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3. That the position description for the position of Director of Finance, listed as Appendix XI, be approved and adopted;
4. That the Finance Department Organization Structure listed as Appendix XI, Exhibit I, be approved and adopted;
5. That pursuant to the recommendation of the Consultants respecting appointment of a Personnel and Training Officer, the City Manager be authorized to recruit a suitable person whom he can recommend for that position, the salary range to be fixed at \$12,000 - \$15,000 per annum and that the City Manager be directed to endeavour to recruit a suitably qualified appointee within the \$12,000 - \$14,000 range;
6. That the salary range for the position of Administrative Assistant be fixed as follows:
  - (a) Preferred Qualifications - An appropriate University degree or a reasonable combination of this level of academic education or business administration at a responsible level.  
Salary Range: \$8,340 - \$8,640 - \$8,940 - \$9,240 - \$9,600.
  - (b) Acceptable Qualifications - High School Grade XII graduate plus considerable commercial or technical training in specialized fields, such as Municipal Administration or executive secretarial work. Five to seven years' experience with expert knowledge of municipal organization and administration.  
Salary Range: \$7,140 - \$7,380 - \$7,620 - \$7,860 - \$8,100.

MOVED by Alderman Richard, seconded by Alderman H. W. Butler, that the recommendations be referred to the Committee of the Whole for consideration.

After discussion, it was MOVED by Alderman O'Brien, seconded by Alderman Moir, that the question be divided, with recommendations Nos. 1 to 4 being considered in a group and recommendations Nos. 5 and 6 considered separately.

The motion to divide the question was approved.

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MOVED by Alderman Black, seconded by Alderman O'Brien, that Recommendations Nos. 1 to 4 inclusive be referred to the Committee of the Whole for consideration. Motion passed.

MOVED by Alderman A. M. Butler, seconded by Alderman Richard, that Recommendation No. 5 be referred to the Committee of the Whole for consideration.

Alderman O'Brien spoke at length against the motion contending that if the most productive effort is to be obtained from the City Staff, it is necessary that a qualified Personnel and Training Officer be engaged to assist the City Manager in developing the skills and potential of the members of Staff. Therefore, he asked that Council not defer but accept the recommendations of the Implementation Committee.

At this time, His Worship the Mayor asked the Deputy Mayor to assume the Chair while he addressed Council from the floor.

His Worship the Mayor: "As we have developed the discussions in the Implementation Committee, particularly in respect to the Training Officer which Urwick, Currie Limited said was so essential to our operations, I have asked the Personnel Officer we have now employed to give me a list of persons who were recruited from the first of the year until June 30th. The majority of these were maids and that type of employee in the City Hospitals and Basinview Home. Very few were in the categories which required any intensive screening of applicants.

"The report to the Council some weeks ago indicated how many professional people we lost, and included in the list

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were nurses who were not classified as professional but were listed there. The reasons for leaving were listed; and, obviously, we have a recruitment problem but this recruitment problem, I think, is one that is symptomatic of the general condition in our economy, rather than the lack of recruitment methods.

"Now, this person who is recommended to us was going to be trained. If one breaks down the whole civic administration, you are going to look for such things as Alderman Ivany suggested--- you are going to train the garbage collectors. And I noticed with great interest in the newspaper the other night they carried a story on an efficiency expert's report in a City in Great Britain concerning 'dustmen', as they call them over there. He has to pick up the can, walk from the can to the curb, deposit the contents of the can in the truck, return the can to the curb, walk back to the truck, and drive on. This is their analysis of the job.

"What concerns me more than anything else, Mr. Deputy Mayor, is the fact that the City will be embarking on a program here getting in very highly-priced employees or help to do our work for us. Now, our population has not increased that much in recent years. And, when one looks across the Harbour at Dartmouth--- admittedly they don't have the complex of problems that we do, but they have in other respects. They have the growth of the suburban areas which have now come into the urban complex. But they carry on their administration at much less cost per capita in the higher echelons of management.

