the process for the rezoning of the lands between Seaview Park and the Fairview Container Pier. The Alderman asked for an update on her request.

This is in response to the above questions raised on 31 August 1989 and 26 April 1990 respectively.

In response to the request of 31 August 1989 staff began an indepth review of the rezoning of Seaview Park. As a result of the complexity of the issue a considerable amount of time has been spent on preparing this report. Therefore, an Information Report dated 13 October 1989, was sent to Council stating that much of Seaview Park was created by landfill which has resulted in uncertainty over the boundaries of the park and that once the boundaries were identified a report would be prepared. This report can be expected shortly.

With respect to the rezoning of land between Seaview Park and the Fairview Container Pier, staff will begin a review immediately and a report can be expected in the very near future.


Bernard G. Smith
Acting City Manager

/lh

Prepared By: Bianca M.V. Bielski, Planner

Approved By: E. Boyd Algee, Acting Director of Development
and Planning 

CITY COUNCIL
26 APRIL 1990

**Question Alderman O'Malley Re: Rezoning between
Seaview Park and the Fairview Container Pier**

Alderman O'Malley advised that she had asked that the Planning Division start the process for the rezoning of the lands between Seaview Park and the Fairview Container Pier. The Alderman asked for an update on her request.

Barbara

INFORMATION REPORT

TO: His Worship the Mayor and Members of City Council
FROM: Paul Calda, P.Eng., City Manager
DATE: 13 October 1989
SUBJECT: Seaview Park: Rezoning from C-5 (Harbour Related Industrial Zone) to P (Park and Institutional Zone)

On 28 September, Alderman O'Malley advised "that she had asked staff sometime to investigate the possibility of rezoning the Seaview Park area to Parks and Institutional".

This is in response to the question.

Staff is preparing a report. The fact that much of Seaview Park was created by land fill has resulted in uncertainty over the boundaries of the park. Once the boundaries have been identified a report will be prepared.


Paul Calda, P. Eng.
City Manager

Prepared By: Bianca M.V. Bielski, Planner

Approved By: Richard J. Matthews, Director of Development and Planning



CC
28 SEPT 89

Question Alderman O'Malley Re: Rezoning of Seaview Park

Alderman O'Malley advised that she had asked staff sometime to investigate the possibility of rezoning the Seaview Park area to Parks and Institutional. The Alderman asked for a report on the matter.

CC 31 AUG 189

Question Alderman O'Malley Re: Rezoning of Seaview Park

Alderman O'Malley asked for a report from staff regarding the rezoning of Seaview Park from its current C-5 zoning to Parks and Institutional to be consistent with future land use regulations.

people 11/04/81

Still a suit?

Dear Editor:

Re: the Africville expropriation. Your recent article noted that former residents and other members of Africville Genealogy society plan to sue the City of Halifax to retrieve land expropriation in the 1960s.

The Africville lands should be returned to their owners or descendants. Many people at the time — including myself (as a citizen of Halifax) — thought the land expropriation unjust.

Since your coverage last November, I have heard nothing more about this project. Did the people involved give up the idea?

Ken B. Dwyer
Halifax

Protests over Africville premature, mayor says

By MICHAEL LIGHTSTONE
The Daily News

Halifax Mayor Ron Wallace said yesterday the black community's opposition to plans for a commercial development near the former Africville site is premature.

And he scolded the Africville Genealogy Society for talking to reporters about suing the city to retrieve land taken from blacks in the 1960s.

"We haven't heard anything. They should make (their claims) not to you, but to us," Wallace said.

He said city council does not have a proposal on the table from CN Rail to build a \$6-million cargo terminal near Seaview Park, which was originally part of Africville.

"We don't know exactly what their plans are — there is no proposal. They're talking about what their plans are as the future unfolds," Wallace said.

Emotional issue

Africville's homes were bulldozed 23 years ago and about 400 residents were relocated, some to urban housing projects. Reclaiming the parkland, on the Bedford Basin shore, is an emotional issue for many blacks.

Society head Irvine Carvery told *The Daily News* last Friday the group has contacted lawyers and

they've advised it to take the city to court. Carvery said the society plans to sue and is trying to raise money for its case.

Situated at the foot of the MacKay Bridge, Halifax's Seaview Park was developed at a cost of about \$1.5 million. It includes a short access road and public boat launch. The park also features a sundial monument to Africville's original families.

Wallace said re-establishing a black community at the former Africville site would bring Halifax the condemnation of other North American municipalities.

No isolation

"It would be seen as supporting segregation. We want the city of Halifax to be intermixed with no particular group being isolated. We don't want the Lebanese in one section, the blacks in one section. All of the city belongs to all of the people," he said.

Wallace would not say whether the city was wrong to expropriate the land of blacks in the 1960s because "we have 25 years of hindsight." He said things would be different if Africville still existed.

"The problems that were associated then would not be repeated. If Africville was maintained today in its original form, the city would be severely criticized," Wallace said.

27 Nov/90

Africville society to sue Halifax

By Sara Holland
and Cathy Krawchuk

It's been 23 years since bulldozers levelled Irvine Carvery's home, but the former Africville resident and other members of the Africville Genealogy Society plan to sue the City of Halifax to retrieve land expropriated from black families in the 1960s.

"It's our only option left," said Mr. Carvery, president of the genealogy society.

Africville was a black community founded in the late 1700s on what is now Seaview Park. By the early 1900s, the community had begun to deteriorate.

In the 1960s, the city expropriated the land to build the approaches to the A. Murray MacKay Bridge. About 400 residents were relocated and 85 homes, a school house, post office and church were demolished.

Following a Saturday meeting of the Africville Genealogy Society's executive council, Mr. Carvery said the group is considering legal action as well as plans to seek aid from Halifax deputy mayor Marie O'Malley in hopes of regaining the land.

A lawyer contacted by the group indicated he "felt they had a case," said Mr. Carvery.

Allan O'Brien, mayor of Halifax when Africville was demolished in 1970, said members of the genealogy society could have some claim to the land.

"I doubt anything will be achieved in the courts," said Mr. O'Brien. "But they may be seen to have some claim, as a matter of social justice,

26 Nov / 91

■ Continued from/A1

if they have a workable plan for the land. They would have to be pretty persuasive that they represent the interests of the people who lived there."

But Mayor Ron Wallace said in an interview Sunday separating a group of people into a certain sector of the city is not the answer.

"If Africville remained today, the city would be severely criticized for promoting segregation," said Mayor Wallace. "We do not want to segregate groups. We

want them to be a part of the city."

The Africville Genealogy Society plans to raise money to pursue its legal claim, with the eventual goal of re-establishing homes in the area. Members would like to see a "planned community," said Mr. Carvery, with priority given to black families and later open to others.

Those attending Saturday's meeting were "definitely opposed" to development proposed for the Seaview Park area, he said.

Canadian National Railways



...in "suspense and
...A 19-year
...has been
...with small, common
...bushy hair.

* Nobody was injured but a small amount of money was taken in an armed robbery at the Deep-Well on Macville Drive early today, a local RCMP spokesman said.

The incident occurred around 3:30 a.m. when a couple riding in the car entered the store with a handgun, the spokesman said.

Car commandeered

A woman driving down Collingwood Street early Sunday morning had an unpleasant shock when a man jumped in her car, pushed her out and took off in the vehicle.

Halifax police said the theft happened near Russell Street at about 1:30 a.m. The car was found on Barrington Street at about 2 a.m. and an 18-year-old Halifax man has been charged.

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has held preliminary talks with the city on road access from Barrington Street to the shore through Seaview Park, as part of a multi-million development at Pier 9. The plan would include construction of a \$6-million intermodal terminal and new rail service with quicker transfers of container cargo.

The Halifax Port Corporation is also seeking city approval for a separate road in the Seaview Park area, which would link Pier 9 to the Ceres container terminal, along the southern edge of the park. A right-

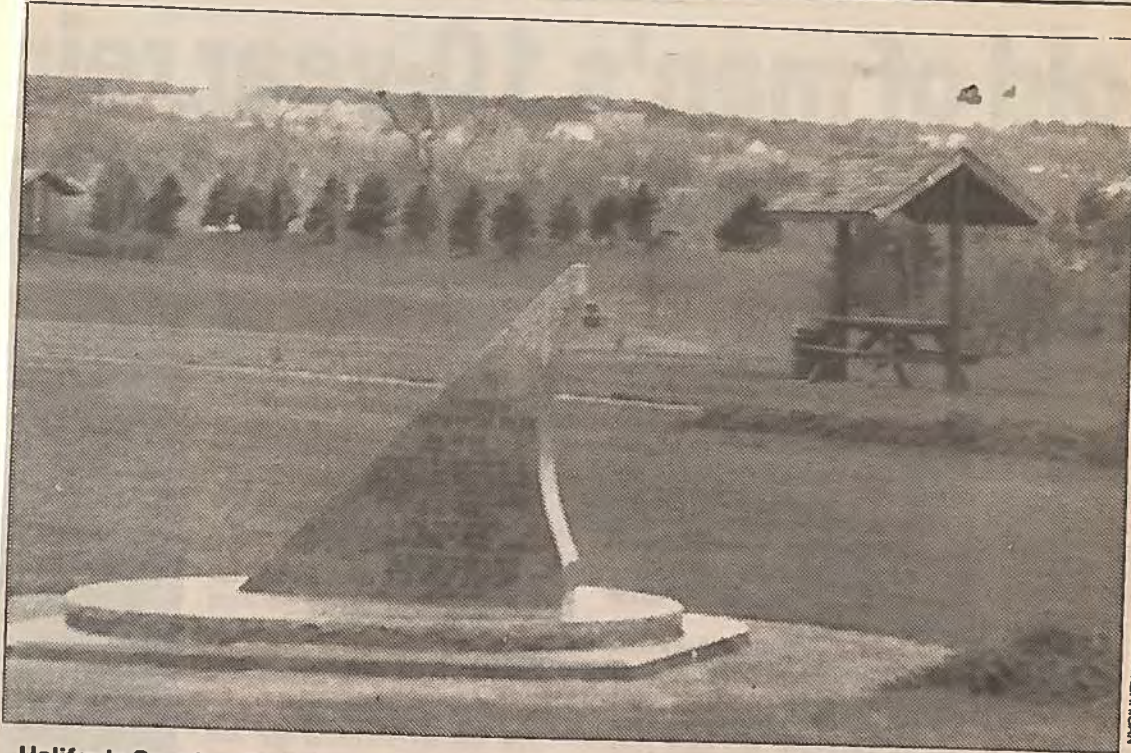
of-way for the road was approved by council when the park was established, the city's director of planning and development, Richard Matthews, said last week.

Mr. Carvery said the society will file legal papers as soon as it raises enough money, but could not say how long that might take.

Members will attempt to find agencies that can help them or "any type of government sponsorship," he said.

"One way or another we have to see that justice is done," he said.

24 Nov/90



BRIAN KERRIGAN

Halifax's Seaview Park: former Africville residents will seek return of expropriated land.

Society plans to sue city to get back Africville

By MICHAEL LIGHTSTONE
The Daily News

The Africville Genealogy Society plans to sue the City of Halifax to retrieve land taken away from black families in the 1960s, society president Irvine Carvery said yesterday.

He said lawyers have advised the 200-member heritage group to proceed with a lawsuit and the society is trying to raise money for its case.

Africville — now Seaview Park and the MacKay bridge approaches — is a touchstone within the community, Carvery said, and blacks want to see family homes put back there.

Carvery's family was one of the original ones expropriated in the 1960s when the city bulldozed their houses. A sundial monument with the names of former Africville families sits in the park.

Halifax spent more than \$1.5 million developing the park at the foot of the bridge and The Narrows.

Carvery said the society is to meet today to

discuss the latest industrial proposal for the former Africville site, a \$6-million CN Rail cargo terminal.

The company needs Halifax council's approval before it can go ahead with its development but Carvery vowed the society would fight it. No final decision has been made. CN has said the operation will create jobs and benefit the city's business base.

Halifax Deputy Mayor Marie O'Malley said she's concerned about the fate of Africville's historical integrity, as well as the environment and public access to Seaview Park, if CN's project goes ahead.

Carvery said as soon as the society raises enough money for a court fight, it will file papers against the city. He could not say how long fundraising would take.

"It's very important to us," Carvery said of Africville. "It would be detrimental to our (re-settlement) plans if any commercial development went ahead there and desecrated the site."



PAUL DARROW

Youngster dressed in his Sunday best fidgets during speeches at the reunion.

Don't give up what's yours, Africville speaker warns

By BARBRA BATEMAN
The Daily News

"Don't give up what is yours."

That was the warning "the Africvillers are throwing out to all black communities," Rev. Donald Skeir told those at the fifth annual reunion of former Africville residents yesterday.

Skeir said the 1967 razing of the Africville (population 400) community was part of a "great struggle."

Twenty-one years ago, when the city of Halifax condemned Africville, it had no running water and only some electric hookups.

Yesterday, the city paid a small tribute to its residents and descendants.

In a ceremony marred by a sudden squall, Alderman Gerald O'Malley unveiled a concrete and marble sundial dedicated to the first black settlers, all former residents of Africville and the Campbell Road settlement that predated it, and all members of the Seaview United Baptist Church, which was bulldozed

with the rest of the community.

But O'Malley's presence didn't stop former Africvillers from talking about the injustice they received at the hands of city officials.

"This land was stolen from us," said Skeir, amid applause and cheering from the crowd of over 400 huddled under an 80 X 20-foot army surplus tent.

And like the children of Abraham that Ruth Johnson referred to in her scripture reading, the Africvillers returned from the scattered places where they now live for three days of remembrance and reunion.

Former residents, dressed in their Sunday best, were summoned to the microphone to tell how far they had travelled.

The places they named were many, and ranged across Canada and the United States — San Francisco, Winnipeg, Toronto, Montreal, Ohio and Pennsylvania, to name a few.

But they all agreed on one thing — Africville is still home to all.

Researchers seek to capture spirit of Africville

By ELISSA BARNARD
Staff Reporter

Two researchers are looking for any kind of material on Africville, the black community which existed on what is now Seaview Park, from 1850 to the late 1960s, when it was demolished by the City of Halifax.

Rhonda Crawford and Dwane Provo, who will interview people at this weekend's Africville Reunion at Seaview Park, are looking for photographs, stories, facts and details on people for an art exhibit Africville: The Human Side, to be held at the Mount Saint Vincent University Art Gallery in the fall of 1989.

"We already have information on the shacks and the dump," says Dwane Provo, an Acadia University graduate whose grandmother, an aunt and some cousins lived in Africville. "We want to know what the people found interesting about the community and what they thought about it, something for the younger generation to remember."

"It's great having Dwane because he knows," says Rhonda Crawford, a native of Sydney who attended Saint Mary's University and worked as a research assistant for the Royal Commission on Donald Marshall Jr.

"We hope people will have old photographs or things of historical value though they may not think of them as important. We want anything that leads to Africville," says Crawford. "Every little bit helps tell us what people were like."

"Now the younger generation feels only bad things came from that community but there were good and bad things," says Provo.

"We'll be asking people what does Africville mean to the people. What was it like living there? We'll question them about the church because a number of times we have heard it was a focal point. Everyone talks about the Easter sunrise service," says Crawford.



WW/Callis
Dwane Provo and Rhonda Crawford are at the Africville Reunion in Seaview Park, Halifax, this weekend to begin research for the exhibit, Africville: The Human Side, for a fall 1989 art exhibit at the Mount Art Gallery. Anyone who has information on Africville can contact them at the National Film Board until mid-September.

July 30/88

Over 400 expected at 5th Africville reunion

Visitors from as far away as Texas and California are expected in metro this weekend for the fifth annual Africville reunion, starting tonight in Seaview Park. Locals are taking advantage of that influx, with at least two weddings scheduled.

About 400 people attended last year's reunion and organizers expect more for this year's festivities, which run for four days.

An official greeting in the harborside park kicks off the reunion tonight. There will be another greeting tomorrow night, with the official function being a dance at Club 55 on Gottingen Street.

Children's events in the park will take up most of Saturday, starting at 11 a.m. The acappella group Four the Moment will perform Saturday night in the park.

The memorial church service — a staple of each reunion — will

take place Sunday, starting at 2 p.m. in the park. Rev. Joseph Mack of the Cornwallis Street Baptist Church will conduct the ceremony.

This year's service will be marked by the official unveiling of a monument of to the memory of Africville, the black community flattened so that the A. Murray MacKay bridge could be built 21 years ago.

As has become custom, visiting descendants will set up camp in the park for the weekend, where practically all of the events take place.

"The reason for this is to keep alive the memory and the heritage of Africville," said Irvine Carvery, president of the Africville Genealogy Society.

"It keeps people up to date on what's going on in the black community, the new initiatives we're taking and talking about old times."

DN Aug 28/88

'87 Africville petition 'ignored'

By LIONEL WILD
The Daily News

A leader of Halifax's black community says that both the city and its federal member of parliament have quietly ignored a petition presented to them one year ago.

The demands of the Africville Descendants' Society were presented to Halifax city council July 22, 1987. At that time city officials said they would consider the requests and report back.

Instead, society president Irvine Carvery said, he has received the cold shoulder.

"We had some valid suggestions to the city in terms of the lot of the descendants, and I expected to see some response to them," said Carvery. "There's been none thus far, so it looks like we will have to go back to them again."

Africville, a black community of 400 people on the shore of the Bedford Basin, was bulldozed 21 years ago so that the approaches could be built to the A. Murray MacKay bridge. Land was expropriated and many residents relocated to public housing projects in the city's north end.

The petition's demands included:

- That all jobs, positions and appointments relating to the upkeep of the

Africville land — including Seaview Park — be offered first to former Africville residents and their descendants.

- That city hall survey all former Africville lands remaining vacant since relocation and return them to the affected residents and their descendants.

- That city hall survey all former Africville residents and their descendants to determine their living conditions, economic states and education levels.

To outsiders, Africville was a shanty town located on the edge of the city dump. There was no indoor plumbing for the 400 people living on the shores of the Bedford Basin.

But Africville has taken on more meaning for its former residents as the

years have passed. It has become a symbol for the black community, representing a time when the church was the centre of social activity and when the homes they lived in — whatever their state — were theirs.

"It was a loss to the black community, in terms of the culture," said Carvery, who last weekend was elected president of the Africville Genealogy Society. "Because of the church, there was an interaction between Africville and other black communities."

Carvery said he had tried to meet with federal MP Stewart McInnes about the society's petition. "That fellow — you just can't get a hold of him," Carvery said of McInnes.

DN

July 28/88

Clash of Africville park events avoided

For the first time since it started five years ago, the annual reunion of the descendants of Africville was faced with sharing Seaview Park with another party.

But after some quick rescheduling, the memorial church service won't have to compete with a senior citizens' dance.

Natal Day organizers moved their July 31 seniors' dance from Seaview Park to Flinn Park — on the Northwest Arm — after they discovered that the John Alphonse Big Band would have drowned out both the strains of gospel music from Sunday's church service and the solemn dedication of a monument to Africville, the black community bulldozed over 20

years ago to build the approaches to the A. Murray MacKay bridge.

"What happened was that we notified (the aldermen's office) and let them know that they should attend our event, and we were told they had other commitments at the same location," said John Bulley, chairman of Halifax's

Natal Day committee. He added it would not have been wise to hold the dance at Seaview because it might have been too cool for the seniors.

The committee will provide transportation from the seniors' manors to the dance.

June 21/88

MAY 21/88

PAGE 2

Al Hollingsworth



Africville park memorial planned

GERRY O'Malley has been quietly putting together a plan that will seek to honor and remember former residents of Africville.

He has been working closely with the black community to bring about a commemorative monument, to be erected in Seaview Park, that will identify the area where hundreds of Haligonians once lived. The park, near the Mackay bridge, is part of the lands that made up Africville.

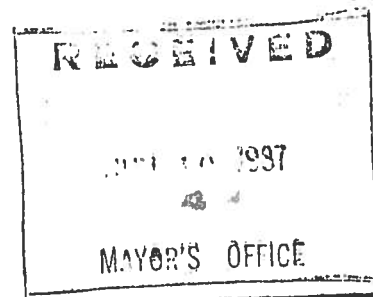
The cairn will also contain a list of all the families who lived in the north-end community.

The Ward 5 alderman is not only doing the right thing, he's helping to preserve a bit of metro history.

Working with him on the project are: Ruth Johnson, Rev. Donald Skeir, Rev. W. Mack, Rev. W.P. Oliver and Stanley Carvery.

Question Deputy Mayor Jeffrey Re: Seaview Park

On behalf of Alderman O'Malley, Deputy Mayor Jeffrey requested information from staff as to the start-up date for the construction of the public toilet facilities at Seaview Park.



JUNE 9, 1987

HIS WORSHIP, THE MAYOR
CITY COUNCIL MEMBERS

HONORABLE MEMBERS,

I AM WRITING THIS LETTER AS REPRESENTATION OF THE
AFRICVILLE RELOCATES AND THEIR DESCENDENTS.

WE HAVE PREPARED A BRIEF ON THE RELOCATION OF
AFRICVILLE AND ITS IMPACT ON THE PEOPLE.

WE WOULD LIKE TO BE PLACED ON THE AGENDA OF THE
NEXT SITTING OF CITY COUNCIL TO PRESENT IT TO
YOU.

IF YOU HAVE ANY QUESTIONS OR CONCERNS PLEASE FEEL
FREE TO CONTACT MRS. MONTAG CORVEY, AT: *Library*

WORK: 421-6982 BETWEEN 9:00 - 6:00 PM.

HOME: 429-4897 AFTER 7:00

THANKING YOU IN ADVANCE,

M. Corvey
MONTAG CORVEY

AFRICVILLE RELOCATES

*To: City Clerk for
action.*

*June 10/87
cm*

*Copy to Mayor Wallace,
City Manager,
June 24/87 City Solicitor -*

*Copy to RS Matthews
AW Churchill
June 30/87
on*

CITY HALL

102-105-31 Farming Dept. Sean O'Riada
 THEREFORE, BE IT RESOLVED THAT THE CITY FATHERS OF
 HALIFAX NOW IN OFFICE BE REQUESTED TO REPAY THE
 BALANCE DUE IN THE FOLLOWING MANNER: Digital copy provided by Halifax Regional Municipality

Copy 8 -
June 24/87
Mayor Wallace
City Manager
Municipality Archives

- 1) AN IMMEDIATE ORDER BE PASSED BY THE CITY FATHERS DESIGNATING ALL JOBS, POSITIONS AND APPOINTMENTS RELATED TO THE CARE AND UPKEEP OF ALL LANDS FORMERLY KNOWN AS AFRICVILLE, INCLUDING SEAVIEW PARK, BE GIVEN FIRST OFFER AND CHOICE TO FORMER AFRICVILLE RESIDENTS AND THEIR DESCENDENTS.
- 2) AN IMMEDIATE ORDER BE PASSED BY THE CITY FATHERS DESIGNATING ALL CONCESSIONS, SMALL BUSINESSES AND OTHER PROFIT MAKING VENTURES INCLUDING SEAVIEW PARK BE GIVEN FIRST OFFER AND CHOICE TO FORMER AFRICVILLE RESIDENTS AND THEIR DESCENDENTS.
- 3) AN IMMEDIATE ORDER BE PASSED BY THE CITY FATHERS DESIGNATING THE CONDUCT AND MANAGEMENT OF ALL RECREATIONAL SERVICES AND FACILITIES ASSOCIATED WITH SEAVIEW PARK BE GIVEN TO FORMER AFRICVILLE RESIDENTS AND THEIR DESCENDENTS.
- 4) AN IMMEDIATE ORDER BE PASSED BY THE CITY FATHERS DESIGNATING SEED MONEY, CONSULTATION, TRAINING ECT. REQUIRED FOR THE SUCCESSFUL IMPLEMENTATION OF COMPENSATIONS # 1, 2 AND 3 ABOVE.
- 5) AN IMMEDIATE ORDER BE PASSED BY THE CITY FATHERS DESIGNATING THE CONDUCT OF A SURVEY OF ALL FORMER AFRICVILLE RESIDENTS AND THEIR DESCENDENTS TO DETERMINE SUCH CONDITIONS AS TO THEIR PRESENT RESIDENCE, ECONOMIC STATE, EDUCATION LEVEL, EMPLOYMENT PERCENTAGE, SOCIAL EXISTENCE, AND OTHER RELATED FACTS.
- 6) AN IMMEDIATE ORDER BE PASSED BY THE CITY FATHERS DESIGNATING THE SIMULTANEOUS CONDUCT OF A SURVEY OF ALL FORMER AFRICVILLE LANDS REMAINING VACANT AND IN NON-PRODUCTIVE USE SINCE RELOCATION WITH WITH THE ATTITUDE AND INTENT TO RE-HOUSING AND RETURN TO FORMER AFRICVILLE RESIDENTS AND THEIR DESCENDENTS.
- 7) AN IMMEDIATE ORDER BE PASSED BY THE CITY FATHERS DESIGNATING ALL NECESSARY FUNDS AND RESOURCES REQUIRED FOR EARLIEST POSSIBLE SUCCESSFUL IMPLEMENTATION OF COMPENSATION # 6 ABOVE.
- 8) AN IMMEDIATE ORDER BE PASSED BY THE CITY FATHERS ACKNOWLEDGING THEIR OBLIGATION IN SUPPORT OF COMPENSATIONS # 1 - 7 ABOVE AND ASSURING UNINTERRUPTED SUPPORT BY THE CITY OF HALIFAX UNTILL SUCH TIME AS ALL 7 COMPENSATIONS ARE IMPLEMENTED REGARDLESS OF CHANGES IN CITY GOVERNMENT.

Mail Star

June 8, 1987

June 8
1987

Improvements slated for tattered seawall

By Stephen Forest

Help will arrive in "two to three weeks" for boat owners who are tired of trying to launch their craft over the rocky ramp at Seaview Park in Northend Halifax, says Ward 5 Alderman Gerry O'Malley.

Mr. O'Malley said \$30,000 for the completion of the launch, which opened last summer, was approved at budget meetings this year. The stone walls of the launch are held in place by wire, but the stones are exposed at the top. It is the loose rocks that are causing the problems.

The launch, which runs into Halifax Harbour at the mouth to Bedford Basin and cost \$240,000, has been a headache for boaters since late last summer when the ramp began to fill with rocks thrown into the water by vandals. The rocks, hidden below the water, have damaged boats and trailers alike.

