

National Housing Act

Hamilton. To my mind it is a rather tremendous project, because it involves the expenditure of \$1,700,000. The plan is to provide sufficient land for the construction of a new civic centre, including a city hall. The building is to house all corporation offices now scattered throughout the city. In addition parking will be provided for those who may wish to use the facilities of the city hall and the adjoining centre.

The city has expropriated about 60 pieces of property for this civic centre, which by the way will adjoin the new federal building. Included in those properties are a hotel, a factory and a lumber yard, the remainder being dwellings. The factory and the lumber yard are probably out of place in this particular area. All in all there will be approximately 4½ acres of land once the project is completed. It is proposed to provide office accommodation to the extent of some 100,000 square feet, and the landscaping will beautify this particular section of the city.

What is more important in my opinion is that off-street parking for 500 cars will be provided for those doing business in the municipal building or in the vicinity of the federal building. There is a recognized need for off-street parking. I am afraid the Minister of Public Works will say that the federal government is not concerned with off-street parking, and I am inclined to agree with him, but I do submit that it is our responsibility to provide off-street parking in the vicinity of public buildings in towns and cities across Canada. From reports I have seen apparently that is being provided here in Ottawa.

The new federal public building in Hamilton is six storeys high and cost over \$3 million. It houses the income tax, the veterans affairs and practically every other department of the federal government with the exception of the post office and customs. However, parking space for only 24 cars has been provided, which I think is a rather shocking situation. I do not blame the present Minister of Public Works, because this building was started before he took office, but someone is responsible for this condition. I am rather inclined to blame the city council of Hamilton and its planning board for not providing a by-law dealing with off-street parking. They force the owners of apartment buildings and theatres to provide parking for their tenants and customers, but there is no by-law covering this other type of off-street parking. Two wrongs of this nature do not make a right and I submit that it is our responsibility to provide this parking. Parking for civil servants is provided in Ottawa and it should not be any different in any other city in

Canada. A report appearing in the *Ottawa Journal* of Saturday, April 21, reads:

Parliament's joint senate-commons FDC committee is studying Ottawa's mid-town parking problem, and will file recommendations for its solution.

Various terms the situation "appalling", an "unholy mess", and "all but hopeless", the committee spent a lively two hours in discussing just how bad it was.

General Howard Kennedy, chairman of the FDC, was emphatic in a statement that "the FDC has no business in the parking business".

The committee shrugged off that disclaimer, but listened intently when he reported that the provision by the government of 7,000 free parking spaces for the civil service had contributed more than anything to the lack of parking for the public.

The article goes on:

The parking issue was raised by Senator Tom Reid, Liberal, New Westminster.

"When the old wartime temporary buildings on Wellington street are demolished, the land should be used for parking," he said.

"That hasn't been considered; and anyway, the provision of parking facilities is a municipal responsibility," replied General Kennedy.

"It's a problem on which the FDC should take the lead," argued Alexis Caron, Liberal, Hull.

Further on it reads:

"But don't FDC or national capital plans include the construction of a two-level underground parking lot on the site of the Daly building?" asked Dr. Rudolphe Leduc, Liberal, Gatineau.

That was so, agreed General Kennedy, going on to specify that the plan was to park 200 cars construction costs being estimated at about \$3,000 per car.

He thought it might be done within ten years.

Mr. Speaker, you may wonder why I bring this question of parking into a housing discussion, but I do so because I believe that we as a federal government are in a sense, in the parking business whether we like it or not. In dealing with this resolution on the clearance of blighted districts, I would particularly bring to the attention of hon. members that we have a new federal building in Hamilton in the vicinity of a project of this nature, which comes under this bill; the city is providing parking, and we are not.

I do not wish to stand here and criticize without offering a solution to the problem. The minister in his bill provides for 50 per cent assistance to municipalities for the clearance, replanning and modernization of blighted areas. If the intent of this bill to clear blighted areas could include off-street parking—and I see no reason why it should not, if the end use is beneficial to the community—then I think I am perfectly in order in bringing it to the attention of hon. members.

In Hamilton we are clearing land to the extent that it is going to cost us \$1,700,000. If we could obtain assistance to the extent of half of that amount, it would mean that the