"Now, we have a City Manager at \$22,000.00 a year; we have, second-rung administrators in the \$15,000 - \$17,000.00

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category, (Commissioner of Health & Welfare, Commissioner of Works and so on) and now we are going to get a man to whom we are going to pay \$14,000.00 a year. And, apparently, we are going to recruit this man, again from outside of Nova Scotia.

"I wonder what has ever happened to this old saying about people in the Maritimes being the leaders and possessing all the brains in Canada? Because we seem to be giving the lie to this in this Council, here. We have to go outside apparently, to get these men.

"I contend that we should encourage wherever possible the re-training and the advancement of the skills of people in our employ by sending our present Personnel Man to courses where he could take in this training. I am sure that the man we have is intelligent enough to grasp the training that is available elsewhere by a number of short courses, and so on. And, certainly we would not have to be paying them in the \$12,000.00 to \$15,000.00 range.

"I wonder where we are heading for if we keep piling on new positions and always at a higher range because every time we bring an outsider in we always pay higher money than we would pay for a local man. We had a vacancy in the Commissioner of Finance position. We went out and recruited. Again, we had to raise the salary scale to entice that man from some other position. I wonder where we are heading in light of this whole trend of bowing to a theory of more efficient management, so called; and yet, I wonder if we are not subscribing to and endorsing Parkinson's Law."

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His Worship the Mayor assumes the Chair.

Alderman O'Brien said that if a Training Officer is engaged by the City, his function will be to up-grade the management "know how" of people whose responsibility it is to increase the efficiency of the City's Staff, and if such a Staff is available they will be training Haligonians who will eventually become better qualified for future promotions and thus obviate the need to go outside for key personnel.

He agreed that if there is a person on Staff who can be trained for such a function, this action should be taken.

Alderman Connolly expressed agreement with the remarks of the Mayor and he said that if it is possible to recruit local people to fill Staff vacancies, such a course of action should be followed.

Alderman Ivany said he agreed that the need for a training officer existed but that he was not convinced that a training officer such as described was needed on a permanent basis. He felt that such a person could be engaged for a period of six months and that Council should look to the City Manager and Department Heads to give more direction and show leadership to the other members of the Staff.

The motion was then put and passed with Aldermen Black and O'Brien voting against.

Recommendation No.6

MOVED by Alderman O'Brien, seconded by Alderman H. W. Butler, that Recommendation No. 6 be approved. Motion passed with Alderman Connolly voting against.

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Report - Forum Commission Re: Halifax Junior Canadians

The following report was submitted:

The Halifax Forum,  
Halifax, N. S.,  
August 24, 1966.

To:  
His Worship the Mayor, and  
Members of City Council

Gentlemen:

Alderman O'Brien's Question, Re:  
Negotiation with Halifax Junior Canadians

The Forum Commission had two meetings with the members of the Halifax Junior Canadians and Mr. McGillvary had a list of requests he wanted. Some of them which we agreed that we would cooperate and look into for them, were: to improve the dressing rooms; have a first aid room available for hockey players; provide office space on a non-charge basis, to the Hockey Club.

The Club also wanted to share in the take of the parking remuneration and the Forum Commission would not have any part of this. They also were not happy with the 65% - 35% split which we have been using for years with Hockey teams and wanted a bigger share of the gate; but the Commission decided to stay on our present formula.

We also discussed the increase in prices, which are from \$2.00 to \$2.25 on Rinkside seats and from \$1.50 to \$2.00 on Reserved sections where the new chairs are located, and all other seats remain at the same price. These increases the Forum Commission have concurred and the reason being for our concurrence is that the cost of operation for the Club has greatly increased this year. Such as operating an expanded Training School; increased fees to the Maritime Amateur Hockey Association; increased insurance costs and the expectation that the visiting clubs from out of the Province, will expect a share of the gate in addition to their expenses rather than their expenses which they received last year.