Brian O'Neill was one of the boaters who tried to launch his pleasure craft at Seaview last summer without knowing of the hazard beneath the water line. Rocks jammed the motor of his 18-foot speedboat, causing \$2,000 damage. Last year, another person blew a tire on his trailer trying to launch his boat.

INFORMATION REPORT

TO: His Worship the Mayor and
Members of City Council

FROM: Paul Calda, P. Eng., City Manager

DATE: January 6, 1987

SUBJECT: Question Alderman O'Malley: Area Adjoining Seaview
Park and Ceres Container Facility

BACKGROUND

At the December 11, 1986 Council meeting Alderman O'Malley raised questions in respect to the area of land between Seaview Park and the Ceres Container Pier relative to general maintenance and the possible erection of a billboard that would contain a message of welcome to visitors entering the City. Alderman O'Malley went on to indicate that the "site is scheduled for residential development sometime in the future".

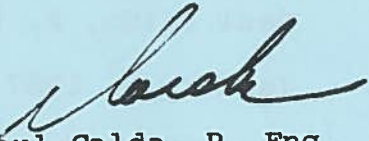
DISCUSSION

This land is currently designated "Industrial" and zoned C-5 (Harbour-Related Industrial) Zone. This zone permits a variety of marine and harbour-related uses. A more detailed description of permitted uses is attached. Residential uses are not permitted nor are staff aware of any proposals to consider residential development for the site.

The long-term intent for the use of land is for the expansion of the container pier. The City own the lands (which includes the site of the former City Dump) but they are leased to the Province, which may assign its' interest in them to the container pier operating firm.

At this time the lands are subleased back to the City, and portions are used as outside storage by City Field and Parks and Grounds for such items as stock piled cobble stones. However, the Province can cancel the sublease at any time when Phase II of the container pier is under construction. To date, although the Province has lengthened the jetty for Phase II, it has not elected to enlarge the "laydown" area. This could happen when demand for space increases.

It is important to note that reuse of the City Dump site, by anyone, is likely to involve heavy cost in removal of the waste and reclamation of the site.


Paul Calda, P. Eng.
City Manager

/lh

Attachment

Prepared by: W. B. Campbell, Senior Planner, Planning Division
C. Bradley, Real Estate Division

Approved by: Richard J. Matthews, Director of Development
and Planning 

C-5 ZONE

HARBOUR-RELATED INDUSTRIAL ZONE

66(1). The following uses shall be permitted in any C-5 Zone:

- (a) bulk product, container and general cargo storage and handling;
 - (b) sea product processing;
 - (c) marine research;
 - (d) construction maintenance and repair of marine vessels;
 - (e) the construction, assembly, maintenance and repair of submarine, mineral, exploration, and extraction equipment;
 - (f) other industrial uses in which marine vessels and direct access to salt water are necessary;
 - (g) recreation uses;
 - * (ga) billboards not to exceed twenty-eight square meters (28m²) in area and not to extend more than eight meters (8m) above the main grade on which it is situated; (* Refer to #15 in Amendment Section)
 - (h) uses accessory to any of the foregoing.
- (2). No person shall in any C-5 Zone carry out, or cause or permit to be carried out, any development for any purpose other than one or more of the uses set out in subsection (1).
- (3). No person shall in any C-5 Zone use or permit to be used any land or building in whole or in part for any purpose other than one or more of the uses set out in subsection (1).

Question Alderman O'Malley Re: Area Adjoining Seaview Park

Responding to a question from Alderman O'Malley, the City Manager offered the opinion that the Province of Nova Scotia is the owner of that portion of property between the City-owned Seaview Park and the Ceres container facility, noting, however, that he would investigate the matter in greater detail.

Alderman O'Malley emphasized that the site can be clearly viewed by tourists entering the City and recommended that a request be made to the property owner to discourage the dumping of garbage, to level the property and hydroseed the area, and to perhaps allow the City to erect a sign of welcome to people entering the City. The Alderman added that, while the site is scheduled for residential development sometime in the future, it was his opinion that a more effective and attractive use could be made of the property in the interim. He further suggested that the MLA's for this area (Chebucto and Needham) be contacted with a view to soliciting their support in this regard.

cc
Dec 86

AT HALIFAX COUNCIL...

Tennis fund pays for over-cost boat ramp

Reg Fendick

THE city of Halifax will plunder \$22,000 from the Graves Oakley tennis court fund to pay the overexpenditure on a costly boat launching ramp in the North End.

Last fall city council authorized a \$273,000 expenditure to build a boat launching ramp in Seaview park at the Mackay bridge.

Social Services minister and former Halifax Mayor Edmund Morris has repeatedly condemned council for spending money on boat ramps and then complaining about not having enough money for schools and welfare recipients.

Council decided Thursday night to take \$22,000 out of the tennis court fund because it won't be used over the winter.

But Ald. Rick Grant said he had calls from residents upset there was no action done on Graves Oakley over the summer.

"I object to the money being taken from the tennis court account," he said. "There are things to be done there with this grant, but it's too late. I told residents things would happen there."

Ald. Gerry O'Malley said the \$22,000 would merely be loaned to the boat launch fund and would be returned next spring.

Even with the overexpenditure the ramp apparently isn't a nautical masterpiece. Ald. Randy Dewell says he's had calls from irate boat owners who couldn't launch their craft because of the unmanaged traffic at the ramp.

"It's very difficult for boats with trailers of any size to get in if there are cars parked there," Dewell said.

D N
18 Oct 86

Tender 85-72 - Seaview Park Boat Launch

A staff report dated October 3, 1986 was submitted.

MOVED by Alderman O'Malley, seconded by Alderman Meagher that Council approve an over-expenditure of \$22,000 for the Seaview Park Boat Launch Project (Tender 85-72), and further that this \$22,000 be transferred to Account No. FA041 from Account No. FA084, Graves Oakley Tennis Court.

Alderman R. Grant addressed the matter indicating that he had no objection to the Seaview Park Boat Launch but was concerned that monies allocated to the Graves Oakley Tennis Court were to be expended to complete this project. Alderman R. Grant indicated that work was required to the tennis court and expressed concern that he had been given no advance notice of the transfer of these funds. Alderman R. Grant further indicated that he wanted to ensure that these funds would be replaced and requested that in future when a transfer of funds is being considered that the Aldermen affected be advised of the proposed transfer.

Alderman Dewell referred to concerns which had been expressed to him by users of the boat launch regarding parking. Alderman Dewell indicated that it appeared that the parking was arranged in such a manner that persons parking near the boat launch made it impossible for the larger trailers to access the boat launch. Alderman Dewell indicated that he had passed this concern along to staff with a suggestion that no parking be permitted immediately adjacent to the boat launch. Alderman Dewell asked what action had been taken in this regard.

Alderman Dewell also referred to the location of an excessive amount of rock near the top of the ramp and noted that youths present in the park at night were throwing these rocks down the ramp. Alderman Dewell indicated that users were fearful that the location of these rocks on the ramp would result in damage to their boats. Alderman Dewell asked if the work being carried out would alleviate this problem.

Mr. B. Sullivan, Engineering and Works, addressed Council indicating that the work presently being carried out would not affect this situation, however, consideration of this problem was being looked at for the spring.

The motion was put and passed.

COUNCIL

cc
16 Oct 86

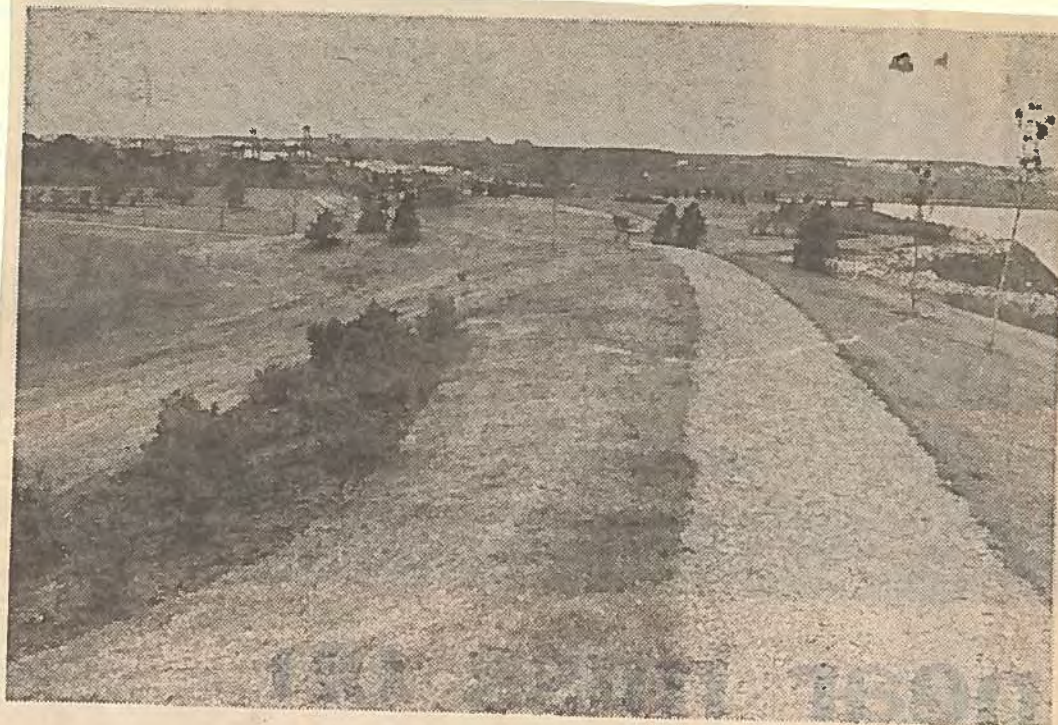
Ramp almost completed

The city's third boat launch, now under construction at Seaview Park, is expected to be completed in mid-August. When finished, the \$240,000 structure will extend 150 feet into Bedford Basin. "It's a great addition," said Ward 5 Alderman Gerald O'Malley. "It will take any sized boat or yacht which should be welcome news for many in the city." Work on the new ramp, part of the city's \$865,000 commitment to the development of Seaview, has taken place over the past two months. Apart from the new structure, the city has constructed boat ramps at the Dingle and at the foot of Jubilee Road.



NEW RAMP — Construction of the city's \$240,000 boat ramp, located in Seaview Park, is nearing completion. The 150-foot ramp is expected to be finished, and the first boat launched, in mid-August. WW/Pittman

19 July 86



Seaview Memorial Park, above, at the foot of the A. Murray MacKay Bridge, is an award-winning landscape with a panoramic view of Bedford Basin. Yet few people heed the signs, top, and take advantage of the peaceful paths which wind through the park. WW/Rayworth

Eyesore transformed to an award-winning park

By Susan Lunn

The 12 acres comprising Seaview Memorial Park have been transformed from an eyesore to a beautiful landscape at the foot of the A. Murray MacKay Bridge, says Stephen King, Halifax parks and recreation department.

Though many people drive by the park entrance every day, they fail to notice the relaxing, panoramic view of Bedford Basin it offers only minutes from downtown Halifax.

"Everybody sees it coming off the bridge," said Mr. King. "The park is used at lunch time and by some people who live in the north end," yet since the park's official opening last June 24, it has seen few visitors.

While the park is not completed, there are gravel paths for walking and a recently added ball field. The city plans to build a boat launch on the look-off at the end of Nova Lea Drive.

The park is located on the old site of Africville, a black community in the north end of Halifax.

In the 1960s, the land was expropriated by the city of Halifax and was used as the city's dump site.

The city began the first phase of the park in 1983 by using 20 to 25 feet of land fill to raise the park above the water's edge.

Old plants, left from the remains of Africville, were kept and other varieties of plant life were added, such as Norway maples, lilacs, and other hardy trees.

When a container ship goes by the park in the Bedford Basin, "you almost feel as if you can touch them," said Mr. King.

The city parks and recreation department received the Board of Trade landscape award for their work on the park.

DN June 7/86

INFORMATION REPORT

To: His Worship the Mayor and Members of Council
From: Paul Calda, P.Eng., City Manager
Date: March 12, 1986
Subject: Seaview Park Boat Launch - Tender #85-72

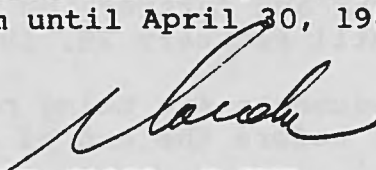
City Council at a meeting on October 31, 1985, approved the following resolution:

"That,

1. the excavation proceed with the budgeted amount of \$74,000 and that Council agree in principle to the \$130,000 allocated in the 1986 Capital Budget, to be reviewed during the 1986 Capital Budget discussions, and, if approved, the project be proceeded with, and,
2. staff be authorized to negotiate the project within the approved funds."

As noted in an Information Report dated November 8, 1985 (attached), the contractor, L & J Gillespie Structures Ltd., agreed to carry out excavation and related items and hold firm the remaining unit prices tendered until February 28, 1986.

As the Capital Budget for 1986 has not been approved, staff requested from the contractor an extension of his commitment to April 30, 1986. The contractor by letter dated March 10, 1986, has confirmed that his "unit prices will hold firm until April 30, 1986".



PAUL CALDA, P.ENG.,
CITY MANAGER

Prepared by: W. A. Sullivan, P.Eng.,
Chief Engineer

Approved by: Peter S. Connell, P.Eng.,
Director,
Engineering and Works

Attachment

/klz

Information Report

To: His Worship the Mayor and Members of Council
From: Paul Calda, P.Eng., City Manager
Date: November 8, 1985
Subject: Seaview Park Boat Launch - Tender #85-72

At a meeting of City Council on October 31, 1985, the following resolution was approved:

"That,

1. The excavation proceed with the budgeted amount of \$74,000.00 and that Council agree in principle to the \$130,000.00 allocated in the 1986 Capital Budget, to be reviewed during the 1986 Capital Budget discussions, and if approved, the project be proceeded with; and
2. staff be authorized to negotiate the project within the approved funds."

In response to the above resolution, staff had a meeting with L. & J. Gillespie Structures Ltd., the low bidder on this project, and, received a letter of undertaking from them (copy attached), whereby they agree to carry out the excavation and related items at the unit prices tendered and further, do hold firm the remaining unit prices tendered until February 28, 1986.

Necessary legal documents are being prepared for signature and a construction start before the end of November is anticipated.


PAUL CALDA, P. ENG.,
CITY MANAGER

Prepared by: Ian Rae, P.Eng.,
Design Engineer

Approved by: Peter S. Connell, P.Eng.,
Director,
Engineering and Works

Attachment

Boat ramp step closer

Boats should be sliding down a \$240,000 boat launch at Seaview Memorial Park, overlooking Bedford Basin, by mid-July, Alderman Gerald O'Malley said Thursday.

"We're bringing back boating to the basin," the alderman said, as city council unanimously approved the final phase of construction.

2 May 85

Question Alderman O'Malley Re: Monuments - Seaview Park

Alderman O'Malley requested a status report from staff concerning the design of two monuments proposed to honor the Africville community and the Merchant Marine. In addition, Alderman O'Malley asked for information as to whether Rev. Donald Skier has been contacted for his comments on the Africville cairn.

OC
12 Dec 85

\$250,000 boat ramp for Halifax?

102-105-3PlanningDeptSeaviewParkReferenceFile

Digital copy provided by Halifax Regional Municipality Archives

Even though the federal government has warned that transfer payments to the provinces will be cut drastically, Halifax council debated spending \$250,000 on a boat launch ramp yesterday.

Moreover, a new federal report shows one sixth of the population of Canada lives below the poverty line. Councillors also gave consideration to giving the Halifax Junior Bengal Lancers, a horse riding club for rich kids, an annual subsidy for the next three years of \$21,500 — or about \$200 per member each year. After 1988 the Lancers are asking for \$14,500 a year.

Low bid for the boat ramp is \$240,175 and council already authorized \$74,000 earlier in the year for the Seaview Park launch. Deputy Mayor ... or ... West German might ... adding she didn't think ... she said demurely, ... cabarets in Halifax, ... time to see any of the ... "I really haven't had ... the competition ... might life — or check out ... take in any of the ... in Halifax too short to ... found her two-day stint ...

president John Dow said that the group relied on sharing space with the Halifax police mounted division, but the police had moved quarters, leaving the Lancers in the lurch.

Ald. Tom Jeffrey said the city gives money to other sports and recreation teams and the Lancers shouldn't be any dif-

ferent. But Ald. Randy Dewell questioned the wisdom in giving the money to the Lancers when each member can afford to spend about \$1,200 each year on membership in that club.

Elaine Bishop, past-president of the social action committee of the Nova Scotia

Association of Social Workers, said that \$250,000 for a boat ramp was money poorly spent. "I guess for me boat launch ramps aren't a real high priority with the pressure on housing and on social services. With all the human needs that exist in the community I would think those would be

preferable places to put that money," she said. The money could go into housing, emergency day care, support groups or other services.

Grant Wanzel, president of the Neighborhood Housing Association, said he was disappointed in city council considering such a lavish

expenditure. "It's interesting to compare with Dartmouth's decision before the election to allocate \$1 million to social housing," he said.

Wanzel said that the city always contends they are not in the housing business, but he says the city should set leadership in helping to relieve the

housing problem through grants of staff time and land allocation. "People have been, for the last several months, very aware that there's a housing crisis, including members of council and staff. It doesn't reflect a very serious attitude towards this thing, does it?"

Will
merst?

Aldermen decide to build launch in stages

After underestimating construction costs of Seaview Park's boat launch by \$65,000, Halifax aldermen decided Wednesday they would try and build it in phases to keep expenses in line with projected capital budgets.

City staff said they would negotiate with the contractor to see if construction could proceed in gradual steps.

Plans by deputy-mayor Gerald O'Malley to have the launch finished by next summer were temporarily halted Wednesday during committee-of-the-whole after aldermen objected to the cost over-runs.

The deputy-mayor asked council to approve the spending of \$130,000 in capital funds now to get the project

started. However, the money was to be taken from the 1986 projected capital budget.

"What we're talking about it is taking this from a budget we haven't even discussed or approved," said Ward 2 Ald. Ron Cromwell.

Lowest tender for the project came in at \$240,000. About \$74,000 remains in this year's budget for the park and another \$130,000 is projected in the capital budget for next year, leaving the city \$65,000 short.

While preliminary estimates for the 1986 capital budget have been tabled with council, they have not been approved, leaving the 1986 allocation of \$130,000 for the launch still in limbo.

OCT 24/85

Seaview Memorial Park Boat Launch

A staff report dated October 11, 1985, was submitted.

Deputy Mayor O'Malley addressed the matter noting that Council had approved in principle the Boat Launch for Seaview Memorial Park some time ago and MOVED, seconded by Alderman LeBlanc the Committee on Works recommend that \$130,000 allocated in the 1986 Capital Budget be moved to 1985 to permit the project to get underway.

Works
October 23, 1985

A discussion ensued with the Chairman advising that the motion could not be accepted as it dealt with unapproved funds.

A further lengthy discussion and questioning of staff regarding the matter ensued and it was MOVED by Deputy Mayor O'Malley, seconded by Alderman Flynn the Committee on Works recommend that:

1. the excavation proceed with the budgeted amount of \$74,000.00 and that Council agree in principle to the \$130,000 allocated in the 1986 Capital Budget, to be reviewed during the 1986 Capital Budget discussions, and if approved, the project be proceeded with; and
2. staff be authorized to negotiate the project within the approved funds.

Motion passed.

*Works
23 Oct 85*

Question Deputy Mayor O'Malley Re: Seaview
Park Monument

Deputy Mayor O'Malley requested that, with reference to a suitable monument pertaining to the settlement of Africville, staff contact Reverend Donald Skier for his comments and suggestions.

cc 26 Sep 85

Sculptor plans statue; now he only needs the money

By Estelle Small
City Hall Reporter

A Halifax sculptor needs money to build a planned 14-foot-high statue he wants to donate to the city for the new Seaview Park.

Dennis Thibodeau believes his sculpture, a memorial to black families killed during the Halifax Explosion, will be overlooking Bedford Basin within eight months.

The city has accepted the proposal to construct the 12-foot-wide steel figure. A scaled-down version shows a woman supporting a man, with two children huddled between them. An extra arm leads off from the family to form a canopy on one side.

"It can become a meeting place," he said. "Kids can play in it. They can sit there. They can walk into it. It's a functional piece. I like it because it has community strength."

Mr. Thibodeau, who has been sculpting for three years, already has steel donated for the piece. An artist friend, who also does blacksmith work, has offered to help with the \$128,000 job.

"I get excited about working with my own art,"



Dennis Thibodeau

said Mr. Thibodeau. "I'm like a little kid with a new toy."

To get the funds, he is going to try for a Canada Works grant and hire people to help build it. For now, he will continue to serve french fries at Bud the Spud chip wagon, his regular job.

"I have the opportunity to show off my work to Halifax," said Mr. Thibodeau. "It's an opportunity that only comes once in a while."

Land and a base for the sculpture have been provided by the city. A site within the park for it has not yet been chosen, said Ted Mitchell, city architect.

"I don't have the money to do it," said Mr. Thibodeau. "For me, it's the enjoyment of doing it."

After building the model, Mr. Thibodeau approached the city with the idea of building it for the park. City manager Paul Calda and Mr. Mitchell liked the piece, but the city did not have the money to pay for it.

In other areas of the park, a memorial will be built for merchant seamen who lost their lives during the war; and a statue will also be placed there for the families of Africville, who once lived on the site of Seaview Park off Barrington Street.

10 Sep 85

Finance
August 21, 1985

Seaview Park Memorial - Deputy Mayor O'Malley

This matter was added to the agenda at the request of Deputy Mayor O'Malley.

Deputy Mayor O'Malley referred to inquiries he had from the Africville Genealogical Society and the Merchant Marine with regard to the status of the memorial for Seaview Park and asked if these would be in place for the annual service in 1986.

The City Manager indicated that the Architects were presently working with Mrs. Ross of the Africville Genealogical Society with regard to the wording for the memorials and that things were progressing.

Deputy Mayor O'Malley referred to the possibility of Veteran Affairs providing some funding with regard to the memorials and asked that staff look into this matter.

Deputy Mayor O'Malley further referred to the approval of funds for the Boat Launch site and requested an up date report on this matter.

6:00 p.m. The meeting adjourned.

Seaview Park

At the request of Deputy Mayor O'Malley, this item was added to the agenda.

Deputy Mayor O'Malley referred to the official opening of Seaview Park and advised he wished to introduce two minor changes in the proposed development of Seaview Park, those being the erection of two appropriate cairns in recognition of the Merchant Marine and also the demise of Africville.

Deputy Mayor O'Malley referred to the contest that was established to commemorate the events and expressed the view that the proposals received had been very costly. Deputy Mayor O'Malley suggested that suitable cairns to mark these events could be erected at a lower cost to the City.

MOVED by Deputy Mayor O'Malley, seconded by Alderman Dewell that City Council approve the creation of two suitable cairns, one of the site of the Seaview Church to commemorate the demise of Africville, and the other on the point as a memorial to the Merchant Marine, and further, that staff be requested to submit a report to the next meeting of the Committee of the Whole Council regarding the possibility of these changes to the proposals and information on reasonable costs to establish such memorials.

The Chairman referred to the matter and suggested there may be public input and support for both instances, with Alderman Downey advising that a Mrs. Oliver had volunteered to research all the names for the memorial.

Motion passed.

MOVED by Deputy Mayor O'Malley, seconded by Alderman Nolan that City Council authorize the Merchant Marines to hold their annual memorial on June 6, D-Day at Seaview Park. Motion passed.

Deputy Mayor O'Malley referred to the boat launch proposed for Seaview Park and questioned when this project would commence.

The Acting City Manager advised he would review the matter and report.

SEA VIEW PARK READY FOR NAVAL REVIEW AT BASIN

Seaview Park will officially open today at 11 a.m., in time for the naval review a week later.

"Even though the park isn't quite finished, we wanted to open it and put up bleachers for the viewers," said Ald. Gerry O'Malley.

Both the lower section of the park, accessible from Barrington St. and the upper lookoff accessible from Novalea Drive, overlook Bedford Basin.

O'Malley said about \$375,000 will be spent on Seaview Park in the future, to provide a boat launch, marina, canteen and possibly a

swimming pool.

The lower part of the park will be mostly family orientated and suitable for water sporting enthusiasts.

O'Malley said seniors would be the main users of the upper park, which is more suitable for strolling and viewing the harbor.

There are two senior citizens' buildings in the area and two more to be built later.

The railway tracks that separate the two parks will either be removed in about two years time, when the tracks' main user, the Volvo plant, moves, or a pedway will be built over them, he added.

"Seaview Park was formerly the site of the

Africville community, expropriated between 1962 and 1964," said Linda Matly, of the Africville Genealogy Society.

The settling of black Empire Loyalists in Africville is one of four historic events that will be commemorated during the opening ceremony of Seaview Park.

The loss of the French fleet, referred to as the Duc D'Anville tragedy, the Halifax Explosion and the formation of World War II convoys will be commemorated both in the ceremony, and by a monument that will be later erected in the park, O'Malley said.



Upper Seaview Park has extensive walking trails and a lookout over Bedford Basin.

DN
June 22/85



Lower Seaview Park will eventually have a marina, boat

launch, canteen and possibly a swimming pool.

New park ready, but
**Tears falling
still at loss
of Africville**

By Estelle Small
City Hall Reporter

Two former residents of the area which is now Halifax's newest recreational park say the site holds memories of being forced from their home and "brings tears to the eyes."

Overlooking Bedford Basin, 25-acre Seaview Park will be officially opened Saturday at 11 a.m. by city officials and members of the Africville Genealogy Society. After a ribbon-cutting ceremony, approximately 150 people will hold a picnic and reception on the grounds.

In case of inclement weather, the picnic and reception will be held in Needham Community Centre.

Parks and grounds personnel have landscaped the area using existing vegetation and by adding hardwood and softwood trees, flower beds and benches. Footpaths winding through the park cater to joggers and walkers.

Bleachers will be installed so park visitors may view the parade of naval ships during Canadian Navy anniversary celebrations on Saturday.

See Tears page 2

But Linda Matley, secretary of the Africville Genealogy Society, and former president Deborah Jones said the land was home and residents should not have been uprooted when the city expropriated the land during the 1960s.

