

*The Address—Mr. Macaluso*

repairing, beauty care, mechanical health of the automobile are such that the total expenditures made for these purposes are higher than the analogous ones for human beings.

Thus, Mr. Speaker, in spite of having been invented and constructed as a means of mobility the automobile has robbed us of that very mobility in our city centres and surrounding metropolitan areas by congesting streets and highways. Of course, many of the costs of congestion cannot be calculated. How does one estimate the cost of strained nerves, frayed tempers and depression in experiencing or even contemplating the traffic ordeal?

We have approached this problem in our cities in two ways, first by fleeing to the suburbs and thus bringing about the scaterization of our cities and, second, by surrendering to the automobile by expanding and broadening our streets, by demolishing human habitation, destroying our parks, bisecting established communities, and by giving over more and more human living space in the form of car storage areas, parking lots and garages, service stations and repair shops, to the automobile. However, Mr. Speaker, both of these actions have not pacified the insatiable appetite of the automobile. That appetite has nearly succeeded in destroying the desirable qualities of cities and has converted many of our city cores into economic graveyards and our suburban areas into monotonous cultural deserts. Cars, Mr. Speaker, do not pay property taxes but buildings do, and where automobiles have taken over our city streets revenues have been lost to our local governments.

The automobile as a means of urban transport is probably going to stay with us and even grow in importance, at least for the foreseeable future. Thus we will have to devise ways and means of living in the automobile age but still remain masters of our environment. The solution, I suggest, is not complete dependence on the private automobile but upon a co-ordinated system of transport where both the private automobile and public mass transportation can assume their proper roles. We will have to reorganize our urban pattern and our entire approach to land usage in our cities and metropolitan areas.

Transportation facilities have always had a dominant effect on urban land use and therefore on the shape and character of cities. There is a close relationship between transportation, land use and urban development.

Urban development in Canada is still largely determined by the undirected forces of

[Mr. Macaluso.]

necessity and expediency. What is needed to come to grips with the problem of urban transportation, just as it is with the problem of urban housing and development, is the use of urban planning. At present we do not really plan our cities. Urban planning has been given lip service in most Canadian cities. I speak as a former alderman in the city of Hamilton, and I know that every city hall across the country has filing cabinets and shelves full of expensive plans gathering dust. When I speak of planning I speak of the need to establish basic objectives for the growth and development of the city, objectives based on expected needs in housing, business, industry, education, transportation and culture, and these arrived at by discussion and participation at all levels of government and with the citizens themselves.

Many have come to learn the lesson that if you pick up one urban problem and start to unravel it you discover pretty soon that the urban environment is all of one piece and you have the whole business left in your hands. They have come to learn that a comprehensive approach is necessary. Comprehensive planning at all levels of government—I notice this was one of the matters discussed by the Prime Minister in his speech in the house on May 10—means that neither growth in the metropolitan fringes nor decay in the older areas of the central city can be sorted out conveniently and considered alone. They are interdependent and it is now generally agreed that urban area planning must be comprehensive and must include planning of transportation facilities. Transportation planning must embrace the complete transportation system of an area; otherwise it makes no sense.

I turn now to the other problem of the urban areas, that of municipal taxation. The cores of our metropolitan areas are the victims of the financial squeeze that develops as population moves out to the suburbs. Decentralization of population takes with it a large chunk of the city's support by way of real property taxes, and at the root of the urban financial difficulty is the narrowness and rigidity of the base upon which the tax burden rests. Thus we must find ways to eliminate the financial problem which threatens municipalities and leads them to place obstacles in the path of urban development undertakings.

What is needed is an overhaul of the system of taxation for urban areas, and it is needed urgently. Far greater assistance is