With reference to reserved seats for the year, there are two plans which the club is using to sell their reserved seats. The first plan, by which you pay for your complete season's tickets in advance. The other plan is that the club will charge a \$5.00 fee for the holding of seats, in which the purchaser can pick up their tickets prior to game time and is entitled to these seats, throughout the whole season, provided he does not miss more than three games. This \$5.00 charge is to cover the increased cost of handling tickets.

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With reference to Alderman A. M. Butler's question that the Forum could do better under certain circumstances towards increasing its revenue. Since the institution of the Atlantic Winter Fair in 1963, we have been making every effort to increase the rental of our properties, but are always obsessed with the problem that we have to hold all our properties available to the Winter Fair for several weeks during late October and early November, each year.

We have been very successful in eliminating the Horse Racing on the Commons and established it on the Forum Commission property on a much better paying basis and further, the area known as the Cattle Shed has been rented out in winter months to new car dealers, wishing to display their products and in the summer months it has been rented to warehousing people to store crated furniture on a month to month basis.

Up until recently, we have been housing the Halifax Police Boys Club in the Grandstand Building and this has eliminated any opportunity to rent this Building. The Industrial Building has been rented on a day to day basis, to different organizations holding social events, such as the Children's Hospital and other clubs. In addition to the regular shows that we have each year in the Forum, such as Ice Capades and touring groups of singers, we have been able to use the Forum Building and Arena for the Atlantic Provinces' Hardware Show; Rotary Antique Car Show; and the Moscow Circus; A Russian Ballet Group and Groups have been using the Forum and Arena facilities for lobster parties, in connection with National Conventions.

The Atlantic Boat Show was also held on the Forum property, and we are continually in search of ways to increase our revenues.

Respectfully submitted,

T. L. TRAINOR,  
CHAIRMAN,  
THE HALIFAX FORUM  
COMMISSION.

Alderman O'Brien asked that three letters opposing the increase in the price of hockey tickets, received from three local groups be read.

The City Clerk read letters from the following organizations each of which protested the proposed increased prices for hockey tickets for the 1966-67 season:

1. Cornwallis Lodge 264, Brotherhood of Railway and Steamship Clerks

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2. Halifax-Dartmouth and District Labour Council, C. L. C.
3. Halifax Longshoremen's Association, Local 269, I.L.A.

Alderman O'Brien said that, having asked Alderman Trainor (Chairman of the Forum Commission) the questions earlier, he now wished to thank him for the written answer because it makes it clear where the responsibility for the various changes has been, and it also makes it clear that the Forum Commission has concurred; but the Forum Commission has been appointed to manage that operation which includes their negotiation with the Hockey Club.

He said that under the circumstances there is no further action the Council can take other than to change the membership of the Commission when the terms of the present incumbents expire.

Persons Qualified as Fit for "Home For The Disabled"

The City Clerk advised that the Public Health and Welfare Committee, at a meeting held just prior to this meeting, had considered a report from the City Manager advising that forty-three patients at the Halifax Mental Hospital have been classified as being fit for care in a "Home For the Disabled", and that the Provincial Government will share the per diem rate of patients in the Halifax Mental Hospital if they are transferred to such a Home.

The Committee recommended that provided that adequate Staff and supervision can be made available, the forty-three patients so classified be accommodated at the Scotia Nursing Home at Beaverbank, Nova Scotia, at a cost

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Alderman Ivany said he favoured the Argyle Street site but he questioned whether it would be possible to get until such time as more satisfactory accommodation is available.

MOVED by Alderman Abbott, seconded by Alderman O'Brien, that the recommendation of the Public Health and Welfare Committee be approved. Motion passed.

Proposed Change of Site - New Court House

Alderman A. M. Butler addressed the Council expressing opposition to the proposal to locate the new Court House on Argyle Street at the top of St. Paul's Hill, and he asked the reason for the departure from the established decision of the Council made some months ago when in acquiescence to the request of the Court House Commission they allocated land on Rainnie Drive as a site for the new Court House.

Alderman LeBlanc asked what prompted the Mayor and the members of the Court House in selecting the site on Argyle Street in preference to any other site.