"There were some very nice homes down there," said Mrs. Jones. "But the news media showed a lot of the bad homes; the majority of articles ... were negative."

Both women were in their teens when the city began relocating Africville's 900 black residents. Most now live in metro Halifax, some in Mulgrave Park and Uniacke Square public housing projects.

"We couldn't understand why the elders didn't complain," said Ms. Matley. "They should have stood up and the community would still be there. The young had no voice."

The city decided at the time that Africville's inadequate water supply and sub-standard housing created social hazards. The last resident was relocated in 1971.

While construction of the A. Murray MacKay Bridge took up some of Africville, garbage dumps, an incinerator and a fish-processing facility have also occupied the land.

The new park gets its name from the Baptist Church in the former black settlement. Deputy mayor Gerald O'Malley said the upper and lower portions of the park will eventually be joined by a pedway, and a boat launch will be added later.

The lower portion of the grounds, Seaview Park Lookoff, is accessible from the north end of Barrington Street. City parks and grounds personnel have carved a driveway from Novalea Drive to the upper portion.

Deputy mayor O'Malley said a Prince Edward Island firm has expressed interest in using the land for children's amusement facilities.



THEN AND NOW — The new Seaview Park, top, in north-end Halifax will be officially opened Saturday. The site once supported Africville, above, home to 900 blacks, but the city expropriated the land in the 1960s.

Former Africville residents reminisce

Seaview officially opens

By Lee MacLean

The official opening Sunday of Seaview Park at the foot of the A. Murray MacKay bridge was a poignant occasion for many members of metro's black community.

The 25-acre park overlooking Bedford Basin occupies the site of what was once called Africville, a community of about 900 blacks who were uprooted during the 1960s when the city expropriated the land.

Ruth Brown Johnson, a former Africville resident, sat down at a picnic table with other former residents before the ceremony and told them she was feeling nervous.

"This is my old homestead," she said.

"I can't help thinking of things that happened here before," said Elsie Desmond, another former Africville resident.

The women speculated about the locations of their former homes, now landscaped with sapling trees and flower beds.

Local politicians were more enthusiastic about the park. "This park is a place for seniors as well as youth, a place to dream their dreams," said deputy mayor Gerald O'Malley.

"Who wants to dream of uprooting people?" Mrs. Johnson asked.

The city plans to build a monument inscribed with the names of Africville residents on the lower part



LOOKING BACK — Former Africville residents Harry Anderson and Lina Anderson look back at the official ceremony opening Seaview Park, Saturday. They and other former residents also spent some time Saturday reminiscing of the days when Africville occupied the park site.

Wamboldt-Waterfield

of the Seaview development, near the water's edge.

The lower portion of the park is accessible from the north end of Barrington Street.

The upper part can be reached via Novalea Drive. There are plans to join the two portions, separated by an access road to the bridge with a pedway.

"We hope to see a swimming pool and canteen on the site," said Mr. O'Malley.

"If they could spend all this money on a park, why couldn't they bring the water down here?" asked Mrs. Brown. Africville's inadequate water supply was one of the reasons given for the displacement of the community in the 1960s.

"It was a dirty deal," she said.

Rev. D. D. Skier, who served the Africville community, said he has mixed feelings about the park's opening.

"I just hope and pray that even

though the community has a park we never lose sight of the black refugees that came here around 1812," he said.

"My heart is sad, yet joyful in a manner of speaking to see that the community of Africville will not be totally forgotten. The people of Africville were a proud people. ... They asked for nothing and they got nothing in return," Stan Carvery, a member of Africville Genealogy Society, said in a speech at the ceremony.

Seaview Park is named for the Baptist Church which stood near the centre of the former black community.

"In spite of the park and the name Seaview, it will remain Africville to the people who lived here," said District 8 county Councillor Wayne Adams.

"I always continue to carry some feeling of unrest when my mind goes back to 1960 when my heritage was removed," said Mr. Adams, who is also executive-director of the Black Cultural Society of Nova Scotia.

"I feel sorry that we couldn't see people living here. Some of the residents aren't much pleased. The church was here, it was the home community," said Ward 3 Alderman Graham Downey.

"Over the years there will be something here to restore the memories and names of this settlement that will never be forgotten."

Opening of Seaview Park - Deputy Mayor O'Malley

This matter was added to the agenda at the request of Deputy Mayor O'Malley.

Deputy Mayor O'Malley referred to the opening of Seaview Park scheduled for June 15, 1985 and requested that Council agree to a delay of the opening to June 22, 1985 due to the roadway to the park not being completed, to which the Council agreed.

- 344 -

cc
13 June 85

Park brings new life to city's north end

By Bill Power
City Hall Reporter

The final chapter of the controversial story that was Africville is being written as city work crews ready the north end's new Seaview Park for a mid-June opening.

The city's displacement of the black community which called the slopes overlooking Bedford Basin home, captured national headlines in the mid-1960s.

Foundations of buildings which once housed some of the 900 residents of the village-within-a-city can still be identified. But if thousands of tons of landfill have dramatically changed the geography of the slope, some historians such as Henry Bishop, curator of the Black Cultural Centre in Dartmouth, say the special history of the place will never be forgotten.

"For some members of the black community, the displacement of residents of Africville remains a touchy subject to this day," he said.

As the lands now called Seaview Park assume a new role as a recreational facility, they

will continue to provide an important history lesson, he said.

The 25-acre Seaview development draws its name from the Baptist church once located near the centre of the black settlement.

The two parks in the development incorporate those lands left vacant following construction of access roads to the A. Murray MacKay Bridge.

The upper portion, the lookoff, is accessible from the north end of Nova Lee Drive and boasts, among other things, a baseball diamond offering one of the best home base "views" available in the city.

The lower portion, at the water's edge, is accessible from the north end of Barrington Street just before the A. Murray MacKay Bridge and provides a unique vantage point to observe ship movements in the Basin.

Both of the development's upper and lower portions have been extensively landscaped and will be equipped with footpaths and picnic spots before the scheduled mid-June opening.

See New page 2

New Seaview Park replaces Africville

continued from page 1

Alderman Gerald O'Malley, who played an instrumental role in the development of the park, said the facility is part of the changing environment of the north end that is helping to make the area a better place to live.

"It is an entirely new access point to the Basin for residents of the north end and for the entire city," he said.

The alderman said the development is long overdue for a part of the city for so long coped with more than its share of garbage dumps, incinerators and sea-product factories.

"Developments like Seaview are contributing to a new and exciting atmosphere in the north end," he said.

Stephen King, assistant superintendent of parks and grounds, said the opening of Seaview brings to 160 the number of parks and playgrounds of various descriptions that help make Halifax one of the most "greened and treed" cities in Canada.

Both portions of the development will eventually be connected with a walkway, he said.

"The park has opened up the shore for the people and has provided a new look for one of the busiest approaches to the city," he said.

MAY 28/85

CITY OF HALIFAX



DESIGN COMPETITION

The City of Halifax is sponsoring a competition for the design of a memorial at Seaview Memorial Park. There will be three honoraria provided for the top three proposals as follows: 1st—\$2,000; 2nd—\$1,000; 3rd—\$500.

All designs must be original. The City reserves the right to reject any or all submissions. Submissions must be received not later than 12:00 noon, April 29, 1985.

Questions pertaining to this submission are to be in the hands of the City Architect not later than 4:00 p.m., April 8, 1985, such that a written response can be provided to all applicants by April 10, 1985.

Terms of reference are available at the office of the undersigned.

**City Architect
Development Department
City of Halifax**

127902 A0820 868830

1 Apr 85

Seaview Park Memorial Design Competition

This matter was forwarded to Council without recommendation.

MOVED by Deputy Mayor O'Malley, seconded by Alderman Jeffrey that:

1. Council approve the terms of reference for the design competition, as attached to the staff report dated February 1, 1985;
2. Council approve the prize structure listed in the terms of reference with funds being made available from the City Manager's contingency account.

Alderman Hamshaw suggested that additional discussion was necessary with respect to this matter and MOVED, seconded by Alderman Doehler that the matter be deferred to the next meeting of the Committee of the Whole Council for further discussion.

The Motion to defer was put and LOST.

Following a brief discussion, the Motion was put and passed.

Council
Feb. 14/85

D. Boyd, Plan. Info.

Committee of the Whole
February 6, 1985

TO: His Worship the Mayor
and Members of Council

FROM: Paul Calda, P. Eng., City Manager

DATE: February 1, 1985

SUBJECT: Seaview Park Memorial Design Competition

Attached is the proposed terms of reference for a design competition for a memorial to be placed in Seaview Park. It is proposed to run the competition to March 25, 1985 with the subsequent judging period continuing to April 5, 1985. If a winner is declared, it will then be presented to Council.

Three prizes are suggested as outlined in Paragraph 4.0 of the terms of reference.

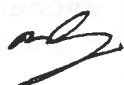
It is therefore recommended that:

- 1) Council approve the attached terms of reference for the design competition.
- 2) Council approve the prize structure listed in the terms of reference with funds being made available from the City Manager's contingency account.


Paul Calda, P. Eng.,
City Manager

-lam

Prepared by:
C. E. Mitchell,
City Architect

Approved by:
R. B. Grant, Director
Development Department 

CITY OF HALIFAX

Terms of Reference

For a Memorial at Seaview Memorial Park

1.0 Introduction

The City of Halifax requests the submission of a proposal for the design of a memorial to be placed in Seaview Memorial Park. The following represents the terms of reference for this submission.

2.0 Scope of Work

Preparation of a detailed design which is to be illustrated by drawings and/or a model. Specifications and a cost estimate for the construction of the submission are also required.

3.0 Design Criteria

3.1 There have been four events of historical significance in the area of Seaview Memorial Park which are to be commemorated by this structure. These are:

3.1.1 The Halifax explosion

3.1.2 The settling of black United Empire Loyalists in Africville

3.1.3 The loss of the French fleet, referred to as the Duc D'anville tragedy.

3.1.4 The formation of convoys in the second world war which exemplifies the importance of the Merchant Marine at that time.

3.2 The memorial is intended to last forever, and therefore the choice of material is important. It is, however, left to the discretion of the designer as to the make-up of the end product, keeping the longevity desired.

3.3 All necessary structural, mechanical and electrical elements must be designed to all applicable codes and standards and, in the case of mechanical and electrical components, must be shown to be practical from an economic standpoint.

3.4 The submission must include the following:

3.4.1 A site plan showing the proposal and its relationship to the park. Scale 1"=100'.

3.4.2 Site elevations, as required, to illustrate the views to and from the memorial.

3.4.3 A plot plan and elevations of the memorial itself. Scale to be not smaller than 1/2"=1'0".

3.4.4 In lieu of 3.4.3 above, the proponent may wish to provide a model or mock-up of the proposal. The size and scale are left to the proponent's discretion, but must be sufficiently large to illustrate the proposal.

4.0 Honorarium

There will be three honoraria provided for the top three proposals as follows:

1st - \$2,000 *
2nd - \$1,000
3rd - \$500

* The top prize money will be paid to the selected designer and will be applied towards the designer's commission should the City decide to construct the memorial.

5.0 Judging Committee

It is suggested that the following people be invited to participate in the judging of submissions:

- 5.1 Deputy Mayor G. O'Malley
- 5.2 Paul Calda, P. Eng., City Manager
- 5.3 C. E. Mitchell, MRAIC, City Architect
- 5.4 Commodore A. C. McMillin, Chairman, Heritage Advisory Committee
- 5.5 Dr. E. Baniassad, Dean of School of Architecture
- 5.6 Dr. Phyllis Blakely, Provincial Archivist
- 5.7 Dr. Jean Weir, N. S. College of Art and Design

The recommended design will be submitted to City Council for approval.

6.0 Submission Requirements

6.1 Submissions are requested to be delivered to the office of the City Architect, Development Department, City of Halifax, no later than 12:00 noon, March 25, 1985.

6.2 Questions pertaining to this submission are to be in the hands of the City Architect no later than 4:00 p.m., March 4, 1985, such that a written response can be provided to all applicants by March 8, 1985.

6.3 The City reserves the right to reject any or all submissions.

V D. Boyd Plan. Info.
INFORMATION REPORT

TO: His Worship the Mayor
and Members of City Council

FROM: Paul Calda, P. Eng., City Manager

DATE: January 16, 1985

SUBJECT: Seaview Park

The following information is provided in relation to item 10.19 of Council's agenda.

Staff is presently finalizing the terms of reference for a competition for the design of a memorial at Seaview Park. This will be forwarded to Committee of the Whole for February 6, 1985, for approval of the budget proposal, work schedule and general content of the brief.


Paul Calda, P. Eng.
City Manager

CEM:mn

Prepared by:
C. E. Mitchell
City Architect

Approved by:
A. W. Churchill
A/Director of Development

102-105-3

Question Alderman Grant re: Seaview Memorial Park

Alderman Grant referred to the Seaview Memorial Park indicating that the merchant seamen had expressed concern that no memorial to merchant seamen had been placed in the park. Alderman Grant noted that he was aware that the proposed memorial was to include the merchant seamen and asked at what stage the design study was at present. Alderman Grant also noted that merchant seamen fell under the Department of Veterans Affairs and questioned whether any funding might be available from the Department for the memorial.

The City Manager noted that he believed the memorial to be in the design stage but would respond in a written report regarding the details.

CC NOV 15/84

Award of Tender No. 84-12 - Recreation - Seaview Park Improvements

A staff report dated July 17, 1984, was submitted.

MOVED by Alderman O'Malley, seconded by Alderman Grant
that Tender No. 84-12 for Seaview Park Improvements, projects,
materials and services listed be awarded to Woodlawn Construction
Limited for the tender price of \$79,990.00 and a total project
cost of \$62,000.00; funding to be authorized from Account Number(s):
FA041 - \$96,000.00, DA004 - \$34,000.00.

Motion passed.

CC
26 July 84

Tender # 84-41 - Seaview Park - Landscaping

MOVED by Alderman Dewell, seconded by Alderman Downey
that, as recommended by the Finance and Executive Committee:

1. Tender #84-41 for landscaping of Seaview Park be awarded to Elmsdale Landscaping Ltd., P. O. Box 119, Elmsdale, Hants County, Nova Scotia for a total project cost of \$57,450.00.
2. Funds are available from Account Number 225209.20600.
FA041.

Alderman Dewell referred to concerns raised by citizens with respect to how access may be gained to Seaview Park and requested information as to the cost to create such access and the method of doing so. Alderman Flynn requested information as to the total funds expended on Seaview Park thus far and questioned whether the recent announcement of the expansion of the Fairview Cove Terminal would have any impact on this Park.

Motion passed.

Wood S

Ill-conceived

To The Editor:

Sir, — I agree with long-time northend resident Walter Murphy, Seaview Park is an ill-conceived idea. It is certainly not a "northend" park. Far from neighbourhoods, it is almost inaccessible except by car. Few northend residents will be found crossing the bridge approach roads to reach this site. It will become another secluded spot for teenage drinking; a place for undesirables with enormous policing and maintenance costs.

Since the park was announced, there has been a search on for reasons to justify this waste of taxpayers' dollars. Alderman O'Malley even tried to use the Memorial Bells to give life to this park. Council should admit the mistake and try to recoup the money spent so far. The park site and surrounding rail-serviced land would be better used for offshore oil related business. The tax dollars raised could be spent on existing northend recreational and school facilities.

BLAIR S. BEED

6306 Cork Street
Halifax, N.S.

5 May 84

Seaview Park

The above item was added to the agenda at the request of Alderman Jeffrey who advised of an awards night recently held by the Board of Trade. For the information of Council, Alderman Jeffrey advised that an award was presented to Alderman O'Malley and Mr. D. Quinn, Superintendent of Parks & Grounds, in connection with the landscaping of Seaview Park.

COUNCIL

17 Nov '83

INFORMATION ITEM

TO: His Worship the Mayor and Members of Council
FROM: Paul Calda, P.Eng., City Manager
DATE: August 15, 1983
SUBJECT: Seaview Park

Question: Alderman O'Malley re Seaview Park

Alderman O'Malley referred to the work being done at Seaview Park and noting the positive comments he had received with regard to the Park. He asked that Council be supplied with the future planned progression of development for the Park.

This is in response to the above question raised at the July 28, 1983 meeting of City Council.

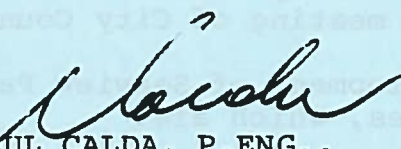
The development of Seaview Park is being undertaken in different phases, which are:

- Phase I - Filling and landscaping of western half of the Park.
- Phase II - Extension of existing storm sewer approximately in the middle of the Park.
- Phase III - Filling and landscaping eastern half of the Park except area for Boat Launch and Parking.
- Phase IV - Boat Launch and Parking area.

The tender for Phase I of this project was awarded by Council on April 28, 1983 and works have generally been completed by the Contractor. Phase II tenders for the extension of storm sewer have been called and closed on August 12, 1983. These works should be completed by the middle of October subject to Council approval of the award of tender. The eastern portion of the Park, which is Phase III of the project, is being filled and rough graded now to prepare for landscaping, etc. The detail design of this landscaping is underway, and tenders are to be called by the end of October 1983. The actual landscaping work is scheduled for early Spring 1984, subject to weather conditions. This schedule would allow reasonable time and weather conditions for the fill to settle and provide a good base for this type of work.

The engineering design of the boat launch and parking area is being done by staff. This design should be completed by October 1983, following which approval from various regulatory bodies such as Ports Canada, Canadian Coast Guard, Department of the Environment, etc., will be obtained. Based on these approvals and funds available after the award of Phase III of the project, tenders will be called later this year or early next year. The actual construction of Phase IV will follow the completion of phase III. Council is advised that this time frame will also allow for consideration of other works which are being planned by other government agencies and may have an impact on this project.

Council is advised that the site where the memorial is to be erected will be prepared and landscaped only under Phase III of this scheme. This would facilitate the erection of the memorial without destroying the other completed works in the area.



PAUL CALDA, P.ENG.,
CITY MANAGER

Prepared by: K.S. Dhillon, P.Eng.,
Chief of Design

Approved by: Peter S. Connell, P.Eng.,
Director of Engineering & Works

KSD/pam

Park may open next summer

By GLORIA KELLY
Staff Reporter

Seaview Park will be a major addition to the north end of Halifax when it is completed, hopefully by next summer, ward five alderman Gerald O'Malley says.

Located on a 9.5 acre site on the shores of Bedford Basin, the passive recreational park is being constructed in three phases, the first of which is now complete.

The park will cost about \$800,000.

At one time, the shoreline of Bedford Basin was one of the most beautiful areas to be found in any major city, Alderman O'Malley said.

However, decisions by past city councils have allowed major construction in the area, which has caused pollution and destroyed the shoreline's character.

Development of the park is an attempt to re-establish the area as a place for people to enjoy the benefits of the basin in a natural environment.

Built on the old Africville site, the completed park will be located under the A. Murray MacKay Bridge, taking in an historic site related to the 1917 Halifax Explosion.

The park will feature nature trails, picnic areas, a boat launch and marina, and a natural waterfront en-

vironment, he said.

Phase two, a boat launch and marina, will allow people to drive down and launch their boats, both power and sail, then park and enjoy a few hours on the water.

Phase three will be the eastern end of the park. On that site a three-sided monument will be built, Alderman O'Malley said.

It will pay tribute to the victims of the Halifax Explosion, which occurred just opposite the park area, to the former residents of Africville where the park sits, and to the men of the merchant marine who lost their lives during two world wars.

29 July 83

Landscaping-Seaview Park - Tender Award # 83-96

A staff report dated April 19, 1983 was submitted.

MOVED by Alderman O'Malley, seconded by Alderman Dewell
that:

1. Tender # 83-96 for Landscaping, Seaview Park at a contract price of \$78,514.00 be awarded to Edmonds Bros. Landscaping Services(1979) Ltd.;
2. Funding authorized from Account number(s): Z0600 FA041
3. Funding transfers, if applicable, be approved.

12:10 a.m. - The Chairman advised he wished to debate this matter and requested that Alderman Meagher take the Chair.

Deputy Mayor Hamshaw addressed the matter and expressed the feeling that monies being spent on such projects should be allocated to other areas where funding is not in place, suggesting these funds might be allocated to the School crossing guards.

- 209 -

Council
April 28, 1983

Seaview Park - Memorial

MOVED by Alderman O'Malley, seconded by Alderman Dewell,
as recommended by the Finance and Executive Committee that staff
be directed to incorporate into the design of Seaview Memorial
Park an appropriate but inexpensive memorial to commemorate the
Halifax Explosion, the Settling of the Black United Empire Loyalists
in Africville, and the Merchant Marine participation in World War II.

Motion passed.

Council
April 28, 1983

Finance
Apr 20/83

Seaview Park - Memorial

This item was deferred to this meeting from the Council meeting held on April 14, 1983.

A staff report dated April 18, 1983 was submitted.

Alderman O'Malley addressed the matter and advised of the information received from the United Memorial Church and the position taken. Alderman O'Malley referred to correspondence exchanged over the past years relating to this matter; apologizing to the Committee of his unawareness of the conditions placed upon the chimes.

MOVED by Alderman O'Malley, seconded by Alderman Dewell
the Finance and Executive Committee recommend to City Council
that staff be directed to incorporate into the design of Seaview Memorial Park an appropriate but inexpensive memorial to commemorate the Halifax Explosion; the Settling of the Black United Empire Loyalists in Africville and the Merchant Marine participation in World War II.

Motion passed.

Alderman O'Malley requested that the Chairman correspond with Mr. MacGregor, United Memorial Church, outlining the City's position at this time.

Wald V

Council
April 14, 1983

Seaview Park - Memorial

The recommendation of the Finance and Executive Committee is as follows:

- ' that staff be authorized to forward a letter to the United Memorial Church on the matter so that Council will be informed whether the bells are to be operational, what site is acceptable, etc. '

Alderman O'Malley advised that correspondence from Dr. McGregor is anticipated, and MOVED, seconded by Deputy Mayor Hamshaw that the matter be deferred to the next meeting of the Committee of the Whole Council.

Motion passed.

Seaview Park - Memorial

A staff report dated March 16, 1983, was submitted.

Alderman O'Malley, in referring to the submitted report, advised that he would like to clarify the matter of the memorial and went on to refer to a service held at the United Memorial Church at which time there was an indication from the City to attempt to bring the chimes into a memorial structure.

Alderman O'Malley advised of a subsequent meeting which he had with representatives of the Church including Dr. McGregor and indicated it was never intended that the bells would ring but rather an interest of erecting a permanent memorial for the Halifax explosion by placing the bells, or part of the bells, on a four sided configuration out of the reach of vandals. Alderman O'Malley expressed the view that the costs presented in the report were in excess of what he had in mind and suggested a memorial could be erected at a far lower cost than has been projected.

The City Manager referred to the weight of the bells and the design requirements and advised it was staff's understanding that the bells had to be operational. The City Manager advised that the City would have to obtain something in writing from the church indicating that the church will make the bells available and for what purpose, and Alderman O'Malley asked if that could be carried out. His Worship suggested that a letter could be forwarded to Dr. McGregor and the City Manager indicated that if a positive response is received, a proper design, both architecturally and structurally, would have to be undertaken suggesting that the cost would be in the \$15,000 range.

Alderman O'Malley questioned whether alternatives were not available such as through the Nova Scotia Technical College.

MOVED by Alderman O'Malley, seconded by Alderman Dewell
that staff be authorized to forward a letter to the United Memorial Church on the matter so that Council will be informed whether the bells are to be operational, what site is acceptable, etc.

Alderman O'Malley asked if the matter could proceed expediently and suggested that a member of City staff visit Dr. McGregor or invite him to attend the next meeting of the Committee of the Whole Council. His Worship expressed the view it would not take too long to obtain the requested information.

Motion passed.

Alderman O'Malley asked if a member of staff would contact Dr. McGregor and His Worship suggested that such would be the case.

Finance
April 6, 1983

Ward V

Committee of the Whole
March 23, 1983

To: His Worship the Mayor and Members of Council
From: Paul Calda, P.Eng., City Manager
Date: March 16, 1983
Subject: Seaview Memorial Park

At the City Council meeting of March 17, 1983, staff was asked to prepare a report incorporating a number of suggestions which were discussed on March 9, in Committee of the Whole. The instructions given to staff as contained in the attached minutes require further clarification prior to proceeding.

For the benefit of those members not familiar with the Bells, the chime in its existing form consists of 10 bells ranging in size from a weight of 1800 lbs. and 43 inches in diameter (largest) to 175 lbs. and 20.5" diameter (smallest) for a total weight of 6150 lbs. They are currently supported on heavy timber beams which adds considerable weight and mass to the bells.

Alderman Grant, a parishoner of the United Memorial Church, the parish which presently owns the bells, has expressed the desire that they be made operational at least once a year during services commemorating the victims of the Halifax Explosion. During earlier attempts to have the bells relocated to Fort Needham it was staff's understanding that the bells were to be made operational.

On the other hand, the Alderman for Ward 5 has suggested that the bells need not be made functional and that they could be placed on an inexpensive support structure with appropriate plaques as a symbolic gesture.

As noted in an earlier report, the bells can be made functional, but at considerable cost in doing so. The \$40,000 cost mentioned in the March 1, 1983, report is based on mechanical equipment suggested by Mr. Creed Freeman of Schulmerich Carillons, Inc. The figure incorporates a 1979 equipment quotation, updated for inflation and does not include installation, erection costs, or the cost of supplying power to the site.

If an expenditure of the above magnitude is to be made, it is imperative that the bell tower be so designed as to hopefully eliminate the possibility of the equipment which would be stored at the base of the tower being vandalized. Any tower design, simple or otherwise, should also incorporate some provision for protecting the bells, or in all likelihood, they will be subject to acts of vandalism. At the very least, even if the bells are not made operational, they should be protected by concealing them as much as possible in the enclosure so constructed. This implies

added costs, but in staff's opinion is a very important consideration.

At present, there is no money allocated in the budget and this project would have to be funded from other sources or added to the budget now or later.

Council's approval with the concept of the tower and bells is required prior to expending funds. If Council's authority is given to proceed, the planning and design costs which are estimated to range from \$10,000.00 - \$15,000.00 could be covered by the Engineering & Design Reserve Account.