Alderman H. W. Butler said that he was concerned over the potential loss of \$25,000.00 tax revenue if the site is decided upon.

Alderman Black said that he expected the Court House Commission would request the City on September 15th to tender a deed to the Commission for the Rainnie Drive site.

Alderman O'Brien contended that both the Argyle Street site and the Waterfront site would be more advantageous to the City from a planning point of view, as the siting of the Court House on the Waterfront would greatly assist in the development of the Waterfront Plaza; also, the Argyle Street site would be a beautiful site with steps leading up from Barrington Street and no vehicles on that Hill.

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Alderman Ivany said he favoured the Argyle Street site but he questioned whether it would be possible to get a proper set-back for the kind of building that is desired.

Alderman Meagher said that an additional cost factor, not mentioned, was the provision of parking facilities.

Alderman O'Brien asked if a check had been made to determine how soon the Waterfront site can be made available in relation to the St. Paul's Hill and Rainnie Drive sites.

His Worship the Mayor replied in the negative.

Alderman Connolly said that as a former member of the Court House Commission, he was pleased to see that Alderman Meagher had voted against the proposal to change the location of the new Court House.

Alderman Meagher said that he had merely carried out the direction of City Council.

His Worship the Mayor: "In the first place, may I point out to you that the Court House Commission Act names Commissioners to the Court House Commission which is a Body Corporate. They are named by the various Bodies---the Governor in Council, Municipality of the County of Halifax, the Barristers' Association and the City of Halifax---and need not be members of the City Council. They have the responsibility of maintaining the Court House on Spring Garden Road, and they also have the right given to them by the legislation to construct a new Court House.

"As you know, many sites have been discussed, but with respect to the Waterfront site, can the Town Planner give us an

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answer tonight as to the location of Harbour Drive, south of Jerusalem Warehouse?"

Alderman Black: "That is a matter surely, Your Worship, for the Council to determine."

His Worship the Mayor: Surely! But from my own recollection, I recall that we had discussed this only a few weeks ago, and it was not resolved and will not be resolved until we have a report from the Historic Sites Committee.

"We have no report on the area south of the prolongation of Buckingham Street."

Alderman Moir: "But we have given a firm decision to other people. We have told Foundation Company exactly what their lines will be."

His Worship the Mayor: "But we have not resolved the matter in that area. The land value has been discussed tonight. What is land value? In the first place, I saw an opportunity to involve others in the process of urban renewal in Halifax. By "others", I mean the Province of Nova Scotia who are not presently in this field, the County of Halifax and the City of Dartmouth who would also be involved in the urban renewal process."

"It is my understanding, Alderman Meagher, in discussion in recent weeks, we have been informed that the approximate share by the Province of Nova Scotia would be 35% of the cost and that the balance will be shared according to joint expenditures which means roughly, without drawing a fine line, about 33-1/3 being our share and the other portion being borne by Dartmouth and the County."

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balance that "Certainly the best we could hope for under a cost-sharing agreement on that land across the street from the Federal Government will be a fifty-fifty split. So, there was an advantage to the City of Halifax, as I saw it, to place the Court House in this location. The decision, remember, is the Court House Commission's decision to make--- not this Council's decision. The request to purchase came from the Court House Commission to this Council and the City made an offer to sell at appraised value of \$237,000 of some two and a quarter acres of land on Rainnie Drive and Gottingen Street. If this land is not used for the Court House, surely it will be used for something equally as good, if perhaps not better, in years to come. This land has been idle for a number of years, the last nine years in the hands of the Province, and certainly a Court House on the location that has been suggested on Argyle Street will do a great deal to enhance the urban renewal process of Downtown Halifax. Here we have a known need, and all we ask for, and remember this, and this may be overlooked in all discussions because all we have asked for is a look at these properties to see if they are available. We were assured by the Chairman of the Commission that this would in no way hold up planning of the new Court House because I understood from the meeting on Thursday, and Alderman Meagher can correct me if I'm wrong, that the design has not proceeded beyond anymore than the calculation of the space is now being drawn up. So, nothing is being lost as between now and September 14th. It is an appraising---looking at another site. Now, if it appears in

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balance that it is not a good decision to all of us who are concerned how to proceed with construction on this site, then we can pick the Rainnie Drive site and go ahead with it because we have been assured that there is no delay in the design of the building and we are not in a position of frustrating entirely the will of Council----not at all.

Certainly not all of us who are on the Commission. While we are not there as delegates of City Council, obviously we are aware of our own responsibilities here as well, and we are certainly more acutely aware of the financial position of the City than are the members of the Barristers' Society.

"Certainly, in the examination of this building which is a prestige building and which will mean something to Halifax in the years to come, we should consider the location of the Court House on the site that I have brought forward; and in so doing, we have not frustrated in any way the advance planning for a Court House. The City Council said that the land is available on Rainnie Drive---it is there---fine, let it go there; but I would hope that if any plans are made for Rainnie Drive that would not provide, for instance, for a great mass of surplus parking, I hope that the Court House Commission would be forced or at least we could persuade them to build a structure to house the parking because we would be merely coming back in a few years time seeking additional funds for this purpose. I think there is nothing worse than to have a lot of cars at the base of Citadel Hill. We have removed them of course from Brunswick Street where they were

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like a row of mice nibbling at a corn cob. We have taken them out of there and we have improved the appearance of that area. We have done much to improve the appearance and I hope that in years to come that the triangle we purchased from the Federal Government at a reasonable price on the north side of Gottingen Street Extension will be the site of very beautiful civic buildings and properly sited there, too; and what we are doing here is merely exploring the possibilities. Now the newspapers have built this up to a different case and I don't edit a newspaper. I am not a shareholder or a member of the Board of Directors.

"Now you certainly are conscious of costs whether a member of the Court Commission or a member of City Council but in weighing it out, certainly I saw an opportunity to involve others in the urban renewal process of Halifax. I saw an opportunity to take an area which was not going to improve substantially in years to come; it is located close to City Hall; close to Barrington Street where the street could, I think, benefit by a building of this type being erected near by, to increase the activities and vitality of that street; it is across the street from what most people term a National Historic Shrine, St. Paul's Church; and that Church and, I think, the other areas deserve a proper setting.

"Also, in our consideration, of course, I was guided by the fact that in discussing this matter I asked the opinion of the (City) Manager and I asked if he would get for me the opinion of the Planner. I don't want to involve them

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now because it would be unfair because they were asked to report and they are, naturally, limited to what Council says. But, I asked them, for instance, if the Court House did go there, where would you think of placing the Police Station, which must be replaced in accordance with our agreement respecting the Scotia Square. The suggestion made there was that if the Court House is located on the Argyle Street lot, the Police Station could be located one block removed---in other words, with a high-rise parking garage on the Grafton Street lot, which is properly utilizing urban land, and with the Police Station to the west side of that---so that there would be a collection of buildings there which would tend to centralize the administration of justice in one area.

"This seemed to make sense to me, and for this reason I asked the questions and proposed the action I did before the Court House Commission. In doing so, I was only operating in my role as an urban planner, because we are all urban planners---all of us who sit in this Council and make decisions are urban planners. We are the ultimate urban planners---the others are our technical advisers. In doing so, I did so because I am interested greatly in urban design; I am interested greatly in the City of Halifax; and I will not retreat from the position I took because I think that we should explore the facts, and I think that the location of the Court House and the Police Station potentially there with a high-rise parking garage between them can mean a lot to moving on to the next stage of urban renewal with Scotia Square coming from the north, and this one moving up westward from the Grand Parade. "

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MOVED by Alderman O'Brien, seconded by Alderman Ivany, that the Staff be asked to provide the comparative facts on Rainnie Drive, St. Paul's Hill and the Waterfront on cost (including land and parking facilities), timing (earliest possible in all cases) and the actions that would have to be taken by this Council if any one of the three sites were finally chosen. Motion passed.