MPW/sfs


Paul Calda, P.Eng.,
City Manager

Prepared by:

M.P. Woods, Development Assistant

Approved by:

R.B. Grant, Director
Development Department 

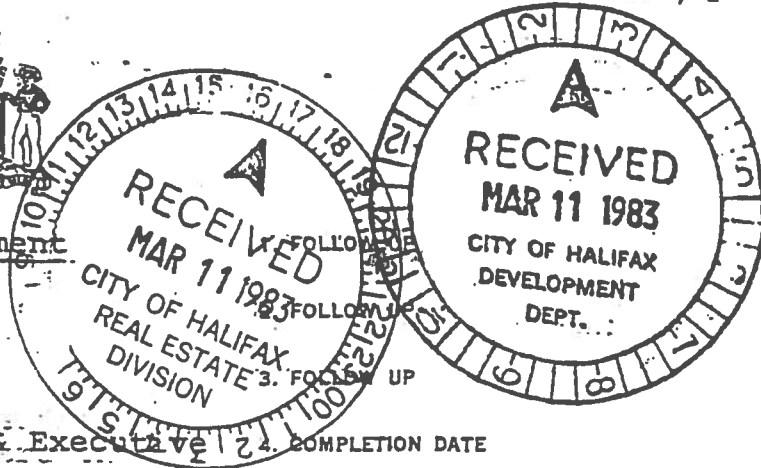


TO: R. B. Grant, Director of Development

FROM: G. I. Blennerhassett, City Clerk

DATE: March 10, 1983

SUBJECT: Seaview Memorial Park - Finance & Executive Committee - March 9, 1983



A staff report dated March 1, 1983, was submitted.

Alderman O'Malley addressed the matter noting that the structure as outlined in the staff report was much more elaborate than what he had initially intended. He requested that a further report be prepared outlining a simple structure commemorating the explosion and incorporating the plaques and placing the bells at the top of the structure as a purely symbolic use.

The City Manager suggested that staff make arrangements for a mini competition with regard to the design, noting that the Nova Scotia School of Architecture might possibly be an avenue which could be used.

Alderman Grant indicated that he would like to see a structure which would allow the bells to be rung at least once a year during the memorial service.

G. I. Blennerhassett

G. I. Blennerhassett,
City Clerk

/jan

cc M. P. Woods, Real Estate

Ward V

Seaview Memorial Park

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Finance Mar 9/83

Committee of the Whole
March 9, 1983

To: His Worship the Mayor and Members of Council
From: Paul Calda, P.Eng., City Manager
Date: March 1, 1983
Subject: Seaview Memorial Park

This is in response to a request for a staff report dealing with the implications of erecting a tower and installing the bells from the United Memorial Church at a site within the planned Seaview Memorial Park.

In brief, the bells were donated by a parishoner of the United Memorial Church as a memorial to a number of members of that particular family who lost their lives during the Halifax Explosion. The Church found it necessary to remove the bells in recent years owing to the considerable stress on the Church tower which was deteriorating over time through their use. The bells are currently stored under cover on the Church property.

The ten bells in their existing form have an approximate weight of three tons, exclusive of their support structure which consists of heavy timber beams approximately 10 inches square. As staff understands it, the design of a tower must not only be capable of handling the structural load but must also be able to withstand the resonating effects produced by the striking action of the bells. It was this stress that was causing the deterioration of the Church tower where they were formerly located.

Perhaps a more important consideration than the tower design is the method of making the bells operational. When considering Fort Needham, it was suggested that the bells be tied in by cable to the nearby United Memorial Church and that they could be played by a manual keyboard located in the Church. This option would appear to be ruled out at the park site because of location and cost factors necessitated by the use of heavy co-axial cable. The bells could be activated by mechanical equipment and/or a manual keyboard (on site) which would necessitate voltage of 220 AC single phase being supplied to the site.

Based on earlier quotations received from Schulmerich Carillons Inc., Pennsylvania, for automated equipment, it would appear that this equipment would cost somewhere in the order of \$40,000 today, exclusive of installation and erection costs. As staff understands, the tower would have to be enclosed at the base to house the equipment and necessary switching assemblies and would require a small degree of heat in the winter to prevent freeze up of the gears. In view of the relative isolation of the site, the tower design should provide for the concealment of the bells by ornamental grill work which makes them less susceptible to acts of vandalism.

In most cases, St. Agnes' Church for example, they are able to store the mechanical equipment in a Church basement or rectory which keeps the equipment safe from the elements and vandalism. In the case of St. Agnes', the priests are able to handle minor technical problems and some servicing. This aspect presumably would be handled by the Engineering and Works Department.

As noted above, it is estimated that the mechanical equipment would probably cost in the area of \$40,000 and the cost of installation is presently unknown. The cost of the tower itself would depend upon the design requirements needed to handle the structural and stress loads noted above and could easily be in excess of the \$50,000 range.

Staff has had several conversations with a Mr. Creed Freeman Jr., Campanologist of Schulmerich Carillons Inc., Pennsylvania, who is an expert in his field. Mr. Freeman indicated in 1979 that he would be prepared to come to Halifax, for expenses, and make appropriate recommendations. Mr. Freeman's Company can supply the necessary mechanical equipment, does complete installations and also manufactures certain pre-designed towers and has suppliers for others.

In view of the many technical aspects as outlined above staff would recommend that Mr. Freeman's services be engaged prior to proceeding with this project as there may be other hidden costs involved of which staff is not aware. A budgetary allowance of \$1,500. to cover flights and accommodation for 3 days should prove adequate. Funds are available in Account FA041.

The obtaining of any of these services will not inhibit the planned implementation of the development of Seaview Memorial Park. The 1983 project includes final grading, topsoil, plantings and hydro-seeding of the western portion of the park as well as the installation of required storm sewer. Planning and construction of a campanile for the bells, subject to Council approval, could be completed in 1984. For the information of Council, tenders for the 1983 project are planned for March with construction starting in the late spring.

Council is asked to give staff direction regarding the proposed bell tower installation.

MPW/sfs


Paul Calda, P.Eng.,
City Manager

Prepared by:

M.P. Woods, Development Assistant

Approved by:

R.B. Grant, Director

Proposed north end park still sparks controversy

Controversy over a proposed park for north end Halifax was rekindled Wednesday at a regular committee-of-the-whole meeting.

Ward 5 Alderman Gerald O'Malley introduced the Seaview Memorial Park issue when he asked for information on a proposed monument for the historic site. He also wants the park to fall under the jurisdiction of the Point Pleasant Park Commission.

The monument would commemorate the Halifax Explosion, sinking of

Duc D'Anville's fleet, settlement of Africville and assembly of the Second World War convoy in Bedford Basin.

The kiosk would house bells from the United Memorial Church and four plaques — one for each of the historic sites in the neighbouring area.

Ald. O'Malley said the federal government would pay for the monument with money from a 65-year-old fund for Halifax Explosion victims. However, Mayor Ron Wallace said the federal

government refuses to admit the funds are available.

Two aldermen denounced the park, which was approved by council last year despite a staff recommendation that it be used for industrial land.

Deputy Mayor Alf Hamshaw asked for a staff report from the Halifax Industrial Commission on the most appropriate use for the land.

"The rumours I've heard are that the land could be used for something to bring tax dollars back into the city."

Rec 23/82

Seaview Memorial Park - (Alderman O'Malley)

This matter was added to the agenda at the request of Alderman O'Malley.

Alderman O'Malley addressed the matter noting that the funding for the Seaview Memorial Park had been approved by Council and development of the Park would be carried out in the near future. Alderman O'Malley, with the use of a sketch of the area, outlined four events of historical significance being the Halifax Explosion, the settling of black United Empire Loyalists in Africville, the loss of the French Fleet referred to as the Duc D'anville tragedy and the part played by the Merchant Marine in the Second World War. Alderman O'Malley suggested that this park would be an appropriate location for a memorial commemorating these historical events. He indicated that he would like to see a tower erected, using the bells from the existing United Memorial Church, which would be donated to the City if such memorial were to be erected.

He suggested that funding could be obtained through the Halifax Disaster Relief Fund as well as other sources.

He requested that staff investigate the possibility of such a tower being erected on this site.

Discussion ensued with certain Aldermen expressing concern with the exact location of the memorial in relation to expected industrial development. Further discussion ensued.

It was agreed that staff prepare a report including possible designs, estimated cost figures and possible sources of funding.

Deputy Mayor Hamshaw requested the report contain information from Industrial Commission on proposed industrial development in the area.

5:30 p.m. The meeting adjourned

Finance Dec 22/82

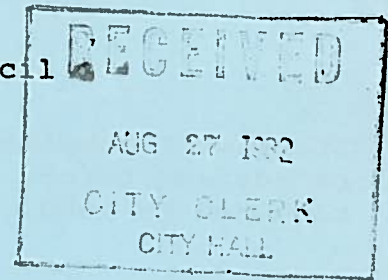
Seaview Park

At the Committee on Works meeting, a report was requested on the above matter for this meeting of Council. The Acting City Manager advised that the report was signed this evening but had not been copied and circulated, and Council agreed that the item be deferred to the next regular meeting of the Committee of the Whole Council.

Council Aug 26/82

Information Item

To: His Worship the Mayor and Members of Council
From: Paul Calda, P. Eng., City Manager
Date: August 23, 1982
Subject: Seaview Park



Question: Alderman O'Malley re: Design Study - Seaview Park

Alderman O'Malley noted that during the Capital Budget deliberations, it was advised there were funds in the budget to complete the design of Seaview Park and asked if he could be informed where the design stands and how near it is to completion.

City Council at the meeting on January 28, 1982, approved that the City design and proceed with the development of the Park, as per the conceptual drawing located in the Development Department in its simplest form, with the inclusion of a boat launching site as agreed to during the Capital Budget discussion for the 1983 budget.

The actual design work commenced in the spring when the area was leveled. Topographic and legal survey work was completed in June 1982. Staff has been considering various site design alternatives consistent with the concept. This design, along with the approximate location of the boat launch, should be completed in October 1982. Staff at that time will design the boat launch site.

It is noted that the approved funding for this project for 1982 is for filling and dozing of the area. Funds are proposed in the 1983 Capital Budget submission for implementation.

As Council may be aware the conceptual design calls for extensive filling of the area with mounds of fill and landscaping to aesthetically and environmentally suit the site. The preliminary cost estimates assumed that this fill would be available at no cost from various projects in the City. Unfortunately, the construction activity has not been encouraging and limited fill has been available this year.

Staff will complete the design of the Park this year, and Council will be advised before or during Capital Budget deliberations of funding required in 1983.


 PAUL CALDA, P. ENG.,
CITY MANAGER

Prepared by: K. S. Dhillon, P. Eng., Chief of Design

Approved by: Peter S. Connell, P. Eng., Dir. of Eng. & Works

KSD/klz

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(v)

Council June 29/82

Consider the conditions

To The Editor:

Sir, — There have been several items in your paper concerning the establishment of a so-called "Seaview Park" on the shores of Bedford Basin.

It is my opinion that those with authority to make a decision in this matter should meet at the proposed site, stay there as long as they can endure the weather, and then decide how many people would be likely to visit a park in that area. Having learned long ago, in the hard school of experience, how disagreeable the weather can be in that location, I do not think such a meeting would be unduly long.

To the westward of the proposed park site lies the Fairview Cove container pier, to the eastward, across the Narrows, there is the Bedford Institute of Oceanography, and the terminal for the export in bulk, of gypsum. Vessels docking, or leaving berths at Pier Nine, frequently, depending on the conditions of wind and tide, go up into Bedford Basin to turn. Any concentration of small boats and swimmers in the area would be a source of concern and anxiety to the professional sailors, and possibly a source of injury and death to the amateur sailors and swimmers.

WALTER T. MURPHY

5382 Russell Street,
Halifax.

Feb 18/82

Seaview Park plan approved by council

By BRIAN HAYES
Staff Reporter

North end Halifax residents will finally be getting the park which Halifax city council promised them four years ago.

Aldermen Thursday night voted overwhelmingly in favour of building Seaview Park on nine acres of land located west of the approaches to the A. Murray MacKay Bridge.

The only opposition to the park came from deputy mayor Doris Maley, who expressed concern for the safety of children using the park, while at the same time suggesting the land could be better utilized for other purposes.

Deputy mayor Maley said she is not opposed to a park being established in north end Halifax but suggested it could be built in another area other than on the shore of Bedford Basin.

She said the water off the proposed park site is 20 feet deep and expressed concern that children utilizing the facility would have to cross railway tracks and bridge approach roads to get to the site.

"The land could be used for other purposes to bring additional tax dollars to the city. Using waterfront land is no way to support our industrial commission."

Deputy mayor Maley said council had not fully investigated "what we do need there."

"We have to look at it seriously."

However, a motion by deputy mayor

Maley to have the matter deferred for further discussion, failed to materialize when there was no seconder.

In supporting a motion to allow the park to proceed, Ward 9 Alderman Tom Jefffrey said a park in the north end would give residents something they deserve, especially after having had to put up with a dump, incinerator and an abattoir.

Ward 6 Alderman Dan Clarke said "we owe north end residents the park as

Seaview

Continued from page one

compensation for all the negative effects they have experienced in the past."

Ward 2 Alderman Ronald Cromwell said residents in the area had been expecting the park for a number of years. In fact, he indicated the name Seaview Park was brought forth in 1977.

Because of past development, Ward 10 Alderman Don LeBlanc said with the park, "the north end would be gaining some dignity."

Jan 29/82

Seaview Park

MOVED by Alderman O'Malley, seconded by Alderman Clarke, as recommended by the Finance & Executive Committee, City Council approve that the City design and proceed with the development of the park as per the conceptual drawings located in the Development Department, in its simplest form with the inclusion of the boat launching site as agreed to during the Capital budget discussions for the 1983 budget.

Deputy Mayor Maley spoke to the matter and suggested that safety aspects of the Park be reviewed.

Deputy Mayor Maley moved that the Matter be deferred until the safety aspects are reviewed. There was no SECONDER to the Motion.

Following a brief discussion, the Motion was put and passed with Deputy Mayor Maley abstaining.

- 61 -

Council

Jan 28/82

PETITIONS AND DELEGATIONS

Petition - Residents of Hollis Street

Alderman Downey submitted a petition from residents of Hollis Street concerning a problem being experienced in the Hollis Street area. He requested that staff investigate the matter and report to Council at a later date.

Council
Jan 14/82

North end entitled to Seaview Park - O'Malley

By PETER MOREIRA

The residents of north end Halifax have been without a marine park long enough and are entitled to have Seaview Park, says Ward Five Alderman Gerald O'Malley.

Seaview Park, formerly known as Negro Point Park, was approved in 1979, at a planned cost of \$750,000 to \$1,000,000, and Ald. O'Malley claims "ever since that time there has been foot-dragging and procrastination by all who oppose the park".

He says the original plan was too extravagant, that the proposed armour

stone fill protection and sewer extensions are unnecessary, and that the staff reports concerning the park are full of "constant lies and negative attitudes."

The park is to be built in a nine-acre site between the A. Murray MacKay Bridge piers and the Fairview Cove container terminal.

Staff's plan includes a landfill along the existing waterfront, wooded areas in north central locations, several picnic areas, a fitness trail and a boat-launching area near the bridge.

A cul-de-sac and perpendicular parking spaces would be built on the existing access road from Barrington Street and a fence would run between the park and the railway tracks.

The site is an historical one as well. The French Duke d'Anville landed there to attack Halifax shortly after the town's founding; the Halifax Explosion took place just off its shore and it is the site of Africville, the second black settlement in Nova Scotia.

Ald. O'Malley said the area's history also includes several industries which polluted the atmosphere and degraded the neighbourhood. The city prison, a seal factory, the city dump and a decaying abattoir all reduced the area's attractiveness.

Needham MLA Edmund Morris has said the province may help fund the park if it can house a monument to those who died in the Halifax Explosion.

Ald. O'Malley said a set of chimes, too massive for the church's structure, now lies in the Kaye Street United Memorial Church yard. He will recommend a suitable structure be built to house these chimes in Seaview Park to provide a memorial to the Explosion.

Deputy Mayor Doris Maley, although seeing the benefits a North End park, said she believes the issue merits more objective, cool-headed discussion between the aldermen.

"We have never yet properly discussed this park and that bothers me," she said. "These things should be discussed. I'm not saying I'm right; I'm just saying we should sit down and discuss it."

She foresees problems with the park, because of its potential danger, its poor accessibility and because the land could be used for industrial use.

A marine industrial site — possibly used for the storage and assembly of pipes — would be a better use of the land, she said. In addition to this, a walkway could be built along the shore so residents may view the activities at the Fairview Container Terminal.

Such an industrial site, she said, could generate the tax revenue which could finance another park, possibly farther up the hill in a more accessible spot with a better view of Bedford Basin.

She said the park would not only be expensive to build properly, but would not provide any tax base once completed. "The city is now in dire need of land for marine related industry".

Ald. O'Malley also said the city needs industrial land but said the National Harbours Board piers could be leased to accommodate this need.

Since the land is accessible only from north Barrington Street, Deputy Mayor Maley wonders how many people will use the park, situated at the bottom of the steep hill.

"I'm not suggesting this just to be difficult," she said. "I'm just trying to be practical."

Ald. O'Malley believes the residents of the area deserve a park and indeed, he believes the land between the MacKay Bridge and Barrington Street, now known as the Basinview Industrial Park site access ramp, should also be made a park.

The land is unsuitable to any industry because it too steep, inaccessible.

and unable to be serviced, he said. Therefore, he suggested a pedestrian access route be constructed underneath the bridge and picnic tables, pathways and a few shrubs be incorporated into the landscape.

He said the park would cost no more than the price of landscaping and the construction of a fence along Barrington Street. This park, he said, should not replace the marine park but complement it.

A Nov. 10 staff report states armour stone would be best suited to protect the fill in Seaview Park from "heavy tidal action". But Ald. O'Malley, who quoted a National Harbours Board publication, said the tide flows at one half a knot, which means the water is virtually still.

However, Deputy Mayor Maley said the water around the fill is deep and thus can be dangerous for children who would play in the park. She also questioned the wisdom of placing a boat launch next to a channel soon to be used by large container ships.

"Can you see mothers sending their children down there alone?" she asked. "It's very deep there. We'd have to have a fence down there or else we're going to lose some kids."

In 1981, the city budgeted and spent \$42,000 on the land fill and placed on the shopping list \$50,000 for the design and construction of the boat launch. That means if any money was made available in the capital budget, the boat launch would be among the top priorities.

Ald. O'Malley said council, in 1981, also allotted \$115,000 in the five-year budgetary plan to be included in the 1982 budget, but this money was withdrawn. He voiced his disapproval with the omission at last week's committee-of-the-whole meeting.

"This is when I blew my cool at them the other day," he said, "and I said it has just been a series of lies and deception. They've used every guise they could use."

Jan 21 / 82

Seaview Park gets go-ahead

By BRIAN UNDERHILL
Staff Reporter

Residents of north end Halifax came one step closer Wednesday to getting a park which was promised to them by Halifax city council four years ago.

At Wednesday's committee-of-the-whole meeting, aldermen voted to proceed with detailed planning for Seaview Park which will be built on nine acres of land located west of the approaches to the A. Murray MacKay Bridge.

Ward 5 Alderman Gerald O'Malley was critical of a staff report dealing with the terms of reference for the development of the park. Ald. O'Malley said there were numerous errors in the staff

report and added he was discouraged by staff's negative attitude toward Seaview Park.

"I'm concerned that I constantly get a negative response," he said. "The (staff) report talks of a proposed park, but we have an existing park approved more than four years ago."

A vote on Ald. O'Malley's motion to proceed with the detailed planning for the park was not taken until several motions of deferral were dealt with by council.

Deputy mayor Doris Maley made the first deferral motion, which was not seconded, arguing that the matter should be put off for a two-week period. She

said council should not vote on the matter until they received a report from the Halifax Industrial Commission.

"There has been no input from the industrial commission, which bewails the lack of land, especially on the waterfront," Mrs. Maley said. "We can't complain about the lack of land when we don't use what's there."

She suggested council look at a establishing a working park for the area. She said using the land for industrial purposes for a 10-year period would satisfy the demand for land and the tax revenue generated would finance the park.

See SEAVIEW page 2

Continued from page one

"It's a great pity this council is not prepared to put its money where its mouth is," she said. "Here we have a piece of land right next to the container wharf where we could put industries related to offshore development."

"It's time we started using our heads. Otherwise we may as well forget about attracting industry to Halifax."

Ward 11 Alderman Art Flynn also suggested the industrial commission be allowed to report on the matter and he moved deferral for one week. Ald. Flynn said this would give the commission time to possibly present some information that would help council decide the issue.

However, that motion, seconded by the deputy mayor, was defeated by council.

Ward 10 Alderman Don LeBlanc said some of the aldermen were trying to cloud a relatively simple issue because they did not support it.

"It's very obvious that people with different interests have introduced different dimensions to confuse the issue," Ald. LeBlanc said. "People of the north end have been waiting for something for that area for 50 years."

"Now other reasons are being interjected and defusing the issue," Ald. LeBlanc said. "Two of the loudest proponents of the industrial commission (Ald. O'Malley and Ward 6 Alderman Dan Clarke) live in that area and are the aldermen for that area and can speak tonight for both the commission and residents."

Ald. Clarke said he believes city staff are fabricating obstacles to stall the

park and some aldermen are using new obstacles to argue against it.

"If there is information lacking about this park it is only because staff is not bringing it forward," Ald. Clarke said. "If this matter goes to the industrial commission I will ask that it be struck from the agenda."

"We've already committed ourselves to the park and I for one will honor that commitment."

Ald. O'Malley agreed that council had already given a firm commitment to the people to build the park.

"All I'm asking, four years later, is that we complete the detailed planning," Ald. O'Malley said. "We're talking of nine acres of unserviced acres of land which are worthless in respect to industrial development, and which would only become suitable at a great expense."

Ald. O'Malley completed his remarks, and closed debate on the motion, by asking Mayor Ron Wallace to call for the vote. However, Mayor Wallace said he first wanted to know the costs of the park before calling the vote.

Ald. O'Malley said that \$800,000 had been approved in the capital budget, to be spent over a three-year period starting in 1983. Mayor Wallace wanted clarification on the expenditures and refused, several times, to call the vote requested by council.

Mayor Wallace then asked for staff comment on the cost of the park. Ald. Clarke challenged that ruling and asked that it be put before council for a vote. However, Mayor Wallace bowed to council's demands and called for the vote on Ald. O'Malley's motion.

Jan 21/82

Seaview Park

This matter was last brought forward at the Council meeting held on November 26, 1981.

A staff report dated December 4, 1981 was submitted.

Alderman O'Malley referred to the matter and stated he was pleased with the contents of the staff report. Alderman O'Malley questioned the need for the extension of the sewer. The City Manager advised that consideration to that matter would be given. Alderman O'Malley had no further comment on the matter at this time.

Planning
Dec. 9/81

Alderman accusing city staff of 'foot dragging' on northend park

By BRIAN UNDE
Staff Reporter

Ward 5 Alderman O'Malley said Wednesday that a northend park approved by council three years ago is being delayed by "foot dragging on the part of staff."

Ald. O'Malley said he is very concerned with the lack of progress on the Seaview Point Park, located west of the approaches to the A. Murray MacKay Bridge at the entrance to Bedford Basin. He also expressed "shock" at Mayor Ron Wallace's negative attitude toward the park.

"My very distinct impression is that there has been a deliberate foot dragging by staff," Ald. O'Malley said. "The capital monies spent on the park to this date could equally have been spent to develop the land for industrial facilities.

"There are those on city staff, and the mayor as well, who are trying to use that land for industrial development," he said. "The report back from staff on Seaview Park and the mayor's position are both negative."

Ald. O'Malley said that the mayor had, on several occasions, tried to privately persuade him to allow the park lands to be used for industrial development.

Ald. O'Malley said there are other areas of the city which can be used for marine related industrial development. He said the north end of the city has been plagued for the last 50 years and has finally got a small park.

Mayor Wallace said the city should not be using one of the best commercial areas in Halifax as a park.

"This council dealt with the park at their first meeting a year ago, but I'm not sure they knew what they were voting on," Mayor Wallace said.

The mayor added that he had walked over the park lands and he felt they are much better suited to industrial development. He also said other members of council should do the same thing, and they would realize the land was more suitable for industrial development. Ward 12 Alderman Alf Hamshaw pointed out to the mayor that council had already taken a tour of the land.

When Ald. O'Malley accused Mayor Wallace of being negatively inclined toward the park, the mayor responded that he was very positive about it.

"Positive that there should not be a park there," Mayor Wallace said.

Ward 6 Alderman Dan Clarke said he took strong exception to anyone being positive against the park and pointed out that a prior council had already committed the land for park use.

"I'm sure we could find an alternate use for the lands, as we could for Point Pleasant Park, but the commitment was already given by a previous council to have a park in that area," Ald. Clarke said. "If there has been stalling by staff it has been to look for alternate uses for the land."

Ald. Clarke said some of the excuses used by staff were fabricated to prevent the development

City manager Paul Calda defended staff's action on the park and said he did not see any excuses being offered. Mr. Calda said that in fact they were ahead of schedule on the park.

"As far as staff is concerned it is not a question of whether there will be a park or not," Mr. Calda said. "For staff the commitment of the park is there."

However, Ald. O'Malley was not fully convinced by the city managers explanation and noted that he had official documentation refuting a staff claim that the park would cost \$750,000 to \$1 million because of strong tides and currents in the area.

"This is a major concern to me and I want to know what program is taking place for the development of Seaview Park," Ald. O'Malley said. "As far as I am concerned we are not asking for an excessive amount of dollars to be spent."

Mr. Calda said he did not know how staff had arrived at some of the conclusions in a report on the park, but would look into the matter and report back to council.

Ward 3 Alderman Graham Downey said he had supported the park from the beginning and noted that people in the area would be very disappointed if the park was not built.

"To discourage this

park is only creating more problems," Ald. Downey said.

Ald. Downey also said he did not agree with many of the comments in the staff report.

Deputy mayor Doris Maley said she had never voted for the park and said it was far too inaccessible to the public and too difficult to police.

"Given the circumstances and the economic conditions and the fact there is so little waterfront land I don't think that area should be used for a park," deputy mayor Maley said. "We should compromise by using it as industrial land with public access."

Deputy mayor Maley said industrial develop-

ment with public access would allow people to walk there and see things working, as is done in other ports across Canada.