Bestowal of Freedom of the City of Halifax  
on Major General Appleyard

Resolution Conferring Freedom of the City  
Upon Major General Kenelm Charles Appleyard, C.B.E., J.P.

WHEREAS MAJOR GENERAL KENELM CHARLES APPLEYARD, C.B.E., J.P., of Burwood Park, Walton-on-Thames, Surrey, England, has through his public actions demonstrated his keen interest in the development of Halifax, Nova Scotia, and through his wise counsel and advice has contributed in great measure to the progress of the City;

AND WHEREAS the City Council of the City of Halifax desires to recognize his outstanding contributions to the Corporation of the City of Halifax;

AND WHEREAS the highest honour that can be bestowed upon him by the City of Halifax, Nova Scotia, would be to confer upon him the Freedom of the City of Halifax and to invest him with the title and dignity of an Honorary Freeman of the City of Halifax;

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Halifax that the Freedom of the City be bestowed upon Major General Kenelm Charles Appleyard, C.B.E., J.P., of Burwood Park, Walton-on-Thames, Surrey, England, and that His Worship the Mayor, Charles A. Vaughan, J.P., be

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requested to have this honour bestowed upon him at an appropriate time.

MOVED by Alderman Trainor, seconded by Alderman Meagher, that the Resolution as submitted be approved.

Motion passed unanimously.

11:40 p.m. meeting adjourned.

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C. A. VAUGHAN  
MAYOR AND CHAIRMAN

R. H. STODDARD  
CITY CLERK

CITY COUNCIL  
SPECIAL MEETING  
MINUTES

Council Chamber,  
City Hall,  
Halifax, N. S.,  
September 6, 1966,  
7:30 p.m.

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

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

There were present: His Worship the Mayor, Chairman; and Aldermen Abbott, Moir, Ivany, Matheson, A. M. Butler, Meagher, Richard, O'Brien and H. W. Butler.

Also present were: Messrs. P. F. C. Byars, D. F. Murphy, R. B. Grant, G. F. West, S. A. Ward, M. Latham, G. H. Brundige, W. J. Clancey and H. K. Randall.

The meeting had been called specially to consider the following matters:

- (1) Public Hearing Re: Rezoning of Land Southwestern side of Lady Hammond Road from R-2 to C-2 Zone
- (2) Parking Garages

MOVED by Alderman O'Brien, seconded by Alderman Abbott that the following item be added to the Order of Business:

Amendment - Ordinance No. 106

Motion passed unanimously.

MOVED by Alderman Matheson, seconded by Alderman Moir that the following item be added to the Order of Business:

Modification of Lot Frontage - #1730 (330) Robie Street

Motion passed unanimously.

MOVED by Alderman Moir, seconded by Alderman Matheson

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that the Order of Business as amended be approved. Motion passed.

7:35 p.m. Alderman Black arrives.

PUBLIC HEARING RE: REZONING OF LAND SOUTHWESTERN SIDE OF LADY  
HAMMOND ROAD FROM R-2 TO C-2 ZONE

At the meeting of City Council held on August 22, 1966, a public hearing in connection with the application to rezone land on the southwestern side of Lady Hammond Road between Robie Street and the Cotton Factory Siding from R-2 Zone to C-2 Zone, had been adjourned until this time.

The hearing had been deferred in order that counsel for a number of residents, two of whom had submitted letters of objection, might have an opportunity to address Council or their behalf.

The Deputy City Clerk stated that he had been advised by Messrs. Frank Pickrem and F. L. Gervais that they had withdrawn their letters of objection to the proposed rezoning.

Mr. D. J. Amiro appeared on behalf of the applicant, and requested favourable consideration of the application.

MOVED by Alderman LeBlanc, seconded by Alderman Meagher that the land at #6066-6084 Lady Hammond Road and four lots at the rear of the said #6066-6084 Lady Hammond Road, as shown on Plan No. P200/210, be rezoned from R-2 (Residential) Zone to C-2 (Commercial) Zone.