Nov. 19/81

Seaview Park

A staff report dated November 10, 1981, was submitted.

Alderman O'Malley referred to the initial resolution of Council on June 29, 1978 on the matter and suggested the Park has been established by Council and a subsequent resolution of Council would be required to change it.

Alderman O'Malley referred to information contained in the latest report with respect to tide and current at the location in question, and submitted information from the National Harbours Board and the Atlantic Pilotage Authority which was contrary to the information contained in the staff report. Alderman O'Malley said he would like to be informed as to where staff obtained the opinions contained in the report and upon what information staff conveyed the material recently circulated on Seaview Park. Alderman O'Malley noted that what he previously asked for was information on the progress that has been taking place with the Park as a formally adopted Park by Council.

Alderman O'Malley said he would like to receive a report with respect to where the information came from that gave staff the views with respect to the tides and currents in the area, and where they received the information it would cost \$1,000,000 to contain the erosion of the tides and why the report came back with a negative attitude.

The City Manager suggested that staff are ahead of the construction schedule in attracting the infilling which was expected and the project has progressed much faster than the capital budget provides for with one exception which was the establishment of a boat launch which was not possible to be completed this year.

The City Manager suggested that some of the negative points staff are alleged to have included in the report are not new to Council or staff as they have been pointed out before. The City Manager advised there has never been a proper design undertaken for the site which could be used for estimating costs.

The City Manager advised that he would determine where the information came from with respect to the heavy tide action.

Alderman O'Malley advised that what he was seeking was the progress that has taken place toward the Park including information with respect to the boat launch.

Deputy Mayor Maley suggested that staff take a look at providing a through-way in the Park for visitors, tour buses, etc.

Alderman Cromwell said he would be interested in knowing what the total cost for the Park is proposed to be, and His Worship advised that staff would submit estimates on the matter.

Alderman O'Malley referred to the alternate location for a Park on lands adjacent to Convoy Place as referred to in the staff report and noted this land is designated as industrial. Alderman O'Malley referred to the difficulties in developing this land and expressed the view that the suggestion that it be added to Seaview Park was a good one. Alderman O'Malley requested a report on the possible inclusion of the property with Seaview Park.

Committee of the Whole
November 18, 1981

To: His Worship the Mayor and Members of Council
From: Peter S. Connell, P.Eng., Acting City Manager
Date: November 10, 1981
Subject: Seaview Park

At City Council of September 13, 1979, members approved the following resolution with respect to Seaview Park;

1. Council approve the conceptual scheme for Seaview Park in the form as attached to the staff report of July 19, 1979, and that staff be authorized to proceed with a more detailed design concept and subsequent costing.
2. Council give further consideration to the cost of access improvements from Barrington Street in the 1980 Capital Budget discussions.

A copy of the conceptual scheme then proposed is attached to this report. An estimate of the capital costs at the time for developing the Park was between \$750,000 to \$1,000,000 and this included such items as armour stone facing on the seaward slope, sewer extension, infilling and grading, landscaping, fitness trails, etc.

It had been an earlier suggestion of staff that if development of the Park were to proceed, it should be done on a phased basis over a period of seven to ten years. The basis of this was that Seaview Park has been a prime dumping site for receipt of fill from various Capital Works Programs in view of its location.

Staff has always had a number of concerns relating to public safety aspects in connection with the site so selected. Access to the site is only available from either:

- a) the eastern extension of Bayne Street commencing near the Department of Highways Garage.
- b) the former extension of Barrington Street commencing north of Glebe Street.

Owing to the considerable distance by either approach, access by foot to the site is totally impracticable. The Bayne Street approach would necessitate traversing over lands presently under long-term lease to the Province for Fairview Cove Container Pier. The Barrington Street approach in addition to the distance and grade differentials from the nearest residential environs is dangerous

by the fact that there are two level railway crossings prior to reaching the site.

It was earlier recommended in a staff report that if the Barrington Street approach is used, drop gates should be installed at both crossings for safety reasons. At time of the staff report, costs were estimated at \$45,000 - \$50,000 each. The City normally shares 12.5% of these costs and C.N. Railways is responsible for the remaining 87.5%.

In addition to the drop gate requirements, staff had also suggested certain minimum access improvements such as the installation of a six-foot wide asphalt sidewalk from Barrington Street to the site and asphalt paving (only) twenty-four feet in width to complete the paving from the first crossing to the site. Estimated cost of the above improvements is \$77,000.

In addition to the above access problems, staff was also concerned about the safety of small boat owners if a boat launch was to be constructed as there is a fast running tide in the area of the Bridge with deep water. In addition, there is the proximity of the container port attracting large ocean going vessels. Therefore, the design of any such boat launch is an all important consideration.

Staff reservations aside, since the Council approval of the conceptual scheme, it was necessary to survey the site, compile section drawings and submit these to the Ministry of Transport for approval to infill. Permission was formally received from the Ministry on September 8, 1980. The City was permitted to dump fill in the area under application on a limited basis until the approval was received and following receipt, the dumping continued at an accelerated pace.

The volume of fill received from various projects has been so extensive that it has been suggested in a recent letter from the Ministry of Transport -that the City has overextended the boundaries of the approved fill area; more particularly, in the northeast portion of the works. (nearest the A. Murray MacKay Bridge). It has been suggested that an amended plan be filed with the Ministry of Transport in application for an extended fill area. It should be pointed out that this fill is on a National Harbours Board water lot and the land created will be owned by the N.H.B.

This additional approval would appear to present advantages both to the Halifax-Dartmouth Bridge Commission and to the City of Halifax, providing N.H.B. will lease or sell the land so created.

1. Further dumping would serve to protect the Bridge supports on the south columns of the A. Murray MacKay while considering the increase in traffic to be generated from the Fairview Cove Container Pier.

2. The attached schematic shows that if a boat launch is to be built in this general area, that a small point in the vicinity of the base of the Bridge would serve to protect potential users to a limited degree from the effects of the tidal actions in the narrows.

Item 19 in the 1981 Capital Budget shopping list details \$50,000 for each of three suggested sites for boat launches. \$50,000 should prove sufficient to do the necessary grading and levelling required to create a boat launch in this area and possibly could be utilized for that purpose.

A sum of \$115,000 remains in the approved Capital Budget for 1982 to be used in conjunction with the approved site for Seaview Park. As had been suggested in the first part of this report, this sum is considerably less than what staff feels is necessary to create a park similar to the approved conceptual scheme. One of the major items in the suggested capital costs of \$750,000 to \$1,000,000 is that providing armour stone rip-rap to hold the infill in place.

In staff's opinion, if this is not done, the heavy tidal action will only serve to erode on a continuous basis any fill so placed there, and would be extremely difficult to keep the park intact because of this. Because of the sizeable cost of providing rip-rap, in addition to the other amenities it is questionable whether this cost can be justified at this time.

As an alternative to locating the park at that site for the suggested costs, the City could utilize as an alternative, an area formerly known as the proposed Basinview Industrial Park which lies adjacent to Convoy Place and abuts the northern-most extension of Gottingen Street as shown on the large schematic for presentation purposes. The cost of developing the Basinview Industrial Park site would be considerably lower than the approved site and the development of the park could be implemented on a phased basis over the next three to five years. Use of this site would eliminate any rent payable to the National Harbours Board for use of the infilled area.

One of the prime advantages to relocating to this site would be the obvious elimination of the dangerous approach roads to the approved site and as this area is much closer to the residential development of the north end, it would probably be utilized to a substantially greater degree. The area filled to date has considerable value by virtue of its potential for use in conjunction as a possible on-shore support base for oil and gas exploration. The City has already received a number of enquiries from interested parties in the above regard.

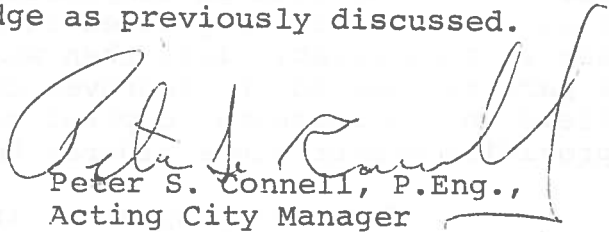
Copies are attached of letters received from Cerescorp Inc. the operators of Fairview Cove Container Terminal, Lundrigans Ltd. and Seastate Oilfield Services Inc. Cerescorp has expressed concern over the possible effects the presently approved site for

Seaview Park might have on future expansion plans for the container terminal.

Lundrigans Ltd. recently enquired about a possible lease of all or a portion of the proposed park site in conjunction with tenders for the construction of the Panamax Drydock. The City is also presently awaiting confirmation of the negotiated terms of a proposed lease with Mr. Harold Giddens for use of the former City Dump site for heavy pipe storage.

Council might wish to consider developing the Basinview Industrial site for use as a strictly passive recreational area and if it so wishes, creating a boat launch in the area of the south footing of the A. Murray MacKay Bridge as previously discussed.

MPW/sfs
Attachs.


Peter S. Connell, P.Eng.,
Acting City Manager

CERESCOP INC.

SUITE 812
COGSWELL TOWER, SCOTIA SQUARE
HALIFAX, NOVA SCOTIA
B3J 3K1

September 4, 1981

Mayor Ronald Wallace
City of Halifax
City Hall
Halifax, Nova Scotia.

Your Worship:

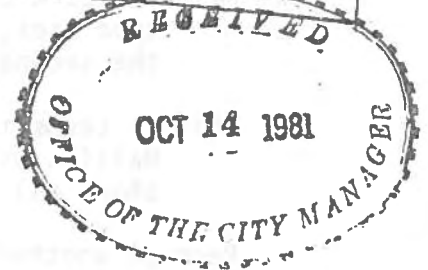
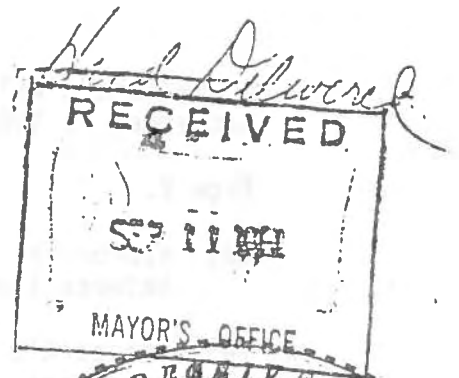
Further to our meeting in your office yesterday, I would like to express on behalf of Cerescorp, operators of the new Fairview Cove Container Terminal, our deep and grave concern over the proposed location of a park in the vicinity of Seaview Point, west of the bridge approaches to the A. Murray MacKay Bridge.

We feel that the location of a park in this area could seriously jeopardize the opportunity for the National Harbours Board and ourselves to expand the Fairview Cove Container Terminal activities.

As you are aware, the existing Container Terminal is designed to accommodate two additional construction phases which would be approaching the proposed location of the Seaview Point Park area.

Although we are not experts in park planning, we feel that from a common sense point of view a park location in this area is not desirable for the following points:

- (a) Pedestrian and vehicular access to the proposed park is almost non existent or very poor.
- (b) The CNR railway tracks in this area present a hazard to young children and will require expensive fencing.
- (c) The site is extremely exposed to wind and weather and would only provide pleasant accommodation for a few days each year.
- (d) It is not adjacent to any residential community and in fact there are many barriers, including the bridge



Mayor Ronald Wallace
September 4, 1981

Page 2.

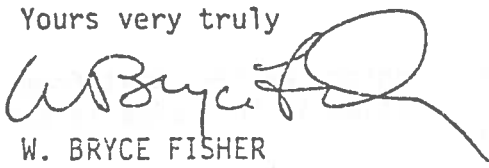
- (d) approaches (several lanes of traffic) plus several CNR tracks between the park and any residential area.
- (e) The park's proposed location would be severing two industrial type uses, one being the Fairview Cove Container Terminal and the second being Pier 9.
- (f) It seems that a park in this location is a poor use for valuable Halifax waterfront property, particularly in light of the off-shore oil considerations.

Perhaps another location for a park in this area could be considered. An area that comes to mind, which the City may wish to consider, is the area at the end of Gottingen Street. This area could get vehicular and pedestrian access from Gottingen Street underneath a Murray MacKay bridge approaches. It is also directly adjacent to Convoy Place, a dense residential community as well as other residential areas. In addition, the transit system goes right to the end of Gottingen Street making the park available to all residents of the City of Halifax.

The area does not have the problems of railway tracks.

In summary, Your Worship, we would ask that the City reconsider the Seaview Point Park location. I would appreciate being kept informed as to the events concerning this proposed park and would welcome the opportunity to meet with yourself, your Council or City staff to further discuss our concerns on this matter.

Yours very truly



W. BRYCE FISHER
GENERAL MANAGER, HALIFAX
CERESCORP INC.



cc: Mr. C. N. Kritikos, Chairman of the Board

P.S. Your Worship, I have enclosed a small plan showing Fairview Cove Container Terminal (as it exists today), proposed Phases II, III and IV extensions, proposed Seaview Point Park and an area which may be considered an alternative site for a park in the north end of Halifax.



LUNDRIGANS LIMITED

CONSTRUCTION DIVISION, NOVA SCOTIA

P.O. Box 395, Halifax, N.S. B3J 2P8
Suite 901, 1888 Brunswick Street
Telephone (902) 429-1064
Telex - 019-21875

November 18, 1980

City of Halifax
P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5

Attn: Mr. M.P. Woods
Real Estate Division
Development Department



Dear Mr. Woods:

We are presently preparing a tender for the construction of the new Panamax Drydock for the Provincial Department of Development to be located at the Halifax Shipyards. Our Tender is being based upon constructing a composite drydock part in concrete and part in steel. We are probably the only local contractor to bid upon this project and it will be of tremendous significance to this city if we were able to be successful in bringing this very large construction job here rather than the dock being built in a foreign country.

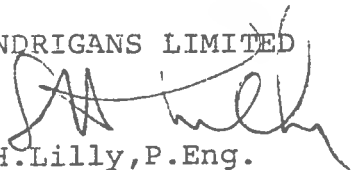
We have done considerable investigation and have come to the conclusion that we would like if successful in our bid to construct all or certain components of the dock at the old dump site at Negro Point.

Attached is a print of your Plan TT-27-25912 showing this area. On this plan is outlined in red certain areas "A" and "B" and we would like the annual costs for (1) Area "A" and (2) Areas "A" and "B" on a lease basis.

We would like this information as soon as possible; please feel free to call me if you require further information.

Yours very truly,

LUNDRIGANS LIMITED


G.H. Lilly, P. Eng.
Division Manager, Construction
Division Nova Scotia

Seastate Oilfield Services Inc.

P.O. BOX 7100 (N), HALIFAX, NOVA SCOTIA, CANADA
TEL: (902) 429-0464

TELEX: 019-31440

B3K 5J5

October 19, 1981



Mr. Paul Calda
City Manager
City of Halifax, City Hall
Halifax, Nova Scotia

Dear Mr. Calda:

Our company may have, at a moments notice, a requirement for 2 to 4 acres of land adjacent to the water for storage and inspection of oil country tubulars and oilfield equipment. The area controlled or owned by the city east of the Fairview Cove Container Terminal may be suitable.

I would like to know at the earliest possible time, (Thursday this week if possible) if a portion of these lands can be made available on a short term basis (1 to 3 years) for lease, subject of course to suitable financial arrangements. The land must be suitable for heavy pipe storage and be capable of smooth grading within a short period of time so that heavy truck loads can move in and out of the yard.

This may indeed be the opening required by the Port of Halifax to become the service centre of the east coast of Canada for offshore activity.

Yours very truly,
SEASTATE OILFIELD SERVICES INC.

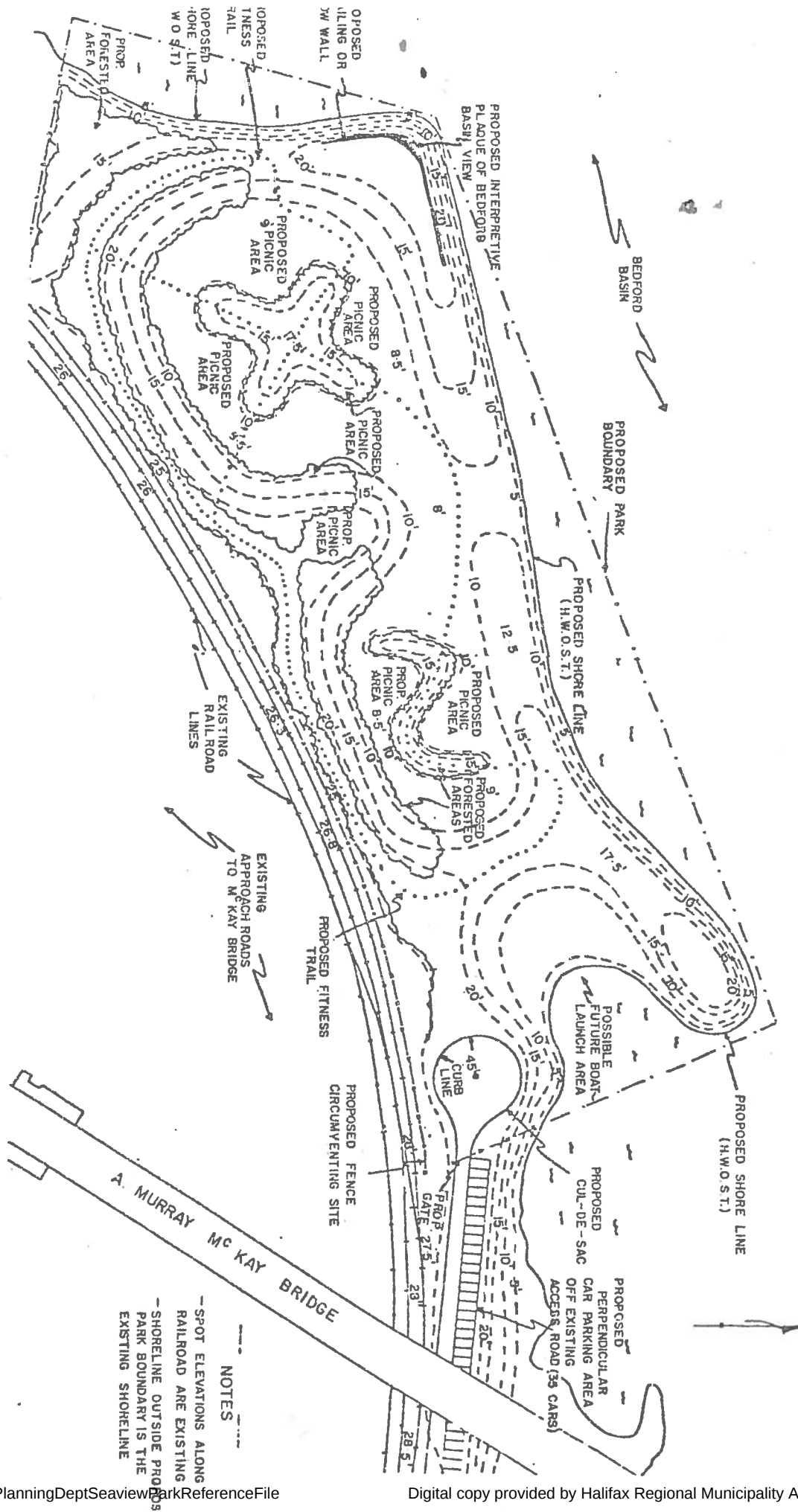
HAROLD K. GIDDENS, P. ENG.
PRESIDENT

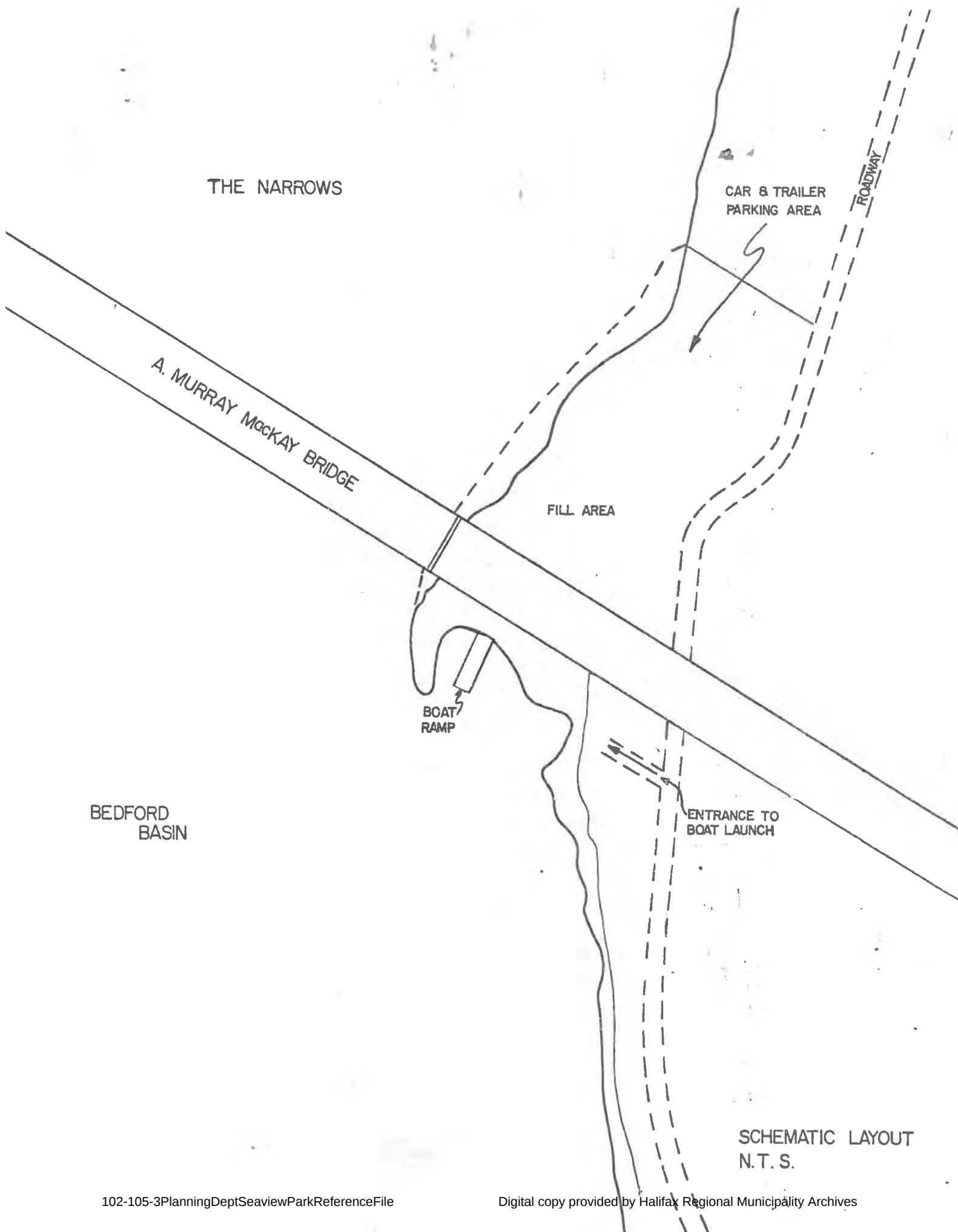
HKG: km



Please check with Dooley for reply.

*Re
21/10*





Planning

Nov. 4/81

Seaview Park

The above item was added to the agenda at the request of Alderman O'Malley who requested that the item be deferred to the next regular meeting of the Committee of the Whole Council, to which the Committee agreed.

Council
October 29, 1981

Question Alderman O'Malley Re: Request for Report - Seaview Park

Alderman O'Malley advised that at the next meeting of Council, he hoped to be prepared to put together the year's accumulation of correspondence and documents relating to Seaview Park and asked if he could have a copy of his latest request for a report for that time which he gave at the last Council meeting.

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✓
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✓

Question Alderman O'Malley Re: Seaview Park

Alderman O'Malley noted that in the Capital Budget, funds were provided for the Seaview Park facility and asked when it is anticipated work will commence in the area.

The City Manager indicated that some work has started on the boat launch but indicated that work in connection with most of the project would have to come before Council. In reply to a question, the City Manager indicated the item would come to the second next Committee of the Whole Council meeting.

Ward 5
Questions
June 11/81

VI

Council

June 26/80

Question Alderman Clarke re: Seaview Park

Alderman Clarke asked if there have been any discussions with any bodies concerning changing the boundaries or dimensions of the Park and, if so, he asked that a report be issued.

The City Manager stated the City is awaiting approval of the National Harbours Board.

Deputy Mayor Sullivan requested that an information report include how much more fill must be placed in Seaview Park before the boundaries of the approved concept plan are met.

Council
May 15/80

Question Alderman Clarke re: Seaview Park

Alderman Clarke requested that staff advise what the future plans are regarding the Seaview Park area.

VI

Mayor wants museum to mark explosion

Halifax Mayor Edmund Morris has suggested putting a museum to commemorate the Halifax Explosion at the Seaview Park the city is designing.

Staff told city council's committee of the whole Wednesday 7.6 acre park will cost between \$750,000 and \$1 million to develop. The major spending would be for an armour stone seawall.

There are some access problems to be solved. The park, planned for the site of the former Negro Point, is in the shadow of the MacKay Bridge and is separated from roads by railway lines.

The committee decided to visit the site and asked staff to continue working on the park's design.

2.22.79

Parents show concern

Halifax city council's committee of the whole Wednesday recommended council hold a public meeting to discuss the future of the Isleville Street playground building.

Residents in the area petitioned council to remove the community recreation center because "the clubhouse acts as an illicit gathering spot for older children who create personal verbal abuse and residential damage in the area."

The petitioners allege: "It also promotes unsavory acts and encouraging the consuming of alcohol, dope and indecent acts."

Council asked staff to review the desirability of either closing the playground or removing the clubhouse.

Staff told the committee Wednesday it cannot make any recommendation which would satisfy the petitioners' requests.

Alderman Terry Sullivan, who represents that area, said council should hold a public meeting and forward the staff report to the petitioners.

2.22.79

5

Feb. 22, 1979

TO: His Worship the Mayor
and Members of the Finance & Executive Committee

FROM: Paul Calda, P. Eng., City Manager

DATE: December 7, 1978

SUBJECT: Proposed Park - Negro Point

word 5

In response to a recent request for an updated report on the proposed park at Negro Point, City Council is advised that staff is presently in the process of developing a conceptual plan for the proposed park site.