Motion was put and passed unanimously, the following members being present and voting therefore: Aldermen Black, Abbott, Ivany, Moir, A. M. Butler, N. P. Meagher, D. G. LeBlanc, J. L. Connolly, K. P. Richard, R. A. O'Brien and H. W. Butler.

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Alderman Matheson was not permitted to vote as he was not present at the meeting of Council held on August 25, 1966, when the matter was first considered.

A formal by-law amending the Halifax Zoning By-law was submitted to give effect to the foregoing resolution of City Council.

MOVED by Alderman LeBlanc, seconded by Alderman Meagher, that the By-law as submitted be approved. Motion passed unanimously the following members being present and voting therefore: Aldermen Black, Abbott, Ivany, Moir, A. M. Butler, N. P. Meagher, D. G. LeBlanc, J. L. Connolly, K. P. Richard, R. A. O'Brien and H. W. Butler.

7:40 p.m. Council adjourned to convene as a Committee of the Whole.

#### PARKING GARAGES

The Committee had for consideration a series of four reports on Public Parking prepared by the Staff, entitled as follows:

- Report No. 1 - C.B.D. Parking Survey
- Report No. 2 - Parking Meters and Meter Rates
- Report No. 3 - Spring Garden South Redevelopment Area
- Report No. 4 - Parking Garages

His Worship the Mayor said that the reports represent a great deal of work by the Staff and should serve as guides to the Council in its deliberations.

At the request of Alderman O'Brien, the following letter from the President of the Halifax Board of Trade was read:

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August 31, 1966

His Worship the Mayor and  
Members of City Council  
Halifax, Nova Scotia

Your Worship and Gentlemen:

RE: Parking Authority

At the August 29th meeting of your Board's Council, a resolution from our Civic Affairs Committee was unanimously approved and we respectfully submit it for your consideration

"that the City of Halifax establish a parking authority to plan, direct and co-ordinate all matters relating to parking within the City of Halifax".

We are aware that this subject has recently received attention by the Town Planning Board and the City Council. With the annual increase in automobile traffic, we believe that the establishment of a parking authority now is most appropriate. We further recommend that the parking authority include on its Board a representative of the business community, the motoring public and any interested responsible bodies.

Yours very sincerely,  
(Signed)

J. H. Haylock, President  
Halifax Board of Trade

Alderman Ivany asked what action Council had previously taken on this matter and His Worship the Mayor said that Council had passed a motion to create a parking authority.

Alderman Matheson said that the Staff's concept of a parking authority, as expressed in the report, is one which would own and operate facilities; whereas, the Board of Trade resolution seems to envisage a broader concept of a body that could operate or could be supervisory only; or, it could be a promotional body to carry out some of the policies of Council relating to parking garages.

He asked if it could be a two-headed body and operate

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in both fields.

His Worship the Mayor expressed doubt that it could be such; but, as he envisioned it, it would operate in a similar manner to that of the Public Service Commission and operate as a separate financial entity with authority to issue its own bonds; and finance its own operations from its revenues; and thus the City's capital debt position would not be affected by the operation.

He contended that the Council should, however, retain the prerogative of deciding the number and location of any parking garages that are to be built in the City, because of the overall planning considerations involved; and, therefore there should be a great deal of liaison between the City's Development Staff and the parking authority. Also, City Council would retain the prerogatives of parking fees and fines setting.

Alderman Meagher referred to the action of private enterprise in providing parking facilities, such as the Tex Park, the Argyle Garage and the facilities which are under construction at the Willow Tree, plus the Scotia Square Development and the possibility of a parking garage being provided in the hospital area; and he asked of the provision of off-street parking facilities by a public body would constitute an unfair competition with private enterprise with the possible result that the private operators would seek tax concessions.