It is anticipated that the conceptual plan will be completed by mid January and presented to Committee in early February. If approved by Council in its conceptual form, the plan can then proceed to the detailed design stage and cost estimates prepared at that time. Staff, in the interim, has requested \$15,000 in the Capital Budget over the next five years to provide for infilling at the site.

Staff has written the Canadian Permanent Committee on Geographical Names to obtain some direction as to the procedures to be followed in applying for a change of name at Negro Point. A reply has been received from Mr. Allan Rayburn, Executive Secretary to the Committee. It would appear from the information received that the Committee would be prepared to give favourable consideration to a change of name for Negro Point, with preference given to descriptive names and names in particular which relate to the history of an area. In choosing an appropriate name for the park, consideration should concurrently be given to renaming Negro Point. Formal application will have to be made to the Committee on Geographical Names upon selection of a name.

Staff examined the local history of the former Africville Lands and from its findings, would like to suggest the name of "Seaview Memorial Park" as well as renaming Negro Point to "Seaview Point."

The name "Seaview" refers to the Seaview United Baptist Church, which was located relatively close to the proposed park site. This church was, to some extent, "a focal point of community activities at the time and its loss was considered a major physiological cost of relocation by many of the older residents."

*Historical background information on Seaview United Baptist Church obtained from "Africville Relocation Report" prepared by the Dalhousie Institute of Public Affairs; authors Donald H. Clairmont and Dennis W. Magill.

The church was organized by Richard Preston in the mid 1800's. The fact that Africville was set away from the City on a slope by the harbour giving it scenic beauty, "Bedford Basin became an ideal baptismal font and throughout the years, numerous believers were led into the waters at Africville." The first baptism was performed in 1849 by Reverend Richard Preston and the last took place in 1963, shortly before the relocation.

With the coming of the First World War, Halifax resumed its historical role as the strategic war port. Facilities were expanded and railway connections to the port were further developed and the original "little brown church" at Africville was a casualty of this development. Later, the Africville congregation received permission from the City to build a new church on City-owned property in the Africville area. This church stood for some fifty (50) years until it was removed during the relocation period. Soon after the construction of the new church, the name was changed from Africville African United Baptist Church to Seaview African United Baptist Church and later in 1940 its name eventually became Seaview United Baptist Church.

According to testimonials from previous Africville relocatees, "the services at the Africville Church were deeply expressive in their style and the church represented a means of community and communion among the Black people in Africville." Sunday services gave the residents, at the time, a chance to express their problems to each other. Following the services, a strong community spirit was noticeable, as the residents' homes were open to one another and people would go from house to house visiting and talking with each other.

As the Seaview Baptist Church appears to have had a strong identity with the former residents of Africville, in addition to historical significance, it is therefore felt that the name "Seaview Memorial Park" is appropriate for the park now envisioned.

If the suggested name proves favourable to City Council, then members might wish to advertise it and elicit a written response from the general public as to its acceptability.

It is the recommendation of staff that:

(1) The name "Seaview Memorial Park" be adopted for the proposed park site identified on the attached site plan;

(2) That official application be made to the Permanent Committee on Geographical Names to change the name from Negro Point to "Seaview Point."



Paul Calda, P. Eng.
City Manager

MPW/jep
Attach.

Prepared by: M.P. Woods *MPW*
Approved by: A.W. Churchill *AWC*
R.B. Grant *RBG*

P.S. Subsequent to the writing of this report, a list of suggested names for the proposed park was received from Radio 96 CHNS in response to their "Name the Park" campaign (copy of listing attached). The only name of historical significance which is applicable to the proposed park site is the "Duc d'Anville Park."

"NAME THE PARK" CAMPAIGN - CHNS RADIO

NAME OF PARK	NAME AND ADDRESS OR TELEPHONE NO.
Peninsula Park	Marion Conrod - 454-6838
Joseph Howe Park	Marion Conrod "
Old Stone Quarry Sports Park	Dorothy Spriggs - Stanley Place
The Narrows Sports Park	Fred Spriggs - 455-8773
Sullivan Park	Mrs. O. Mason - 469-7842
The Sanctuary	Marg Smith - 6416 Roslyn Rd.
Edmund Morris North-end Park	Jamie Cox - 5688 Bilby Street
Joe Howe Park	Mrs. A. Purcell - Port. Cove
Park Canada	D. Andrews - 455-1479
Sullivan's Park	Mrs. W. Edwards - 454-9284
Kensington Gardens	Ann Hull - 455-5183
Park Acadia	Ann Hull "
The Water's Edge	Marg Smith - 6416 Roslyn Road
Edmund Morris Park	Mildred Moore - 423-3246
Park Africville	Beverly Gray - 2092 Creighton Street
Africville Park	Maxine Gough "
Africville Pt. Park	" "
Point Africville Park	" "
Duc D'anville Park	J. Roger Stoddard - 422-2679
Scotia Park	Margaret Nicholas - 479-2688
Lookout Park	Gail Hull - 826-2868
The Green Meadow Park	Kathryn Miesner - 827-2263
Queen Elizabeth Park	" "
The Legere Pleasance	" "
The Queen's Grace	" "
Memorial Park	Mrs. G. Vardy - 477-2334
Phoenix Park	Margaret Smith - 6416 Roslyn Road
The Anchorage	Margaret Smith "
City Squares Park	Marg Nicholas - 253 Herring Cove Road
Spilax	Mrs. Joseph Sheppard - 455-7391
Stanfield Park	Myrna Baird - 435-3003
Paradise Point Park	Eleanor Browne - 2175 Windsor Street
M.E.M. Park	Jean Jackson - 455-2622
Buchanan Park	Lillian Pettipas - 429-9098
Sunflower Park	Mrs. Cyril Walsh - 469-6996
William Hall Park	Mary Hopkins - 453-4896
Prince Charles Park	Ellen Daniels - 2159 Harvard Street
Edmund Morris Park	Lva Hunt - RR 2 Tangier
Convoy Park	Marian Graham - 3792 Gottingen Street
Park Square	Gerald Staddon - 253 Herring Cove Rd. - 479-2688

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Basin Bay Park
The Northern Park
Memory Park
Basinview Park
Stanfield Park
Nova Park
Azure Breeze Park
Citizens Park
Maple Park
Edmund Morris Park
Northern Heights
Recreational Park
Joseph Howe Memorial Park
Park of Green Carpet
B.A. Husband's Park
The Peoples Park
B.A. Husband's Park

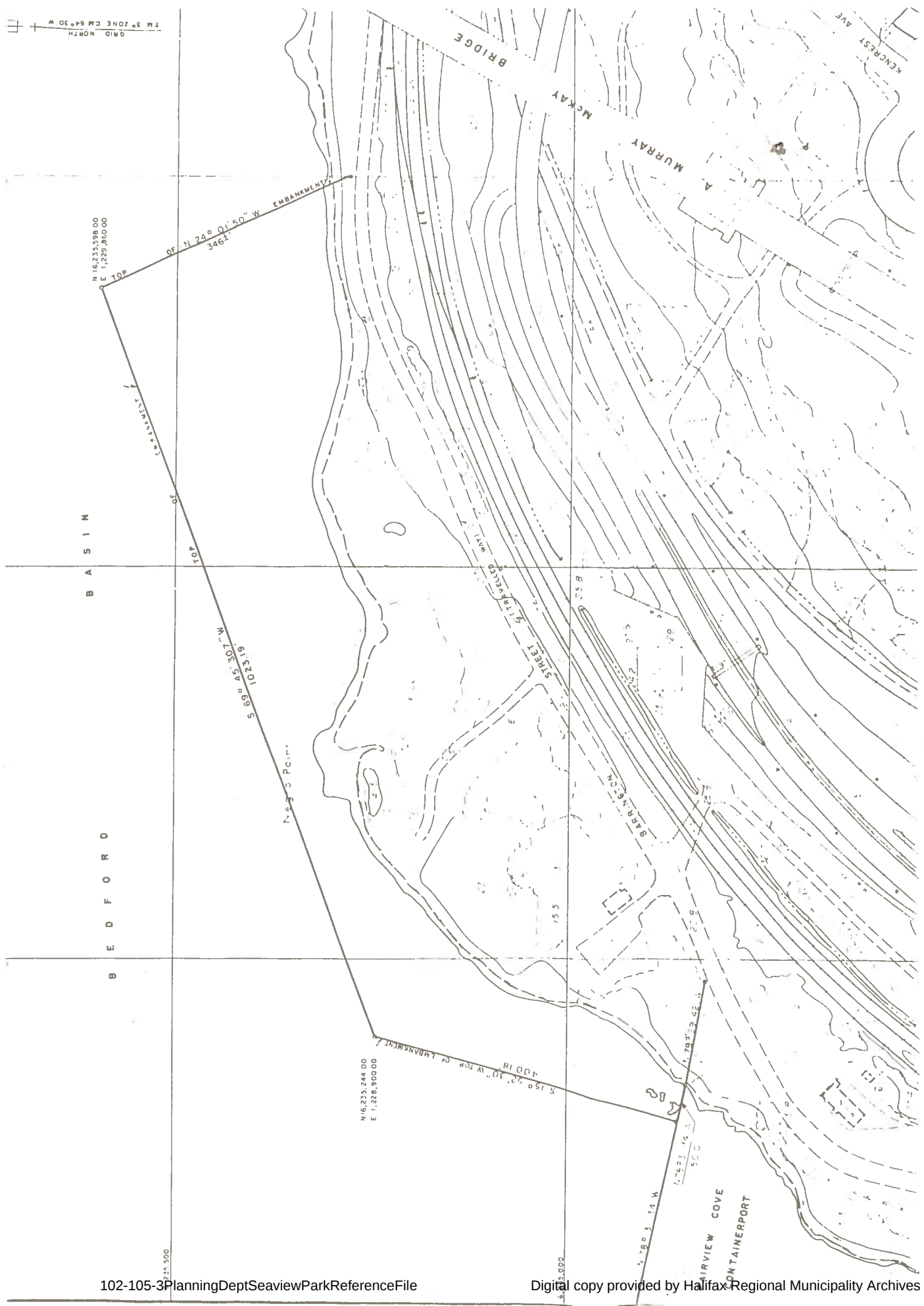
Morshepp Park
Park Elizabeth
The Peoples Park
Shore Lion Park
The Family Park
Sunshine Park
Convoy Cape

Mrs. L. Bailey - 477-1947
Mrs. B.A. Hurshman - Box 16, Engfield
Lillian Lohnes - 454-9916
Austin Hull - 455-5183
Ann Hull - 455-5183
C. Blank - 5 Lacombe Drive
Cy Preece - 455-7664
Mrs. John Strong - Columbus Street
Mrs. R. Levy - 454-6287
M. Pinkham - 445-3707
Helen Irving - 463-5238
" "
No name
Dorothy Lowe - 455-2256
Zena Williams - 5793 Sarah Street
Heather Reesor - 463-5612
Edith Cromvell - Box 6, Site 92, Hammonds
Plains
Mrs. H. Howard - 429-4757
Mrs. Robert Gaetz - Hd. Chezzetcook
Marion Randall - 477-1968 :
Dorothy Lowe - 455-2256
Brian Butcher - 861-3538
" "
Mark McIsaac - 443-2700

Two additional names received on December 5, 1978, have been added to the list:

Kunta Kinte Park
North End Boulevard Park

Miss Muriel Middleton
" " "



NEIGHBORHOOD PLANNING COMMITTEE OF THE WARD FIVE RESOURCES COUNCIL

Brief presented to the Municipal Development Planning Committee, Halifax, July 2, 1975, concerning use of the land between Fairview Cove and Negro Point for recreational purposes.

Ward Five is one of the city's areas with comparatively limited outdoor recreational facilities. Although bounded on the east and north by water, presently there does not exist any access to the water. Outdoor facilities are provided by some conventional type playgrounds; a few ball diamonds; small open green spaces (Highland Park, St. Stephen's School, the Allen property). The 9.8 acres of Fort Needham which, apart from a Little League ball diamond, swings and an unused wading pool, consist mostly of some shrubs but would have a greater potential if more developed.

On the other hand Ward Five possesses in the roughly 35 acres of undeveloped land between Fairview Cove and Negro Point a recreational potential which would not only accommodate essential needs for this Ward but also for the adjacent ones and the city as a whole. This area provides the only remaining access to the Bedford Basin from the Halifax side and, if plans to clean up the Bedford Basin materialize, this investment would be profitable only if the public enjoys its potential.

Ultimately, the mentioned area could accommodate all possible recreational facilities as: public marina, Lido pool, boating clubs, picnic areas, play and sport areas, restaurant and motel facilities with a future potential of tourism development in mind, as well as bowling areas, mini-golf, etc.

As access to this area will always present a problem no matter which type of development takes place, we would like to have considered use of the rail tracks by which commuters eventually may

enter this area from outlying and downtown districts. Also, walkways should be considered from bus stops and parking areas.

If the city considers such a proposal in the long-term interest of its own future goals in preserving and even upgrading the residential attractiveness of the North End, a development program could be persued in several stages. Due to the short time we had for preparation of this brief, we were able to bring to the attention of this committee only general ideas. We would, however, be prepared to co-operate in future with the city and, hence, would like to recommend:

STAGE I

Starting with a clean-up operation, some initial landscaping work could provide open green space along the waterfront. Public landing facilities could be provided, also a salt-water pool.

STAGE II

Future developments would embrace planning of additional facilities. At this stage the traffic implications should be considered especially with respect to use of the rail t racks.

We thank the Committee for this opportunity to voice our concern and interest and would welcome future involvement at the Community level.

Respectfully submitted,

Neighborhood Planning Committee
Ward Five Resources Council.

IRVINE CARVERY

The president of the Africville Genealogy Society says he and others are willing to go to jail to block a proposed road through Halifax's Seaview Park

By MICHAEL LIGHTSTONE
The Daily News

Newsmaker Q&A

MANY BLACKS in metro are disheartened about a planned truck access road through Seaview Park in Halifax's north end. They view the route as a desecration of the former Africville site.

Some road opponents told a public meeting Thursday they will block the road in a non-violent protest. The meeting spawned a coalition of black groups ready to tackle the roadway fight.

The Halifax Port Corporation says it needs the truck road to link two area container piers, and city council has approved the project. Port officials have said the truck route will help Halifax compete against other Atlantic coast ports and protect jobs.

For Irvine Carvery, president of the Africville Genealogy Society and a former Africville resident, the issue is an emotional one. The 39-year-old Canada Post manager says the heritage value of the former black township will be damaged by a commercial road through the park. Family homes were bulldozed in Africville in the 1960s and blacks were relocated to public housing. A sundial monument in Seaview Park pays tribute to the original residents.

The Daily News spoke with Carvery, who is married with three children, from his Halifax home Friday evening.

□ □ □

THE DAILY NEWS: What is the issue here?

CARVERY: Today's issue is the road going through the park — we're opposed to the road going through the park. We don't feel that there's been just compensation for the former residents of Africville. We don't want to see any kind of development on that land until that question has been dealt with.

THE DAILY NEWS: Why are you opposed to any commercial activity in and around the park?

CARVERY: Because when the city relocated the people of Africville, one of the promises that they made (was) that land would not be used for industrial development. One of the assurances that they were giving the people was that, "No, we're not taking your land for commercial development. The (MacKay) bridge is coming in and we need the land for the bridge." So, we're holding them to their promise.

THE DAILY NEWS: The port corporation has to compete with other Atlantic coast ports. The port is important to Halifax's economy and provides thousands of jobs. How do you reconcile that with your goals?

CARVERY: First of all, the road going through the park isn't going to create any new jobs — it's just the existing jobs that are there. If that development is so crucial to the future of Halifax as a port, there's plenty of land on the other side of the pier going into Fairview, in which they could put a pier there. If that's their concern, then they should build another pier out there or look for an alternate (truck) route.

THE DAILY NEWS: What is your suggestion for an alternate access road?

CARVERY: I did a quick look and there's another set of tracks that runs from Lady Hammond Road, and it runs straight down to Pier 9. It's simply a matter of a little more development and that could be an excellent access route because it could be used strictly for the movement of trucks.

THE DAILY NEWS: Would you say your stance on the issue is unrealistic or unreasonable?

CARVERY: Not at all. We're trying to protect what we consider to be a heritage site, a historical site for the black community of Nova Scotia... for the total black people of Canada. Africville is a part of our history. Also, just the preservation of the park is important for the citizens of Halifax. You're not going to get a much better area for a park than what's there because of the view over the (Bedford) Basin — all the aesthetic things that are there. I don't think that we're being unreasonable at all.

THE DAILY NEWS: How serious is this threat to throw a blockade at the road site?

CARVERY: It's very serious. We're that committed — I mean, we are that concerned about it. If that's what it takes to stop it, or to get people in power to look at it (again), then we're prepared to do that.

THE DAILY NEWS: Are you willing to go to jail over this?

CARVERY: Whatever it takes. If we have to go to jail, we'll go to jail.

THE DAILY NEWS: What's the status of the Genealogy Society's planned lawsuit over Africville?

CARVERY: Well, as I've stated before, we're prepared to go ahead with that, it's just a matter of funding. As a matter of fact, I had a meeting on that today (Friday) and it's going to be continuing the first of the week, on securing funding to take the city to court.



THE DAILY NEWS: Are you getting close to raising enough money?

CARVERY: We're getting pretty close, yeah. We're getting pretty close.

THE DAILY NEWS: What do you hope to accomplish from legal action: to reclaim the land, get a cash settlement, or what exactly?

CARVERY: Our ultimate goal is to reclaim the land. That will be the position that we will take in any kind of a lawsuit.

THE DAILY NEWS: Is this road fight a battle between big business and ordinary Haligonians or is there a definite racial element involved here?

CARVERY: It's a little bit of both. It is a battle between the ordinary citizen and big business — and the port commission has made that perfectly clear. In my talks with them, they described it as strictly a business decision. It's racial... because of the association with Africville, and the way in which the city didn't even want to involve the Africville people in the decision-making process, or to inform us that it was happening. So the racial aspect creeps back in again.

THE DAILY NEWS: How much support do you think you have for your cause outside the black community?

CARVERY: I believe we have a lot of support. Most ordinary citizens, if you ask them, say that it's ridiculous for the city to put a road through that park. So I feel that the support is there, that the citizens of Halifax support the continued use of that park as it is.

THE DAILY NEWS: What will you do if you fail and trucks are rolling on the road a year from now?

CARVERY: I don't contemplate failure — I never, never contemplate failure. I plan on success — that's the only way that I deal with things.

THE DAILY NEWS: How do you feel Halifax city council has handled the whole situation?

CARVERY: I feel they've bungled it. I feel that they've handled it very poorly. I feel that as far as public relations — if you want to put it in those terms — I think it was non-existent. I just think that they were insensitive to the issue. I think they're in a corner now and I honestly believe that if some of those aldermen could have their vote to do again, that they would vote for a public hearing.

THE DAILY NEWS: What was it like growing up in Africville?

CARVERY: Growing up in Africville was both very pleasant and difficult. We didn't have running water, we had to go to wells to get water and in the winter time it was pretty difficult because most of the homes were heated with wood stoves, so you had to go out and chop your wood and prepare for the winter. But it was no different than any other rural community. In the summer time and in the winter time there were very enjoyable times. The one thing that holds true, that will always be there, was the sense of community, of oneness with the people living there. You just felt different living in Africville than you did in the city.

Seaview Park meetings demanded

Ottawa obligated to seek public input, says BUF spokesman

By Randy Jones

ENVIRONMENT REPORTER

The federal government has a moral obligation to recommend public meetings on a proposed road through Seaview Park as part of its environmental review of the proposal, says a Black United Front spokesman.

"It's a moral issue," BUF vice-president Cecil Wright said Wednesday. "I think the fact that there has not been a public meeting is a step in the wrong direction. This is the 1990s."

The Canada Oil and Gas Lands Administration (COGLA) is reviewing a request from the province for \$795,000 for the two-lane road, which would be funded through the controversial \$200-million Canada-Nova Scotia Development Fund, federal and provincial government spokesmen said Wednesday.

Although the mostly-spent

agreement's funds were intended for offshore-related projects, much of it went toward infamous "bridges to nowhere," road construction and vocational training programs that former federal Auditor General Kenneth Dye said had no relation to the offshore.

Under federal environmental guidelines, whenever federal funds are contributed to a project the federal department or agency overseeing the funding must screen the proposal and determine if a more formal environmental review is needed.

During that process, the department is obligated to determine whether public concern warrants public meetings or more formal public hearings. If it determines that meetings or hearings are not needed, it must give reasons why.

"We have to look at any community's sensitivities," said Edward Sampson, regional man-

ager of corporate policy for Energy, Mines and Resources Canada, the federal department responsible for COGLA.

COGLA's environmental screening is still under way, Mr. Sampson said. Federal funding has not yet been approved, he said.

But citizens' rights advocate Alan Ruffman said the screening may provide an opportunity for public input, which has been sidestepped so far.

"There's very clearly an opportunity for groups and other persons to provide input into this process," Mr. Ruffman said. "I guess I'll be interested in how people can provide input?"

Although Halifax city council held regular council meetings in approving the Halifax Port Corporation's plan to build a road along the park's southern edge, the black community has charged that those

meetings were inadequate.

Numerous issues are dealt with at city council meetings and groups would likely have to seek council's approval in writing in advance before being permitted to speak, Mr. Wright said. Public hearings are more spontaneous and deal strictly with the issue at hand, he said.

Seaview Park commemorates Africville, the former black community on Bedford Basin's shores that was razed to make way for an access road to the MacKay Bridge. In the 60s, many of its residents were moved to public housing.

The Port Corporation wants to build the 2,100-metre road to link the Richmond Terminal with the Ceres container terminal. The corporation plans a \$4.5 million redevelopment of Richmond and wants the road to service it.

CN seeks Seaview Park road access for terminal

By Cathy Krawchuk

City Hall Reporter

Canadian National Railways is seeking city approval for road access in the area of Halifax's Seaview Park to build a multi-million dollar industrial development.

But while the plan — which would include a new intermodal terminal and a system for quicker transfers of container cargo — is still in the preliminary stages, concerns are already being expressed about the proposal, particularly as it relates to the future of Seaview Park.

The park, a heritage property which cost the city more than \$1.5 million to establish, is dedicated to the original residents of Africville and their descendants. The people of Africville, a black community on the shores of the Bedford Basin, were relocated to housing projects in the mid-1960s.

"It has very historical significance," said deputy mayor Marie O'Malley, adding a variety of other worries about the proposal, from the safety of those using the park to the impact of pollution from diesel-powered CN vehicles in the area.

"...I hope all of those concerns are looked at seriously before any formal plans are drawn up."

Preliminary negotiations have begun among CN, the city, the Halifax Port Corporation and the province, as well as other interests.

CN Atlantic region vice-president Marvin Blackwell told city council at a committee-of-the-whole session Wednesday the plan includes construction of a \$6-million intermodal terminal on the former Volvo site at Pier 9.

22 Nov/90

Another \$7 million would be spent on rail equipment, including a new laser train service between Halifax and Montreal, said Mr. Blackwell.

The service would enable CN cargo containers to be interchanged quickly from truck to rail or ship for import, export or domestic travel.

The development, which would include the close of the Fairview piggyback terminal, would have a number of positive effects on the city, said Mr. Blackwell, including decreased truck traffic along the Bedford Highway and about 90 fewer trucks a day on the highway between Halifax and Moncton.

"We've proceeded with the project so far on the assumption it would be authorized," said Mr. Blackwell, noting the plan was fundamental for the city's entire business base.

"There's no question it's an excellent industrial development initiative."

Several more million dollars would be spent on other project details, he said.

Halifax-Dartmouth is the eastern terminus for CN. 22 Nov/90

McCurdy raps road plan for Africville land

By **CAMPBELL MORRISON**
The Daily News

OTTAWA — Federal NDP MP Howard McCurdy has written to three federal cabinet ministers seeking an environmental review of a proposed road through Seaview Park.

And a scathing fourth letter, sent to Halifax



McCURDY

Mayor Ron Wallace, says the decision to build the road for container trucks without public hearings represents "a psychology that is, at best, ethno-centric; at worst, racist."

"I find it repugnant that the city council should approve such a scheme without a full public hearing,"

McCurdy, MP for

Windsor-Lake St. Clair, tells Wallace. "Is the city afraid to be reminded, once again, of its debt and its obligation to the former residents of Africville?"

The road, which would carry trucks to and from the Fairview Cove container terminal, cuts through Seaview Park, the site of Africville, the black community razed during the 1960s to make way for the A. Murray MacKay Bridge. There is a sundial monument in the park commemorating the former community.

McCurdy sent his letters asking for the environmental review to Environment Minister Jean Charest, Transport Minister Jean Corbeil and Energy Minister Jake Epp.

Spokesmen for the ministers did not confirm whether the letters had been received last night. As well, McCurdy's claim that the Canada-Nova Scotia offshore development fund would pay for the road could not be confirmed.

30 APR / 91

Metro

Halifax's black community, mayor at odds over Seaview Park road

By Cathy Krawchuk
CITY HALL REPORTER

Halifax Mayor Ron Wallace says a road beside Seaview Park will improve the area rather than interfere with what many consider a heritage site.

But members of the city's black community say they're far from convinced the project will be beneficial.

"We don't believe what the mayor is saying," said Rev. Ogueri Ohanaka, executive director of the Black United Front. "I don't know where he is getting his information. Blacks abhor what is taking place."

Several black groups have developed a "strategic plan" to fight the road, said Rev. Ohanaka, but he declined comment on details.

He also refused to discuss legal action proposed earlier this year in an attempt to retrieve the lands of Africville, a black community in the area from which residents were relocated in the 1960s to make room for a MacKay Bridge access.

"There is no way I can accept

this road going through," said Irvine Carvery of the Africville Genealogy Society. "It's going to ruin the park."

Earlier Friday, BUF vice-president Cecil Wright said the city had shown little respect for what former residents of Africville have gone through.

"First there's the trauma of having to leave the community you were born and raised in and have them promise there will be a park that will always remember the residents," said Mr. Wright. "Now they're jeopardizing that by putting the road in. It's a moral issue."

The road will permit the Halifax Port Corporation to service a proposed \$4.5-million redevelopment of the Richmond container terminal. The project was originally approved by city council in 1984 and reaffirmed in March.

Mayor Wallace said Friday the road will aid in the port's viability and be of value to the park.

"The road will clearly define the edge of the park," the mayor said. "It will have curbs and drainage and proper lighting. It will add an alternate entrance which is

important to the park so it improves access.

"What you have now is an area that's neglected, not under any maintenance program by the city. I don't believe leaving the land without maintenance and without purpose adds to the park."

While the mayor argued the road will not encroach on the park, Rev. Ohanaka and Mr. Carvery argued maps they had seen indicate the road will cross park boundaries.

Mr. Wright said there was no reason council could not have held a public meeting on the sensitive issue.

"It's almost as if they have the mentality that well, we've already cut them down so let's step on them completely."

Mayor Wallace argued, however, there have been frequent chances for public input on the matter.

"The opportunity was there," the mayor said, indicating discussion took place during numerous city council meetings. "They were welcome to speak at any of those meetings."

27 Apr 1991

It was interesting to note the presence of Halifax Needham MLA Gerry O'Malley at a recent public meeting to discuss a controversial Port of Halifax road that will run beside Seaview Park. He waxed eloquent about the value of the park — formerly Africville — as a heritage site and the unsurpassed beauty of the shores of Bedford Basin.

Deputy Mayor O'Malley, wife of the MLA, is now alderman for the area that includes the park. She has been at the forefront of the public battle against the road.

Council recently reiterated a motion that gives the port approval for the road, which will allow the \$4.5 million redevelopment of the Richmond container terminal. The redevelopment is expected to help ensure the long-term viability of the port. The original motion giving approval to construct the road, back in the mid-80s, was proposed by then-alderman Gerry O'Malley.

24 Apr 191

Seaview Park road a blunder that will only hurt image of port

THE ONLY TIME most people see Seaview Park is when they drive over it. The tiny park located on Bedford Basin is not one of metro's more popular parks. And its name is a misnomer, since the ocean is not visible from any spot in the park. But it is a beautiful place to take a walk, or have a picnic, or to spend an afternoon watching the sailboats dart across the Basin.

It's also an historic site — part of Africville once stood there. And what happened to Africville is a reminder of the bad old days. Unfortunately, the bad old days may still be with us. Seaview Park is the site of a fresh controversy, this time involving a road. The city wants to build a road to connect two area container piers. Not a little road, but one with lots of truck traffic. The former residents of Africville, and their descendants, have pledged a non-violent protest to stop the roadwork going through.

The city and the port commission see it as a pure business decision. The Port of Halifax is in trouble. That is a reality. Unless we do something to turn the situation around, we could lose more business to Montreal, New York and elsewhere. That's not good for anybody in town.

Emotional factors

But is this the right way to do it? I'm afraid the problem is the city and the port commission have viewed this purely as a business decision. What they forgot about were the emotional and historical factors involved. In their rush to make the road a *fait accompli*, they have set themselves up for a big fall — one that will generate the kind of publicity that's the last thing the port needs right now.

The group that amazes me is Halifax city council. As Irvine Carvery, president of the Africville Genealogy Society, said in this paper yesterday, city council has bungled it. But good.

Tom
Regan



When it refused to hold a public hearing on the road, it was like throwing a match into a can of gasoline. Doesn't anybody on council have brains someplace other than the seat of his pants? Did they honestly believe they could make a decision like this one, and hope no one would be upset? Stupid, stupid, stupid.

Bad publicity

Allow me to paint a picture of what will happen if the present situation continues. Many people will join forces to try to stop this road. And won't it look lovely when pictures of former residents of Africville and their supporters standing in front of bulldozers or trucks, or in confrontations with police, are broadcast everywhere? Won't that paint a great picture of Halifax for the rest of the country, and maybe the world? The kind of picture that's sure to draw business to the area — in another 20 years or so.

What is so ironic is that last week, the city organized a large convention on the future of Halifax. Organizers went out of their way to stress the point that all residents were welcomed to contribute. Yet when it comes to the actual decisions, it seems the city wants people to mind their own business.

So that's exactly what they're going to do — only not quite in the way the city wanted. Which could make it an interesting summer in Halifax.

Tom Regan appears Sunday, Monday, Wednesday, and Friday in The Daily News.

Seaview road foes vow blockade

Plan seen as desecration of Africville site

By MICHAEL LIGHTSTONE
The Daily News

Halifax black community members last night vowed to block a planned truck access road through Seaview Park to prevent what they view as the desecration of the former Africville site.

Black United Front vice-president Cecil Wright's call for non-violent, civil disobedience was met with spontaneous cheers and applause by about 90 people at an anti-road meeting.

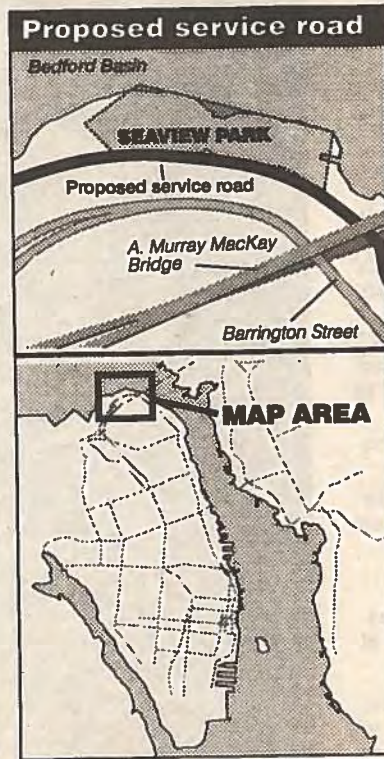
"If we have to stand there and stand firm so they cannot bring those trucks in, let's do it," he said. Wright urged all black Nova Scotians and supporters to fight the proposed commercial access route.

Crowd cheers

The Halifax Port Corporation wants the road put through the north-end park to link two area container piers. City council has voted in favor of it but would not agree to a public hearing on the issue, so local black groups organized last night's meeting.

Irvine Carvery, president of the Africville Genealogical Society, said port corporation officials declined to attend.

An emotional crowd cheered Wright when he blasted veteran Ward 3 Alderman Graham Downey, the sole black person on council, for not attending the public meeting and for voting for the truck road. Wright called on Downey's constituents to boot



THE DAILY NEWS

in his ward. Asked if he was worried about his political future after 17 years on Halifax council, he said he still intends to run for re-election.

"I don't mind that they criticized me — it's the democratic process. I'll be running at election time. If you lose, you lose," Downey said.

Opponents of the planned park road are worried about safety, noise and the environment should 18-wheelers roll by on a regular basis. But it is protecting the heritage value of the old Africville community that concerns blacks most.

'Hurt in your heart'

Family homes in Africville were razed in the 1960s and blacks were relocated to public housing. A sundial monument in Seaview Park pays tribute to original residents, and for many blacks the site is a touchstone that recalls their history.

"When it was taken away from us, there was a hurt in your heart, which you'll never never get rid of," said Ruth Johnson, born and raised in Africville.

The grey-haired Johnson, proudly sporting an anti-racism button on her dress, said she may be out of Africville but part of her remains in Seaview Park.

"We love that spot. I still get a good feeling because they didn't tear up my apple tree — it's still there. I planted that tree when I was a little girl, so she said.

him out of office in this fall's municipal election.

"He has made it perfectly clear to all black Nova Scotians and the Black United Front that he is not representing your voice," said Wright.

Reached late last night, Downey said he didn't go to the public meeting because he was not personally invited. He said Deputy Mayor Marie O'Malley, whose ward Seaview Park is situated in, was there.

Downey stressed he is not a spokesman for the black community but represents all people



TONY CALDWELL

102-105-3PlanningDeptSeaviewParkReferenceFile

Seaview Park: access road sought to link container piers.

UN 1979 APR 19

Citizens vow to block access road

**'I will love Africville as long as I live.
Let Mr. Wallace take that road out to the
south end of the city and put it there.'**

—Former Africville resident Ruth Johnson

By Cathy Krawchuk
CITY HALL REPORTER

Some Haligonians are threatening to block construction of a road along Seaview Park which they say will destroy a heritage site.

"We'll be down there when they start building that road and we'll stay there," said Doug Sparks, co-ordinator of a cultural awareness youth group.

More than 100 people packed a room at the city's North Branch Library to discuss the road.

The Halifax Port Corporation

has city approval to build a two-lane public road along the park's southern edge to service a \$4.5-million redevelopment of the Richmond container terminal.

The meeting was organized by community groups after council voted against a public meeting on the matter.

Residents of Africville, a black community on the shores of the Bedford Basin, were relocated to public housing in the 1960s to make room for an access to the MacKay Bridge. Seaview Park commemorates the site.

Former Africville resident

Ruth Johnson criticized Mayor Ron Wallace for not holding a public meeting which she said he agreed to at a March conference.

Mayor Wallace denied having agreed to a meeting at a council meeting earlier this year.

"I will love Africville as long as I live," said Mrs. Johnson. "Let Mr.

Wallace take that road out to the south end of the city and put it there."

Many speakers said the road would bring large trucks to the area, causing safety and environmental concerns, in addition to threatening its heritage value.

Cecil Wright of the Black United Front said all black Nova Scotians should take a stand on the issue.

"Let's send a message to city council," said Mr. Wright, advocating a non-violent blockade of road construction. "Black people will no longer be suppressed."

Irvine Carvery, president of the Africville Genealogy Society, suggested an alternate route be taken from Lady Hammond Road to Pier 9.

But, during a meeting with Halifax Port Corporation officials Thursday afternoon, there was lit-

tle support for a different site, he said.

"All I heard was the future of the port depends on this," said Mr. Carvery.

He said there may be hope to stop the road by lobbying provincial and federal governments funding the project.

Halifax MP Mary Clancy offered her support for the fight and said she would speak to the ministers of Environment, Transport and the Secretary of State.

19 Apr 1991

DN 16 APR/91

Seaview Park road opponents to meet

By The Daily News Staff

Upset with Halifax city council's refusal to hold a community meeting on a planned truck access road through Seaview Park, project opponents will hold their own information session Thursday.

Organizers intend to discuss the implications of the road, proposed alternate routes and lack

of public input on the issue.

The meeting is scheduled for 7:30 p.m., at the North Branch Library, 2285 Gottingen St.

City council has approved the road — which the Halifax Port Corporation wants for commercial purposes — but voted against holding a public meeting. Deputy Mayor Marie O'Malley's motion of reconsideration last week failed to win council

approval.

Situated on the Bedford Basin by the A. Murray MacKay Bridge approach, Seaview Park is part of the former home of Africville, the black community bulldozed in the 1960s.

Road opponents are worried about environmental damage to the park, truck noise, lower property values and damage to the heritage value of the former Africville site.

16 APR 1991

Public meeting turned down

A last-ditch effort to have Halifax city council hold a public meeting over an access road near Seaview Park failed late last week.

Deputy Mayor Marie O'Malley asked council to reconsider its vote to approve the road which will permit the Halifax Port Corporation to service a proposed \$4.5-million redevelopment of the Richmond container terminal.

She argued a meeting was necessary to hear concerns over the road, which some feel might destroy a heritage site. Former residents of Africville, a black community once situated in the area, were among those opposed to the plan. But council voted 7-5 against reconsidering the issue.

MOTIONS OF RECONSIDERATION

**Motion - Deputy Mayor O'Malley: Reconsideration of
City Council Resolution of 27 March 1991 Re: Halifax Port
Corporation Proposed Service Road - Fairview Cove
to Richmond Terminal**

Following is the resolution approved by Halifax City Council with regard to this matter from its meeting of 27 March 1991:

- (1) City Council approve the final design plans for the proposed service road based on the following conditions:
 - (a) the cost of the relocation of the playground be part of the contractual agreement to be absorbed by the Port Corporation;
 - (b) the cost of an appropriate fence installation be part of the contractual agreement to be absorbed by the Port Corporation;
 - (c) the cost of the treeline installation be part of the contractual agreement to be absorbed by the Port Corporation;
- (2) City Council approve the maintenance by the City of the roadway once it is constructed.

Deputy Mayor O'Malley commenced her remarks by pointing out that, to date, no written information has been received to her knowledge from the Department of the

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CC

11 APR/91

Question Deputy Mayor O'Malley Re: Halifax Port Corporation

Deputy Mayor O'Malley asked that staff contact the Port Corporation to request a copy of the approval that they may have received from the Department of the Environment regarding the road through Seaview Park. She asked that a copy of that approval be circulated to Council.

Environment regarding the anticipated impact of diesel fumes and exhaust on Seaview Park and its users. The Deputy Mayor went on to request that, if approval in this context has already been obtained from the Department of the Environment, it be circulated to Council; she added that if approval has not yet been received, staff should be asked to obtain the necessary information from the Port Corporation and circulate that material to members of Council.

Deputy Mayor O'Malley reiterated that area residents are extremely concerned that they will not be given an opportunity for input through the auspices of a public information session. In this context, she noted that on Wednesday, 10 April, she had been asked to meet at the North Branch Library with a group representing some eleven different organizations, all concerned that the access road is proposed to be undertaken without an opportunity for public input. The Deputy Mayor noted that another point which was raised during that meeting was a concern which she herself had expressed in a memo to staff, dated 19 November 1990, namely the potential destruction of the site of the former Africville community.

Deputy Mayor O'Malley quoted from a letter, dated 6 February 1991, received from Mr. Cliff White, Director, Community Planning Association/Nova Scotia which supported the proposal that a public meeting be convened. She also quoted from a letter, dated 19 February 1991, received from Mr. Ian Robinson, Chairman, Halifax Board of Trade.

The Deputy Mayor submitted a letter received earlier in the evening from the Africville Genealogy Society (dated 11 April 1991) addressed to Halifax City Council and urging that a public hearing be held on the proposed road to Seaview Park. That letter was subsequently turned over to the City Clerk with a request that it be copied and distributed to members of Council.

In conclusion, Deputy Mayor O'Malley emphasized that the women's groups with whom she had met earlier in the week had, in the space of 24 hours, collected a total of 275 signatures from individuals who are deeply concerned that Council is not holding a public meeting on this extremely sensitive issue. This petition was subsequently delivered to the City Clerk with a request that it be copied and distributed to members of Council.

It was subsequently moved by Deputy Mayor O'Malley, seconded by Alderman Jeffrey that the resolution of City Council approved at its meeting of Wednesday, 27 March 1991, be reconsidered.

The motion was put and defeated with five (5) members of Council voting for it and seven (7) voting against as follows:

FOR: Deputy Mayor O'Malley, and Aldermen Meagher,
Pottier, Grant, and Jeffrey (5)

AGAINST: Holland, Fitzgerald, Downey, Hanson,
Ducharme, Flynn and Stone (7)

2 APR 91

Black community upset by approval of Seaview Park road

By Pat Lee
and Cathy Krawchuk
STAFF REPORTERS

A Halifax Port Corporation plan to build an access road near Seaview Park received the approval of city council last week but is not getting similar support from the neighborhood's black community.

Along with being upset about the road's potential effect on the community and the park, the head of the Africville Genealogy Society said the community is also angry council has closed the door on any further public debate on the issue.

The Port of Halifax plans to build a two-lane public road to run along the park's southern edge to service a proposed \$4.5-million redevelopment of the Richmond container terminal. Port officials estimate the street will accommodate about five trucks per hour.

Irvine Carvery, head of the Africville group, said these plans are hauntingly similar to what happened in the 1960s when the city took over land for access to the MacKay Bridge, relocating most of the black families living in the area.

"The attitude of the city is the same as when they took away Africville," he said over the weekend. "And here we are in 1991 and they are again taking negative action that is going to affect the last remaining people of Africville."

He said he can't help but feel council is brushing aside public debate because the road will only have an impact on a few black families living near the park.

Mr. Carvery said when a gypsum plant was proposed for the area a few years ago, a project that would have affected the larger north-end of the city, several public meetings were held to discuss the issue. The plan was finally defeated by public pressure.

He said the port corporation held the city for "ransom" by argu-

'The attitude of the city is the same as when they took away Africville.'

—Irvine Carvery

ing that denial of an access road would mean the demise of the container pier.

"They can be so accommodating for the port corporation, but they can't accommodate the people of Africville one iota."

He said his group plans to keep pressuring council for a public meeting.

Last week, council voted 8-3 in favour of the road and 8-3 against holding a public hearing. Deputy Mayor Ald. Marie O'Malley, Ward 6 Ald. Pat Pottie and Ward 9 Ald. Tom Jeffrey cast the dissenting votes.

A previous council gave support for the access in 1984 but the port corporation had asked city council to reaffirm that decision.

Council's approval of the street is subject to a fence and trees being installed at the expense of the corporation. A playground must also be moved.

Deputy Mayor O'Malley had argued at the recent council session that a public meeting be held before a final decision was made.

In addition, she asked a pedestrian access be developed from Novalea Drive to the park, which was also turned down.

The deputy mayor has asked city council to reconsider the decisions at its April 11 meeting.

Improvements to the container terminal were expected to be completed in August, but a corporation spokesman said recently it would be at least June 1992 before the work is complete.

**Halifax Port Corporation Re: Proposed Service Road -
Fairview Cove to Richmond Terminal**

This item was forwarded to Council without recommendation pending receipt of further information from staff.

A supplementary staff report dated 22 March 1991 was submitted.

MOVED by Deputy Mayor O'Malley, seconded by Alderman Pottie that subject to the final design of the access road from Fairview Cove to Richmond Terminal being approved, that:

- 1a) the cost of the relocation of the playground be part of the contractual agreement to be absorbed by the Port Corporation;
- b) the cost of an appropriate fence installation be part of the contractual agreement to be absorbed by the Port Corporation;
- c) cost of the treeline installation be part of the contractual agreement to be absorbed by the Port Corporation;
2. there be a pedestrian access from Novalea Drive;
3. a public meeting be held to discuss the proposed service road and the intermodal facility prior to approval of either proposal.

Deputy Mayor O'Malley went on to comment on each part of the recommendation and urged members of Council to support her motion. In referring to the proposed fence installation, Deputy Mayor O'Malley presented pictures of various types of barriers that are located in the City. The Deputy Mayor made particular reference to the barrier at Briarwood and Bayview noting that it was aesthetically pleasing and suggested, if there was going to be a new fence at Seaview Park, that this was the type she would desire.

The City Manager indicated that there were a couple of points which he should bring to Council's attention before dealing with the motion which relate basically to the overpass. He noted that this roadway was basically a reconstruction of old Barrington Street and indicated that an overpass or a pedestrian access from Novalea Drive to the Park was something that had never been negotiated with the Port Corporation to his knowledge. The City Manager suggested that this item was not required by this development and commented that it would seem to him that this would be more properly a part of the CN development.

A discussion and debate followed and Alderman Flynn MOVED IN AMENDMENT, seconded by Alderman Fitzgerald that the first part of the motion be substituted with the words:

"City Council approve the proposed service road for the Halifax Port Corporation and that:

- 1a) the cost of the relocation of the playground be part of the contractual agreement to be absorbed by the Port Corporation;
- b) the cost of an appropriate fence installation be part of the contractual agreement to be absorbed by the Port Corporation;
- c) cost of the treeline installation be part of the contractual agreement to be absorbed by the Port Corporation."

Deputy Mayor O'Malley expressed the concern that the amendment was changing the intent of her motion and the Chairman agreed and **ruled the amendment out of order.**

Following a further discussion and debate on the motion, at the request of Council, Deputy Mayor O'Malley agreed to divide her motion and deal with part 1a, b, and c separately as follows:

- "(1) subject to the final design of the access road from Fairview Cove to Richmond Terminal being approved that:
- a) the cost of the relocation of the playground be part of the contractual agreement to be absorbed by the Port Corporation;
 - b) the cost of an appropriate fence installation be part of the contractual agreement to be absorbed by the Port Corporation;
 - c) the cost of the treeline installation be part of the contractual agreement to be absorbed by the Port Corporation."

Motion passed.

Council next considered part (2) of the motion as follows:

"(2) there be a pedestrian access from Novalea Drive"

A discussion followed and Alderman Flynn commented that there was a pedestrian access from Barrington Street which

is the original roadway. Therefore, Alderman Flynn suggested that the motion to provide a pedestrian access is a redundant one because an access already exists. He went on to suggest that the purpose of the motion was to try and tie the project in with the CNR proposal which are two separate items.

The discussion continued and the Chairman indicated that there was a problem with the motion with respect to who would pay for the access. Deputy Mayor O'Malley noted that the access related to part 3 of the motion which is to hold a public meeting to deal with the access and the CNR proposals at the same time. The Chairman pointed out that Council was not dealing with the CNR proposal at this time and, therefore, ruled part (2) of the motion out of order.

Deputy Mayor O'Malley challenged the ruling of the Chairman which resulted in the ruling being upheld with eight (8) voting for and (3) voting against as follows:

FOR: Aldermen Holland, Fitzgerald, Downey, Pottie, Hanson, Ducharme, Flynn, and Stone.....(8)

AGAINST: Deputy Mayor O'Malley, and Aldermen Grant and Jeffrey.....(3)

Council then considered the third part of the motion as follows:

"3. a public meeting be held to discuss the proposed service road and the intermodal facility prior to approval of either proposal."

The motion was put and defeated with three (3) members of Council voting for it and eight (8) voting against it as follows:

FOR: Deputy Mayor O'Malley, and Aldermen Pottie, and Jeffrey.....(3)

AGAINST: Aldermen Holland, Fitzgerald, Downey, Grant, Hanson, Ducharme, Flynn, Stone.....(8)

It was then MOVED by Alderman Flynn, seconded by Alderman Fitzgerald that:

(1) City Council approve the final design plans for the proposed service road based on the following conditions:

a) the cost of the relocation of the playground be part of the contractual agreement to be absorbed by the Port Corporation;

- b) the cost of an appropriate fence installation be part of the contractual agreement to be absorbed by the Port Corporation;
- c) the cost of the treeline installation be part of the contractual agreement to be absorbed by the Port Corporation.

- (2) City Council approve the maintenance by the City of the roadway once it is constructed.

A debate followed and it was MOVED by Deputy Mayor O'Malley, seconded by Alderman Pottie that the motion be deferred pending the holding of a public meeting to discuss the proposed service road plans prior to being approved by Council.

Motion of deferral defeated.

The previous motion by Alderman Flynn was put and passed with eight (8) voting for it and (3) voting against it as follows:

FOR: Aldermen Holland, Fitzgerald, Downey, Grant, Hanson, Ducharme, Flynn, and Stone.....(8)

AGAINST: Deputy Mayor O'Malley, and Aldermen Pottie and Jeffrey.....(3)

Case No. 5194: Extension of Development Agreement - 1521 Lower Water Street

MOVED by Alderman Fitzgerald, seconded by Alderman Downey that, as recommended by the City Planning Committee, City Council authorize an extension to the development agreement governing Block "M," 1521 Lower Water Street, being the same agreement registered at the Registry of Deeds in Book 4612, Pages 45052-57 inclusive, on the condition that the development be commenced within two years of Council's approval and completed within four years of said approval.

The motion was put and passed.

MISCELLANEOUS BUSINESS

Appointments

A memorandum, dated 25 March 1991, was submitted from His Worship Mayor Wallace.

SUPPLEMENTARY REPORT
COUNCIL
27~~4~~ March 1991

TO: His Worship the Mayor and Members of Council
FROM: Donald F. Murphy, Q.C., City Manager
DATE: 22 March 1991
SUBJECT: Proposed Service Road - Fairview Cove to Richmond
Terminal

At the 20 March 1991 Committee of the Whole meeting, staff was asked to respond to various questions regarding the proposal put forth by the Halifax Port Corporation to construct a service road from Fairview Cove to Richmond Terminal.

Maintenance Costs

The roadway will be built at a heavy duty standard for intended use by trucks. Staff estimate that built new at this standard with proper base and asphalt, there will be minimum maintenance for five to seven years, except for snow plowing and sweeping, which would be approximately \$1500 per year. The use of this roadway by trucks servicing the Richmond Terminal will relieve other Halifax city streets from wear and tear; therefore, there should not be increased maintenance expenditures except for the extra mileage of snow plowing and sweeping.

Access during Construction

The contract for construction of the service road will contain a clause that will require public access to be retained during the construction period.

Costs of Fence, Playground and Tree Movement, and Tree Planting

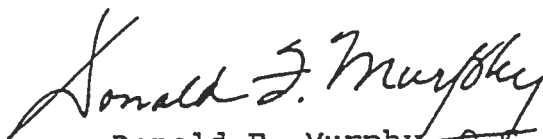
Fence installation is approximately \$55,000 to \$60,000. It will be included in the roadway construction contract budget and not charged to the City of Halifax.

Movement of playground equipment and trees: This cost will be included in the construction contract budget and will not be a cost to the City of Halifax.

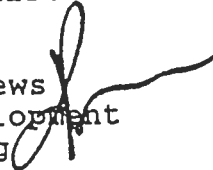
As suggested at the Committee of the Whole meeting, a buffer of trees similar to that along Memorial Drive, being deciduous trees interspersed among rows of coniferous (the deciduous being placed in order to give visual access into the park), would cost approximately \$25,000. This estimate is based on 3 inch diameter trunk deciduous trees and 6 to 7 foot high evergreen trees. These trees will provide a significant visual buffer when planted. Cost will be included in the road construction contract budget.

It is recommended, therefore, that City Council:

- a) decide as to the scheduling of a possible public meeting to discuss the service road, Fairview Cove to Richmond Terminal;
- b) subject to recommendation (a), approve the final design plans for the proposed service road; and
- c) approve the maintenance by the city of the roadway once it is constructed.


Donald F. Murphy, Q.C.
City Manager

mn
Prepared by:
W. D. Campbell
Development Administrator

Approved by:
Richard J. Matthews
Director of Development
and Planning 

SUPPLEMENTARY REPORT
20 March 1991
File 355/6

TO: His Worship the Mayor and Members of Council
FROM: Donald F. Murphy, Q.C., City Manager
DATE: 14 March 1991
SUBJECT: Proposed Service Road - Fairview Cove to Richmond
Terminal

At the 6 March 1991 Committee of the Whole meeting, the following motion was passed:

That the matter be deferred to the next Committee of the Whole Council meeting scheduled for 20 March 1991 and that Mr. David Bellefontaine of the Port Development Commission be invited to attend.

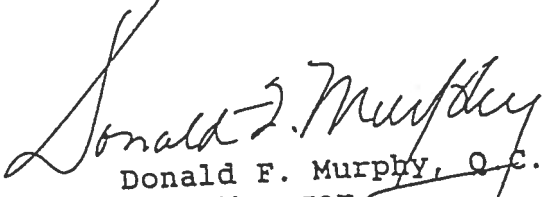
The item was deferred so that Mr. Bellefontaine could be at the meeting, and to receive more specific information on the design plans.