His Worship the Mayor said that the Staff reports indicate that private enterprise has not met the need in Halifax

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and is not likely to meet the need for some time to come; and he said that it appears to be the consensus of the members of Council that there is need for action on the part of the Council to provide additional facilities. This need, he said, was demonstrated by the fact that the City, with its Federal partner, had provided a parking lot on Maitland Street which is being operated at a loss; also, the provision of the land for the downtown parking lot on Grafton Street recognized the need for public action back as far as 1951.

Alderman Meagher said that he favored a plan whereby the City would assemble the land but the facility would be erected by private enterprise and the City does not become involved in a possible deficit operation.

Alderman O'Brien said such a plan would result in private enterprise building only a limited number of parking garages which would be profit-making, and needed facilities in areas which are not profitable would be neglected because of the high subsidy required.

He said that the advantage of having a parking authority provided that one is established immediately, would be that the parking facilities would be built on the worst sites as well as on the best sites so that the profits on the more profitable ones could offset the losses on the other to some extent, and thus reduce the subsidy that would be required.

The Mayor also pointed out that the parking authority would have to request Council to supply the sites for the parking

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garages and thus Council would control the location of such sites and would be able to achieve a proper balance, whereas private enterprise being concerned mainly with the profit motive would tend to locate such facilities on selected locations.

Alderman O'Brien referred to the final recommendation of Staff which is contained in Report No. 4, Page 20, respecting the possibility of engaging a parking garage consultant to advise on the acceptability of the sites suggested and to indicate what would be a suitable level of development for each of the sites proposed.

He asked: "Is it not possible to take immediate action to establish a parking authority and have them, as part of the parking job, get what technical advice they require; but have us establish immediately the principles of what we want, and proceed?"

He said that if Council decided to engage consultants the matter would be further delayed, whereas the other procedure would obviate further delay.

Alderman Matheson said that he would not favor the engagement of consultants but that because of the public service nature of parking facilities, a parking authority should be established whose task would be to determine the type and number of parking garages required and where they should be located. He said that he is satisfied of the need for such an authority which will not compete with established parking garage operators but will complement their operations.

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especially, Alderman Black expressed agreement with the idea of establishing a parking authority but also expressed concern over the need for large scale expenditures initially; and he said that if the authority finds that the cost of borrowing for construction of parking garages is too high, the provision of such facilities should be deferred; also, he contended that if the citizens are to be supplied with such services, they will have to be prepared to contribute to the cost of same.

borrowing, Alderman Ivany expressed agreement with Alderman Black's concern over the financial implications during these times of high-cost money but he felt that even though no construction is planned for the immediate future, the parking authority, if formed, could concern itself with the design of off-street parking facilities or devices, and their location; and he said that Council should move quickly to have such an authority established.

among all His Worship the Mayor said that legislation relating to parking authorities is scanty and enables Council only to create an authority, but Council should proceed to create the authority and to seek further legislation to arm the authority with power to carry out certain responsibilities which the Council might wish to assign to it.

not affect Alderman Abbott contended that there is plenty of work that can be done by a parking authority while awaiting further legislation; and he said that immediate action should be taken to appoint such a body, which could work in conjunction with private enterprise to provide necessary facilities for parking,

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especially in the downtown area where there is an urgent need for additional facilities if the "core" of the business area is to survive.

The Mayor said that present legislation provides that the City may, by ordinance, establish a parking authority and to entrust to such authority the maintenance, control, operation and management of parking facilities within the City, owned or leased by the City; but that the City would have to provide, by borrowing, any capital funds required by the authority. However, legislation can be sought to empower the parking authority to do its own financing.

He suggested that Council having obtained the legislative authority, should now proceed to take action to create the parking authority.

Alderman Richard said there appeared to be agreement among all the members as to the need for additional off-street parking facilities; and he said that there appeared to be two main advantages to be gained by the appointment of a parking authority - (a) It would operate the facilities as a separate financial entity, similar to the manner in which the Public Service Commission operates the water utility, and thus would not affect the City's capital debt position; and, (b) the need for engaging outside technical assistance can be obviated, as the Manager engaged by the authority would be technically qualified individual.