Unfortunately, Mr. Bellefontaine will be unable to attend the 20 March meeting. In his absence, he will be sending Richard Pentland, Vice President, Engineering and Works, and Captain Ball, Vice President, Operations, of the Halifax Port Corporation, to answer Council's questions and make a brief presentation if necessary.

The attached sketch shows the relationship of Seaview Park, the proposed service road, and the fence where the service road abuts Seaview Park. The fence in the style shown is approximately 5 feet high. The sketch also identifies where trees and the playground equipment must be moved. Council agreed in 1984 to install the fence at an approximate cost of \$20,000 (1991 costs are \$55,000 to \$60,000). If the roadway is approved, staff will negotiate the cost of the installation of the fence as well as the movement of the playground equipment and the trees with the proponents.

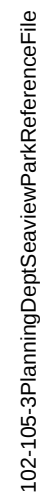
It is recommended, therefore, that City Council:

- a) decide as to the scheduling of a possible public meeting to discuss the service road, Fairview Cove to Richmond Terminal;
- b) subject to recommendation (a), approve the final design plans for the proposed service road;
- c) direct staff to negotiate the cost of fencing and the movement of playground equipment and trees with the proponents;
- d) approve the maintenance by the city of the roadway once it is constructed.


 Donald F. Murphy, O.C.
 City Manager

mn
 attachment
 Prepared by:
 W. D. Campbell
 Development Administrator

Approved by:
 Richard J. Matthews
 Director of Development
 and Planning



MOVED by Alderman Ducharme, seconded by Alderman Jeffrey the City Planning Committee recommend that the staff report dated 22 February 1991 be forwarded to the Planning Advisory Committee for review and a public meeting.

Motion passed.

**Halifax Port Corporation Re: Proposed Service Road -
Fairview Cove to Richmond Terminal**

This matter was deferred to this meeting from the last City Planning Committee meeting held on 6 March 1991.

A supplementary staff report dated 14 March 1991 was submitted.

Mr. Richard Pentland, Vice President, Engineering and Works, and Captain Ball, Vice President, Operations, of the Halifax Port Corporation, addressed the Committee and presented a project plan of the proposed service road, Fairview Cove to Richmond Terminal, and addressed questions from members of the Committee.

At approximately 3:00 p.m. Alderman Meagher entered the meeting.

Responding to a question from Alderman Stone, Mr. W.D. Campbell, Development Administrator, advised that costs could be provided if there was a request for visual screening along the fence line.

During the discussion, Captain Ball indicated that funding from the Federal Government to the Port Commission for the roadway could be jeopardized by delays.

Responding to a question from Alderman Downey, the City Manager advised costs with respect to the maintenance of the roadway will be provided at the next meeting of City Council on **Wednesday, 27 March 1991.**

Mr. Campbell advised that staff have not yet completed negotiations with respect to total costs to the City of Halifax relating to the project, but indicated that a report could be provided to **Council on March 27th.**

Deputy Mayor O'Malley noted that Mr. Campbell had contacted her following the last Committee of the Whole Council meeting held on March 6th and asked her to identify concerns she had. The Deputy Mayor indicated that as a result she had forwarded a memo to Mr. Campbell in this regard. The Deputy Mayor noted that some of her concerns have been identified in the supplementary report of March 14th and indicated that she

**CITY PLANNING
20 MARCH 1991**

anticipated a further report from Mr. Campbell. Commenting that she was meeting with staff tomorrow morning at Seaview Park and since negotiations were yet not completed, Deputy Mayor O'Malley MOVED, seconded by Alderman Meagher the City Planning Committee recommend that this matter be deferred to the next Committee of the Whole Council meeting scheduled for Wednesday, 3 April 1991.

Alderman Flynn questioned whether or not this delay will compromise the funding that the Port Commission is expecting from the Federal Government, and the Chairman advised that Captain Ball advised earlier that he was fearful that the funding would be lost due to delay. The Alderman therefore suggested that this matter should be instead forwarded to Council next week rather than waiting until the next Committee of the Whole Council meeting in two weeks time. He indicated that staff would still have an opportunity, because the meeting was tomorrow with the Deputy Mayor, to address any further concerns resulting from that meeting.

Motion of deferral was put and defeated.

MOVED by Alderman Flynn, seconded by Alderman Fitzgerald the City Planning Committee recommend that this matter be forwarded to Council without recommendation pending receipt of further information from staff.

Motion passed.

**Case No. 5194: Extension of Development Agreement -
1521 Lower Water Street**

A staff report dated 8 March 1991 was submitted.

MOVED by Alderman Downey, seconded by Alderman Ducharme the City Planning Committee recommend that City Council authorize an extension to the development agreement governing Block "M", 1521 Lower Water Street, being the same agreement registered at the Registry of Deeds in Book 4612, Pages 45052-57 inclusive, on the condition that the development be commenced within two years of Council's approval and completed within four years of said approval.

Motion passed.

**HIS WORSHIP MAYOR RON WALLACE
CHAIRMAN**

/M

Alderman Grant concurred that this was an extremely viable project for the City and the Province. He noted that the proposals presented to the Industrial Commission indicated that the proposed racetrack would not have any detrimental effect on any of the other racetracks in Nova Scotia.

The motion was put and passed.

At approximately 5:20 p.m. Alderman Jeffrey retired from the meeting.

The meeting adjourned briefly at 5:20 p.m.

Proposed Service Road - Fairview Cove to Richmond Terminal

A supplementary staff report dated 25 February 1991 was submitted.

The Chairman in referring to the supplementary staff report, and to the maps in particular, of February 25th expressed the opinion that more information about what was required and specifics should be provided. He went on to suggest that Mr. David Bellefontaine of the Port Development Commission should be present during discussion of this item to answer questions and perhaps make a presentation.

Deputy Mayor O'Malley agreed that the information provided was insufficient and MOVED, seconded by Alderman Downey the matter be deferred to the next Committee of the Whole Council meeting scheduled for 20 March 1991 and that Mr. David Bellefontaine of the Port Development Commission be invited to attend.

Motion passed.

5:40 p.m. His Worship Mayor Wallace retired from the meeting with Deputy Mayor O'Malley assuming the seat of the Chair.

Ordinance No. 165, The Blasting Ordinance

A staff report dated 25 February 1991 was submitted.

A discussion ensued with Mr. William D. Campbell, Development Administrator, addressing a number of questions and concerns from members of the Committee.

Responding to a question from Alderman Grant with respect to a training or educational program for people doing blasting to help them understand rock formations and how to blast properly, Mr. Campbell advised that he would check with

SUPPLEMENTARY REPORT
COMMITTEE OF THE WHOLE
6 March 1991

TO: His Worship the Mayor and Members of Council
FROM: Wayne Anstey, Q. C., Acting City Manager
DATE: 25 February 1991
SUBJECT: Proposed Service Road - Fairview Cove to Richmond
Terminal

At the 17 January 1991 City Council meeting the following motion was passed:

- 1) Council reaffirm its motion of 26 January 1984; namely that Council grant a right-of-way to the Port of Halifax over a parcel of City-owned land for Service Road purposes in and around Seaview Memorial Park, and approve the preliminary roadway alignment (approximately old Barrington Street) of the Service Road;
- 2) that the final design plans be brought back to City Council for review and consideration; and
- 3) that after reviewing the final design plans (to be submitted at a future meeting of Committee of the Whole Council), Council shall then make its decision as to the possible scheduling of a public meeting.

The final design plans have been prepared and have been approved by staff. Sketch 1 shows the location of the street where it is proposed to be built by Seaview Park. The design is of a heavy duty urban street, with 29.5 feet (9 metres) width of pavement properly drained. It will be built with curb and gutter where it abuts the park. No right turns will be permitted to the Richmond Terminals property from the Barrington Street access. The city will install fencing and landscaping along the northern side of the roadway where it abuts Seaview Park. Some playground equipment will be relocated by city staff.

RECOMMENDATION

It is therefore recommended that Council:

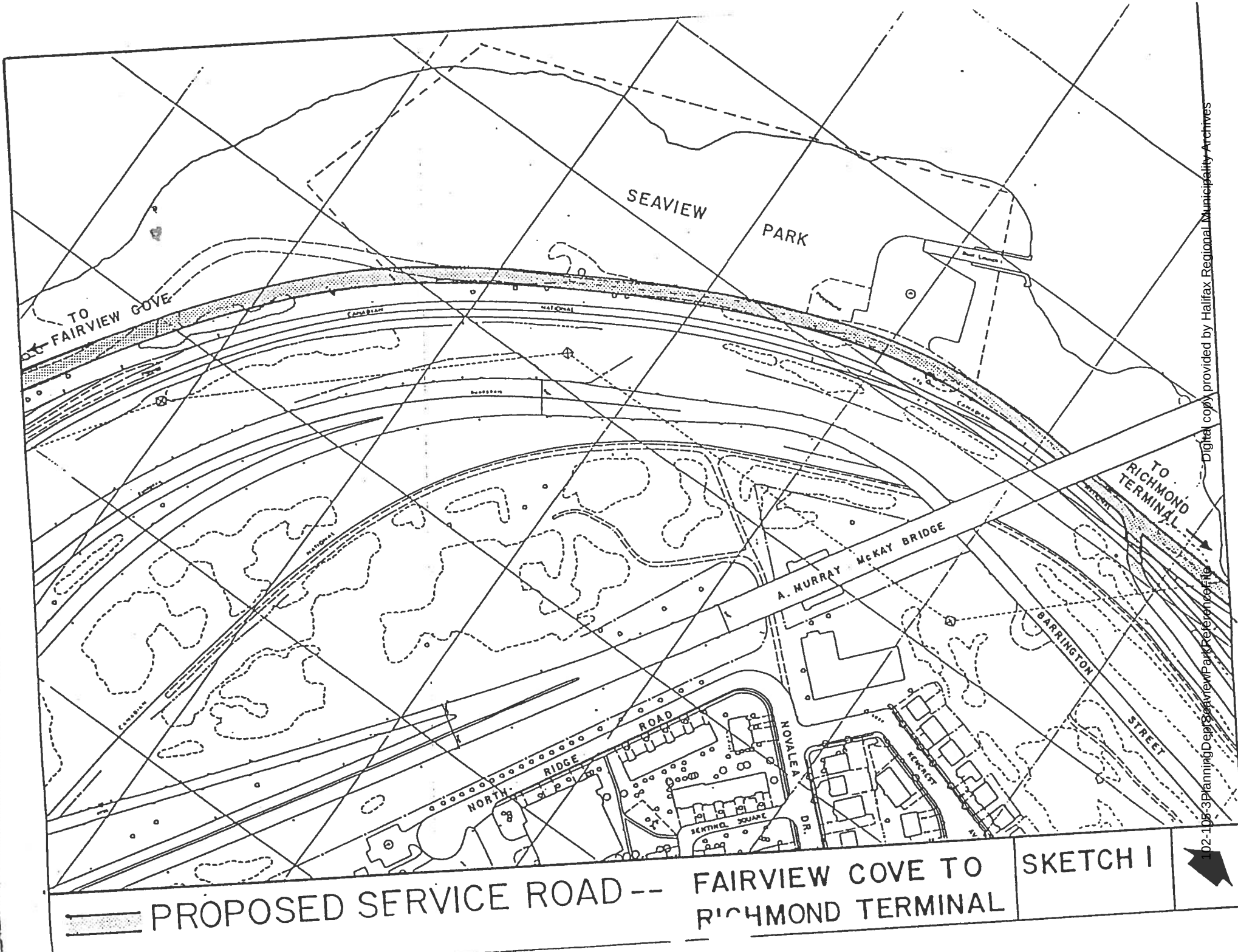
- (a) decide as to the possible scheduling of a Public Meeting to discuss the service road, Fairview Cove to Richmond Terminals;
- (b) subject to Recommendation (a), approve the final design plans for the proposed service road.


Wayne Arstey, Q. C.
Acting City Manager

Attach.
dm

Prepared by: William D. Campbell
Development Administrator

Approved by: Richard J. Matthews
Director of Development
and Planning



COUNCIL
17 JANUARY 1991

Halifax Port Corporation - Access Road:
Fairview Cove to Richmond Terminals

NOTE: This matter had been deferred from an earlier portion of the agenda, pending the arrival of Deputy Mayor O'Malley.

MOVED by Deputy Mayor O'Malley, seconded by Alderman Grant that, as recommended by the Finance and Executive Committee (on 9 January 1990):

- 1) Council reaffirm its motion of 26 January 1984; namely that Council grant a right-of-way to the Port of Halifax over a parcel of City-owned land for Service Road purposes in and around Seaview Memorial Park, and approve the preliminary roadway alignment (approximately old Barrington Street) of the Service Road;
- 2) that the final design plans be brought back to City Council for review and consideration; and
- 3) that a public meeting be scheduled concerning the final plans before Council makes its final decision on the matter.

With reference to (3) above, Alderman Flynn indicated that it had been his recollection of the 9 January Committee proceedings that Council intended to receive the final plans first, and then decide whether a public meeting on the matter was warranted.

An amendment was subsequently moved by Alderman Flynn, seconded by Alderman Ducharme, namely that the following be substituted for Item (3) of Alderman O'Malley's motion: "that after reviewing the final design plans (to be submitted at a future meeting of Committee of the Whole Council), Council shall then make its decision as to the possible scheduling of a public meeting."

After some discussion, the amendment to the motion was put and passed.

The original motion, as amended, was subsequently put and passed.

NOTICES OF MOTION

**Notice of Motion Alderman Meagher Re: Ordinance 137,
the Deferred Payment of Taxes Ordinance**

Alderman Meagher gave notice of motion that at the next regular meeting of City Council to be held on the 31st day of January, 1991, he proposes to introduce a motion respecting

CITY COUNCIL
13 December 1990
File 355/6

TO: His Worship the Mayor and Members of Council
FROM: Donald F. Murphy, Q.C., City Manager
DATE: 10 December 1990
SUBJECT: Proposed Service Road - Fairview Cove to Richmond
Terminal

At the 5 December 1990 Committee of the Whole meeting, it was moved by Deputy Mayor O'Malley and seconded by Alderman Meagher that staff report to Council on the request of Mr. David Bellefontaine, President and Chief Executive Officer of the Halifax Port Corporation. Mr. Bellefontaine asked that Council ratify the motion duly passed by Committee of the Whole on 18 January 1984, and to grant a right-of-way to the Halifax Port Corporation over such city owned lands as will be required to construct the proposed service road from the Fairview Cove container terminal to the Richmond Terminal in accordance with certain conditions. In fact, the motion was passed by City Council on 26 January 1984 (Appendix I).

Deputy Mayor O'Malley requested in her motion that issues she had previously raised about the construction of such a roadway be addressed in the staff report. As well, there were questions regarding location of the roadway, its use, and loss of jobs that might result from the road not being built.

This report recommends that City Council approve the construction of the service road over city lands in approximately the alignment of old Barrington Street; that the roadway be fully open to the public; that an ornamental fence be constructed where the roadway abuts Seaview Park; and that when costs of upgrading the roadway where it abuts the park are known, and following negotiations with the Port Corporation, staff return to Council for approval of cost sharing the upgrading to city standards where it abuts Seaview park, if necessary.

To summarize, the roadway should be supported by the city. It aids the economic advancement of the port, it will reduce truck traffic on downtown streets, it will not disturb the integrity of Seaview Park through proper design of the roadway, and it was previously approved in 1984.

ISSUES RAISED BY DEPUTY MAYOR O'MALLEY

1. Continuation of Seaview Park as a recreational facility and boat launch.

The continuation of Seaview Park as a recreational facility and boat launch will be enhanced through the availability of an access to the park from the Fairview Cove end. As well, the fencing and screening of the roadway where it abuts Seaview Park will prevent any untoward effect on the park from the road.

2. Impact on the Africville monument.

Essentially, the road will follow old Barrington Street as it ran through Africville. It will not disturb the Africville monument.

3. Effects of exhaust, noise, on the use of the park and nearby residents.

The effects of exhaust and noise would be significantly mitigated by the openness of the site and would also be very significantly less than those already considered acceptable adjacent to Point Pleasant Park and on Lower Water Street.

4. Effects of the snow removal operation.

There should be no adverse effects on the park caused by the snow removal operation. It will probably make the park more accessible for winter use.

5. Fence separation.

A six foot high ornamental fence is contained in the current design and will be constructed. Council agreed in 1984 to construct it at the city's expense, approximately \$20,000.

6. Aesthetic separation.

Deputy Mayor O'Malley suggested a row of evergreen trees. The final design will include landscaping and or berming in order to provide this aesthetic separation. Council will approve the design before construction begins.

7. Pedestrian, vehicular and boat trailer access.

As noted above, vehicular and boat trailer access will be enhanced by the provision of an access from the Fairview Cove end. Pedestrian access would be as at present.

8. Future park development, i.e., link to Seaview Lookoff.

When the city has a plan for pedestrian access from Seaview Lookoff, staff will determine the best way to have a safe pedestrian crossing over the rail and roadway.

9. City standards.

The roadway will be built to city standards, including lighting, curb and gutter, and drainage where it abuts the park.

ALDERMAN FITZGERALD'S CONCERNS

Alderman Fitzgerald raised points regarding the planned location of the roadway in 1984, the relationship to the Canadian National Railways proposal, and use of the roadway by the public.

The roadway is in the same location as was planned in 1984, and it will be available for use by the public at all times.

The proposal by the Halifax Port Corporation is totally separate from the proposal of Canadian National Railways, as stated by Mr. Bellefontaine at the 5 December meeting. The road will go ahead whether or not the CN proposal proceeds.

CONCERNS OF ALDERMAN HOLLAND

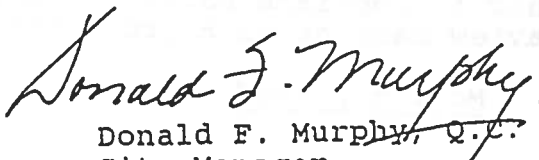
Alderman Holland raised issues of the volume of traffic using the roadway, and jobs that might be lost if the roadway was not built.

Mr. Bellefontaine advised that assuming current volumes of truck traffic created by Atlantic Searoute Limited, the daily volume of truck traffic will be in the range of 350 to 375 trips per day. This will mean that trucks normally using other portions of the city street network will make much more direct travel between the Richmond Terminal and distribution to and beyond the city.

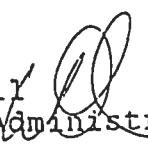
Mr. Bellefontaine could not give complete information regarding the number of jobs that would be potentially lost if Atlantic Searoute left Halifax because a new facility with roadway could not be created for it. Overall, there are approximately 1900 direct jobs related to four million tons of container cargo which went through the port last year. Atlantic Searoute carries a significant percentage of this volume.

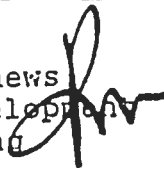
It is recommended, therefore, that City Council:

1. approve the proposal of the Halifax Port Corporation for the construction of a service road over city owned land adjacent to Seaview Memorial Park (the preliminary roadway alignment to approximate old Barrington Street), subject to the roadway being continuously open to public use;
2. approve the maintenance of the roadway once constructed;
3. approve the installation of an ornamental fence or other appropriate barrier along the roadway boundary of Seaview Park at an approximate cost of \$20,000;
4. consider approval of design and cost sharing of the upgrading of the roadway where it abuts Seaview Park once design plans and accurate costs are available.


Donald F. Murphy, Q.C.
City Manager

mn
attachments

Prepared by:
W. D. Campbell
Development Administrator 

Approved by:
Richard J. Matthews
Director of Development
and Planning 

Council
January 26, 1984

Proposed Service Road - Fairview Cove to Richmond Terminal

MOVED by Alderman O'Malley, seconded by Alderman Dewell,
as recommended by the Finance and Executive Committee, that:

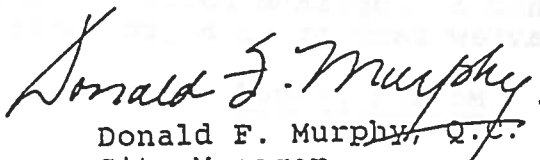
1. Council grant a right-of-way to the Port of Halifax over a parcel of City owned land for Service Road purposes in and around Seaview Memorial Park, and approve the preliminary roadway alignment (approximately old Barrington Street) of the Service Road;
2. City Council not close the connecting street from Barrington Street to the Service Road with the City expenditure of approximately \$80,000 for minimum improvements to the street to be authorized from the Seaview Park Fund;
3. With respect to the upgrading of the Service Road where it abuts Seaview Park, it be considered in the capital budget in accordance with the plan attached to the staff report dated January 11, 1984;
4. Council approve the installation of an ornamental fence or other appropriate barrier along the roadway boundary of Seaview Park at an approximate cost of \$20,000.00.

Motion passed.

Mr. Bellefontaine could not give complete information regarding the number of jobs that would be potentially lost if Atlantic Searoute left Halifax because a new facility with roadway could not be created for it. Overall, there are approximately 1900 direct jobs related to four million tons of container cargo which went through the port last year. Atlantic Searoute carries a significant percentage of this volume.

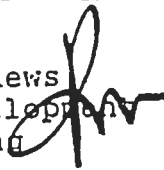
It is recommended, therefore, that City Council:

1. approve the proposal of the Halifax Port Corporation for the construction of a service road over city owned land adjacent to Seaview Memorial Park (the preliminary roadway alignment to approximate old Barrington Street), subject to the roadway being continuously open to public use;
2. approve the maintenance of the roadway once constructed;
3. approve the installation of an ornamental fence or other appropriate barrier along the roadway boundary of Seaview Park at an approximate cost of \$20,000;
4. consider approval of design and cost sharing of the upgrading of the roadway where it abuts Seaview Park once design plans and accurate costs are available.


Donald F. Murphy, Q.C.
City Manager

mn
attachments

Prepared by:
W. D. Campbell
Development Administrator 

Approved by:
Richard J. Matthews
Director of Development
and Planning 

Council
January 26, 1984

Proposed Service Road - Fairview Cove to Richmond Terminal

MOVED by Alderman O'Malley, seconded by Alderman Dewell,
as recommended by the Finance and Executive Committee, that:

1. Council grant a right-of-way to the Port of Halifax over a parcel of City owned land for Service Road purposes in and around Seaview Memorial Park, and approve the preliminary roadway alignment (approximately old Barrington Street) of the Service Road;
2. City Council not close the connecting street from Barrington Street to the Service Road with the City expenditure of approximately \$80,000 for minimum improvements to the street to be authorized from the Seaview Park Fund;
3. With respect to the upgrading of the Service Road where it abuts Seaview Park, it be considered in the capital budget in accordance with the plan attached to the staff report dated January 11, 1984;
4. Council approve the installation of an ornamental fence or other appropriate barrier along the roadway boundary of Seaview Park at an approximate cost of \$20,000.00.

Motion passed.

Port wants access through old Africville land

By MICHAEL LIGHTSTONE
The Daily News

The Halifax Port Corporation wants the city to ratify a six-year-old council decision granting the company permission to build a new access road by Seaview Park to its Richmond terminals.

But the plan again raises the issue of the heritage value of the park, the former site of Africville, Deputy Mayor Marie O'Malley said yesterday.

She told aldermen at council's

committee of the whole she supports development and job creation, but has concerns about encroaching industrial use. The site is the former home of black families whose houses were bulldozed in the 1960s.

David Bellefontaine, of the port corporation, said yesterday the firm must upgrade the terminals so it can compete with east coast American ports.

He said a 2,100-metre access road needs to be built by the time the terminals are recon-

structed next summer.

The corporation's plan for the Seaview Park area is the second proposed business development council has heard in two weeks. CN Rail intends to build a cargo terminal nearby and it needs an access road for trucks.

Irvine Carvery, of the Africville Genealogy Society, has said the group intends to sue the city to reclaim the land. He said the society is currently trying to raise enough money for a court case.

Carvery said the society is opposed to any industrial proposal for the former Africville site.

Ward 2 Alderman Walter Fitzgerald said the port corporation's plan sounded reasonable. "We are a port city," he said. "In this competitive business, it's either grow or die."

In other business, aldermen were given a sales pitch on the value of the harness racing industry and its economic benefits to Halifax.

Paul Pettipas, president of

the Halifax County Harness Horse Owners' Association, said a new racetrack — like one Swiss investors hope to build in Ragged Lake Industrial Park — would provide jobs and be a tourist attraction.

He said the province is not being very supportive and requested council back a local harness racing centre.

The aldermen gave the proposed track their blessing in the form of a resolution. The matter goes to council Dec. 13.

FINANCE

05 DECEMBER 1990

Presentation - Mr. David Bellefontaine, Halifax/Dartmouth Port Corporation - Access Road - Fairview Cove to Richmond Terminals

Mr. David Bellefontaine addressed the Committee and, with the use of slides, outlined the proposal by the Halifax/Dartmouth Port Corporation for an access road connecting the Richmond Terminals to the Fairview Cove Container Terminal (as contained in his submitted brief dated November 19, 1990).

In concluding his presentation, Mr. Bellefontaine requested that City Council ratify the motion passed by Committee-of-the-Whole on January 18, 1984, and that it grant a right-of-way to the Halifax Port Corporation over such City owned lands as will be required to construct the proposed Service Road, from Fairview Cove Container Terminal to Richmond Terminals, in accordance with the conditions described in the submitted brief.

Mr. Bellefontaine responded to questions from the Committee.

Deputy Mayor O'Malley indicated that she has gone on record in the past as supporting development and the creation of jobs of any duration. She added that within the last month she has had meetings with representatives of the Port Corporation, CN, the Bridge Commission and has kept staff apprised of the meetings as well. Deputy Mayor O'Malley advised that she has documented the issues that she would like staff to address and, as well, another important issue to be considered is the sensitivity to the protection of the heritage aspect of Seaview Park.

Deputy Mayor O'Malley suggested that staff generate a comprehensive report addressing all the issues before any action is taken.

Moved by Deputy Mayor O'Malley, seconded by Alderman Meagher that before any action is taken, staff generate a comprehensive report addressing the heritage aspects of Seaview Park and the issues previously documented by Deputy Mayor O'Malley.

Following a short discussion, the motion was carried.